SLOUGH MULTIFUEL PROJECT

SLOUGH MULTIFUEL EXTENSION PROJECT

[PINS Ref: EN010129]

Environmental Statement
Volume 3 – Appendix

Appendix 7A – Transport Statement

Application Document Reference: [6.4.5]

APFP Regulations 5(2)(a)

Revision Number: 1.0

Planning Act 2008
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Slough Multifuel Extension Project

Transport Statement

60662168

July 2022

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
Laura van Heezik Senior Transport Planner	Sean O'Connell Associate	Neil Titley Technical Director	Peter O'Connor Project Manager

Prepared for:

SSE Slough Multifuel Limited

Prepared by:

AECOM Infrastructure & Environment UK Limited
AECOM House
63-77 Victoria Street
St Albans
Hertfordshire AL1 3ER
United Kingdom

T: +44(0)1727 535000
aecom.com

Table of Contents

Figures

Tables

1. Introduction

1.1 Background

1.1.1 This Transport Statement (TS) has been prepared on behalf of SSE Slough Multifuel Limited (SMF) as part of a Development Consent Order (DCO) Application to increase the gross generation of the consented Slough Multifuel Facility.

1.1.2 The Proposed Project comprises works to increase the efficiency and output of a generating station consented in June 2017 under the Town and Country Planning Act 1990 (TCPA) with capacity up to 50 megawatts electrical output (MWe) (Planning Ref. P/00987/024 and P/00987/025) (the Consented Development). As the electrical output would exceed 50MWe the Proposed Project requires development consent (granted in the form of a Development Consent Order) under Section 31 of The Planning Act 2008. This increase in gross generation capacity will be achieved through a number of physical works that constitute 'engineering operations'. The majority of these works will be internal and contained within the Consented Development building envelope which will remain unchanged; only a small section of the pipe work will be external. There will be no increase in permitted vehicle movements required for the operational phase of the Proposed Project.

1.1.3 The land for the Proposed Project (the 'Site') is located on part of the Slough Heat and Power (SHP) site at 342 Edinburgh Avenue, Slough, SL1 4TU, approximately 2.5 kilometres (km) northwest of Slough Town Centre, within the Slough Trading Estate, grid reference SU 953 814 and is denoted by the red line on Figure 1-1. The Site is described in **Chapter 4: Existing Site Conditions [Application Document Reference 6.2.4 – ES Chapter 4]** of Volume 1 of the Environmental Statement.

Figure 1-1: Site Location

1.1.4 Construction on the Consented Development commenced in May 2021. Demolition work is already complete onsite, with construction works underway and with steel works expected to be visible above ground at the time of submitting the application for the Proposed Project.

1.2 Report Structure

1.2.1 Following this introduction, the report is set out as follows:

- **Section 2: Policy Context:** A review of the relevant national, regional and local policy documents.
- **Section 3: Baseline Conditions**: provides an overview of the accessibility of the site by all modes of transport (walking, cycling, public transport and vehicular).
- **Section 4: Proposed Project:** description of the Proposed Project.
- **Section 5: Impacts:** sets out the methodology used to assess the impact of the Proposed Project.
- **Section 6: Impact Assessment:** presentation of the impact of the scheme on public transport and the highway network.
- **Section 7: Summary and Conclusions** – provides a summary of this TS and a conclusion of the forecast impact.

2. Policy Context

2.1 Introduction

2.1.1 The Proposed Project has been considered with reference to the following relevant national, regional and local policy and guidance documents. The documents included in this review are:

- **National Policy**
  - National Policy Statements
  - Draft National Policy Statements
  - The National Planning Policy Framework (2021)
  - Planning Practice Guidance (2014, updated regularly)
- **Local Policy**
  - Slough Local Development Plan
  - Slough Local Transport Plan 3

2.2 National Policy

National Policy Statements

2.2.1 The TS takes account of the following National Policy 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).

2.2.2 The above 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.

2.2.3 The relevant NPS requirements are provided in Table 2-1.

Table 2-1: Relevant NPS requirements for transport

Relevant NPS paragraph reference	Requirement of the NPS
Paragraph 5.13.1	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

Relevant NPS paragraph reference	Requirement of the NPS
	the construction phase will depend on the scale and type of the proposal.
Paragraph 5.13.3	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 National Highways and Highways Authorities as appropriate on the assessment and mitigation.
Paragraph 5.13.4	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.
Paragraph 5.13.6	A new energy NSIP may give rise to substantial impacts on the surrounding transport infrastructure and the IPC [now PINS, with the Secretary of State making the final decision] 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 [now PINS, with the Secretary of State making the final decision] 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	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.
Paragraph 5.13.9	The IPC [now PINS, with the Secretary of State making the final decision] 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.

Relevant NPS paragraph reference	Requirement of the NPS
Paragraph 5.13.11	The IPC [now PINS, with the Secretary of State making the final decision] may attach requirements to a consent where there is likely to be substantial HGV traffic that: 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

2.2.4 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:

- 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).

2.2.5 Where the relevant Draft NPS contain requirements that differ from the requirements of the NPSs, these are outlined in Table 2-2.

Table 2-2: 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

Relevant NPS paragraph reference	Requirement of the NPS
	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

2.2.6 The National Planning Policy Framework (NPPF) 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.

2.2.7 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.

2.2.8 NPPF Chapter 9 sets out Promoting Sustainable Transport (paragraphs 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 plan-making and development proposals.

2.2.9 Paragraph 106 states that planning policies should "*be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned".*

2.2.10 Policies on assessing the transport impact of development proposals are identified in paragraphs 110 to 112. These refer to highway safety as well as capacity and congestion to make clearer that pedestrian and cycle movements should be prioritised, followed by access to high quality public transport, to reflect the importance of creating a well-designed place.

2.2.11 Paragraph 113 states that a development that generates a significant amount of movement should be supported by a Transport Statement or Transport Assessment and will be required to provide a Travel Plan.

Planning Practice Guidance

2.2.12 In March 2014 the Department for Communities and Local Government (DCLG) launched a website containing national planning practice guidance. The website contains guidance on a range of planning topics such as design, Local Plans, Neighbourhood Plans, Travel Plans and Transport Assessments.

2.2.13 The section on 'Travel plans, Transport Assessments and Statements in decision-taking' provides advice on when Travel Plans, Transport Assessments and Transport Statements are required and what they should contain. Travel Plans are expected to identify specific required outcomes, targets and initiatives. They need to set out clear future monitoring, review and management arrangements and consider what additional measures may be required to mitigate impacts if targets are not met.

2.3 Local Policy

Slough Local Development Plan Documents

2.3.1 The Local Development Plan for Slough sets out the long term vision for the area and a strategy as to how the future growth of the area should take place.

2.3.2 The Local Development Plan for Slough is a suite of documents comprising of the following:

- The Core Strategy Development Plan Document
- Site Allocations Development Plan Document
- Local Plan Saved Policies
- The Minerals and Waste Local Plan Policies

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

2.3.3 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.

2.3.4 Core Policy 7 (Transport) states that all new development should reinforce the principles of the transport strategy as set out in the council's Local Transport Plan and Spatial Strategy, which seek to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

2.3.5 Development proposals will, either individually or collectively, have to make appropriate provisions for:

- Reducing the need to travel;
- Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
- Improving road safety; and
- Improving air quality and reducing the impact of travel upon the environment, in particular climate change.

2.3.6 The Spatial Strategy recognises that not all development could or should take place in the town centre and that some other areas within the borough need to change. An important part of the "spreading the benefits" part of the strategy

is that selected areas outside of the town centre should also be regenerated. Parts of Britwell and the Slough Trading Estate, in which the Proposed Project is located, are examples of such areas which would benefit from being redeveloped in a comprehensive, properly planned and coordinated manner. The scale of development in these areas will depend upon the existing and proposed accessibility of sites and the extent of any environmental constraints.

2.3.7 Developers will be encouraged to prepare master plans for the comprehensive redevelopment of areas such as the Heart of Slough, Queensmere /Observatory shopping centres and Slough Trading Estate.

2.3.8 As part of the “spreading the benefits” part of the Spatial Strategy, there will also be other selected regeneration projects, which will include Britwell, Slough Trading Estate and parts of Chalvey. These will be comprehensively planned to meet the diverse needs of the local community.

2.3.9 The Slough Trading Estate, owned by SEGRO, is the largest Existing Business Area and provides around a quarter of all of the jobs in the Borough. Its continued success as an employment centre is of great importance to the local economy and the prosperity of the town as a whole. There has been a rolling program of refurbishment and redevelopment of the Trading Estate in recent years in order to ensure that it is able to accommodate modern business needs and continues to attract inward investment. This has been aided by the designation of the Trading Estate as a Simplified Planning Zone with its integrated transport strategy.

2.3.10 It is recognised that the Trading Estate will need to continue to evolve to serve the needs of knowledge-based industries. SEGRO is in the process of producing a master plan for the area which is intended to achieve this. The success of the Trading Estate is important to the borough’s sustainable development as it has the potential to retain and attract businesses, create jobs and offer opportunities for improving skills and training to local people. It is proposed by the Council that the Slough Trading Estate should be treated as a special case within the Core Strategy.

2.3.11 The Council will also support the establishment of a transport hub within the Slough Trading Estate as part of the Master Plan for the comprehensive regeneration of the Estate. It will also support improvements to Burnham railway station in order to increase its use for people commuting to the Trading Estate.

2.3.12 Any proposals for the regeneration of the Slough Trading Estate will have to include an integrated transport package which will reduce reliance upon the private car and improve public transport. This could include the creation of a new local transport hub.

Emerging Slough Local Plan

2.3.13 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.

2.3.14 *"The emerging Local Plan aims to address some of the key challenges facing Slough. In particular:*

- *meeting the new for new homes*
- *continuing to provide for locally and nationally important businesses*
- *how to make the most of the Heathrow Expansion*
- *how to tackle congestion on Slough's roads."*

2.3.15 At the time of producing this report (July 2022), it is anticipated that the publication and examination of the emerging Local Plan will occur late 2022 and 2023.

Slough Local Transport Plan 3 (LTP 3)

2.3.16 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. The objectives of LTP 3 are the following:

- *"to make sustainable transport options accessible to all;*
- *to enhance social inclusion and regeneration of deprived areas;*
- *to protect and improve personal health;*
- *to minimise the noise generated by the transport network, and its impacts;*
- *to achieve better links between neighbourhoods and access to the natural environment;*
- *to improve the journey experience of transport users across Slough's transport networks;*
- *to reduce the number of traffic accidents involving death or injury;*
- *to minimise the opportunity for crime, anti-social behaviour and terrorism and maximise personal safety on the transport network;*
- *to reduce transport's CO_2 emissions and make the transport network resilient to the effects of climate change;*
- *to mitigate the effects of travel and the transport system on the natural environment, heritage and landscape;*
- *ensure that the transport system helps Slough sustain its economic competitiveness and retain its position as an economic hub of the South East; and*
- *to facilitate the development of new housing in accordance with the LDF."*

2.3.17 The LTP 3 has a suite of supplementary strategy documents on the following topics:

- Public Transport
- Freight
- Cycling
- Smarter Choices

- Network Management
- Road Safety
- Walking
- Parking
- Accessibility

LTP 3 Public Transport Supplementary Planning Document

2.3.18 The Public Transport SPD was produced in line with a number of public transport improvements that have been identified to provide benefits for Slough, as follows:

- *"Committed rail schemes to improve journey times and accessibility to central London;*
- *Growing bus patronage in response to service development particularly to Heathrow Airport and the Trading Estate, as well as an increase in concessionary bus travel;*
- *Generally good at-stop bus service information; and*
- *Re-development of Slough bus station with improved levels of bus priority in the town centre."*

LTP 3 Walking Supplementary Planning Document

2.3.19 The Walking SPD sets out the vision for walking in Slough as *"to make Slough a more walking friendly town where people make walking their first choice for short journeys and appreciate walking as an enjoyable and healthy activity".*

2.3.20 The walking strategy has been built around the following themes:

- Removing Institutional Barriers
- Promotion and Education
- Improving the Walking Environment

LTP 3 Freight Supplementary Planning Document

2.3.21 The Freight SPD sets out the freight strategy for Slough Borough Council. The strategy vision is *"to ensure effective movement and co-ordination through partnership working with key stakeholders and local business groups".*

2.3.22 The objectives for the freight strategy are the following:

- To reduce the environmental impact of freight traffic
- To support economic growth by ensuring the movement of freight traffic is efficient
- To reduce the number of accidents involving goods vehicles
- To influence land planning.

3. Baseline Conditions

3.1 Introduction

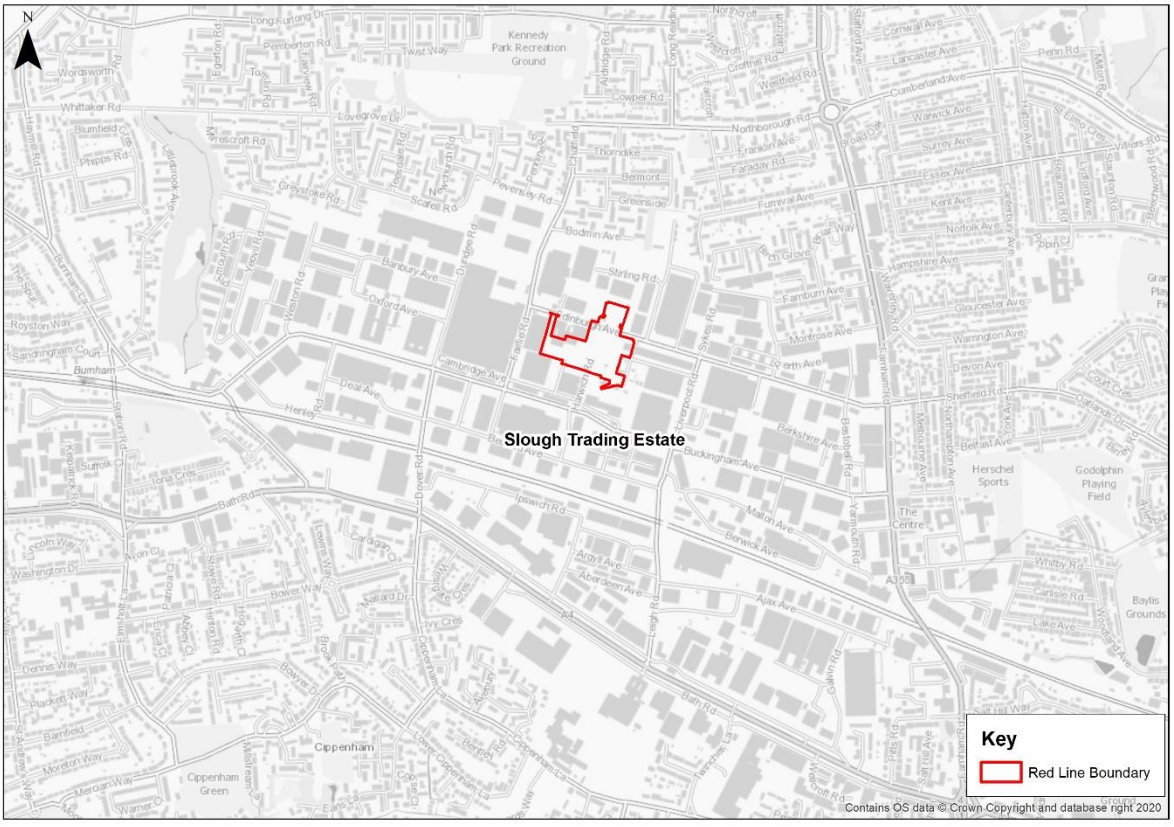
3.1.1 This section provides details of the existing baseline transport conditions relevant to the development proposals, including the following:

- Site Description and Location;
- Highway Network;
- Active Travel (Walking and Cycling);
- Public Transport; and
- Road Safety.

3.2 Site Description and Location

3.2.1 The Proposed Project Site (the 'Site') lies in the Thames Valley, approximately 4km north of the River Thames within the SHP site on the Slough Trading Estate. Slough town centre is approximately 3km to the south-east, Windsor is approximately 5km south of the Site, and Maidenhead is approximately 7km west of the Site. The Site location is illustrated in Figure 3-1.

Figure 3-1: Site Location



3.2.2 The area surrounding the Site is occupied by various industrial, warehouse and retail businesses, both large and small, which is typical of much of the Trading Estate that covers an area of approximately 158ha.

3.2.3 The nearest residential properties are located approximately 200m north of the Site on Bodmin Avenue, with the nearest park and green space area, Kennedy Park, situated approximately 400m north-west of the Site.

3.3 Highway Network

3.3.1 The local highway network is shown in Figure 3-2.

Figure 3-2: Local Highway Network

3.3.2 The northern boundary of the main part of the 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.

3.3.3 To the east of the Site along Edinburgh Avenue are other industrial units 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.

3.3.4 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.

3.3.5 Fairlie Road lies immediately west of the SHP 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.

3.3.6 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.

3.3.7 The A355 runs from north to south, approximately 700m east of the Site. Within the vicinity of the Site it is called the Farnham Road. This road terminates at Junction 6 of the M4, approximately 3km southeast 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.

3.3.8 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 southwest of the Site.

3.3.9 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 Site is well placed in a location near to the strategic road network, and therefore easily accessible for HGVs.

3.4 Active Travel

Pedestrian Facilities

3.4.1 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 stops.

3.4.2 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 approximately 30 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.

3.4.3 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.

3.4.4 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.

3.4.5 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.

3.4.6 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

3.4.7 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).

3.4.8 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.

3.4.9 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.

3.5 Public Transport

3.5.1 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.

3.5.2 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.

3.5.3 There are three trains per hour from Slough to London Paddington on a weekday morning peak, while in the evening peak hour there are 5 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.

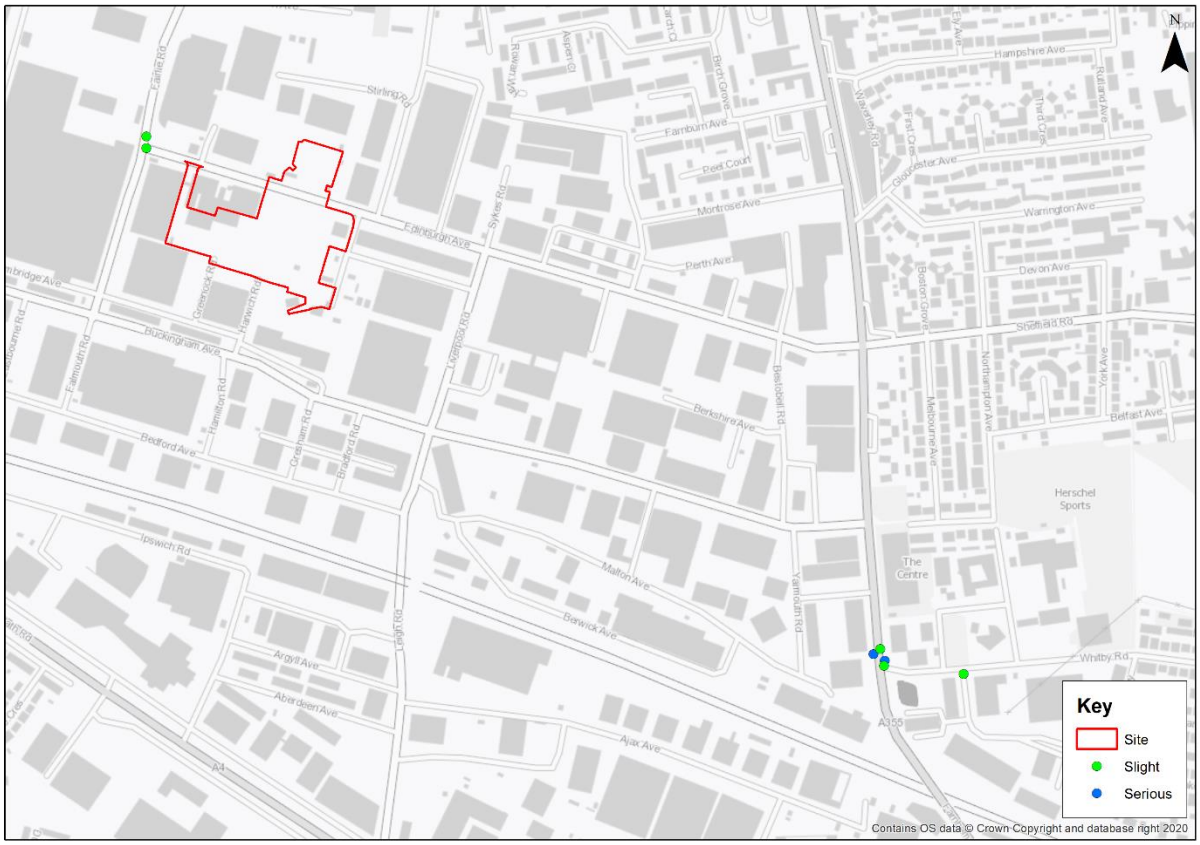
3.5.4 Burnham rail station is also a popular alternative, as it avoids local traffic in the centre of Slough. This station is located 1.9km to the west of the Site and is on the same line as Slough station. Services operate to Slough, Reading and Paddington from this station.

3.6 Road Safety

3.6.1 Personal Injury Collision (PIC) data for the most recent 5-year period available has been obtained from the Crashmap website (https://www.crashmap.co.uk), which includes incidents recorded between January 2017 and December 2021.

3.6.2 During this period, there was a total of seven incidents in the vicinity of the Site access and the off-site car park access, of which five were classified as slight in severity and two were classified as serious. The locations of the incidents are shown in Figure 33. Only incidents in the vicinity of the Site access and off-site car park have been shown.

Figure 3-3: PIA Locations



3.6.3 CrashMap does not provide contributory factors. The data has been analysed to determine whether any trends exist in the incidents around the Site, focusing in particular upon vulnerable road users, namely pedestrians, cyclists and motorcyclists. The results of this analysis are discussed below and summarised in Table 3-1.

Table 3-1: Summary of PIAs by Location

Location	Severity			Vulnerable Road User		
	Slight	Serious	Fatal	Ped	Cycle	M'Cycle
Fairlie Road / Edinburgh Avenue Junction	2	0	0	0	0	0
A355 Farnham Road / Whitby Road Junction	2	2	0	0	1	1
Whitby Road	1	0	0	0	1	0
Total	**5**	**2**	**0**	**0**	**2**	**1**

3.6.4 In total two PIA involving cycles and one involving a motorcycle were recorded in the study area. Four incidents were recorded at the A355 Farnham Road / Whitby Road junction within the five year period. The two serious incidents occurred in April 2017 and June 2021 and one pedal cycle was involved in one of the incidents. However, as no contributory factors were provided, it is not possible to identify the cause of the incidents. The PIA report for the serious incident in June 2021 did not include casualty or vehicle information and therefore we cannot determine if any vulnerable road users were involved in this incident.

3.6.5 The two slight incidents that were recorded at the Fairlie Road / Edinburgh Avenue junction were classified as slight in severity and did not involve any vulnerable road users.

3.6.6 The number of incidents recorded and their severity does not indicate any existing safety issues in the vicinity of the Site that would be exacerbated by the Proposed Project.

4. Development Proposals

4.1 Consented Development

4.1.1 The Consented Development includes the demolition and removal of buildings housing redundant plant and ancillary infrastructure to enable the development of a multifuel combined heat and power facility, generating up to 50MW of gross electrical output with up to 20MW of heat to supply the existing heat network.

4.1.2 The Consented Development will consist of an enclosed fuel bunker, furnace where the fuel will be combusted, boiler to raise steam, steam turbine to generate electricity, Flue Gas Treatment (FGT) plant to clean the flue gas and possible new stack for discharge of cleaned flue gas, which would replace the existing south stack on the SHP site.

4.1.3 The plant will produce two types of by-product; a flue gas treatment residue (approximately 15,000 tonnes per annum (tpa)), which is likely to be collected in sealed HGVs, and a wet bottom ash (approximately 80,000 tpa). Bottom ash generated in the boiler will be conveyed to an on-site storage system prior to being taken off-site in covered HGV's. This ash will be recycled where possible, or otherwise disposed of to an appropriately licensed landfill offsite.

4.1.4 The Consented Development will have an estimated throughput of up to 480,000 tpa of Waste Derived Fuel (WDF).Around four days on site fuel storage capacity in a dedicated bunker will be provided. All WDF will be processed offsite to extract recyclable materials and delivered to site by road using covered HGVs.

4.1.5 During the demolition and construction period of the Consented Development, there is expected to be 24 abnormal load deliveries, some of which may occur during the peak month, and on average approximately 300 additional staff on site (500 during the peak month). Access/egress for staff will be using the south access/exit onto Buckingham Avenue during demolition/construction. Access/egress for HGV's will be via the south access from Greenock Road or from either of the Edinburgh Avenue points of access.

4.1.6 Once operational, staff levels will increase by 20 full-time equivalent (FTE) staff, increasing the number of staff onsite to 51. This increase in numbers is still below the levels in early 2013, prior to the closure of the circulating fluidized bed (CFB) plant in March 2013.

4.1.7 During operation there will be a one-way system entering the Site from Edinburgh Avenue in the northwest of the Site and exiting in the northeast corner of the Site back onto this road.

4.1.8 At the main access point on Edinburgh Avenue, the entrance barrier will be relocated further into the Site to avoid queuing on the road due to a waiting HGV protruding.

4.2 Proposed Project

4.2.1 The Proposed Project involves increasing the gross generation capacity of the Consented Development. This will be achieved through mechanical modification of the Consented Development and provision of systems including:

- heat exchanger bundles (internal to the existing Consented Development building envelope);
- external and internal above ground pipework and valves;
- pipe supports (external and internal);
- thermal insulation (external and internal works);
- instrumentation (internal to the existing Consented Development building envelope);
- cabling and containment (internal); and
- mechanical modifications to the steam turbine inlet control system (internal works).

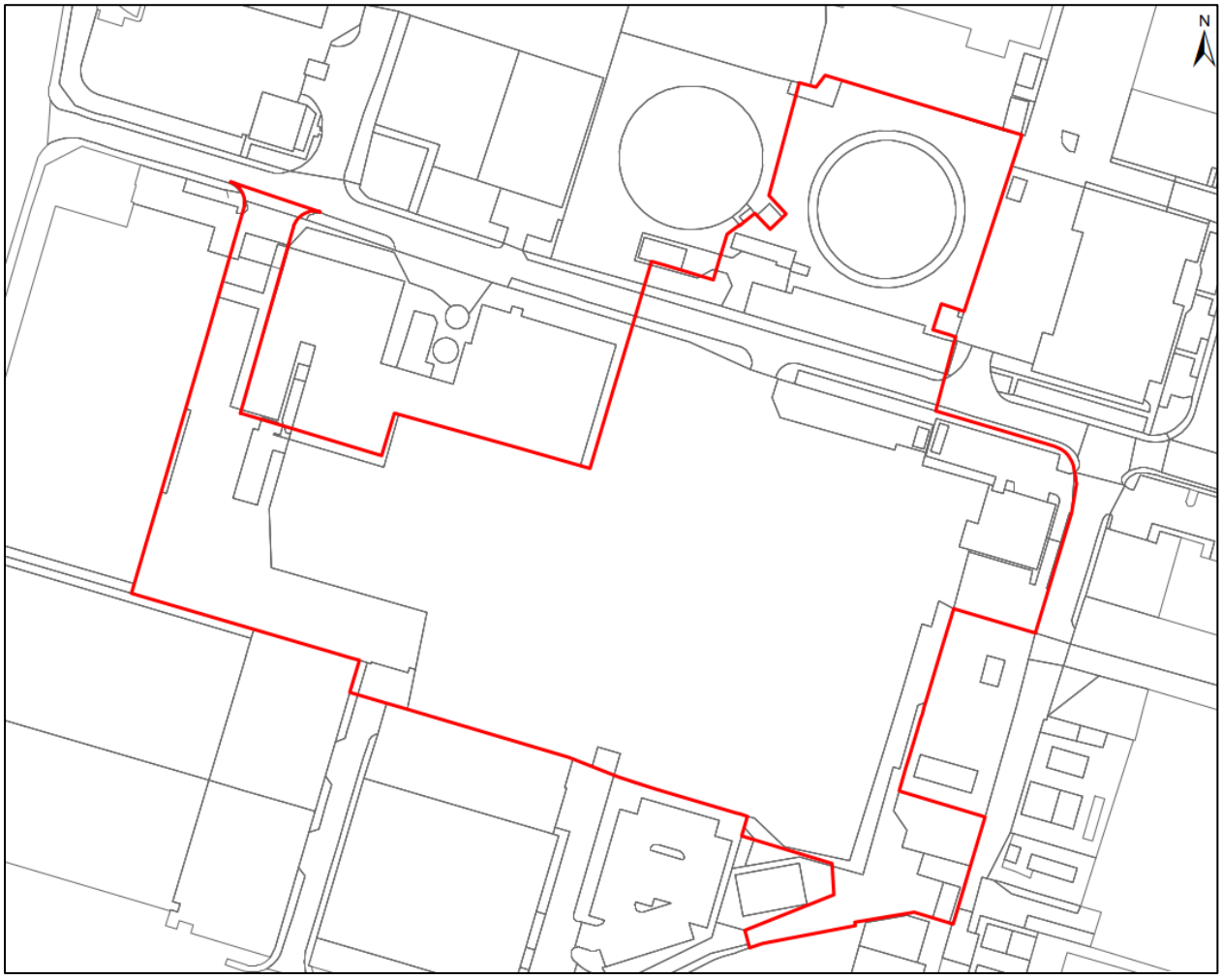
4.2.2 The increase in efficiency and generating capacity will not require any increase in the hourly throughput of Waste Derived Fuel (WDF) or in the number of approved deliveries to the facility. The consented building envelope and architecture of the Consented Development, currently under construction, will remain unchanged as detailed.

4.2.3 Construction of the Proposed Project will commence as soon as practical subject to development consent being granted and the discharge of any relevant DCO requirements, and it is intended that it will be completed before the Consented Development enters operation. It is intended that construction of the Proposed Project will be undertaken within and in parallel with the existing Consented Development programme; it is not expected that there would be any change to the existing construction duration.

4.2.4 If any part of the construction of the Proposed Project occurs after completion of the Consented Development programme, the conclusions to this assessment would remain valid.

4.2.5 The proposed Site boundary is shown in Figure 4-1.

Figure 4-1: Proposed Project Site Boundary



5. Impacts

5.1 Consented Development Trip Generation

5.1.1 The trip generation for peak demolition and construction of the Consented Development was based on staff and HGV numbers supplied by SSE and Fichtner (the project engineers). It was predicted that during the peak demolition/construction month up to 500 workers would be on site (though this was expected to reduce to an average of 300), split over three shifts. This means a total of 167 staff on site at any one time during the peak month.

5.1.2 During peak demolition/construction, it was estimated there would be approximately 500 two-way light vehicle movements per day and approximately 30 HGV movements.

5.1.3 The Transport Assessment for the Consented Development assumed that one third of staff (167) will arrive/depart during the peak hours to represent a shift changeover, however demolition and construction shift changeovers will be scheduled to avoid the weekday peak hours (07:30 to 09:30 and 16:30 to 18:30) to avoid the worst affected hours.

5.1.4 The Consented Development assumed that the core demolition and construction hours will typically be 08:00-18:00 on weekdays, although some 24-hour activity may be carried out onsite. The number of HGVs arriving was split evenly between these working hours, which is a more conservative estimate than assuming a 24-hour spread of traffic. Therefore, 10% of the HGV traffic for the site was assumed to arrive/depart in each of the peak hours for the Consented Development.

5.1.5 It should also be noted that the Transport Assessment for the Consented Development expected there will be around 24 abnormal loads during the entire three-year demolition/construction period. These were assumed to be routed along Farnham Road and Edinburgh Avenue to the access point. These vehicles arrive so infrequently that they were not included in the traffic flows assessed in the Transport Assessment. It was considered that there would be sufficient capacity on the road network to accommodate these loads.

5.1.6 A breakdown of the traffic expected at the Consented Development from the Transport Assessment submitted as part of the planning application is provided in the table below.

Table 5-1: Breakdown of Demolition/Construction Traffic for Consented Development

Vehicle Type	Arrivals and Departures per Day	Arrivals and Departures per Peak Hours
HGV	30	3
Car	500	167

5.2 Proposed Project Trip Generation

5.2.1 Construction of the Proposed Project will commence as soon as practical subject to development consent being granted and the discharge of any relevant DCO requirements, and it is intended that it will be completed before the Consented Development enters operation. It is intended that construction of the Proposed Project will be undertaken within and in parallel with the Consented Development programme; it is not expected that there would be any change to the existing construction duration.

5.2.2 The Proposed Project is anticipated to require an additional 20 construction staff/day over a two-month installation period. In line with the construction traffic management plan (CTMP), which was submitted by SSE for discharge of the pre-commencement planning conditions for the Consented Development and will also apply to the Proposed Project, the staff will not be allowed to park at the Site or on public roads and streets around the Site. Therefore, staff are required to park at an off-site car park which has 128 car parking spaces located on Whitby Road. The temporary car park is located circa 1.6km / 1 mile from the Site. The off-site parking is proposed to be temporary during the construction period (42 months) of the Consented Development. On site car parking will be provided for the Proposed Project if the construction of the Proposed Project is delayed beyond completion of the Consented Development.

5.2.3 The Consented Development CTMP states that *"it is predicted that 75% of workers will travel to site by car. Car-sharing with three persons per car shall be planned, and therefore approximately 125 car parking spaces (1,875m^2) are required off-site'*. The CTMP also outlines *'car sharing will be contractually required within subcontractor agreements. A permit system, managed by the Principal Contractor's Travel Co-ordinator, will be put in place and only cars with this permit shall be given entry to the parking facilities"*. 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 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 additional members of staff anticipated in connection with the construction of the Proposed Project will require an additional 1-2 shuttle buses to the Site and five 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.

5.2.4 The construction of the Proposed Project is anticipated to require around 20 HGV deliveries over the two-month period (an average <1 HGV arrival per day). This will relate to delivery of a small amount of additional pipework, equipment, and labour resources to install the Extension over a two-month construction period. For comparison the construction traffic for the Consented Development is expected to be as high as 100 HGV deliveries in a 24-hour period. There will be no LGV or abnormal deliveries associated with the construction of the Proposed Project

5.2.5 The main construction access to the Site for the Proposed Project works will be from the existing access/egress onto Edinburgh Avenue. Depending on the construction activities and sequence it may be necessary to use other HGV access and egress routes available on Site. This could include the Greenock Road entrance or, on occasions, the Edinburgh Avenue HGV entrance.

5.2.6 Once the Proposed Project is operational, the fuel tonnage and waste output will not increase and therefore there will be no change to number of deliveries or departures as a result of the Proposed Project. Operational access and egress will be, as for the Consented Development, via Edinburgh Avenue to the north of the Site.

5.2.7 The design life of the Proposed Project is of at least 30 years with the possibility of extending this to 50 years. The decommissioning of the Proposed Project is not considered in the impact assessment as it is considered too far into the future to accurately predict traffic flows or junction forms. In addition, 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.

6. Impact Assessment

6.1 Construction Phase

Highway Network

6.1.1 As stated in Section 5.2, the construction of the Proposed Project is anticipated to require around 20 HGV deliveries over the two-month period. This equates to an average of less than one HGV arrival per day. The HGV deliveries will be managed to occur outside of the AM and PM peak hours as far as is practicable.

6.1.2 Therefore, the impact of the HGVs required for the construction of the Proposed Project on the local highway network is considered to be negligible.

6.1.3 The construction of the Proposed Project is anticipated to require an additional 20 persons/day over a two-month installation period. Based on the CTMP for the Consented Development, it is anticipated that 75% (15) of staff will travel by car. Car sharing with three persons per car will be planned, resulting in five cars travelling to / from the off-site car park per day for two months. Therefore, the impact of the Proposed Project on the highway network from construction staff travel is anticipated to be negligible.

Bus

6.1.4 As outlined in Section 5.2, 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. It is anticipated that approximately 1-2 shuttle buses will be required for the additional staff during the two-month construction period. It is anticipated that the construction activity for the Consented Development will not be at its peak during the last two months of the construction programme and therefore the number of minibus trips associated with the Consented Development will be reduced from the peak construction period.

6.1.5 There will be negligible impact on commercial bus services.

Pedestrians / Cyclists

6.1.6 There will be negligible impact on pedestrian and cycle amenity during construction.

6.2 Operational Phase

6.2.1 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. Also, there will be no change to staff numbers during the operational phase as a result of the Proposed Project, and therefore there will be no impact on transport and access during the operational phase.

7. Summary and Conclusion

7.1.1 This Transport Statement (TS) has been prepared as part of a DCO application for increasing the gross generation capacity of the consented Slough Multifuel Facility.

7.1.2 Planning permission was granted by Slough Borough Council in June 2017 for demolition and removal of redundant generating plant and buildings and development of a multifuel combined heat and power (CHP) facility providing up to 50MW gross electrical capacity and up to 20MW of heat (planning reference P/00987/035), referred to as the 'Consented Development' in this Technical Note. Site works commenced in May 2021. Demolition work is already complete, with construction works underway and with steel works expected to be visible above ground at the time of submitting the application for the Proposed Project.

7.1.3 The Site is positioned favourably for road access to the M4, M25 and M40 motorways as well as the A4. The A335 provides access to shops and other local amenities, as well as the wider transport network.

7.1.4 The construction of the Proposed Project is anticipated to require an additional 20 staff/day over a two-month installation period. In line with the Construction Traffic Management Plan (CTMP), which was submitted by SSE for discharge of the pre-commencement planning conditions for the Consented Development and will also apply to the Proposed Project, the staff will not be allowed to park at the site or on public roads around the Site. Therefore, staff are required to park at an off-site car park which has 128 car parking spaces located on Whitby Road. The temporary car park is located circa 1.6km / 1mile from the Site.

7.1.5 The construction of the Proposed Project is anticipated to require around 20 HGV deliveries over the two-month period (an average <1 HGV arrival per day). This will relate to delivery of a small amount of additional pipework, four heat exchanger bundles and labour resources to install the Proposed Project works over a two-month construction period. For comparison the construction traffic for the Consented Development is expected to be as high as 100 HGV deliveries in a 24-hour period.

7.1.6 Once the Proposed Project is operational, the fuel tonnage of the site will not increase and therefore there will be no change to number of deliveries to the Consented Development. Operational access and egress will be, as for the consented Slough Multifuel Facility, via Edinburgh Avenue to the north of the Site.

7.1.7 In summary, it is considered that the Proposed Project is well positioned in terms of sustainable travel. The effect of the Proposed Project on the surrounding transport infrastructure is predicted to be negligible during construction. The Proposed Project will not generate any more traffic than the Consented Development on this Site during operation and decommissioning, and therefore there will be no impacts during these phases.

aecom.com