



Transport Statement & Access Strategy

Battery Storage Facility, Burghfield Road, Southcote

Renepower

Prepared by:

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SLR Project No.: VN232762

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Revision Record

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Basis of Report

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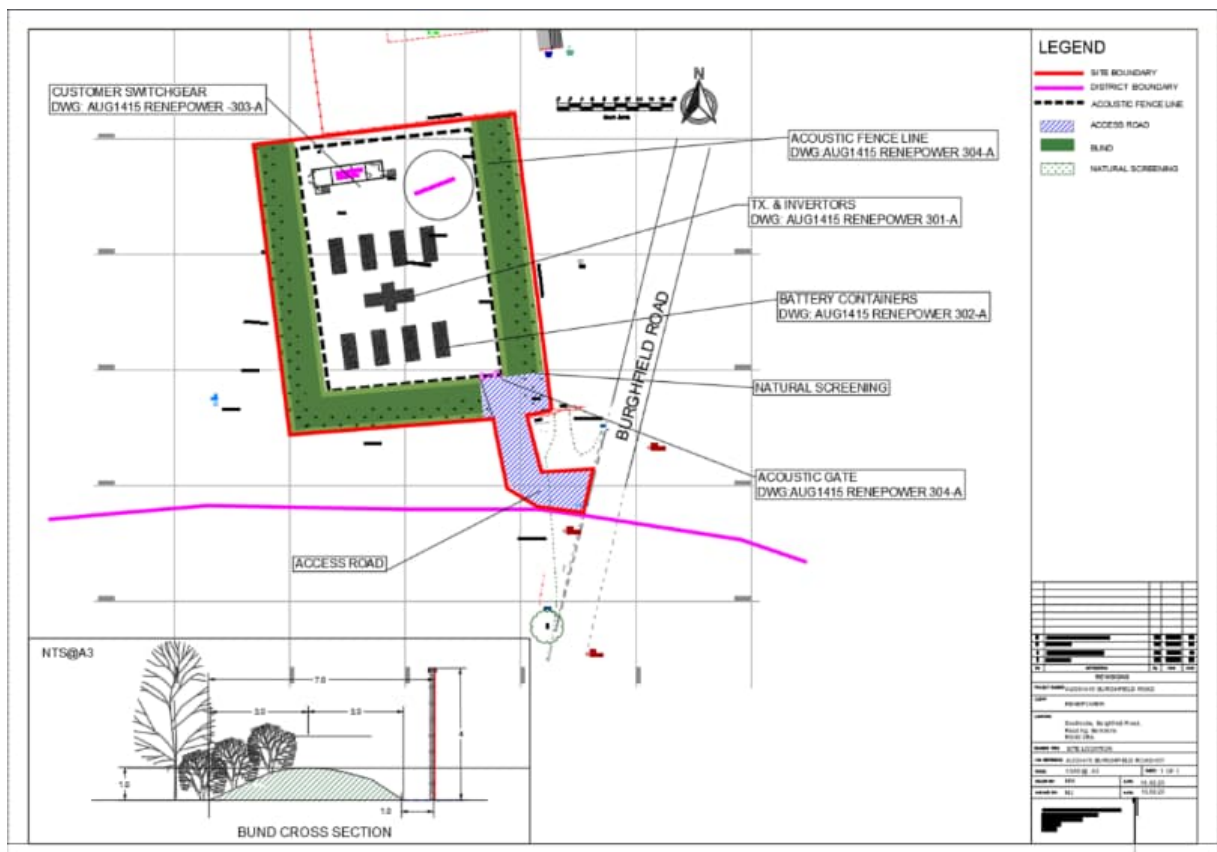
Appendix A Drawings



1.0 Introduction

- 1.1 SLR have been commissioned by Renepower to provide a Transport Statement and Access Strategy, in relation to a new small scale battery storage scheme off Burghfield Road in the area of Southcote, Reading (**Figure A**). The site lies within the jurisdiction of West Berkshire Council.
- 1.2 This document provides details on site access, construction vehicle movements and identifies measures to minimise the impact on local amenity and the adjoining public highway.
- 1.3 This document has been developed in conjunction with Renepower.

Figure A: Site Location & Site Plan



2.0 Context & Proposed Access Arrangements

Existing Situation & Context

- 2.1 All vehicles (including construction) will access the site via Burghfield Road. Burghfield Road consists of a single carriageway arrangement with grass verges / hedgerows on both sides and is subject to a 40mph speed limit, which reduces to 30mph immediately north of the site.
- 2.2 Burghfield Road crosses the River Kennet circa. 400m south of the application site via a single lane bridge passing, which is signal controlled. There is no weight or height restriction on this bridge.
- 2.3 There is a second bridge located approximately 160m north of the proposal site that passes over the railway line and the watercourse Holy Brook. Again, there is no weight or height restriction on this bridge and it is around 6.0m wide, allowing for the two-way passing of vehicles. It must be noted that Burghfield Road is a bus route and hence HGV's use this part of the highway network on a daily basis.
- 2.4 At the proposed point of access, Burghfield Road is circa. 6.0m in width and there is an existing gravelled layby and access to an operating SSE power plant. Hence, there is existing precedent to use this frontage as a utility equipment access point.

Proposed Access Arrangements

- 2.5 The new access point for the battery site will be taken directly from Burghfield Road adjacent to the point of the existing SSE power plant access and layby. As part of the proposals this existing layby area will be improved and resurfaced with a tarmac overlay to enable heavy construction vehicles to manoeuvre into and out of the new battery site during construction without the transfer of mud or loose chippings onto the public highway. This access will then be retained and become an informal access for only very occasional maintenance vehicles (1 per month). The access will be surfaced in either tarmac or similar flexible surface material for a short distance off the public highway, before transitioning into stone filled Geogrid / grasscrete, or alike within the field area. **Drawing VN232762 – D100 Rev A** to the rear of this report shows the proposed informal site access off Burghfield Road.

Construction Routing

- 2.6 A plan showing the construction traffic route in and out of the site is shown in **Figure B** below. As is shown, construction vehicles will enter and exit the site off the strategic highway network (M4, Junction 12) and join the A4 Bath Road where they will then connect to Burghfield Road at a signal-controlled T-junction. From this junction the application site is located approximately 1.0km downstream. A full review of the sensitive receptors along this route has been undertaken and it is also concluded that as an existing bus route, the roads are wide enough to be suitable for construction traffic. All construction vehicle drivers and on-site staff will be made aware of the construction traffic route set out in **Figure B**.
- 2.7 There will be a temporary 'Works Access' sign erected at the site entrance that will be visible to construction vehicles approaching along Burghfield Road. The sign will advise road users



using Burghfield Road of the presence of a construction site and associated construction traffic.

Figure B: Construction Traffic Route (Source: Google Earth)



3.0 Construction & Development Details

Construction Programme

- 3.1 The construction programme for the new battery storage facility is anticipated to take a total of three months. If these timescales change for some unexpected reason, the Council will be notified by the client/on-site management.

Vehicle Movements

- 3.2 It is anticipated that there will be between 30 and 50 construction vehicle movements throughout the course of the anticipated three-month construction period, with there being around two to three deliveries per week.

Vehicle Sizes

- 3.3 The majority of vehicles to be used in the construction of the scheme will be light commercial vehicles, with a slightly larger vehicle used for the delivery of the main plant (large tipper / rigid truck). Swept Path Analysis is provided in **Drawing VN232762 – TR100 Rev A** which shows the largest vehicle accessing and egressing the site successfully in forward gear using the turning circle provided within the curtilage of the site.
- 3.4 Vehicles over 8.5m in length (“long vehicle”) or over 2.4m in width (“wide vehicle”) will be accompanied by a trained banksman.
- 3.5 The arrival of all construction vehicles will be organised by on-site management and vehicles will also notify the site manager at least 20 minutes prior to their arrival.

On-site Facilities

- 3.6 During construction all construction personal vehicles will be parked within the curtilage of the site.
- 3.7 All materials will also be stored within the curtilage of the site, along with a small welfare tent. The material and welfare compound location will be subject to the construction phase, with this area always located within the confines of the site.

Post Construction Vehicle Details

- 3.8 There will be a very limited vehicle movements post-construction and the site is considered mostly self-sufficient.
- 3.9 It is anticipated that there would be one maintenance vehicle movement per month, and this would be undertaken in a car or small van.



4.0 Impact Control

Dust and Dirt/Mud Control

- 4.1 Operations likely to produce nuisance dust (removal of fine, dusty materials) will use water spray solutions to create a fine mist to suppress dust levels across the site. Any such exported material from the site will be transported in HGV vehicles with load covers, although this is not expected to occur.
- 4.2 To prevent the transfer of mud onto the local roads site staff will be responsible for cleaning the wheels of any vehicles leaving the site to ensure the entrance and access roads remain clear of debris. Wheel washing will be conducted within the confines of the site and will be in place and operational throughout the period of construction. Given the limited duration of construction operations this is likely to be a portable wheel hosing spray unit or similar.
- 4.3 The likelihood of mud transfer onto the adopted highway is further reduced through the design of the site access point as shown in **Drawing VN232762 - D100 Rev A** which includes for a generous amount of hard surfacing.

Noise and Emission Control

- 4.4 Noise will be always kept to a minimum by restricting working hours to 08:00 to 18:00 and using low impact and low volume machinery and tools where possible.
- 4.5 All vehicle engines will also be turned off when not in use, to reduce emissions as well as minimise noise levels.

Damage Control

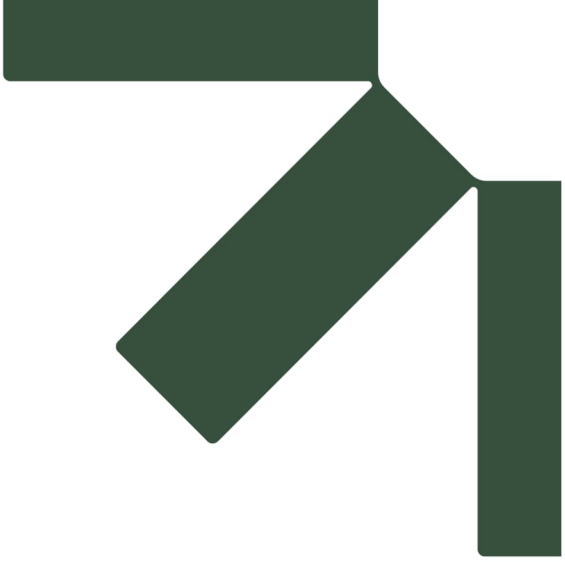
- 4.6 As the construction of the battery storage site will involve the movement of heavy vehicles, a dilapidation survey will be undertaken to ensure that the existing condition of the surrounding roads, kerbs and verge is maintained. A dilapidation survey will be undertaken before the commencement of the construction work, in order to assess the pre-construction conditions of the surrounding highway. A post-construction survey will then be undertaken to determine whether any damage or defects were caused by the construction works.
- 4.7 This management measure will create a full and provable record and identify any impacts the works have on the surrounding highway. The client would then resolve and fund any damage immediately. West Berkshire Highways Inspectors can take part in the dilapidation surveys if required via liaison with Renepower.



5.0 Conclusions

- 5.1 SLR has been commissioned by Renepower to provide a Transport Statement and Access Strategy in relation to a new small-scale battery storage scheme off Burghfield Road, Southcote, Reading, Berkshire.
- 5.2 This document sets out the site access arrangements, details of construction vehicle movements and the associated management measures that will be followed whilst building works are underway.
- 5.3 The agreement from West Berkshire Council is sought in order to positively determine the planning application for the new battery storage facility off Burghfield Road.





Appendix A Drawings

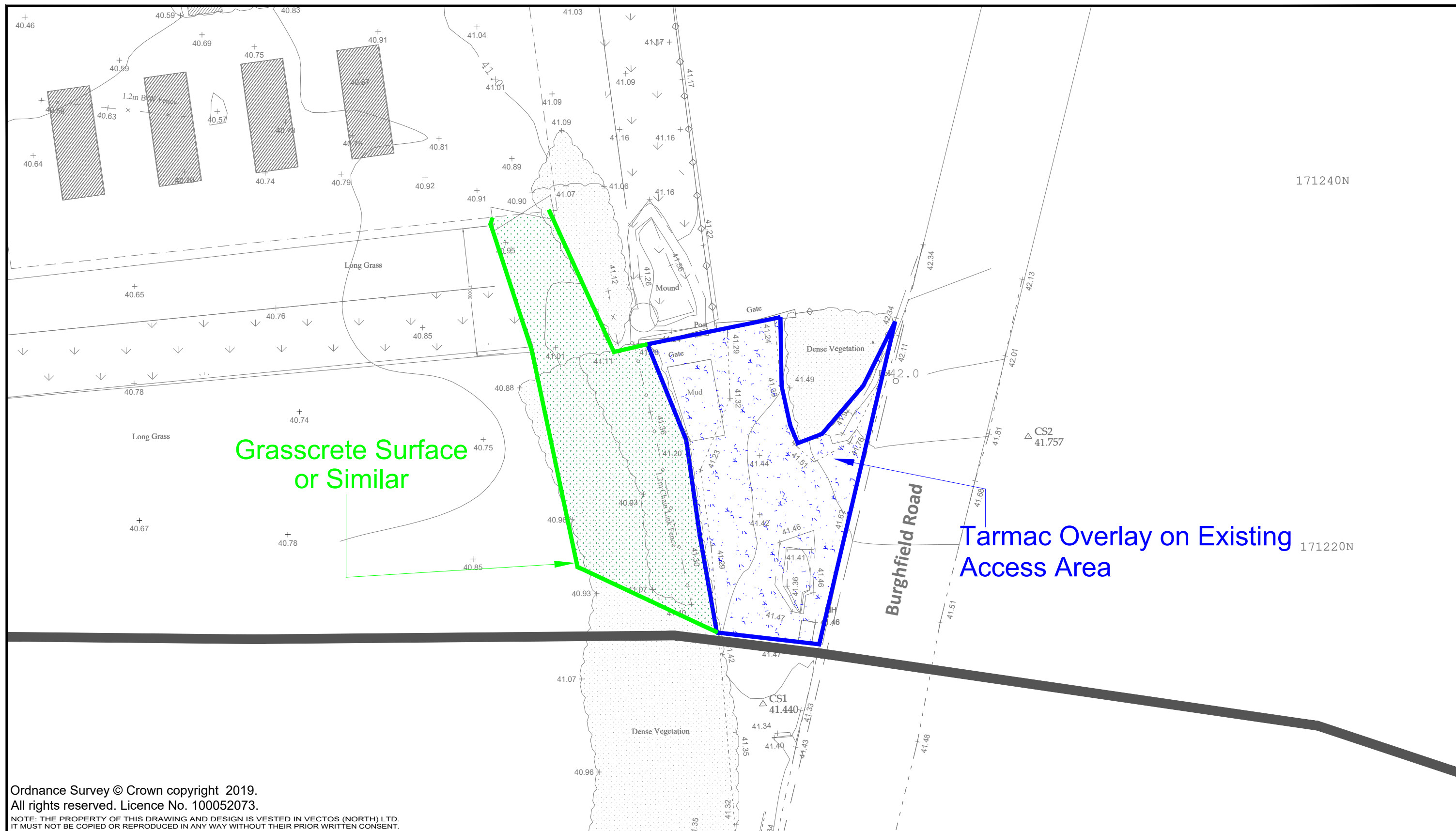
Transport Statement & Access Strategy

Battery Storage Facility, Burghfield Road, Southcote

Renepower

SLR Project No.: VN232762

18 August 2023



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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.



Battery Storage Facility

Proposed Site Access off Burghfield Road

DRAWN:
EG

CHECKED:
MR

DATE:
18.08.23

SCALES:
Scale at A3: 1/200

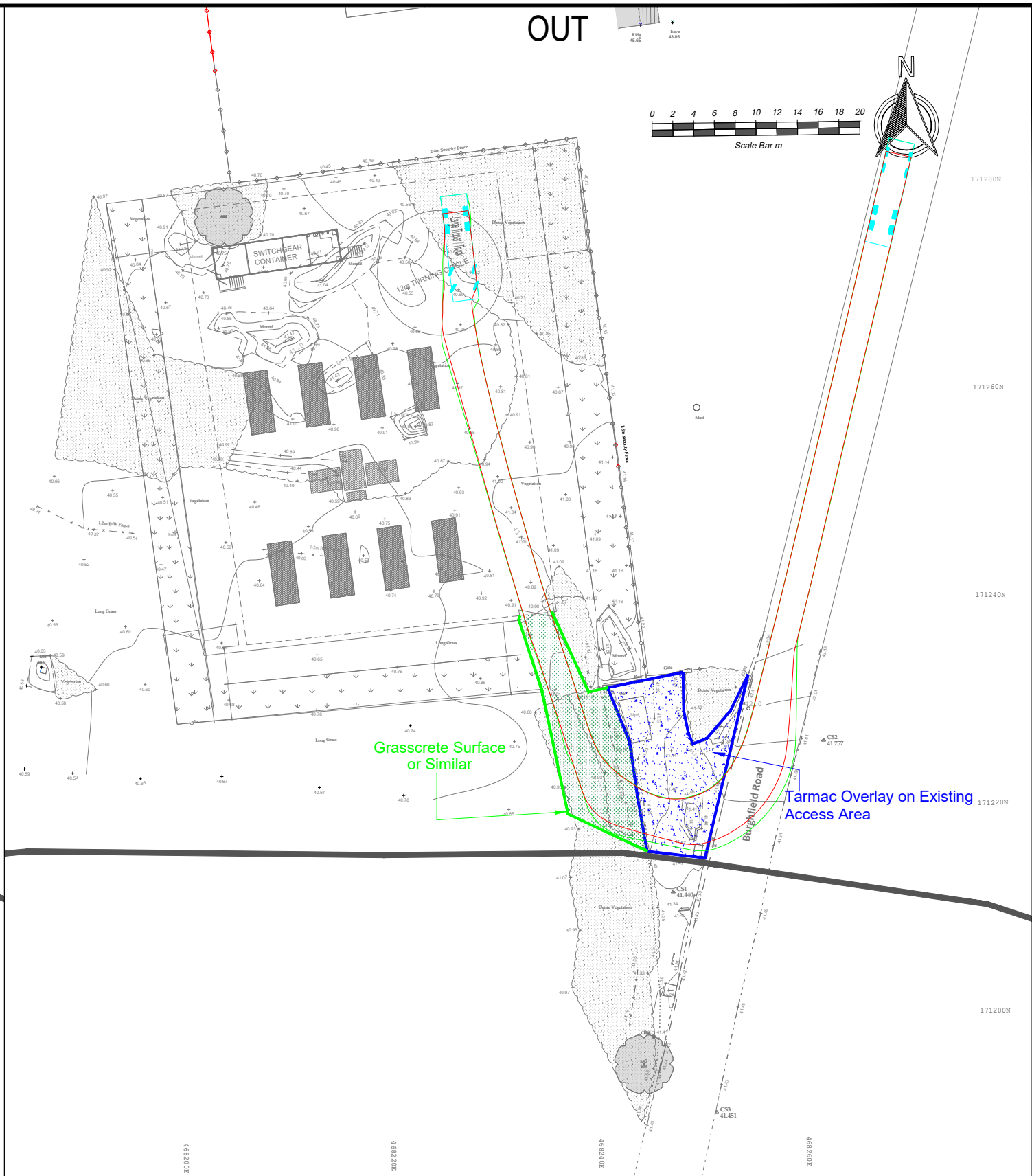
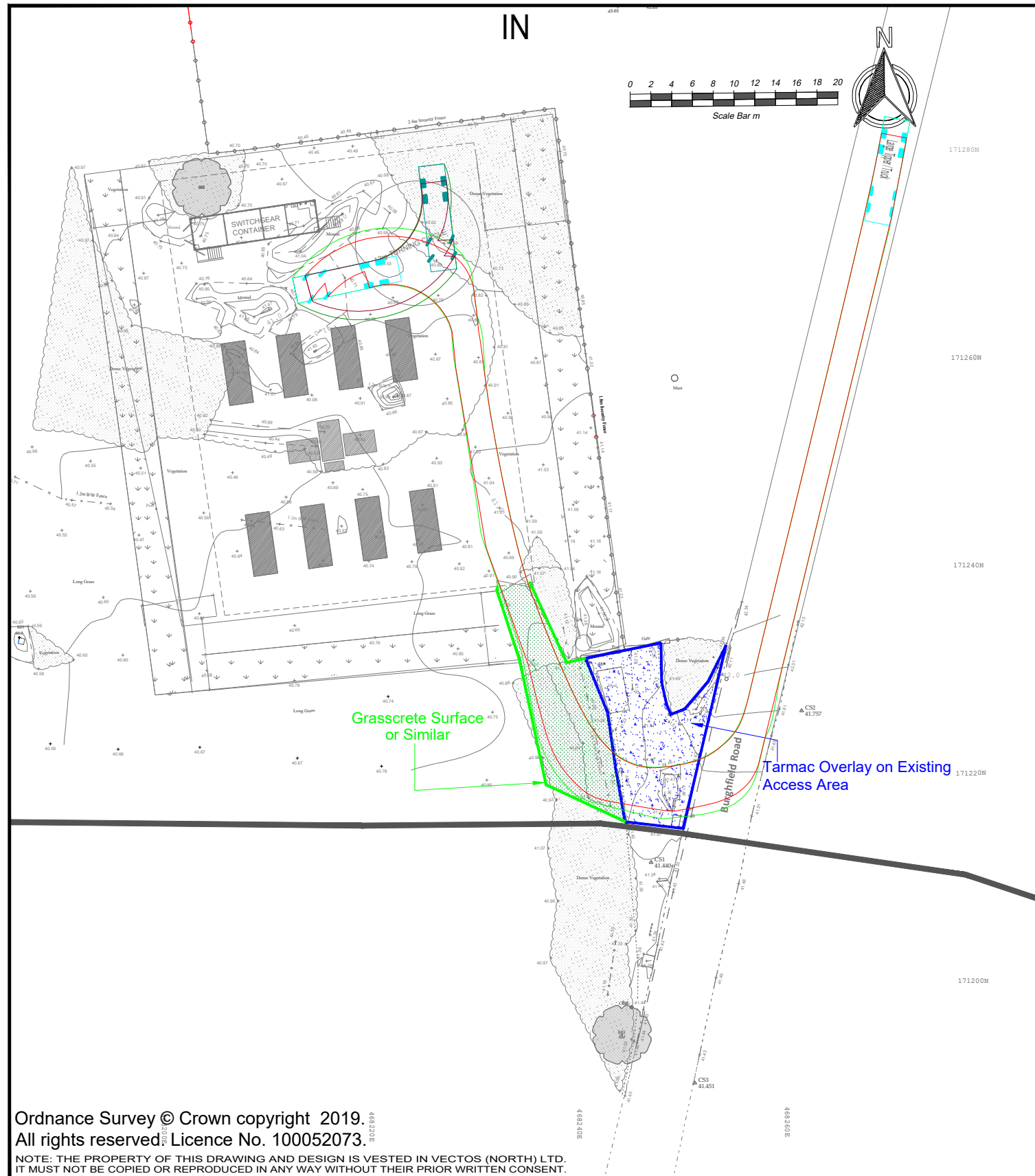
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1				

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Large Tipper / Truck
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 10.800m

Battery Storage Facility

Swept Path Analysis: Construction

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EG

CHECKED:
MR

DATE:
18.08.23

SCALES:
Scale at A3: 1/500

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