

Transport, Access and Security Statement

Transport during construction

The majority of deliveries should not have any effect on public highways as all offloading will be on the Octagon Estates property. During the main plant deliveries, a traffic plan will be required to control access to and from the site.

The CHP unit will be delivered to site via an articulated vehicle, they will be off-loaded from the vehicle which will be stopped on the highway and lifted into position within the Energy Centre within each CHP being delivered in one operation.

The remaining plant, equipment and pipework will be delivered to site throughout the construction period via articulated vehicle, off-loaded outside the Energy Centre within a secured fenced area.

Transport during normal operation

The facility is essentially based on natural gas fired CHP units which are monitored and operated remotely. Under normal use only limited and infrequent inspection visits will be required. However, due to the inclusion of a steam generation equipment into the Energy Centre, it is necessary to undertake statutory inspections of such equipment at 72hr intervals (with an approximate 90-minute duration). As such this project will have a negligible effect on traffic on surrounding roads. The visiting engineer will park in the exclusive parking-space adjacent to the building, accessed via a locked drop-down bollard.

Pedestrian Access

The following has been considered in the design of the Energy Centre for the external areas within the site.

Accessible routes for users have been provided to access the site from the existing footpath and dropped kerbs areas within the area.

Car parking

Based on the operating methodology detailed above and the limited frequency of any programmed maintenance, no additional dedicated staff/works vehicle parking spaces are required, above the single engineer's space indicated on the plans. Any requirement from time to time to accommodate additional staff cars will utilise "visitor spaces", which will be allocated as required.

The redevelopment of the area of the site, edged red under this application, creates a much more efficient car-parking layout, which, in spite of the proposed construction of the Energy Centre, only reduces the on-site car-parking facility by 6 no. spaces. Even so, these spaces are enabled to be re-provided elsewhere on site as part of a comprehensive car-parking rationalisation programme, achieved by removing redundant planters and improved general layout.

Security

The Energy Centre will incorporate adequate security features to ensure it deters potential intruders as well as controlling access to the Energy Centre. The site will be secure by design.

The security arrangement will be discreet but effective and will avoid an impersonal fortress like appearance.

There shall be one main vehicle entry/exit point to the site which will be controlled by vehicle gate. Pedestrian access to the front of the Energy Centre shall be controlled by [key code / swipe access]

The site will generally feature enough lighting to deter intruders attempting to force entry at doorways but this has to be balanced with contributing to light pollution.

These security measures will also be supplemented by existing CCTV which will be supported by monitoring. The use of signs will publicise the CCTV is in operation, these will increase its impact and deterrence factor and are necessary to comply with the Data Protection act Codes of Practice.