



## Developments Affecting Trunk Roads and Special Roads

### Highways England Planning Response (HEPR 16-01)

### Formal Recommendation to an Application for Planning Permission

From: Regional Director, South West Operations Division, Highways England  
[REDACTED]

To: Dorset Council  
FAO Jerry Smith

CC: transportplanning [REDACTED]  
growthandplanning [REDACTED]

Council's Reference: WP/20/00692/DCC

Referring to the planning application referenced above, in connection with the A35 trunk road and the construction of an energy recovery facility with ancillary buildings and works including administrative facilities, gatehouse and weighbridge, parking and circulation areas, cable routes to ship berths and existing off-site electrical sub-station, with site access through Portland Port from Castletown at Portland Port, Castletown, Portland, Dorset, notice is hereby given that Highways England's formal recommendation is that we:

- a) offer no objection;
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is not relevant to this application.<sup>1</sup>

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<sup>1</sup> Where relevant, further information will be provided within Annex A.

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk).

<b>Signature:</b> [REDACTED]	<b>Date:</b> 24 November 2020
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## Annex A    **Highways England recommended no objection**

HIGHWAYS ENGLAND (“we”) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This response represents our formal recommendations with regards to planning application reference WP/20/00692/DCC and has been prepared by the planning manager for the A35 in Dorset.

We have undertaken a review of the relevant documents supporting the planning application to ensure compliance with the current policies of the Secretary of State as set out in DfT Circular 02/2013 “*The Strategic Road Network and the Delivery of Sustainable Development*” and the MHCLG National Planning Policy Framework (NPPF).

### Statement of Reasons

The application is for an energy recovery facility, with associated works, located on vacant industrial land situated within the existing Portland Port. Highways England’s primary consideration is the ongoing safe and efficient operation of the A35 trunk road, and the A354/A35 Stadium Roundabout in particular, which is known to experience congestion in the peak hours. It is in the context of these responsibilities that our comments are made.

The application is supported by a Transport Assessment (TA) prepared by AWP. The TA has assumed all HGV trips to and from the site will be made by road, with no discount for sea-borne trips, and all trips will route via the A354 to the A35 and Stadium Roundabout. We consider this to be a suitably robust basis for assessment. The number of trips the site has the potential to generate once in operation has been based on the maximum potential processing throughput of the plant which results in a predicted generation of up to 80 two-way HGV trips spread across the day. The assessment concludes that development trips represent an hourly increase of 4 trips at Stadium Roundabout, with 3 trips routing eastbound on the A35 and 1 trip westbound.

The 24-month construction phase of the development is predicted to generate a similar volume of HGV trips, with travel plan measures and shift working likely to mitigate the impact of construction staff trips. During operation the site is expected to require 35 staff operating in 3 shifts and the potential peak hour impact on the SRN in this regard is therefore likely to be minimal.

We have also considered that the site has extant consent for alternative uses associated with commercial port activities that could be brought forward and generate vehicle trips, and that a number of the HGV trips associated with the submitted proposals are likely to already be present on the SRN.

We are therefore satisfied that the proposed development is unlikely to result in an unacceptable safety, or severe capacity and congestion impact on the SRN, in line with the requirements of the NPPF.

### **Recommendation**

Highways England has no objection to the proposed development.