

Planning Minerals

Subject: FW: HIGHWAYS RESPONSE - Consultation Request - WP/20/00692/DCC - Portland Port, Castletown, Portland

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Subject: HIGHWAYS RESPONSE - Consultation Request - WP/20/00692/DCC - Portland Port, Castletown, Portland

Dear Sir/Madam

Highway Authority Recommendation

PLANNING APPLICATION: **WP/20/00692/DCC**

LOCATION: **Portland Port, Castletown, Portland DT5 1PP**

DEVELOPMENT PROPOSED: **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.**

I refer to the above planning application and provide the following observations:

Refuse Derived Fuel (RDF) is to be imported by road (but could potentially be imported by sea). The scenario of 100% being transported by road has been considered for the purposes of this report for robustness.

It is expected that this would likely need to be imported from the east of the County to provide the necessary quantities and make the scheme economically viable.

As this would be via the strategic road network Highways England have been directly consulted and it should be noted that they have NO OBJECTION.

These movements could be spread over a 12 hour day in HGV's typically carrying 25 tonne loads over a 12 hr day max (according to the presentation in Dec 2019). The applicant predicts some 25 of these HGV's per day carrying the RDF. There would also be some lesser movements of HGV's relating to ash and ancillary operational supplies. There are expected to be 10 staff in 3 shifts over 24 hrs.

It is expected that this results in approximately some 2 to 3 HGV's per hour entering the port access. These numbers are likely be higher during the construction phase but this is usual practice to accept such short term peaks and not a reason for refusal in any case.

Powerfuel are proposing on site storage for 2 ½ days fuel reserve and this will act as a short term buffer to allow deliveries to avoid peak traffic times at critical points along the Portland Corridor(s) such as school run times if needed. However, it should be noted that HE have not considered it necessary (nor possibly reasonable) to make such a request for the SRN.

Ash is to be taken off site and imported limestone dust (from the Island) to be added to ash to make pellets.

A privately funded independent Environmental Assessment has been undertaken by Adams Hendry Consultants on behalf of the representatives of 'Stop Portland Waste Incinerator' of the proposal only questioned a figure in the baseline traffic data. However, they hadn't included for committed traffic growth from future development that was included within the Transport Assessment.

Incidentally, the total volume of traffic to the port is within that allowed for as part of the permitted growth within the Harbour Revision Order previously agreed with Dorset County.

Anyway, to sum up, the Highway Authority considers that the submitted transport documents are satisfactory and robust and that the residual cumulative impact of the development cannot be thought to be "severe", when consideration is given to paragraphs 110 and 111 of the National Planning Policy Framework (NPPF– July 2021) and that consequently has NO OBJECTION subject to the following conditions:

Construction traffic management plan to be submitted

Before the development hereby approved commences a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the Planning Authority. The CTMP must include:

- construction vehicle details (number, size, type and frequency of movement)
- a programme of construction works and anticipated deliveries
- timings of deliveries so as to avoid, where possible, peak traffic periods
- a framework for managing abnormal loads
- contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
- wheel cleaning facilities
- vehicle cleaning facilities
- Inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
- a scheme of appropriate signing of vehicle route to the site
- a route plan for all contractors and suppliers to be advised on
- temporary traffic management measures where necessary

The development must be carried out strictly in accordance with the approved Construction Traffic Management Plan.

Reason: To minimise the likely impact of construction traffic on the surrounding highway network and prevent the possible deposit of loose material on the adjoining highway.

Regards,

Colin Graham

Transport Development Liaison Engineer