

Our ref:  
Your ref: 10/01010/ESR10

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**Via email: [planningconsents@plymouth.gov.uk](mailto:planningconsents@plymouth.gov.uk)**

19 July 2010

Dear Alan

**A38(T): EIA SCOPING OPINION - ENERGY FROM WASTE COMBINED HEAT AND POWER FACILITY, NORTH YARD, PLYMOUTH**

The Highways Agency ("the Agency") is a statutory consultee on planning applications under the Town and Country Planning (General Development Procedure) Order 1995 (as amended). The Agency therefore welcomes pre-application discussion, including the opportunity to provide advice on the scope of any Environmental Statement pursuant to the procedures set out in the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, which also identify the Agency as a statutory party.

In the email from Plymouth City Council of 25/06/2010, the Agency were invited to provide comments on the EIA Scoping Report for MVV Umwelt, Energy from Waste Combined Heat and Power Facility, North yard, Plymouth. I understand from Emma Langmaid at Capita Symonds that Plymouth City Council are now dealing with the application directly and there is no longer a requirement to copy Capital Symonds into this response.

I have set out below both the general and specific areas of concerns that the Highways Agency would wish to see considered as part of a Transport Assessment. The comments relate specifically to matters arising from the Agency's responsibilities to manage and maintain the Strategic Road Network (SRN) in England. In particular, reference should be made to the impact on A38(T).

Comments relating to the local road network should be sought from the appropriate local highway authority.

General aspects to be addressed in all cases:

- An assessment of transport related impacts of the proposal should be carried out and reported as described in the current Department for Transport 'Guidance on Transport Assessment'.
- The assessment shall take account of guidance given in *DfT Circular 02/2007 'Planning and the Strategic Road Network'*.
- Environmental impact arising from any disruption during construction, traffic volume, composition or routing change and transport infrastructure modification should be fully assessed and reported.
- Adverse change to noise and to air quality should be particularly considered, including in relation to compliance with the European air quality limit values and/or in local authority designated Air Quality Management Areas (AQMAs).
- No new connections are permitted to the Highways Agency drainage network. In the case of an existing 'permitted' connection, this can only be retained if there is no land use change.
- Development must not lead to any surface water flooding on the Strategic Road Network (SRN) carriageway.

Location specific considerations:

- Any adverse impact to the SRN is to be mitigated to result in a nil detriment effect to the network unless it is demonstrated that the SRN can operate within its existing state with the addition of associated trips from the development.

These comments are only advisory, as the responsibility for determining the final scope of the EIA would rest with the Local Planning Authority.

The Agency comments imply no pre-determined view as to the acceptability of the proposed development in traffic, environmental or highway terms. Should the applicant wish to discuss the merits of the proposal in terms of the likely impact on the SRN please contact me on the details below.

Yours sincerely



Ed Halford

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