POWERFUEL

Portland energy recovery facility

Environmental statement
Second addendum
Appendices

10.1

Transport Assessment Addendum

technical note

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Portland Port ERF

Addendum to Transport Assessment

Project No.	0979
Revision	D2
Date	25th January 2022
Client	Powerfuel Portland Limited
Prepared	C Grindle
Checked	I Awcock
Authorised	I Awcock
File Ref.	P:\0979 Portland Port ERF\C Documents\Reports\0979 - Portland Port ERF - TA Addendum (Committed development)

1 Introduction

1.1 This Transport Assessment Addendum (TAA) has been prepared to provide an updated assessment of committed development traffic flows expected to be generated by Portland Port and to reflect the passage of time.

1.2 A TA was prepared in September 2020 by AWP to support a planning application for an ERF facility which, in turn, formed an Appendix to the Environmental Statement (ES).

1.3 On 26th January 2022, Dorset Council formally requested further environmental information under Regulation 25 of the EIA Regulations in relation to the application for the proposed Portland ERF.

1.4 Points 5 & 6 of the council's letter relates to the projects included within the cumulative effects assessment in the EIA, which were included within the TA as committed developments.

1.5 A review has determined that a number of projects within the 1997 and 2010 Portland Harbour Revision Orders, which were included in the original assessment, will need to be screened to determine whether they must be subject to an appropriate assessment under the Habitats Regulations before they can proceed.

1.6 This means that they should not be included in the EIA cumulative effects assessment or treated as committed development for the purposes of the TA. Further details of the reasoning behind this review process can be found in section 2 of the second ES addendum report.

1.7 In addition, given the passage of time since the original assessments were undertaken, the need to include new consented developments within the assessment was reviewed. It is understood that a resolution to grant planning permission was made in November 2021 for a building for the servicing and maintenance of helicopters at the heliport on Coode Way in Portland.

1.8 As a result, the list of committed developments has been reviewed to exclude Port projects that have not yet been undertaken and add in the heliport building. The transport modelling and assessment have been updated to reflect this revised scope. This report provides the results of this review and forms an addendum to the original TA.

1.9 Table 1.1 below sets out the changes to the TA included in this Addendum, as follows:

Table 1.1 Updated sections of TA and scope of amendment.

Sections of original TA	Amendments
1	No amendments
2.1 – 2.29	No amendments
2.30 – 2.33	Updated to reflect amended committed development requirements
3-5	No amendments
6.1-6.35	No amendments
6.36 – 6.40	Updated to reflect amended committed development HRO requirements
6.41 – 6.70	No amendments except updated Table 6.12 & Para 6.48 & 6.52.
7.1-7.12	No amendments
7.13-7.27	Updated with amendments to Figures 7.3-7.12 to reflect changes in committed development. Additional paragraph 7.28

Sections of original TA	Amendments
8	No amendments
9	No amendments

1.10 The updated sections of the TA are set out below as replacement paragraphs and tables.

2 Background & Policy

2.30 As discussed in section 1, the majority of the projects within the 1997 and 2010 Harbour Revision Orders do not constitute committed development and have been excluded from the calculations.

2.31 The Projects to remain within the assessment are:

Development	Details
Ocean Views, Hardy Complex, Castle Road, Portland (phase 2)	Redevelopment of former naval accommodation block into 157 apartments, together with the development of 191 new build homes, with associated car parking (application reference: 02/00703/FUL, as amended)
Royal Manor Arts College, Weston Road, Portland	Demolition of existing buildings and erection of 98 dwellings (application reference: WP/19/00919/OUT)
Verne Common Road and Ventnor Road, Portland	Development of vacant land by the demolition of a garage and erection of 25 dwellings (application reference: WP/18/00662/FUL)
Southwell Primary School, Sweethill Lane, Portland	Demolition of existing buildings and construction of up to 58 dwellings (application reference: WP/17/00866/OUT)
Ferrybridge Inn, Portland Road, Weymouth	Demolition of existing public house and construction of up to 22 residential units (application reference: WP/14/00929/OUT)
Disused Quarry Works Stockyard, Bottom Coombe, Park Road, Portland	Development of approximately 62 dwellings (application reference: WP/14/00591/OUT)
Redundant buildings at Bumpers Lane, Portland	Demolition of existing redundant industrial buildings and erection of approximately 64 dwellings (application reference: WP/14/00330/OUT)
Plot X, Mulberry Avenue, Portland	Erection of two blocks of two storey business units comprising three B1 units and six B8 units (total floorspace 766 m^2) with associated parking and landscaping (application reference: WP/18/00940/FUL)
Plot M1B, Hamm Beach Road, Portland	Erection of three industrial and commercial buildings (B1, B2 and B8, total floorspace 2,879 m^2) and associated external works (application reference: WP/17/00631/FUL)
Project Osprey, Portland Port	Construction of two animal feed storage and distribution warehouses, each 140 m x 45 m x 20 m, and an office building 16 m x 4 m x 5.15 m, to handle 250,000-300,000 tonnes per year (council reference: WP/19/00514/SCRE), which is currently under construction
Project Inner Breakwater and Camber Area Alterations, Portland Port	Project Inner Breakwater and Camber Area Alterations: development of operational land for the purposes of shipping and in connection with the embarking, disembarking, loading, discharging or transport of passengers, livestock or goods, including a new berth apron in the Crane Berth Apron Operational Area and a new yard pavement at the Camber Operational Yard to enable the berthing and handling of ships up to 120 m long, their cargoes and passengers (council reference: WP/15/00328/PD). The works to the listed inner breakwater and adjacent structures to enable the use of the crane berth have been completed under application 14/01071/LBC and are part of the baseline
The Heliport, Coode Way, Portland	Erection of a building for servicing and maintenance of helicopters and additional facilities incidental to heliport use (application reference: WP/20/00467/OUT)

2.32 The Projects to be removed from the assessments are:

Development	Details
Remaining development under the 1997 Portland Harbour Revision Order	Open storage of waste products, including waste wood and metal, on the Parade Ground area of the Rifle Range (no council reference number)
	High Speed Ferries: a cross-Channel passenger / car high speed ferry operating two to three daily sailings (round trips) over the 26-week summer season (April to October) and weekend sailings (Friday, Saturday and Sunday) over 20 weeks during the winter season
	The HRO grants permitted development rights for B1 / B2 / B8 development on several areas of land at the Port that have yet to be developed
	Landside aquaculture: construction of a warehouse building for aquaculture, producing 200-300 tonnes of fish, on a site measuring 135 m x 37 m (application references: WP/14/01033 and WP/16/00150/RES) – these permissions have lapsed
Development under the 2010 Portland Harbour Revision Order (no council reference numbers)	New berthing faces to the north and east of New Quay and Coaling Pier Island (Works 1 and 5) and new berthing faces to the retaining structures to the south and west of Queen's Pier (Work 7) by the construction of concrete blockwork quay walls and / or piled and suspended deck sections and / or rock armoured rubble mound retaining embankments
	Reclamation of as much of the foreshore and seabed as is required for the above works (Works 2, 6 and 8)
	Two 30 m wide floating linkspans commencing on the new northern and eastern faces of the berthing faces adjacent to the shoreward arm of Queen's Pier (Work 3)
	A 30 m wide floating linkspan commencing on the eastern face of Work 7 (Work 9)
	A mooring dolphin lying 70 m to the east of the eastern face of Work 1, with bearing piles, mooring structures and reinforced concrete heads, connected to Work 1 by a steel access walkway (Work 4)
	Two lines of mooring dolphins up to 250 m long and up to 70 m apart, with bearing piles, mooring structures and reinforced concrete heads, connected by steel walkways and the permanent mooring at the dolphins of a floating dry-dock (Work 10)
	A reinforced concrete or steel pontoon providing access to and from Work 10 (Work 11)

2.33 Appraisal of the resulting cumulative traffic flows is set out in Section 6 and 7 of this TAA.

6 Trip Generation & Distribution

Committed Development

6.36 Committed development Projects to remain within the assessment are:

Development	Details
Ocean Views, Hardy Complex, Castle Road, Portland (phase 2)	Redevelopment of former naval accommodation block into 157 apartments, together with the development of 191 new build homes, with associated car parking (application reference: 02/00703/FUL, as amended)
Royal Manor Arts College, Weston Road, Portland	Demolition of existing buildings and erection of 98 dwellings (application reference: WP/19/00919/OUT)
Verne Common Road and Ventnor Road, Portland	Development of vacant land by the demolition of a garage and erection of 25 dwellings (application reference: WP/18/00662/FUL)
Southwell Primary School, Sweethill Lane, Portland	Demolition of existing buildings and construction of up to 58 dwellings (application reference: WP/17/00866/OUT)
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Disused Quarry Works Stockyard, Bottom Coombe, Park Road, Portland	Development of approximately 62 dwellings (application reference: WP/14/00591/OUT)
Redundant buildings at Bumpers Lane, Portland	Demolition of existing redundant industrial buildings and erection of approximately 64 dwellings (application reference: WP/14/00330/OUT)
Plot X, Mulberry Avenue, Portland	Erection of two blocks of two storey business units comprising three B1 units and six B8 units (total floorspace 766 m^2) with associated parking and landscaping (application reference: WP/18/00940/FUL)
Plot M1B, Hamm Beach Road, Portland	Erection of three industrial and commercial buildings (B1, B2 and B8, total floorspace 2,879 m^2) and associated external works (application reference: WP/17/00631/FUL)
Project Osprey, Portland Port	Construction of two animal feed storage and distribution warehouses, each 140 m x 45 m x 20 m, and an office building 16 m x 4 m x 5.15 m, to handle 250,000-300,000 tonnes per year (council reference: WP/19/00514/SCRE), which is currently under construction
Project Inner Breakwater and Camber Area Alterations, Portland Port	Project Inner Breakwater and Camber Area Alterations: development of operational land for the purposes of shipping and in connection with the embarking, disembarking, loading, discharging or transport of passengers, livestock or goods, including a new berth apron in the Crane Berth Apron Operational Area and a new yard pavement at the Camber Operational Yard to enable the berthing and handling of ships up to 120 m long, their cargoes and passengers (council reference: WP/15/00328/PD). The works to the listed inner breakwater and adjacent structures to enable the use of the crane berth have been completed under application 14/01071/LBC and are part of the baseline
The Heliport, Coode Way, Portland	Erection of a building for servicing and maintenance of helicopters and additional facilities incidental to heliport use (application reference: WP/20/00467/OUT)

6.37 The majority of the proposals contained within the 1997 and 2010 HRO are now deemed not to be included within the assessment of committed development traffic.

6.38 Only traffic flows from Project Osprey and Project Inner Breakwater and Camber Area Alterations at Portland Port are to be included.

6.39 Not used

6.40 Tables 6.8 and 6.9 below set out the revised trip generation form the AM and PM peak hours to be included in cumulative impact assessment.

Table 6.8 – AM Revised Portland Port HRO Committed development Trips

	ARR	DEP	Total
Existing Percentage	89%	11%	100%
2010 Revised HRO AM Peak	1	0	1

Table 6.9 – PM Revised 2010 Portland Port HRO Committed development Trips

	ARR	DEP	Total
Existing Percentage	20%	80%	100%
2010 Revised HRO PM Peak	0	1	1

Table 6.12 – Total Development Trip Generation

	Arrivals	Departures	Total
AM Peak Hour Trips			
Staff	Negligible – Shift change expected to be outside of peak hours		
Deliveries	2	2	4
Total Development	2	2	4
Committed Development	*51*	*121*	*172*
PM Peak Hour Trips			
Staff	Negligible – Shift change expected to be outside of peak hours		
Deliveries	2	2	4

Total Development	2	2	4
Committed Development	*99*	*61*	*160*
Daily Trips			
Staff cars	19	19	38
Deliveries	36	36	72
Total Development	*59*	*59*	118
Committed Development	*738*	*738*	*1476*

6.48 In addition two employment schemes and the new building at the heliport were identified for inclusion as committed development and the scale of those permitted schemes are within the TEMPro employment growth projections or within baseline traffic.

6.52 As shown in Table 6.12 above – the level of trip generation from the proposed development is minimal.

7 Traffic Impact Assessment

7.13 Table 7.5 below sets out the percentage change in the AM Peak for the 2023 Baseline with Committed + Development when compared to the 2023 for all links.

Table 7.5 – Percentage Change - Scenario 1 AM

2023 % increase in Generated traffic over Base + Committed			
AM		Inbound	Outbound
Link1	All Veh	9.76%	26.67%
	HGV	40.00%	75.00%
Link 2	All Veh	0.28%	0.29%
	HGV	0.69%	1.26%
Link3	All Veh	0.29%	0.37%
	HGV	0.80%	1.92%
Link4	All Veh	0.40%	0.24%
	HGV	1.44%	0.56%
Link5	All Veh	0.23%	0.15%
	HGV	0.78%	0.93%
Link6	All Veh	0.12%	0.24%
	HGV	0.40%	1.38%
Link7	All Veh	0.17%	0.26%
	HGV	4.71%	1.99%
Link8	All Veh	0.10%	0.21%
	HGV	2.15%	0.47%
Link9	All Veh	0.20%	0.30%
	HGV	1.01%	2.13%

7.14 As shown in Table 7.5, Link 1 (Castletown) has the largest percentage increase of around 26% for all vehicles when compared to the 2023 Baseline with Committed traffic flows. This increase in % impact compared to data submitted in the initially submitted Transport Assessment is due to the reduction in future committed development traffic (particularly HGV) attributed to the Port development under the HRO. As indicated on Figures 7.1-7.5 the actual numbers of vehicles remain very low with only 45 Inbound and 19 outbound vehicles.

7.15 The majority of the links have a change of under 1%. On Links 7 and 8 the HGV increases, although greater than 1%, reflect the relatively low levels of background HGVs on these routes.

7.16 Table 7.6 below sets out the percentage change in the PM Peak for the baseline with committed plus development in 2023 when compared the to the baseline with committed traffic flows.

Table 7.6 – Percentage Change - Scenario 1 PM

2023 % increase in Generated traffic over Base + Committed			
PM		Inbound	Outbound
Link1	All Veh	23.53%	9.30%
	HGV	75.00%	27.27%
Link 2	All Veh	0.29%	0.30%
	HGV	1.67%	0.88%
Link3	All Veh	0.23%	0.22%
	HGV	2.44%	1.35%
Link4	All Veh	0.24%	0.28%
	HGV	0.68%	0.82%
Link5	All Veh	0.19%	0.21%
	HGV	0.84%	1.04%
Link6	All Veh	0.13%	0.13%
	HGV	2.04%	1.11%
Link7	All Veh	0.20%	0.26%
	HGV	3.53%	0.83%
Link8	All Veh	0.12%	0.12%
	HGV	1.30%	3.17%
Link9	All Veh	0.10%	0.17%
	HGV	3.13%	0.66%

7.17 Table 7.6 shows that when compared to the baseline with committed scenario there is only a maximum increase of around 24% for all vehicles and 75% in HGV flows on Link 1, into and out of the Port. These increases reflect the very low background traffic flows against which they have been compared.

7.18 Otherwise, all other links on the network show an increase in all traffic of less than 1%. HGVs increase by more than this on most of the other links, although the maximum increase on Link 7 of 3.53% cannot be considered as excessive.

7.19 Since both AM and PM Peak hour flows on all but Link 1 in 2023 are well within the day to day variation that would be expected it is considered that the local highway network would satisfactorily accommodate the additional four vehicles that would be generated by the development during both peak hours.

Scenario 2

7.20 Table 7.7 below sets out the percentage change in the AM Peak for the 2033 Baseline with Committed + Development when compared to the 2033 for all links:

Table 7.7 – Percentage Change - Scenario 2 AM

2033 % increase in Generated traffic over Base + Committed			
AM		Inbound	Outbound
Link1	All Veh	6.67%	25.00%
	HGV	27.27%	75.00%
Link 2	All Veh	0.26%	0.36%
	HGV	0.91%	1.61%
Link3	All Veh	0.29%	0.36%
	HGV	1.06%	2.55%
Link4	All Veh	0.19%	0.24%
	HGV	1.43%	0.55%
Link5	All Veh	0.11%	0.14%
	HGV	0.76%	0.44%
Link6	All Veh	0.22%	0.23%
	HGV	0.79%	0.66%
Link7	All Veh	0.22%	0.25%
	HGV	3.33%	1.46%
Link8	All Veh	0.10%	0.19%
	HGV	2.08%	0.93%
Link9	All Veh	0.18%	0.27%
	HGV	0.99%	1.02%

7.21 Table 7.7 shows that the highest percentage increase is around 25% in vehicular flows on the Castletown Link, although all other links (have a change of less than 1% in the AM Peak hour. HGVs are shown to increase out of the Port by 75%, but elsewhere the HGV increases are less than 3% except Link 7. However, this increase relates to base plus committed development flows of no more than 48 vehicles and HGVs of no more than 14 in any one direction in either peak hour.

7.22 Table 7.8 below sets out the percentage change in the PM Peak for the baseline with committed plus development in 2033 when compared the to the baseline with committed traffic flows.

Table 7.8 – Percentage Change - Scenario 2 PM

2033 % increase in Generated traffic over Base + Committed			
PM		Inbound	Outbound
Link1	All Veh	6.82%	17.65%
	HGV	40.00%	75.00%
Link 2	All Veh	0.43%	0.33%
	HGV	1.41%	0.97%
Link3	All Veh	0.35%	0.32%
	HGV	1.99%	0.93%
Link4	All Veh	0.14%	0.16%
	HGV	0.66%	0.74%
Link5	All Veh	0.12%	0.14%
	HGV	0.67%	0.65%
Link6	All Veh	0.25%	0.11%
	HGV	0.71%	0.43%
Link7	All Veh	0.19%	0.25%
	HGV	4.49%	0.82%
Link8	All Veh	0.18%	0.22%
	HGV	1.12%	0.98%
Link9	All Veh	0.20%	0.12%
	HGV	2.25%	0.56%

7.23 Table 7.8 shows that when compared to the baseline with committed scenario there is a maximum increase of around 18% in vehicular flows on Link 1, with an associated increase of 75% for HGVs due to the very low baseline. However, this increase relates to base plus committed development flows of no more than 47 vehicles and HGVs of no more than 14 in any one direction in either peak hour.

7.24 Otherwise, all the other links show an increase of less than 2%, with only Link 7 exhibiting an increase in HGVs of 4.49% inbound.

7.25 Both the 2023 & 2033 scenarios are well within the day-to-day variation[1] that would be expected on the wider local highway network. It is expected that the network would satisfactorily accommodate the additional four vehicles that would be generated by the development during both peak hours.

[1] *TAG Unit M1.2 states that day to day variation expected for an automatic traffic count is ±5%*

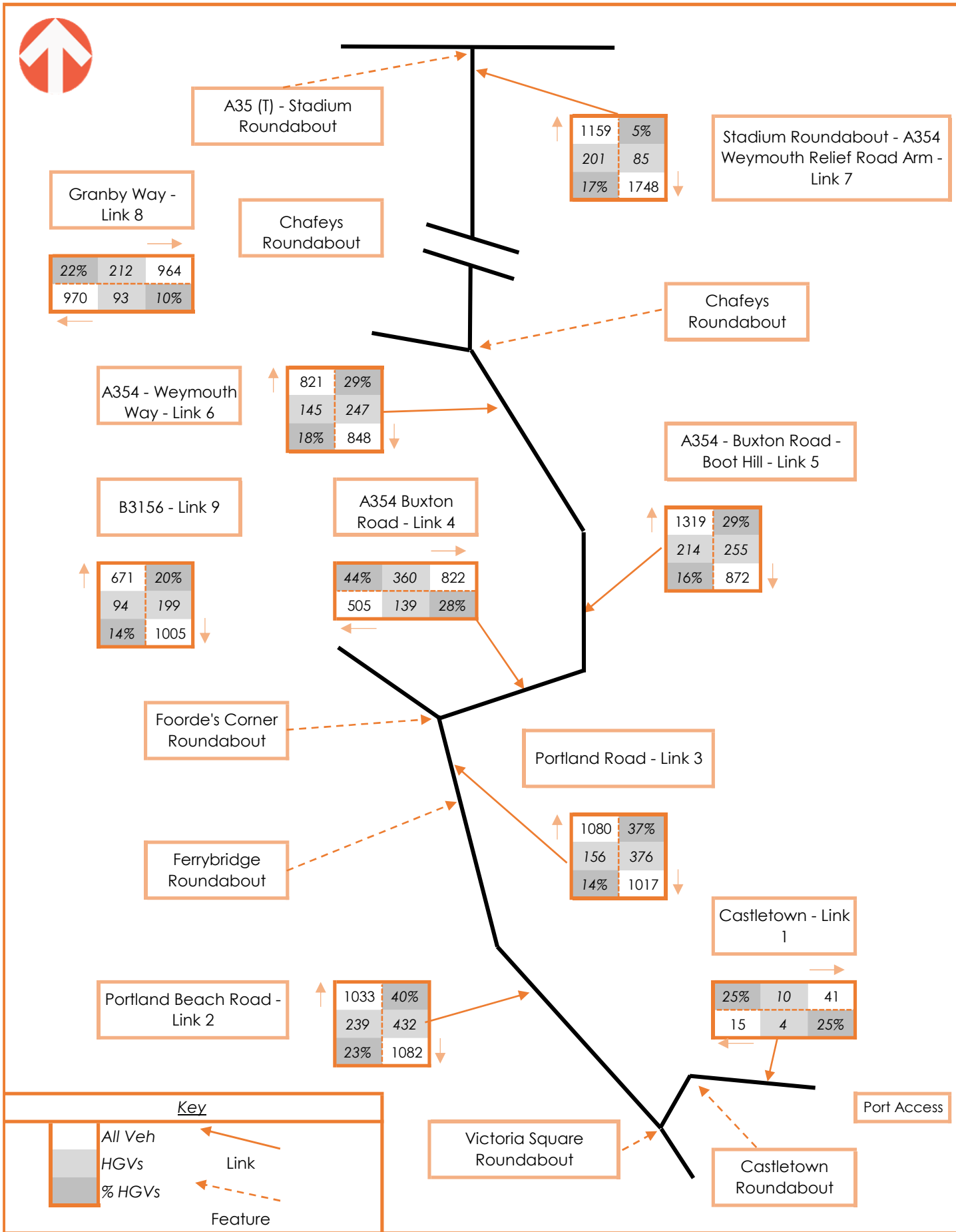
Conclusion

7.26 The traffic impact assessment completed demonstrates that, with the exception of Castletown, all links included in the study area would experience negligible change with a maximum of no more than a 4.7% increase in HGV flow and all vehicle increases of less than 1%. This change would be well within the natural day to day variation experienced on the local road network. The flows against which the comparisons have been made on Castletown are very low under the base plus committed development scenarios, giving rise to greater percentage increases when summed with the development traffic.

7.27 It is therefore concluded that the existing highway network would satisfactorily accommodate the additional traffic arising from the proposed ERF plant without resulting in any severe impacts, and therefore the traffic impact of the scheme is considered to be acceptable in light of the requirements of the NPPF.

7.28 The traffic impact assessment demonstrates that all links included in the study area would experience negligible change with a maximum increase of less than 1% in traffic flows on all but the Castletown links. The Castletown percentage increases are due to the base plus committed flows on this link in both assessment years being relatively low at a maximum of just 47 vehicles per hour. This change would normally be within the natural day to day variation experienced on the local road network.

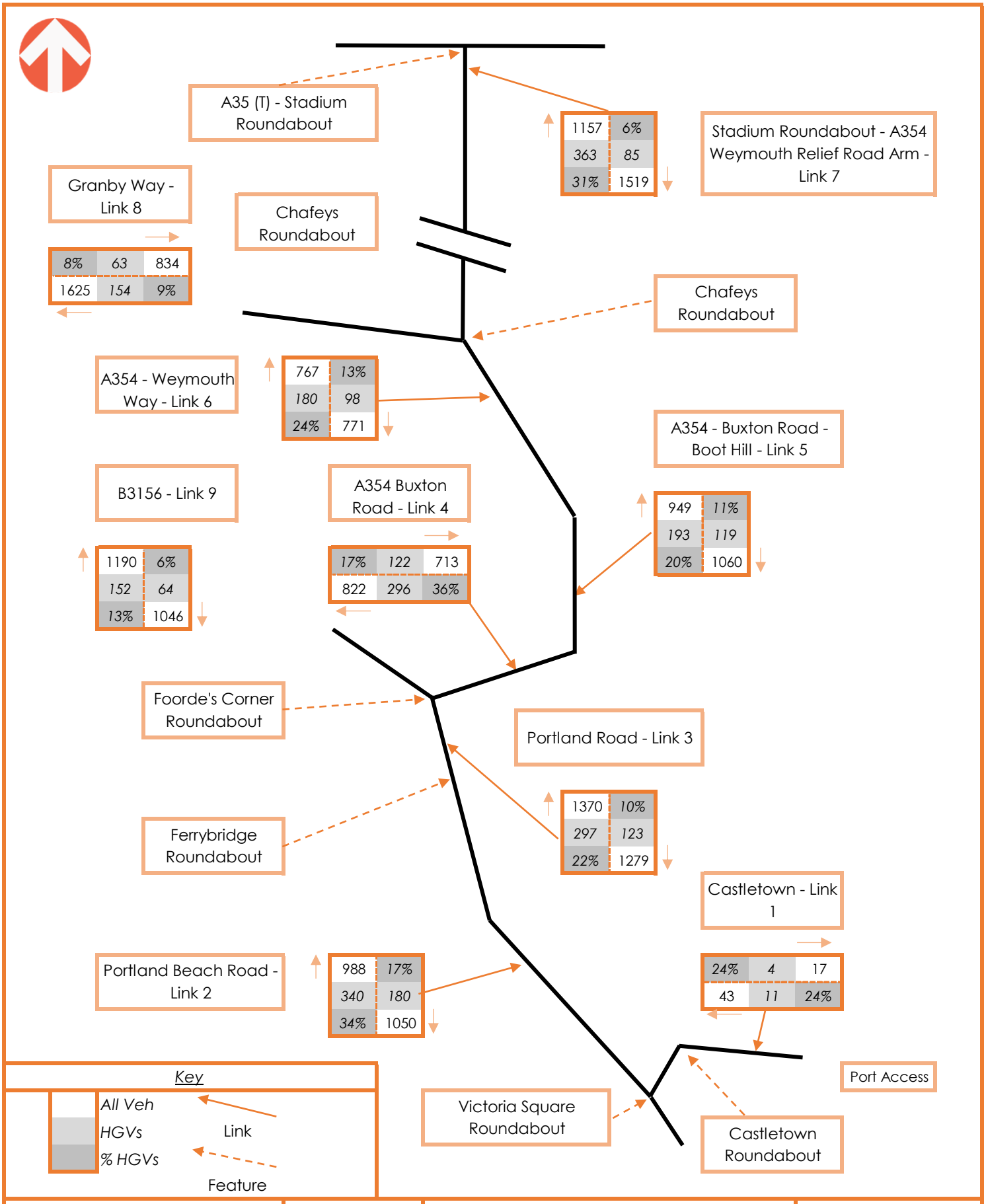
Appendix A Drawings and Figures



awcockward partnership

TIME PERIOD	TITLE	FIGURE
AM	2023 BASELINE + COMMITTED	7.3

BY	SD	PROJECT	
CHK	IDA	0979	Portland Port ERF
APR	IDA		

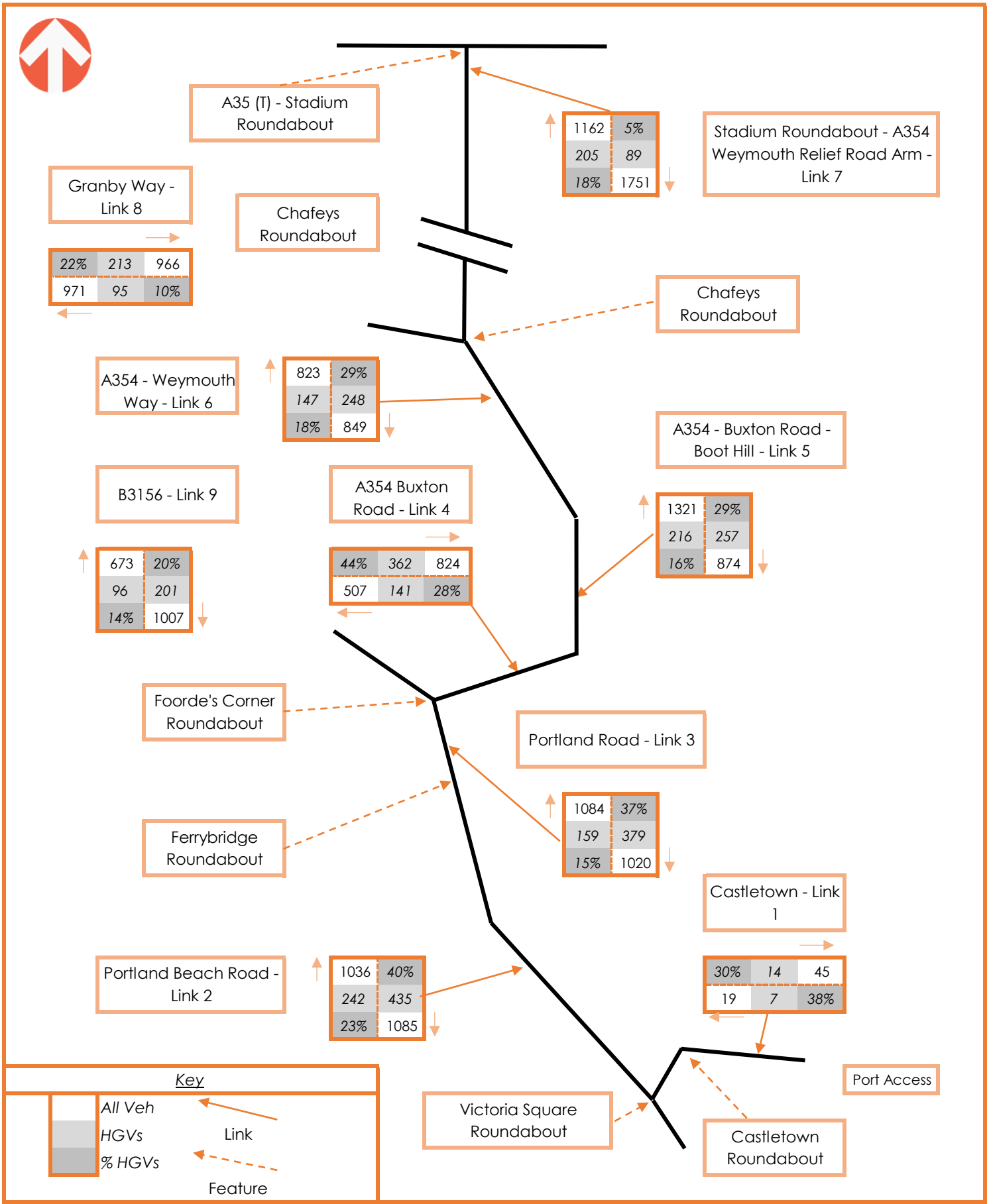


awcockward partnership

TIME PERIOD	TITLE	FIGURE
PM	2023 BASELINE + COMMITTED	7.4

BY	SD
CHK	IDA
APR	IDA

PROJECT	
0979	Portland Port ERF

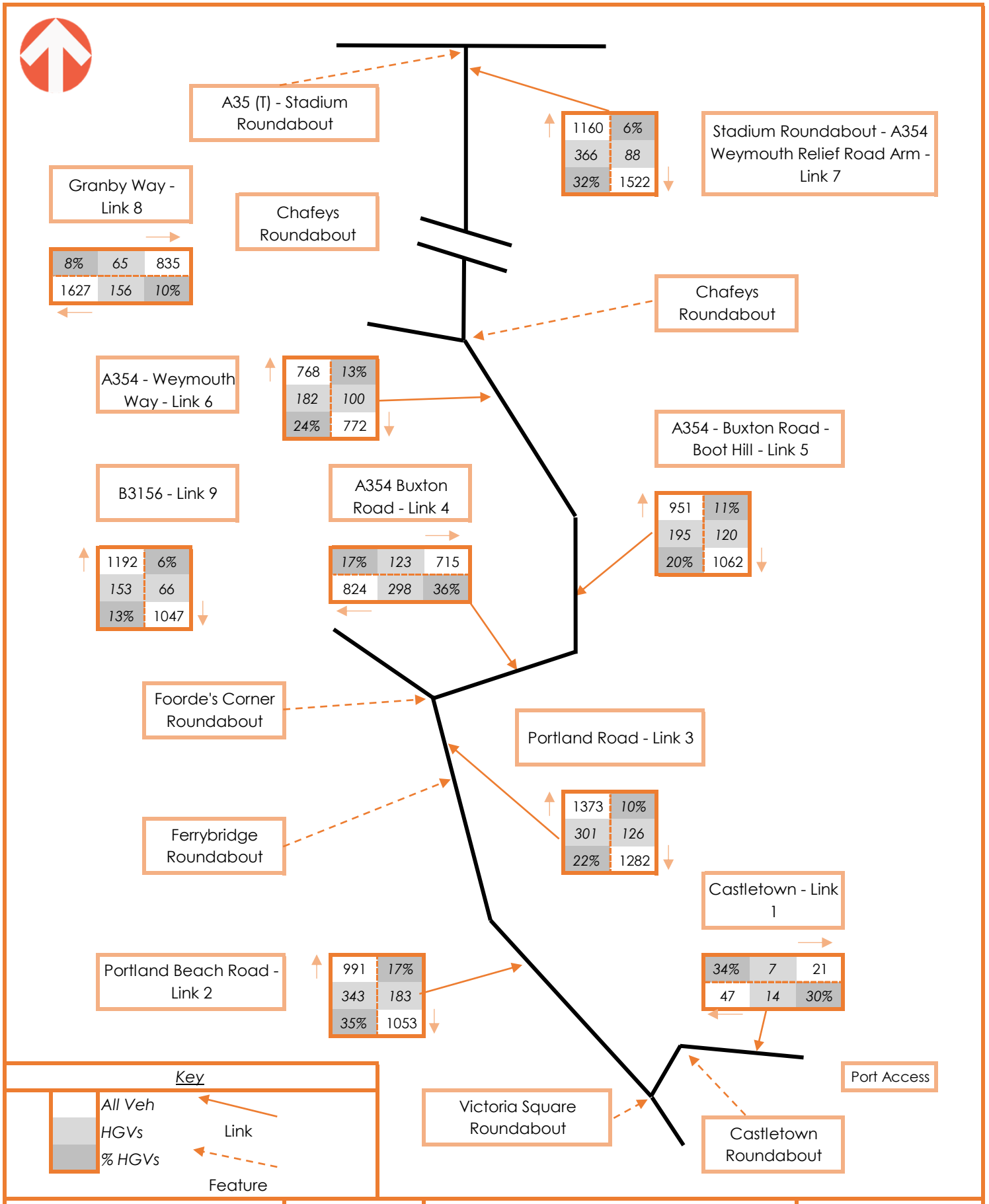


awcockward partnership

TIME PERIOD	TITLE	FIGURE
AM	2023 BASELINE + COMMITTED + DEVELOPMENT	7.5

BY	SD
CHK	IDA
APR	IDA

PROJECT	
0979	Portland Port ERF

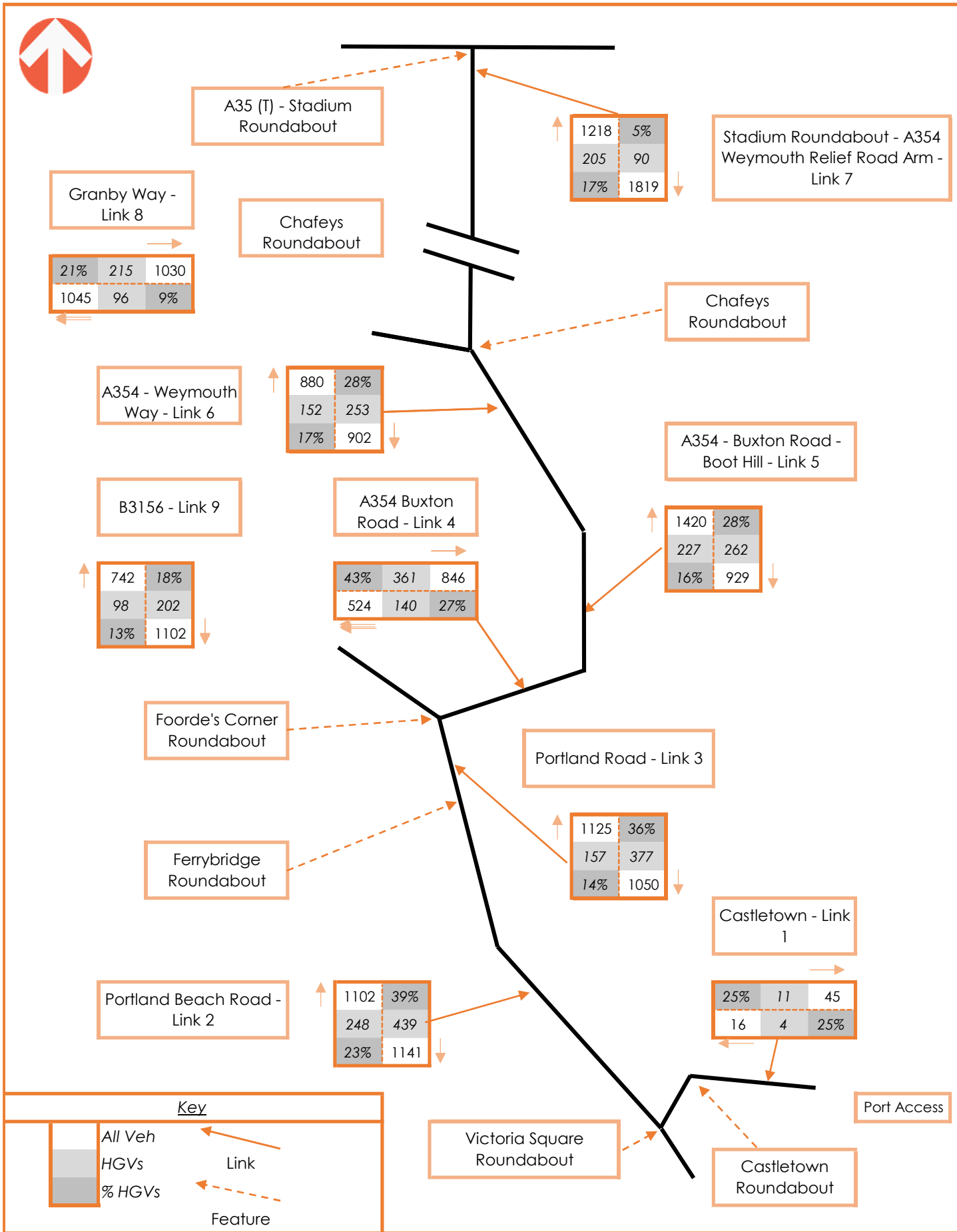


awcockward partnership

TIME PERIOD	TITLE	FIGURE
PM	2023 BASELINE + COMMITTED + DEVELOPMENT	7.6

BY	SD
CHK	IDA
APR	IDA

PROJECT	
0979	Portland Port ERF



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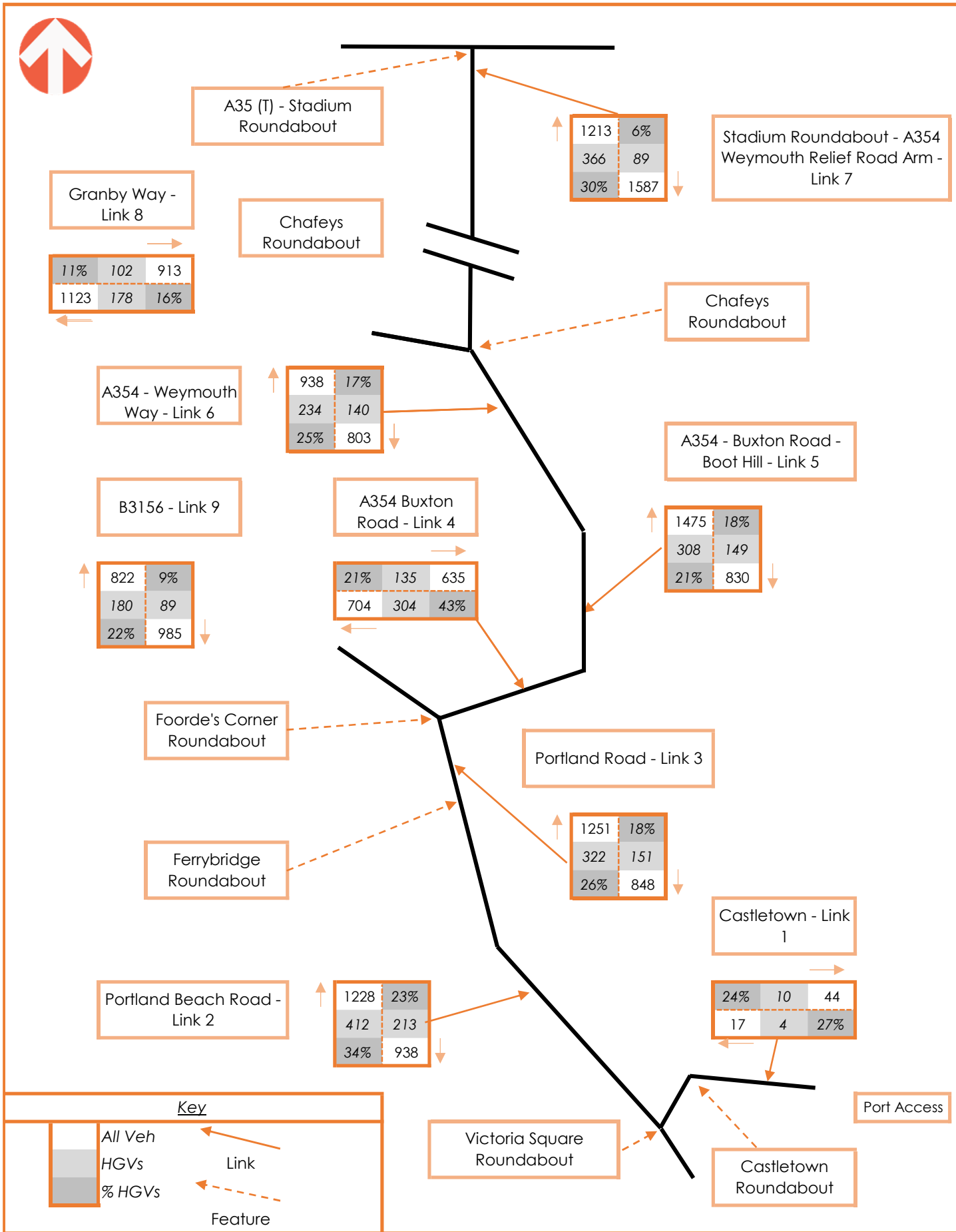
TIME PERIOD	TITLE	FIGURE
AM	2033 BASELINE + COMMITTED	7.9

BY	SD
CHK	IDA
APR	IDA

PROJECT	
0979	Portland Port ERF



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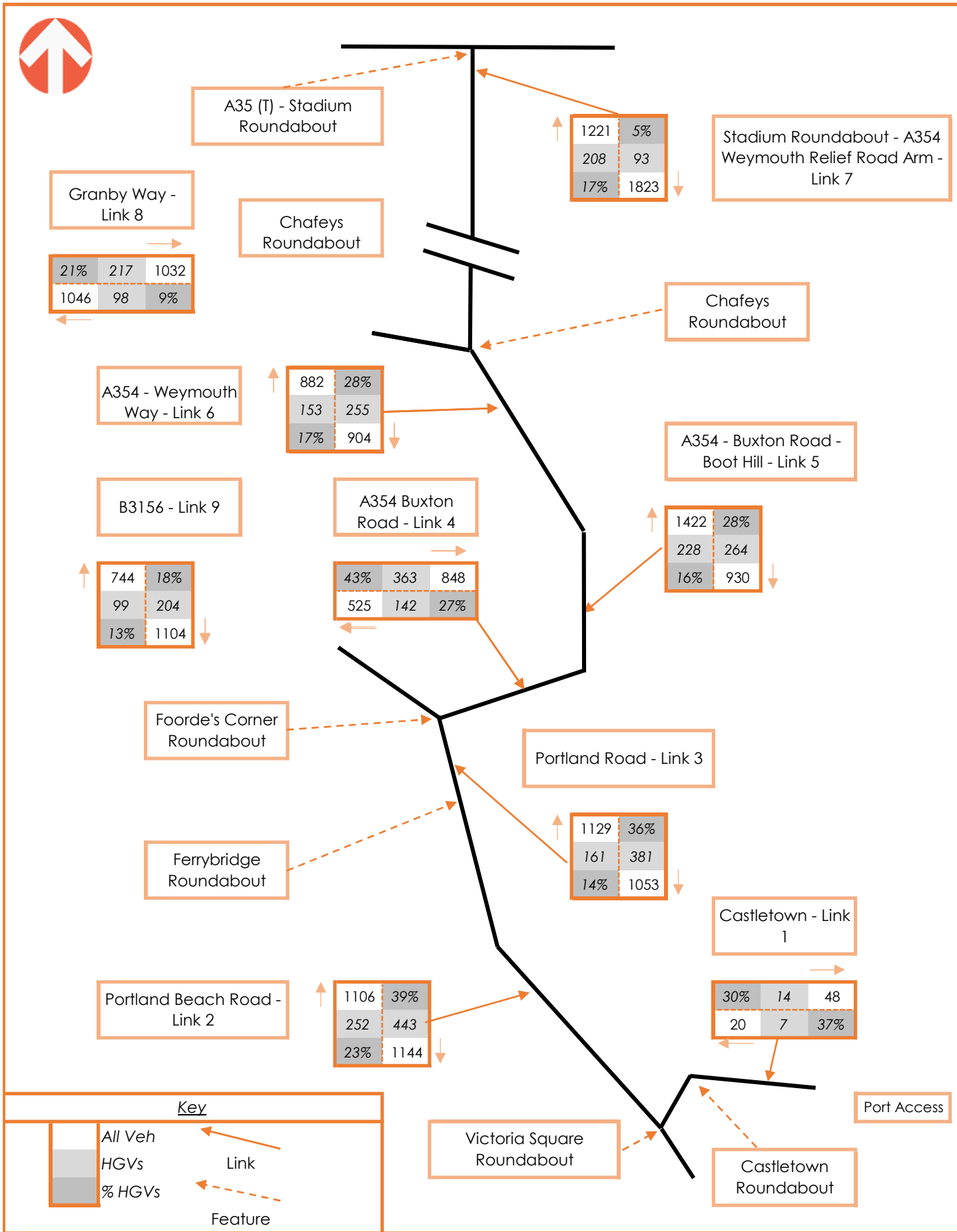
TIME PERIOD	TITLE	FIGURE
PM	2033 BASELINE + COMMITTED	7.10

BY	SD	PROJECT	
CHK	IDA	0979	Portland Port ERF
APR	IDA		



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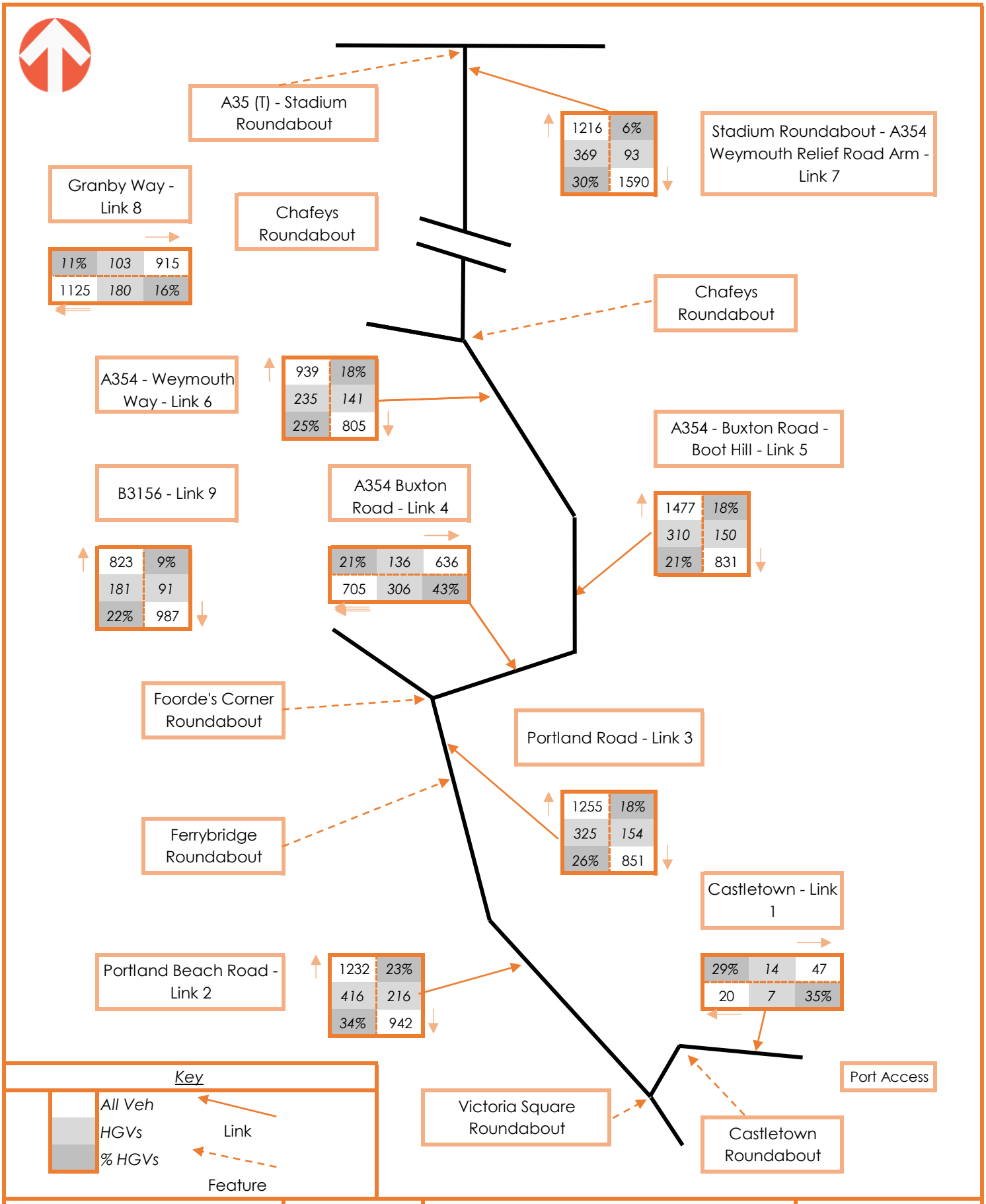
TIME PERIOD	TITLE	FIGURE
AM	2033 BASELINE + COMMITTED + DEVELOPMENT	7.11

BY	SD	PROJECT	
CHK	IDA	0979	Portland Port ERF
APR	IDA		



awcockward partnership

TIME PERIOD	TITLE	FIGURE
PM	2033 BASELINE + COMMITTED + DEVELOPMENT	7.12

BY	SD
CHK	IDA
APR	IDA

PROJECT	
0979	Portland Port ERF