



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Martin Fellows (Regional Director)
Operations Directorate
East Region
National Highways
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To: Suffolk County Council
planning@suffolk.gov.uk FAO, Andy Rutter

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: SCC/0045/23SE

Location: Land to the north of Spring Grove Farm, Withersfield, Suffolk, CB9 7SW

Proposal: Construction and operation of an anaerobic digestion facility, associated infrastructure and new access road, connecting pipeline and covered digestate lagoons.

National Highways Ref: NH/23/02867

Referring to the consultation on a planning application dated 26 September 2023 referenced above, in the vicinity of the A11 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) offer no objection (see reasons at Annex A);
- b) ~~recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) ~~recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- d) ~~recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

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

¹ Where relevant, further information will be provided within Annex A.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningEE@nationalhighways.co.uk

Signature: S. H.	Date: 04 October 2023
Name: Shamsul Hoque	Position: Assistant Spatial Planner
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Annex A National Highway's assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a 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.

Recommended No Objection

National Highways offer no objection.

Reason:

The proposed development site is located along the A1307 local road, which is approximately 15 km southeast direction from the nearest Strategic Road Network junction between A11 and A1307.

We have completed our review of the details and information provided. The majority of operational traffics will be HGV trips, and there will be additional seasonal peaks during Jun/July and September/October months. The expected construction of the proposed development will be around 70 weeks. The submitted Transport Statement (dated August 2023) states that both Traffic Management Plan (TMP) and Construction Traffic Management Plan (CTMP) will be submitted.

For controlling the HGV traffic operations, reducing the HGV trips during the weekday's peak hours is recommended.

Due to the location, scale and nature of the proposed development, there is unlikely to have any severe effect on the A11, part of the Strategic Road Network.

Therefore, we offer no objection.

Informative:

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.