

Highway Response

Ref: 25/0407

Date: 13/06/25

PROPOSAL: REMOVAL OF STORED PULVERISED FUEL ASH (PFA) AND THE INSTALLATION OF A NEW BATTERY ENERGY STORAGE SYSTEM (BESS) WITH ALL ASSOCIATED DRAINAGE, INFRASTRUCTURE, ENGINEERING AND ASSOCIATED UTILITIES CONNECTIONS

SITE: Land At Uskmouth Power Station West Nash Road Nash Newport NP18 2BZ

Case Officer: Joanne Davidson

Highway Officer: Kevin Jackson

Highway recommendation:

Further information requested.

Highway Comments:

Consultation at pre-application stage suggested that rail would be used as far as practicable. The current submission appears to assume that only road transport will be used. We would request an assessment /rationale to demonstrate that due consideration has been given to other modes of transport.

We note that the abnormal indivisible loads are expected to arrive via Alexandra Dock and if the PFA were transferred by water both would still have to traverse local roads first.

We also note that PFA has historically been removed from the site by road and that the proposed operations would be less impactful than previously permitted operations. We would still request that the feasibility of removal of PFA via rail is considered in detail and any safety issues assessed.

The remediation phase will be the most significant in highway terms if all material is transported by road, there would be in the order of 30 movements of HGVs per day over a 15-month period. From surveys the TA has shown that this level of traffic was exceeded on multiple occasions every year between 2010 and 2014. This establishes that in planning terms the level of traffic is less than already effectively consented. It should be noted that if this is spread evenly across the working day this would only equate to about 3 / 4 trucks per hour, which would not be considered to be a severe impact especially as the impact is only temporary. Highways cannot therefore raise any objection to this trip generation, and no capacity issues are anticipated.

An assessment has been included to consider the possibility of the works overlapping with other nearby large-scale projects, which are considered unlikely, but the impacts are still acceptable with only imperceptible increases locally.

The construction period will be longer, but the impacts are reduced from 30 /day to 18/day for 24 months. For the purposes of the assessments all commercial vehicles have been counted as HGVs but some would technically be smaller vehicles.

We would request a Construction Environmental Management Plan (CEMP) to manage the impacts of the PFA removal and the construction period. Dilapidation surveys will be required for the HGV routes.

Two abnormal indivisible loads are anticipated, we would expect a detailed assessment of their routing and timing. This should present all temporary or permanent works to enable movements and protect existing structures bridges /culverts/ street furniture/ kerbs.

The CEMP must consider all potential conflicts with other road users, as well as volumes/types of traffic in detail. This will be critical to garner Highways' support but can be addressed via condition.

In summary there are no objections likely subject to conditions, but further consideration of alternative transport modes is requested for the PFA removal.