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**From:** Crowhurst, Kerry (BEIS)  
**Sent:** 13 July 2021 10:47  
**To:** Crowhurst, Kerry (BEIS)  
**Subject:** FW: Highways England Response Riverside Resource Recovery Facility ("RRRF"), Norman Road, Belvedere, London, DA17 6JY

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**From:** [REDACTED]  
**Sent:** 15 June 2021 11:37  
**To:** Energy Infrastructure Planning <[beiseip@beis.gov.uk](mailto:beiseip@beis.gov.uk)>  
**Cc:** Spatial Planning <[SpatialPlanning@highwaysengland.co.uk](mailto:SpatialPlanning@highwaysengland.co.uk)>  
**Subject:** Highways England Response Riverside Resource Recovery Facility ("RRRF"), Norman Road, Belvedere, London, DA17 6JY

**For the attention of:** The Secretary of State for Business, Energy and Industrial Strategy, c/o Kerry Crowhurst, Energy Infrastructure Planning Team

**Site:** Riverside Resource Recovery Facility ("RRRF"), Norman Road, Belvedere, London, DA17 6JY

**Development:** Riverside Optimisation Project (ROP)

**Highways England's Ref No:** #13466, 6912

Dear Ruth,

Thank you for your consultation letter dated 13 May 2021 on the above application and indicating a response was required by 20 June 2021.

Highways England has been appointed by the Secretary of State for Transport as 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 Highways England works 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.

In the case of this proposed site, Highways England are interested in the potential impact that development might have upon the A282 and M25. We are interested as to whether there would be any adverse safety implications or material increase in queues and delays on the SRN during construction and operation.

We reviewed the EIA scoping note previously and noted that Traffic and Transport had been scoped out of the proposed EIA. We note the key elements as stated in the EIA Scoping Note and full EIA.

- There is no built form proposed in the application. Riverside Optimisation Project (ROP) requires no physical external change and creates no construction vehicle movements.
- The proposed development does seek an increase in energy output and an increase in the volume of waste throughput processed annually at the RRRF. However, operations would

follow the same procedures and would remain fundamentally unchanged after ROP. This includes vehicle movements, for which no change to the existing limitations is sought.

- The proposed increase in waste throughput as part of ROP will consequently increase the amount of air pollution control residues ('APCR') that will need to be removed from site, potentially resulting in more vehicles on the local road network. It is anticipated that movements required to remove the additional APCR would equate to approximately 90 vehicle movements a year (or roughly 2 movements a week).

Having reviewed the application documents, we understand the proposal is not considered to give rise to significant environmental impacts that would impact the SRN in relation to transport, noise, air quality, and /or accidents and safety. We have no further comments on this proposal.

If you require any further assistance please consult us at [planningse@highwaysengland.co.uk](mailto:planningse@highwaysengland.co.uk).

Kind regards,

[REDACTED]  
Highways England | Bridge House | 1 Walnut Tree Close | Guildford | GU1 4LZ

Tel: [REDACTED]

Web: <http://www.highways.co.uk>

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**Highways England Company Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF |**  
<https://www.gov.uk/government/organisations/highways-england> | [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)

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