

Ref: Planning application: WP/20/00692/DCC

**OBJECTION TO THE POWERFUEL PORTLAND LTD PLANNING APPLICATION
THIS PROPOSAL DOES NOT COMPLY WITH THE DORSET WASTE PLAN 2019
(Adopted December 2019) POLICIES 12 – 13**

The Waste Plan is the key document in determining the planning application and provides the policy framework for determining planning applications for waste management facilities.

Although it is not completely clear exactly where Powerfuel Portland are sourcing their fuel (RDF) from, as that changes depending on which planning document you look at, however wherever it comes from, Dorset, Somerset, Devon, Cornwall, Wiltshire, Hampshire or London, the HGV lorries will most likely all be trundling down the A354 from the Stadium Roundabout at Dorchester. This route has “sensitive receptors” along it’s 12 mile stretch, starting with the “Ridgeway”, part of Dorset’s AONB.

The Powerfuel Portland planning documents states “the traffic and transport assessment in ES chapter 11 concludes that there will be a negligible increase in local traffic, so no significant health effects are predicted.” However there will be an extra 80 lorry movements a day, trundling past many sensitive locations, that do not appear to have been given any consideration in the planning documents. An extra 80 lorry movements during the day and through the night, might be considered by Powerfuel as a negligible increase, but if it is your house they are passing 2 metres from, 24 hours a day, 7 days a week, that will have a significant effect on your health. Listed below are ‘receptors’ that Powerfuel Portland seem to have overlooked:

THE ROUTE TO THE JOURNEY’S END FOR SINGLE-USE PLASTICS (and other non-recyclables): *the last 12 miles of the HGV’s journey from the Stadium Roundabout at Dorchester to the Portland Port site.*

- From Dorchester’s Stadium Roundabout down the A354 towards Weymouth, across the ridgeway through the **Dorset AONB** and
- Down to the Jurassic Roundabout - a congestion pinch point for traffic.
- Down the Weymouth Relief Road passing **Lorton Meadows Nature Reserve & Conservation Centre**
- Down past **Radipole Lake Nature Reserve** and through into the built up area of Weymouth
- Passing housing on one side and **Weymouth Marina Inner Harbour** on the other
- Up to **Boot Hill**, past the AQM automatic analyser, constantly monitored as it is close to being above the permitted levels for emissions and another congestion pinch point for traffic.
- Then past the dense housing along and near Buxton Road
- Passing the **112 local allotment sites at Sandsfoot Allotments**
- Passing **All Saints Church of England Academy** school
- To the Foord’s Corner roundabout - another congestion pinch point
- Past **Wyke Regis Infant School and Nursery Schools**
- Close to **Wyke Regis C of E Junior School**
- Past the **Wyke Regis Health Centre and Library**
- Past the **Wyke Regis Methodist Church, Play Area** and close to the **Tennis courts**
- Stopping at the pedestrian traffic lights as the children cross the road for school, the traffic lights causing more congestion
- Past various food shops at Wyke, including the **Smugglers** pub and other eating outlets
- Along the residential Portland Road where children walk along the pavements to the schools

- Through the traffic lights, another congestion point and onwards
- Down the house-lined A354 to the roundabout by **Chesil Vista Holiday Park**
- From Ferrybridge along the causeway it passes **Chesil Beach**, with the breeding **Little terns**, an associated feature of the **Chesil Beach and The Fleet SPA** - both are part of the **Jurassic Coast and a UNESCO World Heritage Site**
- Over the mouth of **the Fleet**, which is a **Special Area of Conservation (SAC)**, a **Special Protection Area (SPA)** under the EU Birds Directive a **Ramsar site**, a **Site of Special Scientific Interest (SSSI)** and a **designated bass nursery area**
- Past the **Fine Foundation Chesil Beach Centre** - an information centre for wildlife and environmental exhibitions and boat trip bookings
- Past the **Portland Harbour Shore SSSI**, and kite surfers, paddle boarders, windsurfers, dinghy sailors, yacht sailors, beach combers, dog walkers, kite fliers, holiday makers, and fishermen that all use the area.
- Past **Portland Harbour's Sensitive Marine Area**, then in towards Castletown (a **Conservation Area**) which has been subject to regeneration in recent years and is fast becoming a tourist hotspot
- Passing all the youngsters on the **skate park**
- Past the **Atlantic Academy Portland Early Years First School**
- Past the current **206 flats in Atlantic House** and the old Hardy Complex to be developed into 157 apartments, and 191 new homes to the rear –a total of 554 homes on the site.
- Close to **Portland Castle a 16th Century Grade 1 Listed coastal fort and gardens**
- Then past the **Osprey Leisure Centre** and swimming pool.
- Passing within feet of many of the houses of the **Conservation area of Castletown**
- Passing **The D-Day Centre tourist attraction, Hotel Aqua, Crabbers Wharf holiday lets, The Green Shutters Pub** and a grocery shop.
- Then in through the gates of Portland Port to unload, before the lorry repeats the journey back to the depot.

DWP POLICY 12 - Transport and access *Proposals for waste management facilities which could have an adverse impact as a consequence of the traffic generated will be permitted where it is demonstrated... that (a) safe access to the proposed site is provided:* The last part of this journey from the Chesil Vista Roundabout, enters into a higher density outdoor leisure area for both residents and tourists, in pursuit of various leisure activities, with parking on one side of the road at the Fine Foundation Chesil Beach Centre, opposite a highly popular beachside café and the shallow waters of Portland Harbour used for various watersports activities, with families and children darting across the road that the HGVs will be trundling down. Many use the pedestrian crossing to pass safely from one side to the other, however this then causes a bottleneck of traffic and during the summer the traffic often queues back all the way into Fortuneswell, any additional traffic will have an impact on this already constrained road. Idling traffic creates more emissions and particularly on Ferrybridge waiting lorries exhaust will directly impact on the Fleet SPA designation, the sea bass nursery, and oyster beds further up. A road that cuts through a tourists amenity area **cannot be considered as providing safe access to the proposed site.**

DWP POLICY 13 - Amenity and quality of life *Proposals for waste management facilities will be permitted where it is demonstrated that any potential adverse impacts on amenity arising from the operation of the facility and any associated transport can be satisfactorily avoided or mitigated to an acceptable level, having regard to sensitive receptors, specifically addressing all, but not limited to, the following considerations: (a) noise and vibration; (b) airborne emissions, including dust; (c) odour; (d) site related traffic impacts; and* PfP describe the access to the port as “The main and only access to the Port from the public highways is at the eastern end of Castletown, which in turn provides a link to the recently constructed Lerret Road and then onto Portland Beach Road around 1km from the main Port access. Castletown

is a wide street that has on-street parking whilst still maintaining two-way vehicle flow, it carries all traffic to and from the Port.” However, this claim belies the reality, as from Castle Road and along Castletown the planning application omits to mention it passes Ocean Views/ Atlantic House apartments, Portland Castle, Osprey Leisure Centre, Castletown D-Day Centre & Museum, Crabbers Wharf Holiday apartments, Dive Beyond, Hotel Aqua, Dorset Adventure Café, Castletown Stores, The Jolly Sailor pub, a public car park, a slipway for local water sports, a Hair Salon, a Wedding Shop and residential terraced housing lines the road, which is a conservation area.

Those living along Castletown will be impacted upon the most by the HGV lorries toing and froing, 24 hours a day, 7 days a week, they will rumble past their doors, emitting airborne toxins, dust, odour and their houses will shake as the massive lorries pass within a couple of metres of their doors. **This is in contravention of DWP Policy 12, amenity and quality of life.** Nor can this road, which passes so close to the doors of residential properties providing accommodation for young families, be considered a safe access to the proposed site, **in contravention of DWP Policy 13 Transport and Access.**

The impact of these 80 lorry movements a day will not only affect Castletown and Beach Road, but will be felt all the way from Portland Port to Foord’s roundabout (over 3 miles) and beyond, with the HGV lorries toing and froing, rumbling past houses, alongside the pavements where children walk to school, emitting airborne toxins, dust, odour and adding to the congestion which already occurs in this area.

It is interesting to note that one of the Directors of Powerfuel Portland, Giles Frampton, earlier in the year was “tweeting” with another of his many companies, Skyfall Energy, and he acknowledged how damaging HGV lorries are, but not just from the exhaust emissions, but from the tyres. Giles Frampton says the greater issue are the tiny particles that every aquatic creature, and the higher food chain ingests. So Giles is acknowledging that as the HGVs pass over Ferrybridge, his 80 lorry movements a day will cause our bass in the nursery in The Fleet to ingest tiny particles of tyres, that we will later ingest when enjoying a locally caught Sea Bass. Although it is known that the HGV lorries pose a threat to children walking to school from the exhaust fumes, it appears there is an added threat of particulate matter from HGV tyres, which Giles Frampton also seems to have omitted from the planning application.



I would therefore like to object to the increased number of lorries, which will add to the already constrained Beach Road, add to the HGV emissions, add to the particulate matter from the tyres, create a nuisance through exhaust fume smells, noise and vibration for both residents and visitors, impacting on the amenity and quality of life for both tourists and residents, and does not have a safe HGV delivery lorry access to the proposed site.

D A Tulett, [REDACTED]