

Access & movement, parking, deliveries and waste collection







ACCESS AND MOVEMENT

DELIVERIES AND COLLECTIONS

6.1.1 Given the site sits within the Portland Port the site is accessible by both road and sea.

6.1.2 The following section therefore considers how the proposed development will be safely accessed and serviced with a range of different transport modes.

VEHICULAR ACCESS AND MOVEMENTS

6.1.3 Due to the site's location to reach the port all vehicles will cross the causeway on Portland Beach Road (A354) before heading east on Lerret Road and Castletown.

6.1.4 The Port is a secure area and so, if arriving by road, access will be limited to authorized vehicles at the gatehouse in Castletown.

6.1.5 Delivery drivers, contractors and the site's operational staff will have been pre-screened and provided with a security token that will open the access barrier at the Port Gatehouse without queuing.

6.1.6 Visitors to the site will be registered with the port security in advance of the visit. On arrival to the site they will report to the gatehouse where they will be inducted and then held until a member of the site's operation team meets them and transports them back to the ERF. Visitors will be accompanied by the site operative for the duration of their visit, in accordance with the Port's operational guidelines.

6.1.7 Once in the port all vehicles will proceed along Main Road. At the junction with Canteen Road vehicles will turn left into the site.

6.1.8 No vehicular access is proposed from the south along Grove Road / Incline Road.

Delivery / Collection Vehicles

6.1.9 Prior to turning down Canteen Road and entering the site all delivery vehicles will be weighed at the weighbridge at the junction with Main Road.

6.1.10 These vehicles will then circulate to the north of the building where access to the site is controlled with a raised arm barrier to prevent unauthorised access.

6.1.11 Beyond this point the site operates a one way system to the various delivery and collection points set out below:

Liquid Petroleum Gas

6.1.12 Located at the eastern corner of the site, adjacent to the Inner Breakwater, the LPG store is accessed by vehicles circulating through the staff car park before reversing, under the guidance of a banks-person, the short distance along the maintenance road adjacent to Balaclava Bay

Chemical Deliveries and Ash Collection

6.1.13 Chemical deliveries and ash collections will circulate clockwise on the one way system around the plant building. Once back onto Incline Road and heading north the vehicles will turn right into the service yard to the west of the building. On arrival the gated access would be opened by a site operative and the vehicle can manoeuvre to the appropriate silo or collection point.

6.1.14 Vehicles exit the service area at the northern extent of the yard turning right back onto Incline Road.

Refuse Derived Fuel (RDF) Store

6.1.15 Once through the barrier on Canteen Road RDF delivery vehicles turn right between the office and plant buildings leading them down to the new road that bounds the site's eastern boundary adjacent to Balaclava Road. The entrance to the RDF store is through a 5.5 metre high roller shutter door on the plant building eastern elevation.

6.1.16 Once in the building loose RDF deliveries will reverse directly back to the RDF Pit on the north of the circulation route.

6.1.17 Baled RDF deliveries will reverse back beneath the overhead crane to the south of the circulation route.

6.1.18 Once unloaded all RDF delivery vehicles will exit the building onto Incline Road through a further set of roller shutter doors on the plant buildings western elevation.

Deliveries by Sea

6.1.19 Whilst it is anticipated that the RDF fuel will be predominately delivered by road the site's location would also facilitate deliveries by sea.

6.1.20 Deliveries by sea would be unloaded onto lorries from the ports 50T Crane Berth on the Inner Breakwater. Vehicles would then circulate along Inner Breakwater Road / Old Depot Road to the junction on Main Road from where they would follow the same procedure as set out above.

6.1.21 Prior to leaving the port all delivery and collection vehicles would be re-weighed on the weighbridge.



FIG 6.1
PROPOSED SITE VEHICULAR MOVEMENT

- All vehicles
- HGVs and deliveries
- Cars and light vehicles (and occasional back up fuel deliveries)
- Delivery and collection vehicles

- 1 Access from Incline Road
- 2 Weighbridge
- 3 Lift arm security barrier
- 4 Car park
- 5 LPG Store
- 6 RDF Store entrance
- 7 Loose RDF unloading
- 8 Baled RDF unloading
- 9 RDF Store exit
- 10 Service Yard
- 11 Old Depot Road / Main Road junction
- 12 Portland Port 50T Crane berth



ACCESS AND MOVEMENT

CAR ACCESS AND PARKING

CARS & LIGHT VEHICLES

6.2.1 Cars, motor bikes and light vehicles will continue all the way along Canteen Road to the north-eastern corner of the site where the new staff car park is located at the start of the Inner Breakwater.

6.2.2 It is anticipated that during a typical shift the ERF will have a total of 15 staff on site.

6.2.3 Dorset Council's non-residential parking standards do not provide a standard for sui-generis uses and so within the guidance the B8-General Warehouse and Distribution is probably the closest use class that reflects the occupancy densities for an ERF. The GIFA of the building is 8,564sqm and so at the parking ratio of 1 parking space per 200sqm this would suggest 43 parking spaces would be required for a B8 - General Warehouse and Distribution use.

6.2.4 The car park adjacent to the Inner Breakwater provides 28 parking spaces for dedicated use of the ERF. Given the anticipated building occupancy this level of parking is considered appropriate and makes sufficient allowance for changeover periods at the start/end of each shift.

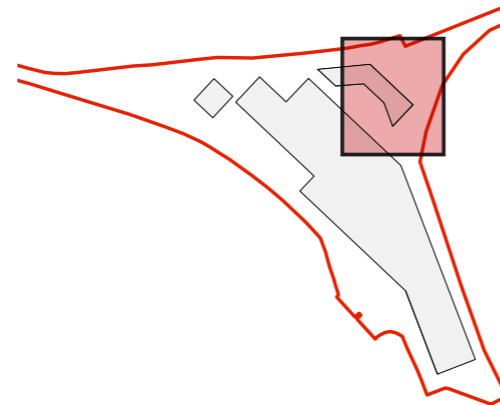
6.2.5 Access to a further eight spaces adjacent to the weighbridge on the junction of Main Road and Canteen Road is provided within the ERF lease agreement with the Port to provide additional parking for occasional contractors or shift changeovers on extreme occasions.

6.2.6 Parking spaces are each 5 metres long and 2.5 metres wide.

6.2.7 The parking includes two accessible parking spaces, 5% of the overall parking number, which are designed in full compliance with British Standard BS8300 and Approved Document Part M.

6.2.8 Three parking spaces (10%) will have an Electric Vehicle charging point. The remaining spaces will have ducting installed to the identified location to allow appropriate cabling and charging point to be specified and installed at a future date.

6.2.9 Three motorcycle parking spaces, 0.8 x 2m, have also been provided.



view of staff and visitor car park from the north east



view of staff and visitor car park from the south east

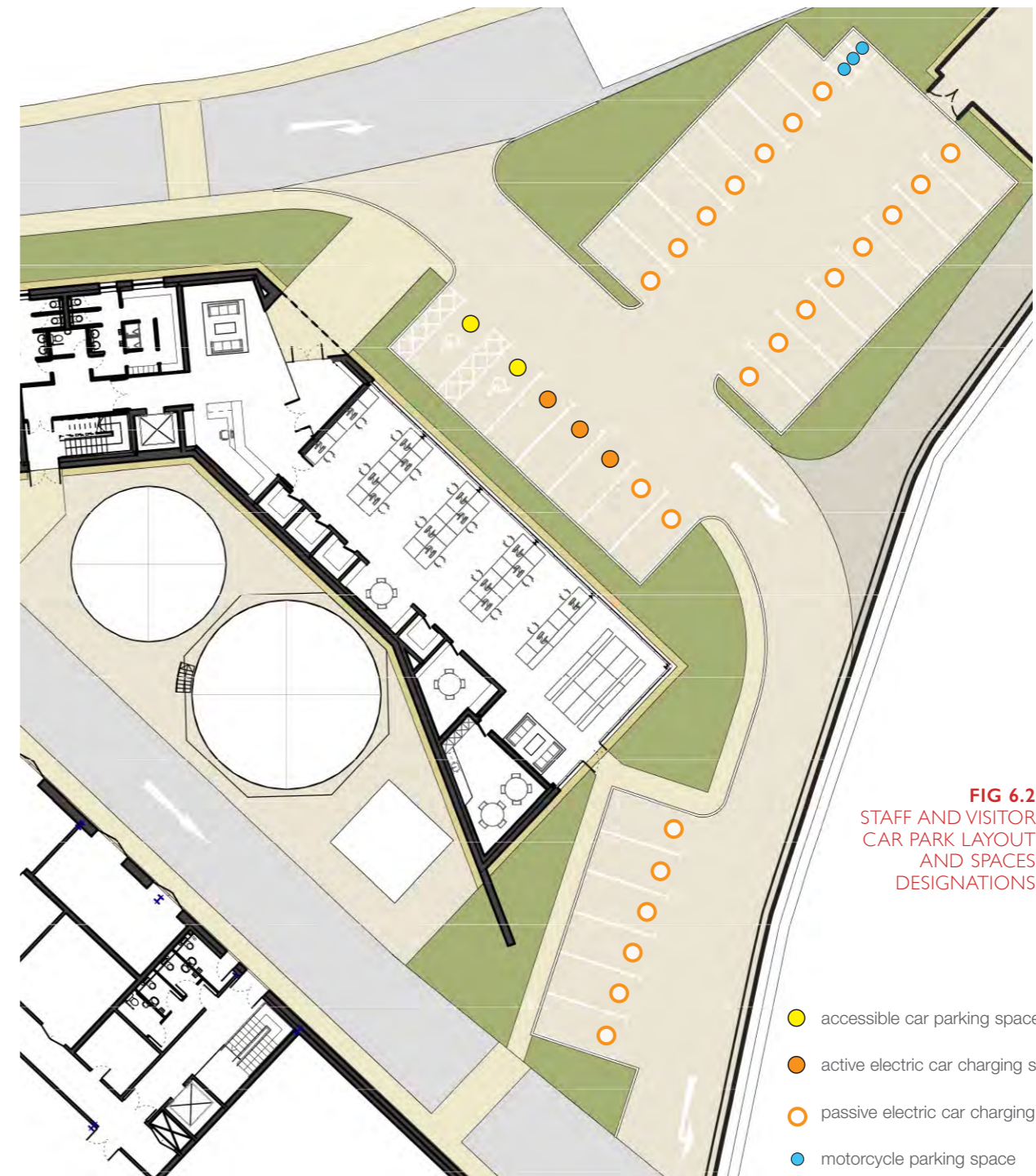


FIG 6.2
STAFF AND VISITOR
CAR PARK LAYOUT
AND SPACES
DESIGNATIONS

- accessible car parking spaces
- active electric car charging space
- passive electric car charging space
- motorcycle parking space

ACCESS AND MOVEMENT PEDESTRIAN AND CYCLES

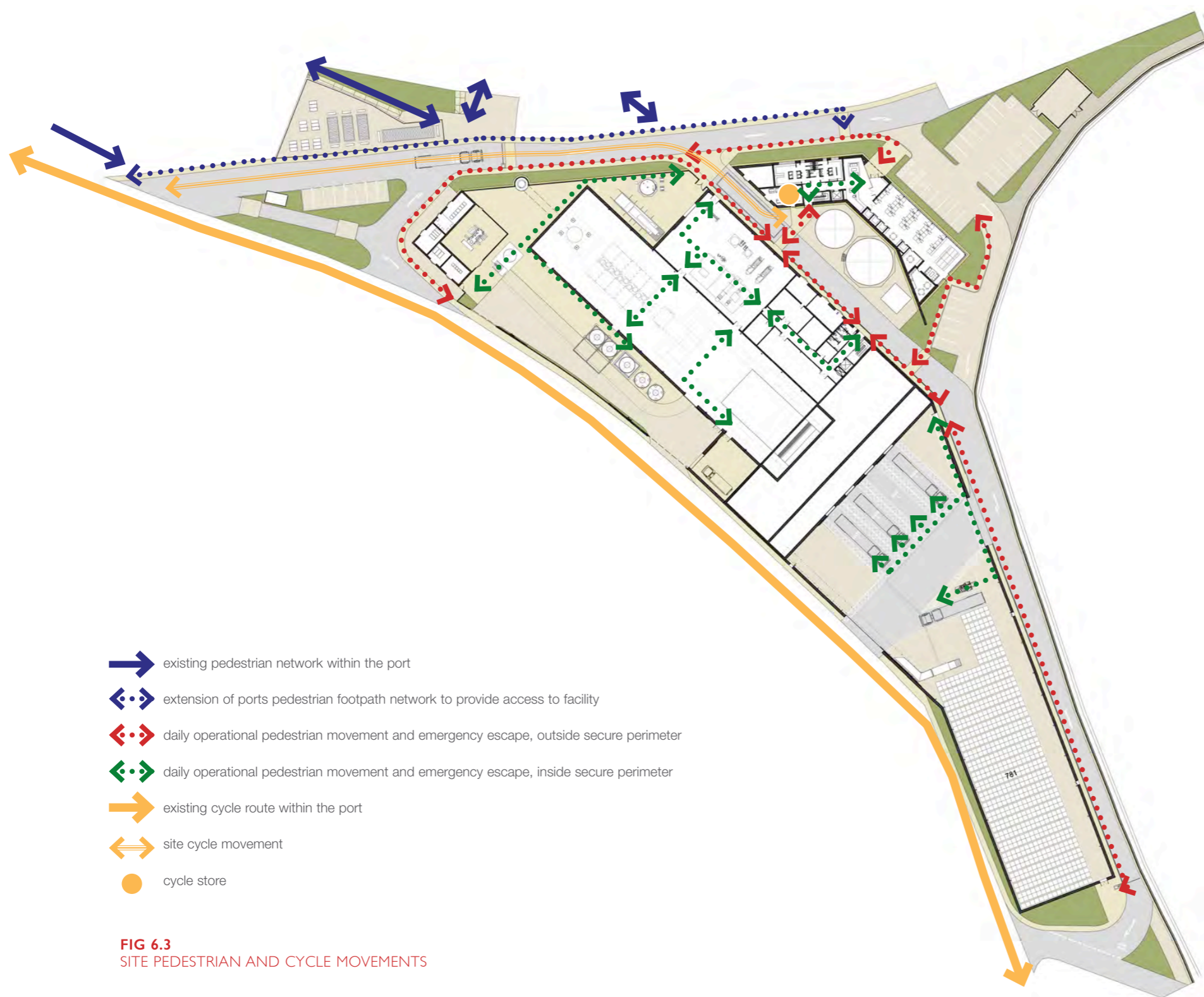


FIG 6.3
SITE PEDESTRIAN AND CYCLE MOVEMENTS

PEDESTRIANS AND CYCLE MOVEMENTS

Pedestrians

6.3.1 A series of new pedestrian footpaths are proposed that extend the Port's existing network and provide safe, segregated pedestrian access to, around and between the proposed buildings.

6.3.2 Although visitors should always be accompanied by a site operative, signage will be provided to guide pedestrians to reception which is located by the main entrance on the eastern elevation of the building office.

6.3.3 Footpaths will be suitably lit to ensure excellent visibility and safety along all routes.

6.3.4 In a limited number of locations footpaths are required to cross the vehicular routes. Where this occurs crossing will be de-marked on the surface of the road and appropriate signage installed to provide pedestrian priority.

6.3.5 Vehicles will be limited to 20mph throughout the dock estate and around the proposed site. The design of the road alignment and introduction of lifting arm barriers will assist in limiting vehicle speeds on site.

Cycling

6.3.6 The proposals include a secure, enclosed cycle store in the northern wing of the office building.

6.3.7 The cycle store provides storage for eight bicycles in the form of ground mounted Sheffield stands. Whilst less than the 17 required for an equivalent B8 use this should be sufficient for the 15 shift operatives on site.

6.3.8 Charging points will be provided for two e-bikes with capacity to increase this to all bikes.

6.3.9 The cycle store is located adjacent to the rear entrance of the office building. This creates the opportunity for site operatives to shower on arrival at work using the changing facilities by this entrance.

ACCESS AND MOVEMENT ENTRANCES

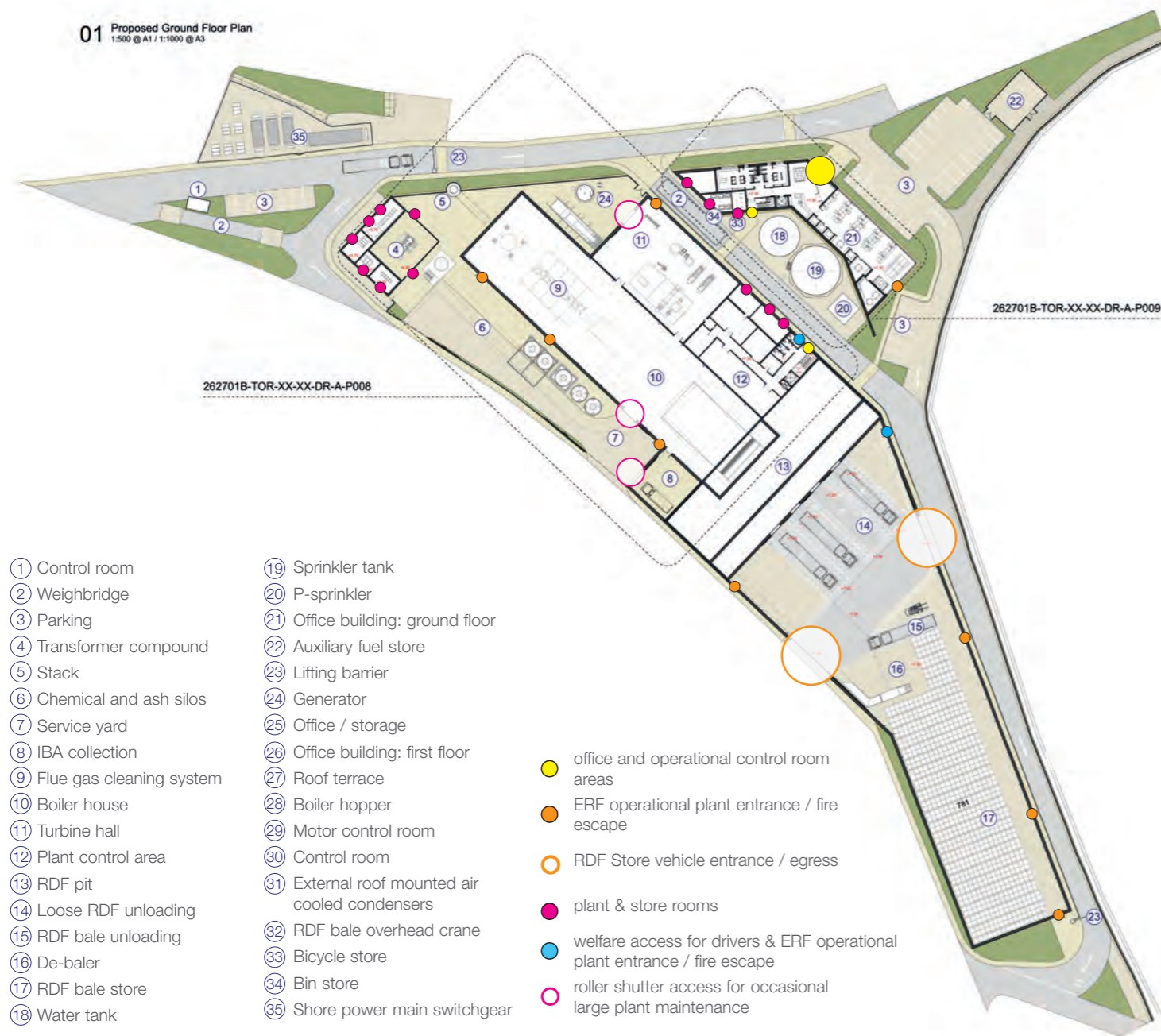


FIG 6.4
SITE PLAN INDICATING THE LOCATION AND TYPE OF ALL EXTERNAL ENTRANCES

ENTRANCES

6.4.1 All external doors and strategically located internal doors will be operated using security tokens/fobs to limit access to the different areas of the building to authorised personnel only.

6.4.2 Whilst visitors will generally be accompanied at all times on site, the reception desk will include a remote override for the principal entrance to allow first time contractors and visitors to access the building for their induction prior to being provided with a fob.

Office Building - Main Entrance

6.4.3 The landscape provides direct, level access from the car park to the main entrance in the north eastern corner of the office building.

6.4.4 The entrance is recessed into the elevation of the building to provide a covered entrance that provides shelter from the rain.

6.4.5 A chamfered glazed draft lobby allows the receptionist direct line of sight of all arrivals whilst minimising the cold drafts from the winds that drive in off the sea in this area.

6.4.6 A second entrance to the office building is located in the northern wing to provide an emergency escape from the upper floor of the offices and direct access for staff from the changing and welfare areas of the to plant building in the west.

Main Plant Building

Pedestrian Access/Egress

6.4.7 The main plant building includes a number of access doors around the perimeter of the building. The majority of these are for emergency escape or maintenance access. Due to its proximity

to the changing facilities and the office building it is envisioned that the principal access will be the entrance to the control centre on the plant buildings eastern elevation.

6.4.8 The position of the other pedestrian doors will ensure segregation of vehicle and pedestrian movements for daily operations and safe egress in the event of an emergency.

HGV Access

6.4.9 Wide roller shutter doors provide vehicle access and access from the RDF stores on the eastern and western respectively. To minimise the escape of light, noise, odours and dust the roller shutter doors will be maintained in the closed position and only opened briefly on the arrival of each HGV vehicle.

Plant Maintenance

6.4.10 Over the operational life of the building the removal and provision of large, heavy items of plant will be required for the ongoing maintenance of the facility.

6.4.11 Whilst the HGV roller shutter doors will also serve this function for the RDF Store and RDF Pit other roller shutter doors are provided to the Turbine Hall, Boiler House and IBA Ash collection store.

6.4.12 The cores within the control centre continues up to the third floor where there is level access on the air cooled condenser roof. The pedestrian lift in this area will double as a service lift for large replacement parts to the ACCs.

6.4.13 A small spiral staircase climbs up the internal south western corner of the ACC roof to provide maintenance access to the RDF Store and Boiler House roofs where a fall restraint system will be provided.



FIG 6.5
INDICATIVE VIEW OF THE OFFICE BUILDING MAIN ENTRANCE FROM CANTEEN ROAD / START OF INNER BREAKWATER



ACCESS AND MOVEMENT

WASTE COLLECTION

SITE WASTE MANAGEMENT PLAN (SWMP)

6.5.1 A Site Waste Management Plan (SWMP) has been produced and submitted as part of this application.

6.5.2 The SWMP has been produced to demonstrate how resources and waste have been considered during the design stage of the proposed ERF and how effective and sustainable waste management will be delivered during the project.

6.5.3 Implementation of the SWMP will ensure that significant adverse effects do not arise as a result of the demolition, earthworks and construction phases.

6.5.4 Where possible waste will be managed in accordance with the waste hierarchy.

WASTE STORAGE

Operational Waste Arising Calculations

6.5.5 Waste quantities deriving from the operation of the buildings on site have been calculated using:

- *British Standard 5906:2005 Waste management in buildings — Code of practice, British Standards Institution, 2005*

6.5.6 Table 1 of the document sets out the 'Typical weekly waste arisings and subsequent storage requirements'.

6.5.7 The building uses scheduled in the table that are relevant to the site's operations include offices and industrial unit.

6.5.8 The design of the service yards incorporate storage vessels for waste deriving from the operation of the RDF Plant and so only the office areas have

been considered for the sites bin storage capacity.

6.5.9 The British Standard for weekly arisings of office waste is calculated at 50 litres of waste per employee.

6.5.10 Whilst the development is likely to have only 15 members of staff on site at any time, the plant will be operation 24 hours a day which will include three shifts. As the working day is approximately three times longer than that of an average office, on which the British Standards will have been calculated, a worst case occupancy of 45 people has been used to calculate the waste arisings.

6.5.11 The above assumptions would result in 2,250 litres of waste being generated weekly by the offices and control room of the proposals.

6.5.12 Office waste in Table 1 of BS5906 is based on a 5 day week. With the proposed ERF operational 7 day a week waste arisings would need to be pro rata up to 3,150 litres of waste a week.

6.5.13 Table 1 of BS5906 proposes a waste stream ratio of 50 percent recycling and 50 percent residual waste.

6.5.14 It is assumed a commercial waste team will operate a weekly collection for recycling and residual waste collected every other week.

6.5.15 Based on the calculated waste arisings, waste stream ratios and frequency of collection the following number of 1,100 litre Eurobins are proposed:

- 1,575 litres of waste or 2no. 1,100l Eurobins for Recyclable Waste - to be collected weekly
- 3,150 litres of waste or 3no. 1,100l Eurobins for Residual Waste - to be collected fortnightly

Land Use	Waste Storage Requirements	Waste Stream Ratios
A1 (Retail)	10L per m2 Sales Floor Area (SFA) (a)	Recyclable 50 : Residual 50
A2 (Financial and Professional Services)	5L per m2 gross floor space	Recyclable 50 : Residual 50
A3 (Restaurants)	75L per cover	Recyclable 50 : Food 30 : Residual 20
B1 (Office)	50L per employee	Recyclable 50 : Residual 50
D1 (Non-residential institutions)	5L per m2 floor space	Recyclable 50 : Residual 50
D2 (Assembly and leisure)	5L per m2 floor space	Recyclable 50 : Residual 50

FIG 6.6
BS5906 TABLE 1 - TABLE SHOWING WEEKLY WASTE ARISING BY PLANNING USE CLASS

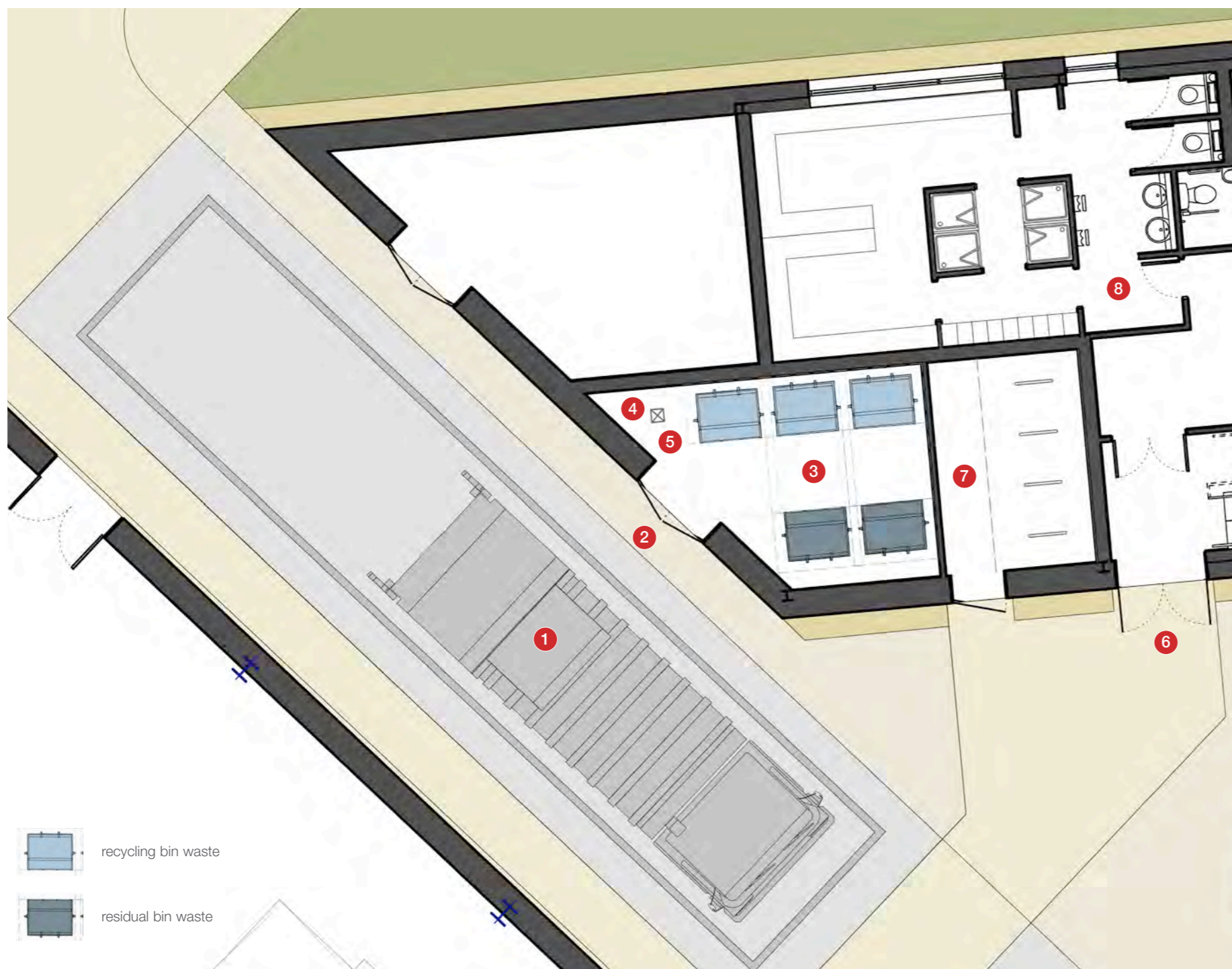
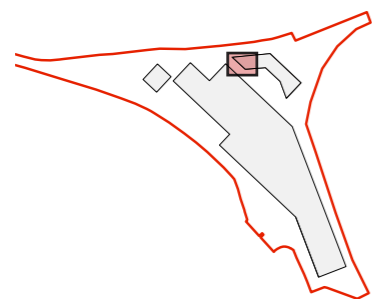


FIG 6.6
PROPOSED WASTE AND CYCLE STORE LOCATIONS

Waste Storage

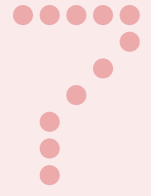
6.5.16 The bin store has been located in the north western corner of the office building. Here it is easily accessible from both the rear entrance of the office building and from the main entrance of the plant building control area.

6.5.17 Located on the main HGV route through the site bin lorries would be able to pull up within 10 metres of the bin store doors ensuring easy collection of waste each week.

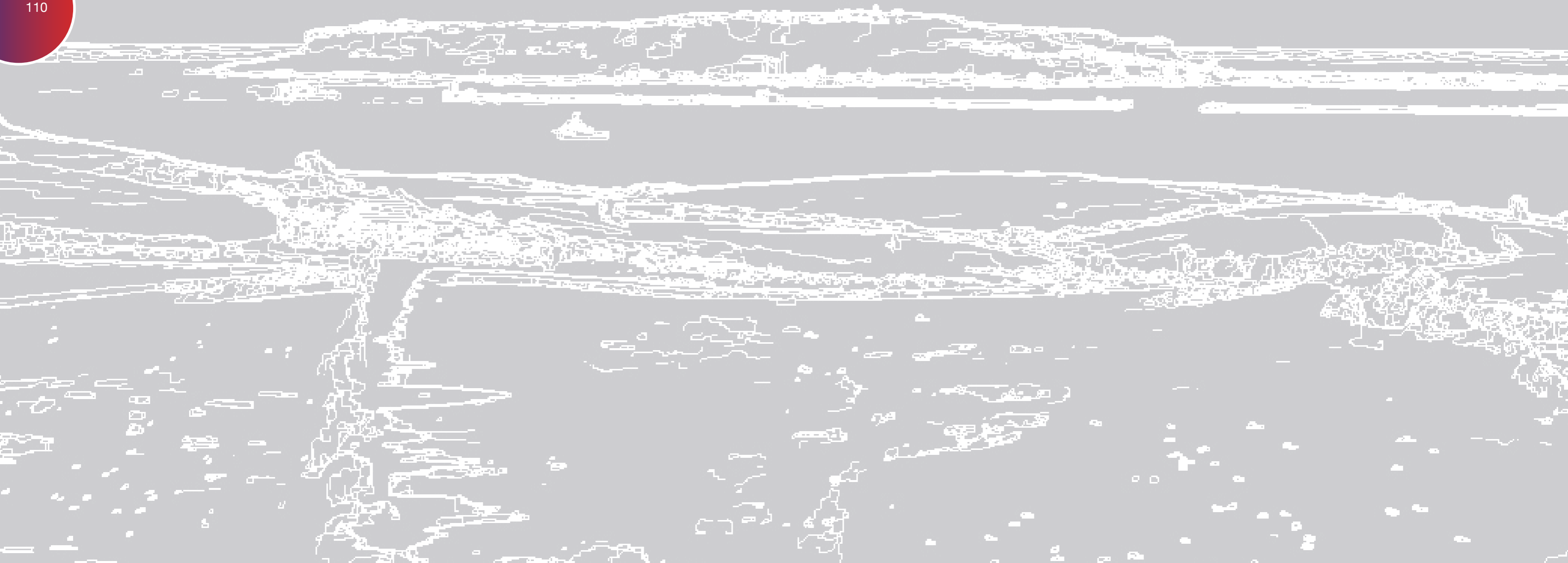
6.5.18 The layouts and size of the bin store ensure all bins are accessible from the front, to allow easy depositing of waste and without having to manoeuvre full bins.

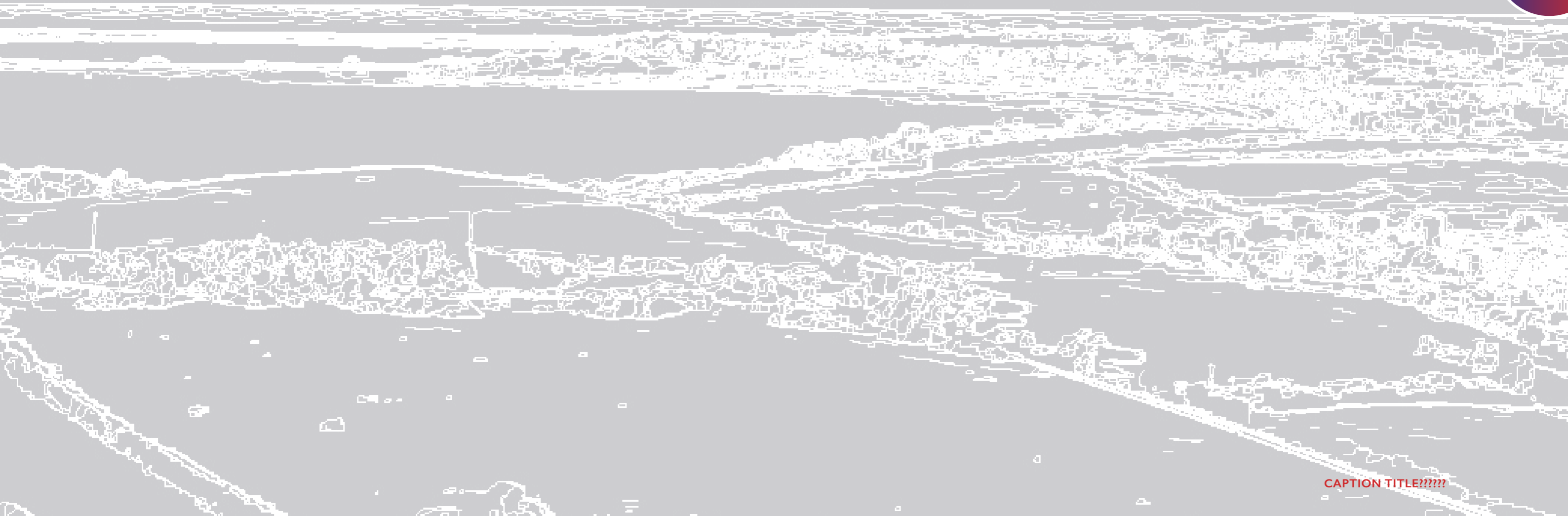
6.5.19 Doors to the bin stores will be a minimum of two metres wide, have level thresholds and louvred to provide sufficient ventilation. Insect mesh will be incorporated onto the rear face of the louvre doors to prevent bird or pest infiltration.

6.5.20 Gullies will be provided within the storage room for wash down facilities; these will be positioned so they do not impede the track of container trolley wheels.



Landscape design





CAPTION TITLE?????

LANDSCAPE DESIGN LANDSCAPE PROPOSALS

7.1.1 The site is predominantly existing hard-standing and bare ground, although some areas have developed into a patchwork (mosaic) of low plants. The NPPF requires a net gain in biodiversity of developments and therefore the landscape strategy is primarily aimed at providing a range of habitats and features that will maximise the biodiversity of the proposed development.

7.1.2 The landscape and biodiversity strategy is also integrated with the strategy for managing surface water, including channelling, storage and filtration features, including swales and rain gardens.

7.1.3 The site is in a very exposed maritime location which naturally restricts planting to species that will thrive in those conditions. New planting will be primarily locally native plants, but the proposals will include some small areas of more ornamental planting including non-native plants, appropriate in this distinctive maritime location, to provide year-round interest and biodiversity value. The key landscape measures are:

- Shingle/sand and boulder areas providing habitat for the black redstart and invertebrates, planted with pockets of native maritime plants reflecting the shingle/pebble habitats of Chesil Beach. Some gently mounded, others dished to provide rain garden areas.
- Distinctive marine-themed planting at reception including some non-native plants, inspired by attractive seaside planting at developments at Portland Harbour
- Gabions on the road side of swales filled with Portland stone and pockets of planting substrate replicating boulder habitats along the Portland harbour edge, to provide additional black redstart and invertebrate habitat
- Coastal wildflower grassland informed by grassland along the Portland Beach causeway, including swale slopes
- Open mosaic, replicating existing areas of open mosaic that have been removed

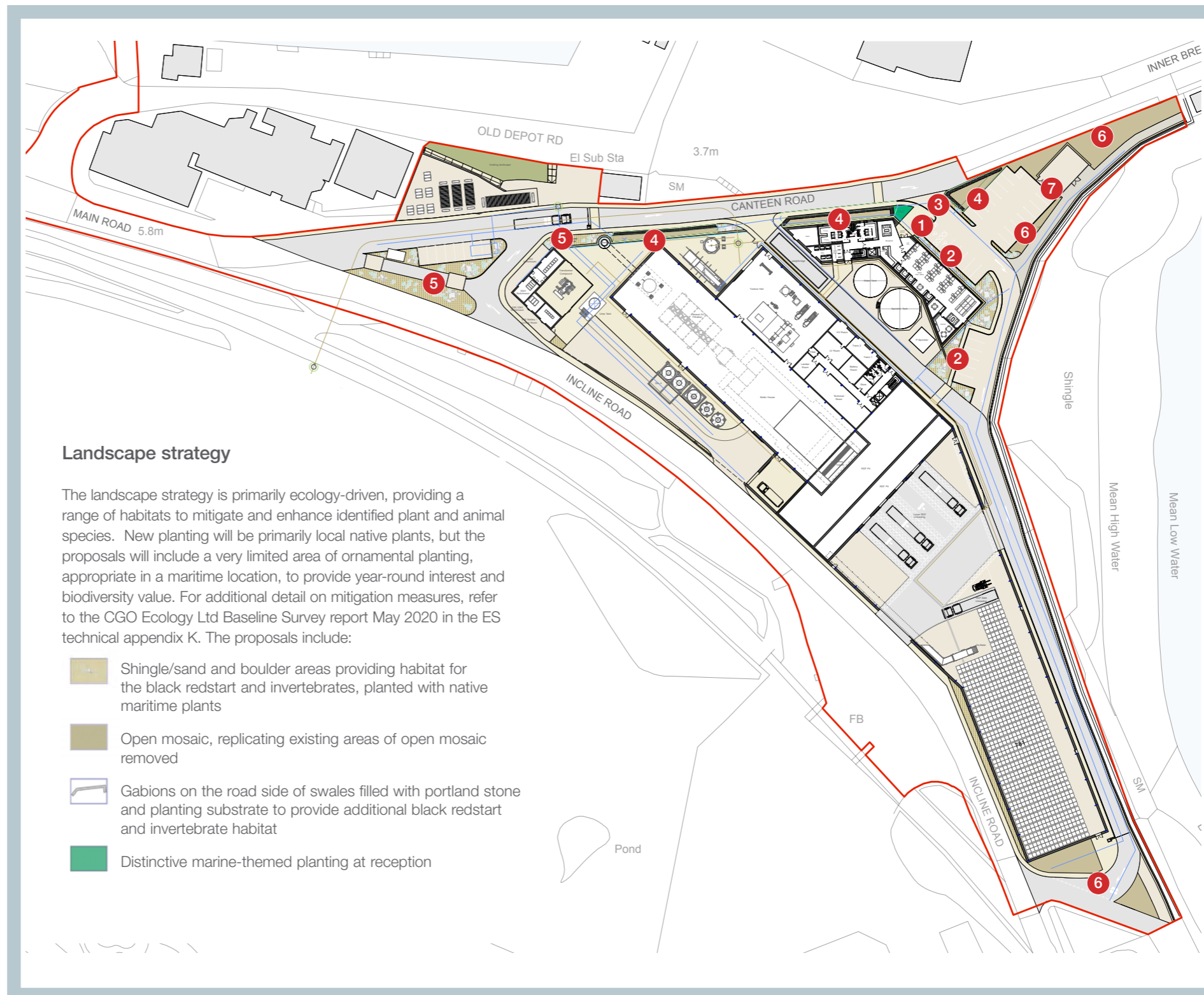


FIG 7.1
PROPOSED LANDSCAPE STRATEGY

- 1 Main reception/entrance with distinctive maritime-themed planting including some non-native ornamental species
- 2 Boulder/shingle areas around north-east and south east sides of the office building with predominantly native planting pockets to replicate shingle shore habitat
- 3 Potential location of Portland stone rough-hewn feature development sign at entrance
- 4 Swales with combination of stone-filled gabion sides and mosaic slopes
- 5 Shingle/boulder native planting in area of weighbridge with additional ornamental planting to provide attractive arrival area
- 6 Replicate mosaic areas adjacent to car park, north east of LPG store and at southern exit
- 7 Potential gabion mattress cladding on LPG store to provide habitat area

Application boundary

7.1.4 Other biodiversity measures will include:

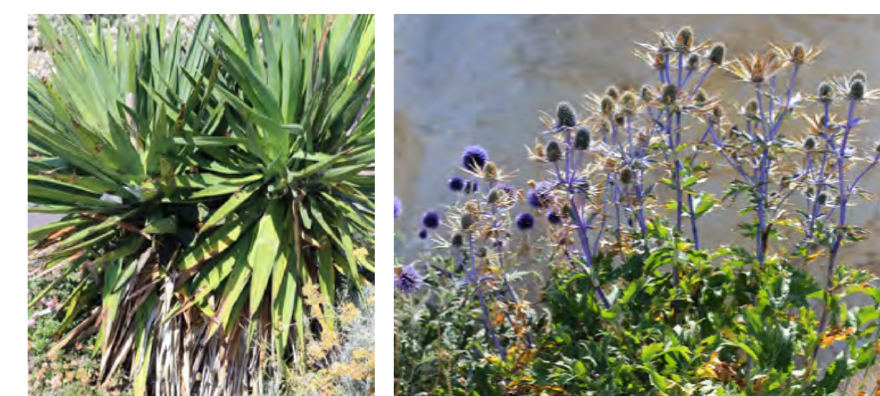
- five bat boxes e.g. Schwegler 2FN located in dark parts of the building
- five hedgehog hibernation boxes located in the quieter fringes of the site
- five nest boxes for black redstart and at least 25 other nestboxes in suitable locations on and adjacent to the site, utilising existing structures and new buildings/structures, including for grey wagtail, pied wagtail, common and widespread passerines such as blue tit and swift
- ten bug hotels in sunny locations.

7.1.5 Planting details are provided in the following tables.

Schedule A, Plants for entrance area

7.1.6 These areas of planting consist of plants selected from the schedules below.

Botanical	Common name
<i>Agapanthus</i>	African Lily
<i>Agave americana</i>	American aloe
<i>Achillea millefolium</i> 'Apple blossom'	Yarrow
<i>Calamagrostis x acutiflora</i> 'Karl Foerster'	Feather reed grass
<i>Centranthus ruber</i>	Red valerian
<i>Chamaerops humilis</i>	Fan palm
<i>Cistus x lusitanicus</i> 'decumbens'	Sun rose
<i>Echinops ritro</i> 'Veitch's Blue'	Globe Thistle
<i>Erigeron glaucus</i> 'Sea Breeze'	Sea daisy
<i>Eryngium x oliverianum</i>	Oliver Eryngo
<i>Festuca glauca</i> 'Intense Blue = 'Casblue'	Blue festuca
<i>Gladiolus communis</i> subsp 'byzantinus'	Gladiolus
<i>Perovskia atriplicifolia</i>	Russian sage
<i>Salvia rosmarinus</i> 'Jekka Blue'	Rosemary
<i>Santolina rosmarinifolia</i> 'Lemon Fizz'	Santolina
<i>Tamarix tetrandra</i>	Tamarisk
<i>Thalictrum</i> 'Black Stockings'	Meadow Rue
<i>Yucca gloriosa</i>	Spanish dagger



Proposed plant species

LANDSCAPE DESIGN / LANDSCAPE PROPOSALS

Schedule B, Plants for shingle areas (and planting into gabion pockets)

7.1.7 These areas of planting consist of plants selected from the schedules below.

Botanical	Common name
<i>Achillea millefolium</i>	Yarrow
<i>Adiantum capillus-veneris</i>	Maidenhair Fern
<i>Armeria maritima</i>	Sea thrift
<i>Asplenium marinum</i>	Sea Spleenwort
<i>Beta vulgaris subsp. maritima</i>	Sea beet
<i>Crambe maritima</i>	Sea-kale
<i>Crithmum maritimum</i>	Rock samphire
<i>Echium vulgare</i>	Vipers Bugloss
<i>Eryngium maritimum</i>	Sea Holly
<i>Euphorbia portlandica</i>	Portland spurge
<i>Foeniculum vulgare</i>	Wild fennel
<i>Inula crithmoides</i>	Golden Samphire
<i>Linaria vulgaris</i>	Common toadflax
<i>Malva sylvestris</i>	Mallow
<i>Orobanche hederaceae</i>	Ivy Broomrape
<i>Potentilla reptans</i>	Creeping cinquefoil
<i>Silene maritima</i>	Sea campion
<i>Smyrnium olusatrum</i>	Alexanders
<i>Spergularia media</i>	Greater Sea-spurrey
<i>Spergularia rupicola</i>	Rock Sea-spurrey
<i>Tripolium pannonicum</i>	Sea Aster
<i>Verbascum thapsus</i>	Great mullein



Proposed plant species



Proposed plant species

Schedule C, Plants for matrix areas

7.1.8 These areas of planting consist of plants selected from the schedules below.

Botanical	Common name
<i>Achillea millefolium</i>	Yarrow
<i>Arrhenatherum elatius</i>	False oat grass
<i>Echium vulgare</i>	Vipers Bugloss
<i>Eryngium maritimus</i>	Sea Holly
<i>Eupatorium cannabinum</i>	Hemp agrimony
<i>Euphorbia portlandica</i>	Portland spurge
<i>Festuca ovina</i>	Sheeps Fescue
<i>Festuca rubra</i>	Red Fescue
<i>Lathyrus japonicus</i>	Sea pea
<i>Linaria vulgaris</i>	Common toadflax
<i>Malva sylvestris</i>	Mallow
<i>Melilotus albus</i>	White Melilot
<i>Poa annua</i>	Annual meadow grass
<i>Potentilla reptans</i>	Creeping cinquefoil
<i>Reseda luteola</i>	Weld
<i>Rubia peregrina</i>	Wild madder
<i>Sedum anglicum</i>	Yellow stonecrop
<i>Silene maritima</i>	Sea campion
<i>Smyrnium olusatrum</i>	Alexanders
<i>Suaeda fruticosa</i>	Shrubby sea-blite
<i>Tragopon porrifolius</i>	Salsify
<i>Tripolium pannonicum</i>	Sea Aster
<i>Verbascum thapsus</i>	Great mullein

Schedule D, Grass mixes.

Type	Mix	Notes
All grassed areas	Naturescape N15 Coastal Seed Mix, Flowers and Grass (or equivalent)	For swale areas
Grasses (80%)		Flowers (20%)
	Common Bent 12%	Kidney Vetch 2%
	Meadow Foxtail 4%	Thrift 0.2%
	Hard Fescue 12%	Clustered Bellflower 0.2%
	Chewing Fescue 32%	Harebell 0.2%
	Smooth Stalked Meadow Grass 20%	Common knapweed 2%
		Greater Knapweed 2%
		Maiden Pink 0.2%
		Vipers Bugloss 2%
		Ladys Bedstraw 2%
		Autumn Hawkbit 0.5%
		Birdsfoot Trefoil 1%
		Common Mallow 0.5%
		Wild Marjoram 0.5%
		Corn Poppy 1%
		Burnet Saxifrage 0.5%
		Cowslip 1%
		White Champion 2%
		Red Champion 1.2%
		Sea Champion 0.5%
		Bladder Champion 0.5%

