



Stop Portland Waste Incinerator APPLICATION ORIENTATION SHEET 1

*Please note that objections which are factually incorrect will be discounted.
This sheet, and those that follow, aims to help you locate some of the arguments,
statements, and data in the application documents.*

Abbreviations

NTS	Environmental Statement Non-technical Summary
ES + chapter	Environmental Statement + chapter number
ES Appx	Environmental Statement Appendix + subject
SST	Support Statement
DAC	Design and Access Statement
Plan	with number and description
DC	Dorset Council
BCP	Bournemouth, Christchurch and Poole Council
CM	Canford Magna
PfP	Powerfuel Portland

A. Heights of buildings (all in metres above sea level) Plan P0010 and P0011

1. Stack 87.2m.
2. Main building rising to 54.2m.
3. Building on West rising to 39.6m.
4. Building on East rising to 43.2m.
5. Other heights for comparison: Amelia Close 79m (approx. 500 m away); The Grove 107m; HM The Verne approx. 137m.

B. Layout of site Plan P004

1. Stack at northern end, separated from plant by about 10m.
2. Highest block contains Boiler Room and Air Filtration.
3. Eastern blocks contain air cooled condensers and turbine hall with lower block of offices, and car park.
4. Waste fuel storage to south of site; one-way system for lorries.
5. NTS 7: overland fuel pipes run along the eastern boundary of the site from Portland Bunkers.

C. Waste fuel facts and figures

1. The plant would burn between 183,000 and 202,000T of RDF a year. SST 2.33.
2. Waste fuel will ALL be RDF (Refuse Derived Fuel), some wrapped in bales, some loose. NTS 18.
3. PfP state that it will all be stored inside. NTS18.
4. SST 3.7 states that deliveries by ship would come in loads of 2,500T.
5. We have yet to locate where the capacity of the RDF storage areas is stated.
6. Nearest source of RDF is at Canford Magna, near Wimborne, which is in the Dorset Council area.
7. Almost all of DC's residual waste (rubbish as opposed to food and other recycling) is sent to the MBT plant at Canford Magna. It is NOT therefore sent out of county as PfP repeatedly claim in their application docs. About half is made into a material used in agriculture and the rest is made into RDF. From 1 Sept 2021, this RDF will be transported to Bridgwater in Somerset to be incinerated. Dorset Council's RDF will no longer be exported abroad from that date. So, all references to this in the docs are irrelevant.
8. PfP state SST 4.7 that they have 'arranged' that this RDF would come to Portland if their incinerator were built. They do not say WHEN. The company which owns CM, Beauparc, is tied into a long-term

contract to supply fuel to Bridgwater. We do not know how viable it would be for Beauparc to honour their contract by supplying the RDF from a different facility.

9. SST, especially 4.16-4.18, gives a range of figures about waste amounts. These confuse different entities: total waste with residual waste and with RDF as well as figures for Dorset Council, 'Dorset' which does not exist as an authority, and 'the South West'. The only relevant tonnage is the tonnage of **RDF**. NTS 112 gives the amount of RDF produced at CM as 89,000 tonnes pa. We do not know if this figure is correct, but it seems about right. Less than half of this comes from Dorset Council rubbish. We believe the rest to come from rubbish from BCP. Even if the Portland plant took all this RDF, it would still need to source another 94,000 tonnes (on 183,000 capacity) or 113,000T on max 202,000T capacity.
10. SST 4.63 states that PfP have secured access to 60,000T of 'residual waste' from 'Dorset', not RDF, not Dorset Council. Additional waste 'is likely to be sourced from neighbouring counties ... and other areas by sea'.
11. SST 8.6-9 states that PfP would accept no planning condition restricting the geographical source of the RDF. This means that they could source the RDF from anywhere in the world. SST 4.61 they envisage importing RDF being transported along the English Channel. See also SST 4.63. At SST 6.162 PfP state that approx. 25% of the RDF is 'expected' to arrive by sea.
12. SST 8.7 PfP give a 3-hour drive time limit to the catchment for RDF being delivered by road. Some locations a 3-hour drive time away are: St Austells, Gloucester, Oxford, Hammersmith, Worthing. See also SST 4.63.
13. PfP repeatedly state in their sections on 'Need' that they are addressing a need to process 'Dorset's' (Dorset Council? DC and BCP?) residual waste. If this were the case, why would they not accept a drive-time limit of, say, 80 minutes and a restriction on the geographical source of the RDF to Dorset Council area? Why are they proposing a plant which would burn about 5 times the RDF which DC produces?
14. Arguably, there is now a shortage of RDF due to overcapacity of incineration in Europe as a whole: e.g. <https://www.letsrecycle.com/news/latest-news/understanding-risk-efw-overcapacity/> ; https://geminor.no/en/2020/06/why-the-scandinavian-energy-recovery-industry-welcomes-the-reopening-of-premier-league/?fbclid=IwAR2ObNbRMLSxE1wMBYywiL3J_rXYzdoB3J1xj-DvQY85QM_q128093GhV5I

D. Traffic

1. The numbers of lorries anticipated is inconsistent, see NTS 24 v SST 3.5. However, the total working figure of 80 lorry movements a day is consistent.
2. Deliveries would run 7 days a week, at any time of day or night. SST 3.4.
3. The plant would close for between 28 and 35 days a year. SST 3.8.
4. This means it would operate between 329 and 336 days a year.
5. On 183,000T of RDF a year, that means between 545T and 556T a day. On 202,000T a year, this would be between 601T and 614T a day. PfP state that of the 80 lorry movements, 23 or 25 would be bringing RDF. Assuming a 25-tonne lorry, this would indeed be between 22 and 25 deliveries a day. A 25-tonne lorry is a huge, articulated vehicle. (PfP state the plant would burn an average of 548T a day but do not say how they get this figure: SST 3.5. It does not tally with the other information they have given).
6. PfP state that the lorries would follow the DC one-way system for HGV vehicles NTS 24 and SST 3.6. The exact routes are described at ES Appx Traffic and Transport Part 1: A354 towards Portland; B3156 (past All Saints, mini roundabout with Wyke Rd, Lanehouse Rocks Rd etc) and Chickerell Link Road away from Portland.
7. There is anecdotal evidence that lorry drivers do not in fact follow this route but prefer to use the B3156 route for both directions. We have not tested this.
8. Our own counts of articulated lorries show that the number would increase by about 80% at Foords Corner and about 200% at Castletown. The file is available on our Planning Links page.