



Portland
energy recovery
facility

Pre-application consultation report
September 2020



Powerfuel Portland Limited
Energy Recovery Facility, Portland Port, Portland
Pre-application Consultation Report

On behalf of
Powerfuel Portland Limited

Contents

Executive summary	3
Consultation process	4
Consultation feedback	8
Conclusion	22
Appendix 1 – Leaflet	23
Appendix 2 – Local press advert	26
Appendix 3 – Exhibition panels	29
Appendix 4 – Press release	35
Appendix 5 – Consultation area map	36
Appendix 6 – Invitation letter	37
Appendix 7 – Consultation questionnaire	38
Appendix 8 – Exhibition imagery	40
Appendix 9 – Media coverage	41

Executive summary

1.1 Outline of report

This report has been prepared to accompany the planning application for Powerfuel Portland's proposed Energy Recovery Facility at a site within Portland Port on the Isle of Portland, Dorset. It details the pre-planning consultation work that the applicants have undertaken with the local community and the responses received.

The community consultation work was delivered by Quantum Public Relations on behalf of Powerfuel Portland between November and December 2019.

1.2 Executive summary

This report sets out the activity that was undertaken to communicate the plans for the proposed Energy Recovery Facility. The report also contains the feedback that has been received in response to the consultation. This feedback was received via questionnaire, telephone, website and email.

The plans and the public exhibition were widely publicised through adverts in local newspapers, The Dorset Echo (readership 43,000) and the Free Portland News (delivered to 95% of the properties on the Isle of Portland). A press release and responses to enquiries were also provided to local media. Individual leaflets were delivered to more than 2,700 residents and local businesses within a 2km radius of the site. A letter was sent to over 100 stakeholders advising them of the proposals and inviting them to attend the public exhibition or contact the developers to request a one-to-one briefing.

The public exhibition was attended by 223 people and 96 feedback forms were completed.

This document lists all of the feedback received during the consultation and the appendices include copies of the consultation materials produced, including: the leaflet, press adverts, press release, exhibition boards, feedback form questionnaire, and invitation letter, as well as an example of press coverage published ahead of the exhibition.

Consultation process

2.1 Outline of the process

To determine the pre-application consultation activities, the applicants have followed Dorset Council's Draft Statement of Community Involvement (SCI). The Council has devised a set of guiding principles for the SCI to make sure that community involvement in the planning process is as effective as possible.

Dorset Council's SCI states:

"Anyone seeking planning permission is encouraged to talk to those likely to be affected by the proposal and consider their views before submitting an application."

"There are a number of methods that we can use to inform, consult and involve others such as:

- Ⓢ Publicising consultations through press releases, website, public notices in the local press, posters, leaflets, and social media*
- Ⓢ Emailing appropriate organisations, community groups and individuals directly*
- Ⓢ Making consultation documents available*
- Ⓢ Hosting public events such as exhibitions and displays where everyone is welcome to attend and ask questions."*

2.2 Purpose of the consultation

The purpose of this consultation was to involve the residents and stakeholders of Portland and the surrounding areas in the earliest stages of discussions about the proposed development. The developers considered it important to seek the views of the public on the proposal, and to gather any feedback which could be used to further develop the plans, mitigating any concerns where possible.

2.3 Who did we want to engage with?

The objective of the consultation was to engage as widely as possible and specifically to engage with:

- Ⓢ Residents living within a 2km radius of the site
- Ⓢ Local Dorset Councillors and Portland Town Councillors
- Ⓢ Local parliamentary candidates for South Dorset (as the consultation period fell between parliaments and during election campaigning)
- Ⓢ Local businesses
- Ⓢ Local community groups

2.4 Consultation methods and outcomes

Stakeholder letter and leaflet

More than 100 key stakeholders were sent a letter (see Appendix 6) which outlined details of the proposal and invited them to attend the public exhibition from 1pm (one hour before the public were invited) on Thursday 5 December 2019.

These stakeholders included:

Dorset Parliamentary candidates, including Richard Drax, Chris Loder, Edward Morello, and Carralyn Parker

Dorset Council (Chief Executive, Leader, all members) - 84 letters

Portland Town Council members and Clerk – 14 letters

Tenants of Portland Port – Dragon Portland, Global Marine Group, Dorset Cleanerfish, Portland Shellfish, Portland Bunkers, Glencore, Quest, LG & P

Chairman of Portland Community Partnership – 1 letter

President of Weymouth and Portland Chamber of Commerce – 1 letter

The letter was accompanied by a four-page A5 leaflet, which outlined details of the proposed facility. A copy of the leaflet can be found in Appendix 1.

Telephone and email

A telephone hotline and development email enquiry account were established to provide members of the public with convenient ways in which to ask questions, raise any concerns or make comments on the proposals.

Leaflet

A four-page A5 leaflet providing information about the proposals and promoting the time, date and location of the public exhibition was sent to more than 2,700 households and businesses within a 2.5-mile radius of the site. A map showing the consultation zone can be viewed at Appendix 5.

Website

A dedicated project website was developed to provide information on the proposals and to promote the public exhibition. PDF copies of the leaflet and boards used at the exhibition were made available to view or download via a Resources section of the website. A dedicated FAQs page was also hosted on the website. A live version of the website can be viewed at www.powerfuelportland.co.uk

Exhibition

A public exhibition was held on Thursday 5 December 2019 from 1pm to 7pm.

223 people attended the exhibition. Local stakeholders were invited to attend the event during the first hour and 12 elected members attended during the session including the Leader of Dorset Council, Cllr Pauline Batstone, Portland Ward members Paul Kimber and Sue Cocking (who are also members of Portland Town Council) and Portland Town Councillors Giovanna Lewis and David Thurston. In addition, Carralyn Parker, Labour parliamentary candidate for South Dorset and Richard Drax, Conservative parliamentary candidate for South Dorset also attended.

Exhibition display boards provided information and background about the proposal, details about the technology and processes that the facility would use, and information about the developers and wider team. A copy of the exhibition panels can be found in Appendix 3.

Members of Powerfuel Portland's development team were in attendance to welcome visitors and answer questions.

Visitors to the exhibition were invited to complete a questionnaire giving their views on the proposal. 94 forms were completed on the day of the exhibition, two forms were received by post and one form was received via email. A copy of the feedback form questionnaire can be found in Appendix 7.

Media relations

A press release was prepared for local media which included details of the proposals and the date and venue for the public exhibition. However, news of the proposals broke before the press release was issued, and links to the project website were circulated on social media.

This prompted several requests for interviews or additional information were received from journalists and media sources, resulting in several news pieces which included information about the proposals and the public exhibition, including:

- 📍 BBC News – 20 November
- 📍 The Dorset Echo – 21 November 2019
- 📍 Wessex FM – 21 November 2019
- 📍 BBC Radio Solent – 4 December
- 📍 BBC Spotlight evening news – 5 December 2019

Copies of the media coverage can be found in Appendix 9.

A press release was issued to trade media on 29 November 2019, a copy of which can be found in Appendix 4.

Advert

An advertisement highlighting the exhibition was placed in The Dorset Echo on 28 November 2019 and in the December issue of the Free Portland News (a local community magazine). Copies of the adverts can be found in Appendix 2.

2.5 Consultation timeline

- Ⓢ Telephone hotline and email established – 8 November 2019
- Ⓢ Consultation starts – 11 November 2019
- Ⓢ Letter sent to Dorset Council members, parliamentary candidates and Portland Town Council members – 20 November 2019
- Ⓢ Leaflet sent to local residents and businesses – 20 November 2019
- Ⓢ Project website launched – 8 November 2019
- Ⓢ Exhibition advert appeared in local press – 28 November 2019
- Ⓢ Public exhibition held – 5 December 2019
- Ⓢ Consultation closes – 20 December 2019
- Ⓢ Responses to enquiries via email, telephone and letter – Ongoing

Consultation feedback

Below is a list of comments and questions received between 11 November and 20 December 2019.

Feedback from email

1

Further to your invitation to attend the Powerfuel Exhibition on 5 December 2019, I regret that [REDACTED] Vice-Chairman of Dorset Council, is unable to attend and asks that you accept her apologies.

Development Team response ▶

Good afternoon, Thank you for your email. We will pass the message on to Mr [REDACTED]. Thank you for letting us know. If you require any further information about the project please don't hesitate to ask.
Kind regards, Powerfuel Portland team

2

I would like a personal briefing to discuss this project.

Development Team response ▶

Good morning [REDACTED], Thank you for your email. Mr Frampton would be delighted to speak with you about the project. Please may I ask that you liaise with [REDACTED] from Skyfall Energy (copied into this email) who will be happy to organise a suitable date and time between the two of you. If you have any other questions about the project, please don't hesitate to get in touch.
Kind regards, Powerfuel Portland team

3

Further to your invitation to attend the Powerfuel Exhibition on 5 December 2019, I am pleased to confirm that [REDACTED] Chairman of Dorset Council, will be able to attend. Can you please advise the following: Will there be reserved parking at The Portland Community Venue? Will there be reserved seating? Will there be someone to greet [REDACTED] on arrival? Is she invited as Chairman of Dorset Council or Dorset Councillor? If Chairman, should she wear her Chain of Office? Will there be refreshments provided?.

Development Team response ▶

Dear [REDACTED] Thank you for your email. We're delighted that Cllr Batstone will be able to attend next week's event [REDACTED] is invited as a Dorset Councillor (along with all other councillors). To confirm, this is a 'drop-in' event held between 1pm and 7pm, so there will not be any seating arrangements/reserved parking, but there will be a member of the team on hand to greet all visitors.
Kind regards, Powerfuel Portland team

4

"Hi, Despite the overwhelmingly negative NIMBYs on the Dorset Echo website, you'll find a lot of support for this plant. I live in Wyke with a view directly over the harbour, and your plant would actually "ruin my view" (NIMBYs view, not my own).

So, don't take too much notice of the mentally ill who feel the need to be negative on every local news story. I, and many of the people I know, overwhelmingly support the plans, despite the extra HGV traffic that will currently have to drive by the schools my kids attend.

Speaking of which it'd be great if you backed the building of the Western Relief Rd to take the heavy good traffic from yours and the rest of the industrial zone away from the schools in Wyke and Boot Hill. They'd burn less fuel that way too, and cause less pollution, so everyone's a winner.

I have a friend who works in the waste powered plant over near Slough, I know these plants work well and this one in particular is vital for Portland as it's current power line is woefully inadequate.

So, get it built ASAP, most sensible locals are supportive.

Development Team response ▶

Good afternoon,

Thank you for your email and support for the project, which has been passed on to the development team. If you would like any other information about the scheme, please don't hesitate to get in touch.

Kind regards, Powerfuel Portland team

5

Please give my apologies and put forward my strong views AGAINST Please put forward my views against proposed energy recovery facility on the beautiful natural island of portland with jurassic coast status.

We do wish to have this rubbish situated on our beautiful island as we didn't wish to and fought against previously the proposed palm oil plant.

It's proposed location is an ugly monstrosity eyesore again ruining the natural beauty of the rugged jurassic coastline as you approach our beautiful island.

I oppose this proposition and decision as a true Portlander born and bred.

Please put forward my views and comments at the meeting 5.12.19.

Development Team response ▶

N/A

6

Further to your invitation to attend the Powerfuel Exhibition on 5 December 2019, I regret that [REDACTED] Leader of Dorset Council and [REDACTED] Deputy Leader, are unable to attend and ask that you accept their apologies.

Development Team response ▶

N/A

7

How will refuse reach Portland? Will new roads be needed because the route from Weymouth is already very congested. Trains, boats, roads? What contribution will the plant make to tourism and education? What benefits will residents of Portland access? Thank you for your help.

Development Team response ▶

Good afternoon,

Thank you for your email and apologies for the delay in responding to you, we have had a high number of enquiries and it has taken longer than we would have hoped to get back to everyone. To answer your questions in turn please see below:

How will refuse reach Portland?

Waste would be delivered to site by sea or road where it will be stored within the onsite fuel hall. It will be de-baled and screened before being used for combustion. Before being transported, it is dried and shredded; there are no odours when waste is transported in this dry state. The waste is then baled ready for transport. When it arrives at the facility it will be de-baled and screened (sorted) before being used for combustion.

Will new roads be needed because the route from Weymouth is already very congested. Trains, boats, roads?

The proposals are based on waste for the plant being delivered via the existing road network and no new roads are envisaged as part of the project. Powerfuel Portland is currently undertaking a detailed assessment to determine how many vehicles will be travelling to and from the facility. This analysis will look at the 'worst case' impact on the road network and so assumes that all RDF will arrive by road. In this worst case scenario we estimate that there will be around 40 delivery lorries a day into the site. However, as the facility is located at Portland Port, there is also the potential for some fuel to be delivered via ship, reducing reliance on the local road network.

What contribution will the plant make to tourism and education?

The project represents an investment of £100m into the Isle of Portland's economy and will help to sustain Portland Port by paying rent and by providing shore power for visiting ships. This in turn will help the port to continue to attract cruise ships to Portland; visitors from the cruise ships make a major contribution to the island's economy.

What benefits will residents of Portland access?

There will be a number of benefits for the residents of Portland, including: There is a great need for energy on the Isle of Portland. Limited grid capacity and lack of energy is a known economic constraint, which this project will help to alleviate. The ERF will enhance local resilience in respect of both heat and power. Once the ERF is operating, in addition to paying local taxes, there will also be community benefit contributions allocated to local sustainability projects. The project will create around 30 jobs directly. Up to 45 indirect jobs will also be created. Approximately 350 construction jobs will be created during the build phase. Heat from the plant can be made available for use by local services, businesses and housing projects. The project will help sustain Portland Port by paying rent. The project represents an investment of £100m into the Isle of Portland's economy.

Regards, The Powerfuel Portland Development Team

8

Thank you for the flyer delivered to Portland residents regarding the above proposal. According to your website: "Powerfuel Portland is a local company with an office in Dorset, whose Directors have extensive experience of delivering large-scale renewable energy facilities". - The "Contact us" tab does not identify an office in Dorset, but merely provides an e-mail address and a telephone number. Where is the office? - Nor in your flyer or your website could I find any information regarding your company's, "... extensive experience of delivering large-scale renewable energy facilities". Where exactly are the existing facilities? When were they commissioned, what fuel(s) do they burn, when did they become operational and what are the designed power outputs?

Development Team response ▶

Dear [REDACTED], I'm terribly sorry for the delay in responding to your request below, please accept my apologies. In answer to your query, over the past 20 years the Directors of Powerfuel Portland have been involved in the delivery of more than 3 Gigawatts of renewable energy projects, using technologies including solar, liquid biofuels, wind, energy from waste and biomass. Powerfuel Portland, based on the Gore Cross Business Park in Bridport, Dorset. Kind regards, The Powerfuel Portland Team

9

Please would you be so kind as to answer the following questions? 1. I was wondering where you got your figure of 3.5 million tonnes of waste exported by the UK each year when you were interviewed by Wessex FM? 2. What would the infrastructure look like outside the port as you say you want district heating? 3. Will you be processing the incinerator bottom ash on site? 4. Where do you plan to send the residues from the collectors in the stack? 5. Are you planning a gas abatement plant to reduce acid gases?

Development Team response ▶

Dear Jennifer, Thank you for your email and apologies for the delay in responding to you. To answer your questions in turn:

I was wondering where you got your figure of 3.5 million tonnes of waste exported by the UK each year when you were interviewed by Wessex FM? Environment Agency figure states that in 2017 3,200,788 tonnes of Refuse Derived Fuel was approved for export. This figure does not include any loose waste, packaging and recyclables exported.

What would the infrastructure look like outside the port as you say you want district heating? A district heating network would be supplied via pipes which would be underground. Will you be processing the incinerator bottom ash on site? No, at this stage we are looking at the possibility of exporting the ash by ship to a processing plant such as the one at Tilbury.

Where do you plan to send the residues from the collectors in the stack? The Air Pollution Control Residue (APCR) is the fine powder that remains following the cleaning of the gases from Energy from Waste (EfW) facilities. This will be transported away from the facility either by sea or road to be treated and turned into an inert material for use in eco aggregates. Are you planning a gas abatement plant to reduce acid gases? Yes. Regards, The Powerfuel Portland Team

Feedback received via hotline

1

20 November 2019 - call received from a member of the public who owns a house on Portland. She had no problem to the development in principle but would like more details about the Design, Emissions and Traffic. She also felt that the consultation should feature more than one public exhibition. She asked for a leaflet to be emailed, as she currently lives in Gloucester but would like to provide feedback on the proposal.

Development
Team response ▶

Thank you for your call to the Powerfuel Portland development hotline on Wednesday 20 November. We are pleased to hear that you have no objections to the proposals in principle, but appreciate that you would like more detailed information on the Design of the Energy Recovery Facility and the Emissions that the ERF may produce.

As I mentioned during our call, we are currently in the pre-application stage of the planning process so, as you can appreciate, there are details that are not yet available but will form part of the planning application. The current consultation aims to gather the views of local residents and stakeholders, which will then be relayed to the development team for consideration before the planning application is finalised. Further information will be made public when the planning application is submitted to Dorset Council for consideration.

Please see the following answers to your queries:

Design: As we are currently in the pre-application phase, the proposed designs for the facility have not been finalised. Please rest assured that the ERF is being sensitively designed to reduce environmental impacts and minimise any visual impact from the facility.

Emissions:

The Powerfuel Portland Energy Recovery Facility will employ state-of-the-art emissions control technology to ensure the facility keeps well within the limits set and monitored by the Environment Agency. To demonstrate compliance, it will use a combination of continuous emission monitoring systems (CEMS) that monitor emissions 24 hours a day, seven days a week.

Public Health England advises that well run and regulated Energy Recovery Facilities do not pose a significant threat to public health and states that any effects are likely to be so small that they would be undetectable.

Please find a copy of the leaflet attached which has been distributed to local households on the Isle of Portland. We will also publish copies of the exhibition boards on the website following the public exhibition on 5 December, which will be available for download here: <http://www.powerfuelportland.co.uk/Resources>

As I mentioned during our call, if you have any feedback on the proposals please feel free to submit this by email to the info@powerfuelportland.co.uk address. All feedback, whether received from attendees at the public exhibition or directly via email, will be considered by the development team.

Best regards, The Powerfuel Portland team

2

21 November 2019 - call received from Cllr [REDACTED] requesting a meeting to discuss the proposal in person.

Development
Team response ▶

Dear Cllr [REDACTED]

Thank you for your email. We'd be delighted to arrange a personal briefing to provide you with details of the proposed Energy Recovery Facility. If it's not too much trouble, could I ask you to contact [REDACTED] Director of Powerfuel Portland. Giles has asked me to pass on his mobile number (XXXXX XXXXXX) so that you can speak directly and arrange a mutually convenient date. I hope that's OK, please let me know if you have any questions.

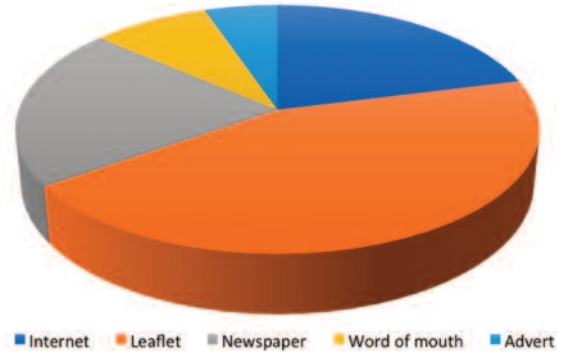
Best regards The Powerfuel Portland team

Feedback received via questionnaire

A feedback form was available as part of the consultation. 94 forms were completed at the exhibition, one form was received via email and two forms were received in the post. The results can be found below. Where comments have been included they have been copied verbatim as per the feedback forms.

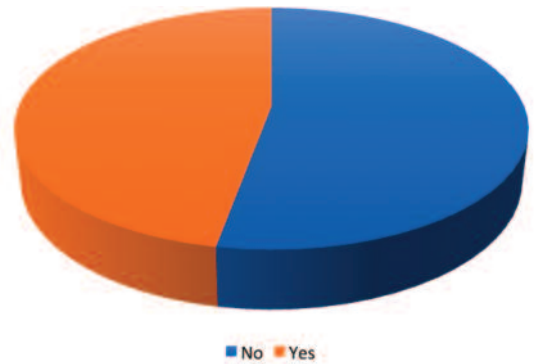
1. How did you find out about today's public exhibition?

Leaflet	43
Internet	20
Newspaper	20
Advert	5
Word of mouth	8



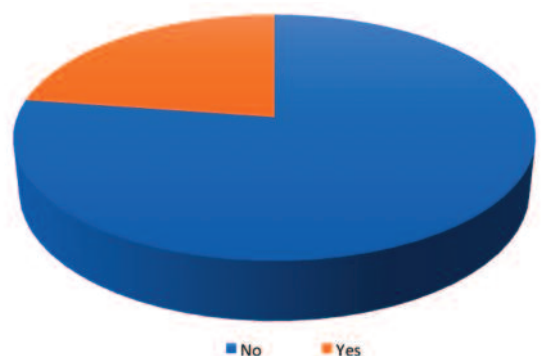
2. Do you believe this proposal presents a positive way to reduce the amount of waste going to landfill while generating low carbon electricity?

Yes	42
No	46

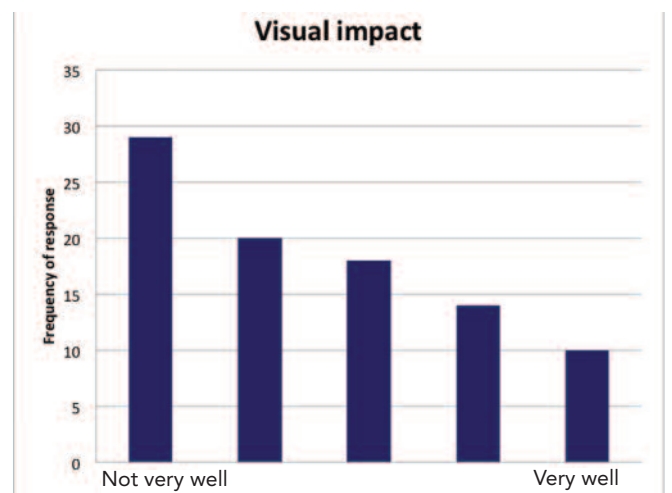
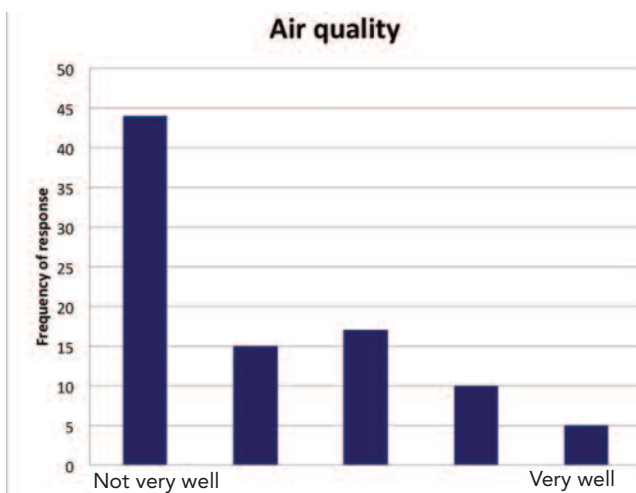
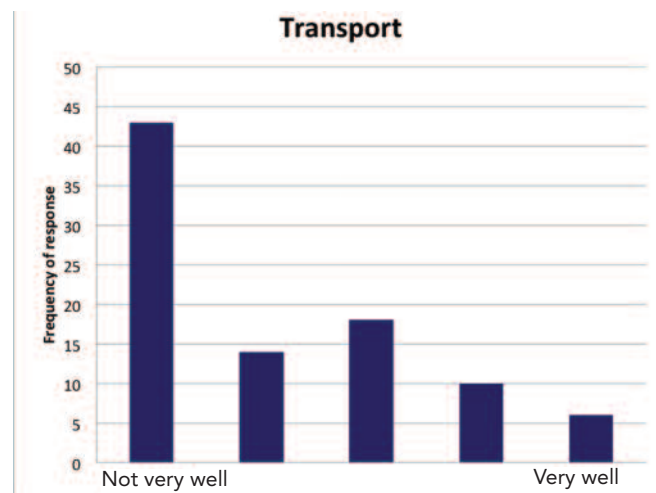
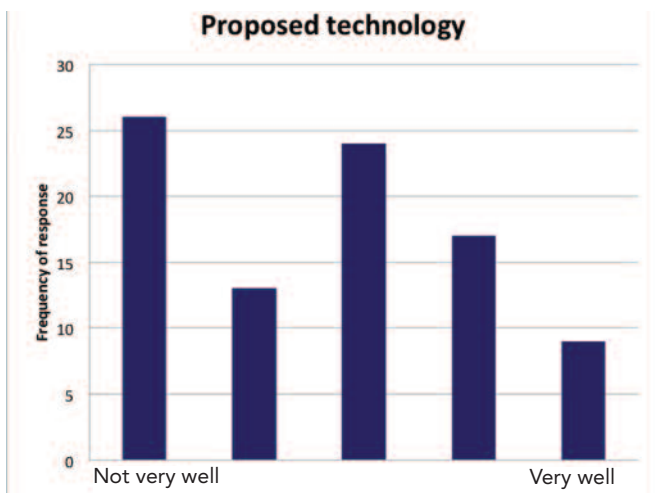
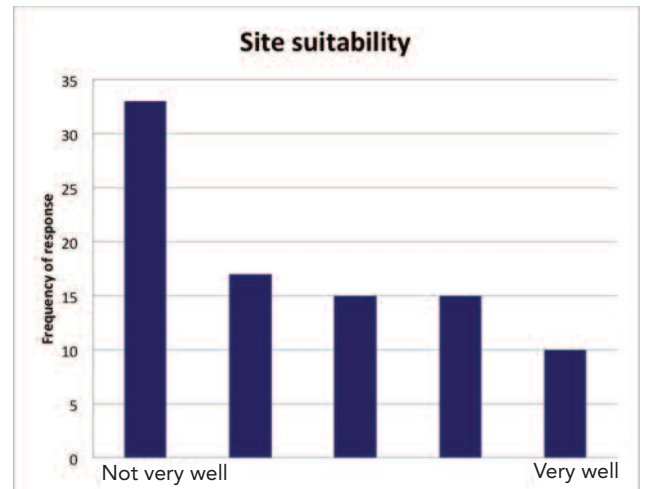
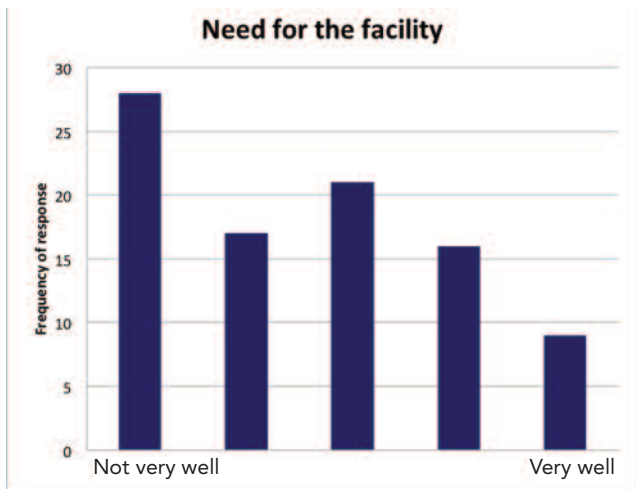


3. Do you believe this proposal will help solve the current power constriction on the Isle of Portland, which has proved a barrier to economic growth?

Yes	18
No	58



4. How well have the following aspects of the proposal been explained?



5. What are your views on our draft proposals for an energy recovery facility on the Isle of Portland?

In favour.

Transport will be a huge problem if by road.

Very short sighted, world needs a circular economy asap. UN/IPCC say we are on track to reach 3.9C at end of this century. At 2-4C Portland will be an Island. Your facility will be flooded.

I like the fact that you are reducing waste. I don't like the location. I don't like the emissions. I hate the thought of increased traffic.

Supportive, It's necessary.

Main concern is that it is too close to housing and I'm not sure about the emissions and whether they will be strictly monitored.

Not enough information on impact on air quality and road infrastructure.

Wrong place, wrong type.

OK in principal.

Where is the baling going to occur? How big will the lorries be? The transport arrangements are sketchy - which port would these boats come from? Is it only Dorset waste?

Reasonably supportive.

I do not think it should be planned amongst a quite overpopulated area which is already not in a good state of repair.

I like the idea. I would like to see more about low cost power being made available to islanders. More details on omission (sic.) levels from the facilities.

The limited capacity of Beach Road.

Locate it elsewhere.

There are few promises of fuel for islanders.

OK as far as it goes. But we need far more than 30 new jobs if local economy is going to improve.

Sounds like a good scheme. Would have been helpful if you had benchmarked it with other similar projects in the UK.

Why Portland. All transport by road will have to cross Weymouth, Portland Beach Road, Catletown and then return.

In principle I believe it to be a sound idea - a well explained proposal.

I'm not in favour of building a facility in a residential area, which is surrounded by sites of scientific interest.

I am opposed. I do not want the increase in traffic by land or sea. The road system is inadequate especially as there is so much new housing. Energy can be generated by the wind, tide etc without emissions.

Bad idea.

An insult to rational thinking. How can you guarantee a clean emission and maintain it? Shipping in waste from where?

Sensible place to put a facility, the first bit of brownfield on the coast since Totton/Southampton.

I understand the need, but the site is not suitable. You say the site was proposed before for a similar use but this was refused due to its position, why do you think it should change now.

The site is not suitable.

I want to know the CO2 emissions of plant and transport.

Totally stupid. Take your proposals to a central location. The national grid provides power.

I am against it, particularly due to extra traffic.

Initially negative. I fear that alternatives will not be properly explored, e.g. better incentives to improve recycling rates. Also what impact on future tourism.

Not keen on the proposals.

The impact on our air quality is undeniable. The subsequent health impact on an already deprived area is unethical.

We don't need an incinerator on Portland.

I think the island needs a better road system before rubbish is brought onto it. Your company needs to travel through Wyke sometime.

Can our little island support traffic. Is there not somewhere more remote. Will ships move in with waste from abroad - more pollution.

More jobs created for locals. Something needs to be done with all the waste.

We have to address and deal with the disposal of waste created. This seems a positive and practical way of dealing with it. Benefits include local employment which is needed.

Total disaster! It will kill all the tourism with not only the emissions still produced (wind also comes from the east) but all the traffic chaos that it going to cause apart from pollution .

This isle is too small to take this facility and the amount of lorries using the only road.

Portland Port is NOT a suitable site for such a facility.

Not thought through from a local point of view.

This should not and never be placed on Portland.

Not wanted or needed.

A good idea in the wrong place.

I understand the need for a plant within Dorset for waste disposal but feel it should be placed in an area with more space around it.

I recognise the need for this facility but I have a number of concerns regarding the future transportation of waste to and from the site. I am concerned about the environmental impact on the local community from high level of vehicle movements.

All very glossy but not realistic.

It seems to be a positive proposal.

Must not go ahead.

Inappropriate development, unsuitable site, inaccessible for deliveries, security risk.

I appreciate energy recovery in a loop system with no waste and do not approve of creating waste in the process. Our current island's energy supplier gives sufficient to the islands needs. Portland does not support 24/7 additional transport off and on the island with waste that may not even be (sic.) from Dorset. Dorset has one of the highest recycling rates in England and incinerating will actively discourage the goal to increase recycling. So I am not in favour of this incinerator.

Transport links already insufficient, +90 trucks a day will not help. Chimney will leave all pollution at level of Fortuneswell, we need to be sure it will not be trapped in valley.

No need for mass rubbish disposal. Much too big. Every area should have smaller energy recovery facilities solving their own problems.

Hope it works.

In theory it is a good idea but the traffic aspect will not work. The waste should only be brought in by boat, not road.

Site is too near housing and small island population.

Seems inappropriate for a World Heritage coastline.

Transport problems. Portland won't receive electricity produced - presumably added to grid. Why choose this tiny island? Must be other more remote sites with better transport options.

Not impressed. The area and roads feeding the area are already unfit for purpose as the single carriageway to Portland is already too crowded at peak times.

I am concerned about the emissions and their potential impact on Portland residents.

Looks OK on the surface but early days and obviously designed to look good!

A bold exciting project, eye-opening and informative. A huge amount of work has gone into this so far and I am 100% in favour. The site seems ideal, great that the lorries don't have to go up to Tophill.

I like the idea but wonder what fuel is used to ignite the furnace. I understand it will be gas. Could the electricity generated be used instead.

I'd like to know more about the emissions.

Unacceptable - this is not low carbon energy. We should reduce, recycle and reuse not dump.

Why Portland? This should not go ahead. Portland port are just money grabbing and not caring about the actual people of Portland. (NIMBY) I believe most of the Board of Portland Port live elsewhere.

Why was it not proposed for say Poundbury? Portland is the butt hole of Dorset. Anything is accepted here: prisons, cruise ships, quarrying, anything nasty.

Not the way to go - Reduce, reuse, recycle, don't burn. Roads are clogged enough.

I would like to see the full application with all the modelling of traffic, wind patterns, emissions and the safeguards for closing it down if emissions exceed stringent limits.

Depends how well it works, e.g. emissions, visual impact.

Proposals are fairly clever.

I am still very dubious about the motive for the location. If this is predominantly for Dorset waste, it is in the worst place to access.

Already an outdated solution to the problem, are there greener alternatives, very simplistic.

I am not concerned about the plant as I am sure there are strict regulations which must be followed.

Unnecessary and tragic considering the SSI status on the land.

In principle potentially a good idea. Don't think that we have been presented with the full story. Why is this site more suitable than the one in Winfrith?

This facility is not needed. The UK has sufficient capacity.

It just seems Portland gains everything.

Once again Portland is being used as a site on which to site activities not acceptable in other parts of Dorset.

Good idea in principle, where is the £100m coming from? Why move waste across Dorset, this is daft and increases pollution. If the waste is only coming from Dorset, why do you need ships? You want to turn Portland into the UK dumping ground.

The increased traffic and congestion will at best be a problem and at worst be a severe problem.

Emission info not available. Portland surrounded by marine conservation areas (not good for chimney fallout). Poole site should be expanded and approved (syngas?)

Terrific, for the UK environment, climate change and the Isle of Portland.

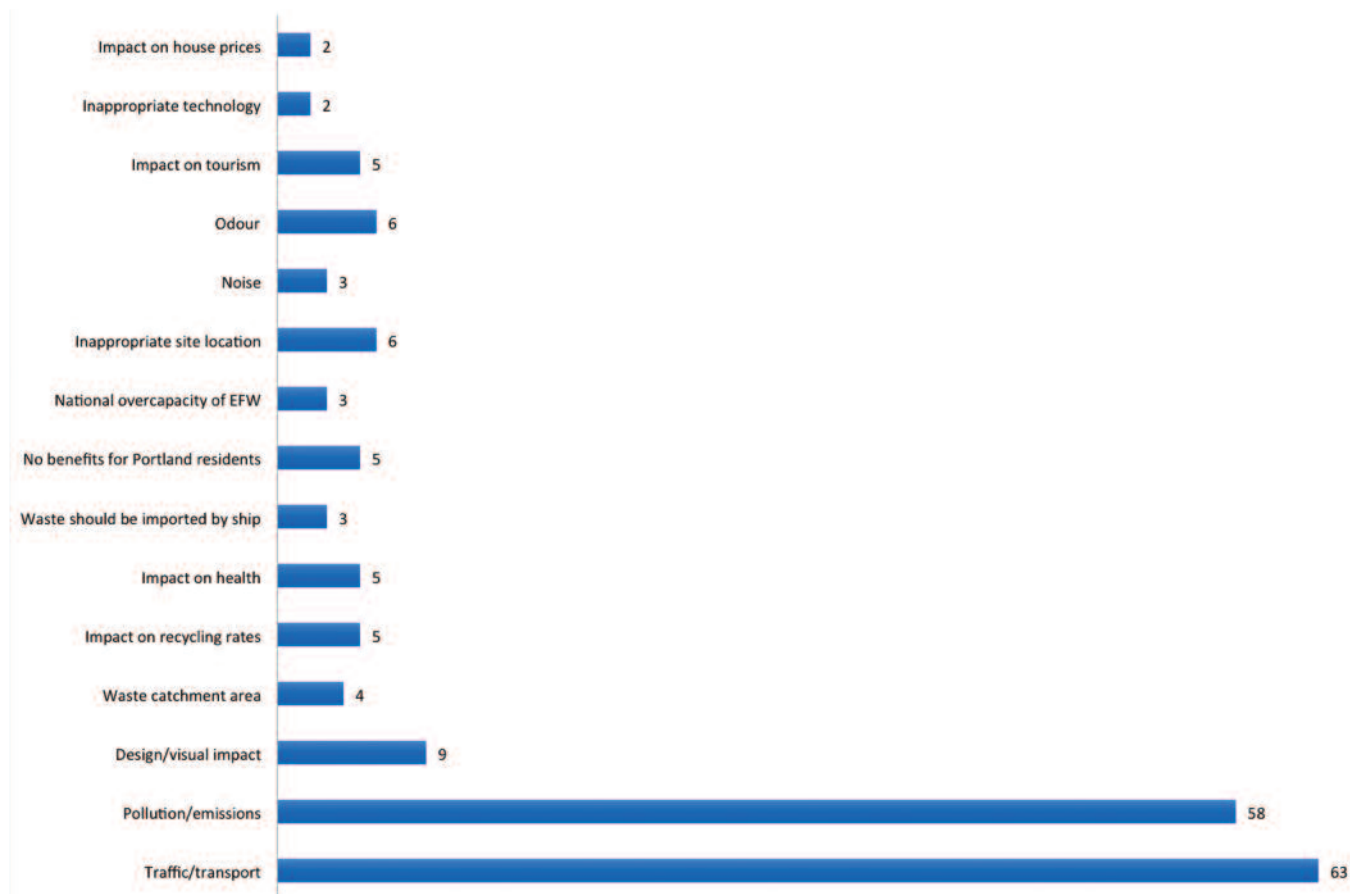
Wrong on all counts. Eyesore, pollution, destroy environment (sic.), roads not appropriate, wrong for tourist industry. I will have to live with it everyday till it kills me! No thanks!

To be honest it all seems a bit "wishy washy". No definitive answers or figures from other facilities around the UK.

What fuel will the lorries and ships use? Partially renewable low carbon energy - exported energy. Dorset has one of the highest recycling rates, so why do we need an incinerator? More jobs and eco tourism can be created by projects like Eden and Mr Tim Schmidt.

The proposals state that the plant will generate 15MW for locals to encourage businesses here - no. Businesses do not start on Portland because of the infrastructure and road network. The monstrous size is only equivalent to a modern cruise ship. They are enormous. The proposals don't mention where the waste is coming from. If its Dorset then somewhere in the middle of the county would be far more appropriate. Besides, those 40 lorries a day estimate, what's that, every 12 minutes or so. The road into Portland grinds to a halt at the slightest problem, tailbacks go back for miles, we can't have more traffic. Also the emissions of toxic fumes - no guarantee that our air will not be polluted.

6. Do you have any concerns about these proposals, and if so what are they?



7. What community projects would you like to suggest for funding/support?

Friends of Victoria Gardens.

£8 million for wind turbines. Reach net zero by 2030. Green powered buses. Electric car charging. Plant lots of trees and community food gardens.

Improving the environment.

Resources and infrastructure. To improve facilities for young people.

Safeguarding open spaces, opening footpaths by naval cemetery.

Low cost power and free hot water.

Royal Manor Theatre.

Castletown regeneration.

Support for the Jurassic Experience project.

Re-opening the coastal path above Portland port.

Support local hospital on Portland, Island Community Action.

I don't want you to support any local causes, it's a bribe you are proposing at the expense of our island.

10,000 lorry movements in and out. Assuming they are diesel powered where is the benefit to an already polluted environment.

This facility is not local, do you mean projects for the whole of Dorset?

Plastic Free Portland, Friends of Victoria Gardens, Greening of Portland.

Is this your silver lining to a very grey cloud?

Friends of Victoria Gardens, Portland Museum.

Not interested in bribes.

Bugger off and leave us alone.

Your (sic.) not in it for profit then??

Bolt Dorset, Bart Simpson Sailing Academy

Support for local hospital

Play areas and community funding for deprived/vulnerable people

I am worried about this question and the fact that it feels like 'If you support it we will contribute to the island' (it feels like a bribe).

Bribery???!!!

Support for local sports clubs.

I don't feel we should accept money from this project.

I do not want Powerfuel Portland to come to the island - the best project support would be staying off the island as it is already outdated technology and we need more sustainable climate friendly options that produce no waste.

This is just bribery...would it really happen.

Improved health care, transport, elderly, disability.

Need new road to Portland to ensure economic growth.

None.

LCA and Atlantic Academy re:reducation.

Island needs new transport links and regeneration, but with sensitive consideration to its unique nature.

Local food bank, youth club ("open Arms") local debt assistance charity.

Island Community Action.

Portland will benefit by not having this monster at all in the area.

You're offering sweeteners here!!! How desperate are you? You are trying to be accommodating to get your nasty way.

Money off islanders' electricity bills.

None as the building of this monstrosity will spoil Portland's beauty and natural charm.

Community support for an area that is one of the poorest in the country.

Heritage street furniture, children's outdoor sport facilities.

Dorset wildlife, Jurassic (sic.) initiative.

Open coastal path to allow access through the port. Help keeping roads and paths clear.

A new access road to the island to cater for all the additional lorries.

Not for sale!

I personally do not believe in "sweeteners" or payoffs, we are a grossly job deprived area with mass building sites all over the island, the natural beauty of the island is being spoilt.

Don't sweeten the project by making these offers! Ask yourself why are you even suggesting this?!

None

Blood money comes to mind!!

This is just another heart and mind ploy.

Activities for the elderly and children.

Put money into alternative energy generation.

Tree planting with volunteers (and/or controlling of invasive species) to offset emissions.

Get the wind farm offshore proposal back on the table please. Get relief road to stop road destruction and stop using so much plastic!

I would rather investment in infrastructure on Portland and services improved from a council point of view (rubbish, mess, empty buildings, etc).

Ecological community projects - plant trees, food. Be sustainable, beware of land grabbers bearing gifts!

8. Do you have any additional comments?

I had concerns regarding transport of waste onto the island and the emissions from the plant. These concerns have been adequately covered. Forward plans to bring waste onto the island by sea would be a great advantage.

Build a recycling centre or something 100% eco friendly with lots of labour for jobs.

Answer questions in open letter to our community.

What sort of methods would be used to prevent toxic chemicals getting into atmosphere.

What about adding to global warming???

This does not feel like a positive move for Portland, but very positive for the east of the county.

Is the 50m stack high enough to take the omissions (sic) away in a winter easterly wind?

If you insist on bringing in material by road you must choose a different site with good road access, e.g. Poundbury.

Why not put it in Winfrith? Lots of access etc.

I feel very distrustful of the rhetoric. At the end of the day Powerfuel are doing it to make money, if this plant actually benefitted Dorset that would put a different slant on it.

We do not want this - we want clean renewables. No emissions from plant or transport of waste. We want Navitas Wind Farm.

All this environmental potential hazard, with not even money off fuel bills.

If you do go ahead with this, I propose you re-open the road above the Port to local traffic, to give relief to Victory Road.

Investing in wind power is the way ahead.

Traffic in Castletown will greatly increase with negative effect on growing leisure/tourism activities.

I will do anything in my power for the health and future of my family.

Go away.

Dorset has a plant in Bournemouth that disposes of its waste - why another? Percentage seems Dorset deals with its waste already.

If relief road is built this would be most beneficial in reducing traffic issues.

Please do not go ahead.

Bugger off and leave us alone.

A very bad idea.

This should never be built on Portland.

I am very concerned about any increase in heavy traffic and the increased pollution that this could cause.

There's planning permission on another site already - why not use that site. Do not make portland a dumping ground - Portland should be a tourism venue not commercial!!!

Can the quality standards be maintained indefinitely?

Leave Portland alone. We do not want any incineration of any description.

What if we need to re-open the Naval Base if Scotland rejects Trident?

Portland has been constantly used as a place to dump, quarry, build and it is time to let the beauty that remains blossom and thrive without further invasiveness that is neither good for health, climate change or our long term future. I would appreciate a circular economy that benefits all.

Water were to come from sea not our underground reserves.

Please note that the wind on Portland blows from all directions at various times of the year. Emissions will go everywhere over the island.

Thank you for the presentation/consultation.

Cruise ships may be put off stopping.

Not at all impressed.

I am worried about the link between development of this land and the building of care homes on the Weymouth equivalent.

General doubt about the reality of the project rather than the hypothesis.

Absolutely brilliant - about time we got serious about sorting out our own rubbish, not exporting it.

Is the price of electricity going to be affected (cheaper)?

Wind power is a much better solution to our energy needs. Landfill at least allows the resource to be harvested should we need it in the future. Burning plastic is going to kill the planet. Portland link road suffers from queuing vehicles.

40 lorries are just the start.

This is a terrible idea. Just forget it and support Jurassica instead. I sincerely hope this dies a death, it's absurd.

You seem to be using garden waste and food waste. Are you also to use landfill waste (e.g. plastic bags) or is that not possible?

Main concerns are around the emissions and whether there will be a visible plume.

An impressive display and I'm glad to see a lot of people here.

Why are these facilities always proposed in areas of social deprivation?

Employment created would be welcome, however the price is too high.

I totally understand the idea and support the concept of dealing with our own waste effectively, but totally against taking in waste form areas where they should be dealing with it locally.

I am concerned that this is a system that is already out moded given other green solutions.

This is the wrong location unless you fully intend to ship from overseas in mass quantity.

We have been presented with a sales pitch. Where is your concrete evidence to all your claims?

Portland is lovely, why spoil it?

This will have a negative impact on house prices/saleability.

Would the facility be open to the public at specific times for scrutiny.

Would you live next to this proposed site? Why can't you build it in a less populated area, e.g. Blandford.

This is not need (sic.) on Portland.

This project is very concerning. Any direct benefits to the people of Portland are difficult to identify.

Another drop-in session would be useful once more decisions have been made.

How will the project address power constriction on Portland when energy will go to the Grid, not to Portland?

My concerns are that the local authority will fail to fully grasp the potential for making use of the process heat.

The Gov.uk website exposes the health issues. 2017 - two explosions on a ship carrying ash in Plymouth.

Extremely worries about transport issues.

This company cannot say these emissions will be non-hazardous. This company says they will monitor...!

Portland is developing as a leisure area. Numbers have increased dramatically for a new generation of holiday makers who enjoy the difference, culture, history, quarries, good pubs and eateries, sailing, diving, etc. . In summer Underbill's packed - don't let's put them off!!

You need to better explain the smell/exhaust abatement precautions.

Conclusion

The objective of undertaking a full consultation was to inform residents and stakeholders of Portland about Powerfuel Portland's proposals and to involve them in the process, explain our plans in detail, gather and listen to feedback, and respond to any questions before a planning application was submitted.

Powerfuel Portland's proposals were widely publicised through a range of channels, with over 2,700 local residents directly communicated with via leaflets and tens of thousands indirectly via digital, print and broadcast media and the internet.

The feedback that the developers have received has been useful when preparing the application, as it has highlighted the main areas of concern around the impact of additional traffic on Portland's road network, and concerns about emissions and air quality. These areas have been fully addressed within the planning application.

Powerfuel Portland's engagement programme will not cease with the submission of the planning application. Project updates will continue to be communicated via the website. The dedicated project hotline, email address and website will remain active for anyone interested in our proposals to ask questions and make comments.

Appendix 1 - Leaflet (page 1)

Energy Recovery Facility Isle of Portland

POWERFUEL

November 2019

Powerfuel Portland is proposing to deliver an Energy Recovery Facility at Portland Port in a £100 million investment.

Using tried and tested technology, the proposed facility will generate 15MW of partially renewable low carbon energy, enough to power around 30,000 homes.

There is currently a shortage of waste treatment facilities in Dorset and waste is exported out of the county by road to either be treated or sent to landfill.

The proposed facility will use Refuse Derived Fuel (RDF) and be capable of treating local waste arisings once recyclable materials such as glass, plastics and metals have been removed.

Site location

The site is an existing brownfield site on industrial land owned by Portland Port, adjacent to Balaclava Bay.

The site already has planning consent for an energy plant which would have used either

vegetable oil (including waste oils) or waste rubber crumb from tyres.

The energy recovery facility (ERF) that Powerfuel Portland is proposing can produce low carbon energy much more cleanly and efficiently than the consented scheme.

The facility will have the capacity to process up to 180,000 tonnes of RDF per year, providing a practical solution to our significant waste problem.

RDF consists largely of combustible components of municipal solid waste, comprising household, commercial and skip waste after the recyclable material has been removed.

The project will provide approximately 350 construction jobs and around 30 long-term, permanent jobs directly at the plant. Up to 45 indirect jobs will also be created.



Powerfuel Portland is inviting local residents to a public exhibition to find out more about our plans – see back page for details

Appendix 1 - Leaflet (page 2)

Our plans

The proposed new energy recovery facility will process non-recyclable household and commercial waste by using it as a fuel.

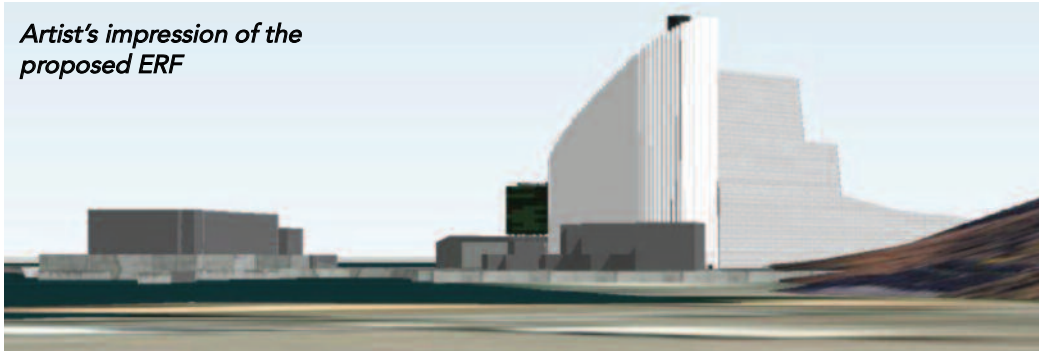
The ERF uses effective, proven technology, with 42 similar facilities already operating across the UK and many more across Europe.

The plant will generate 15MW of low carbon electricity, enough to meet the energy needs of around 30,000 typical homes per year.

The ERF can also feature a local heat network to provide cheaper and more environmentally sustainable heat for local services, businesses and housing projects. Private local power supplies could also be made available.

The facility will operate under strict air emissions control limits set by regulatory bodies.

Artist's impression of the proposed ERF



How does the process work?

The proposed energy recovery facility will process refuse derived fuel in a combustion chamber where oxygen is added to produce high temperatures.

The heat generated from the combustion chambers heats up water which is converted to steam and delivered to a turbine that generates electricity.

All gases from the combustion chamber are filtered and cleaned before being vented to the atmosphere in line with strict controls monitored by the Environment Agency.

The ERF will not treat hazardous or clinical waste. The bottom ash can be recycled and used as aggregate.

ERF Process Infographic



Appendix 1 - Leaflet (page 3)

Powerfuel Portland will employ state-of-the-art emissions control technology to keep well within the limits set and monitored by the Environment Agency.

Why develop this type of facility on the Isle of Portland?

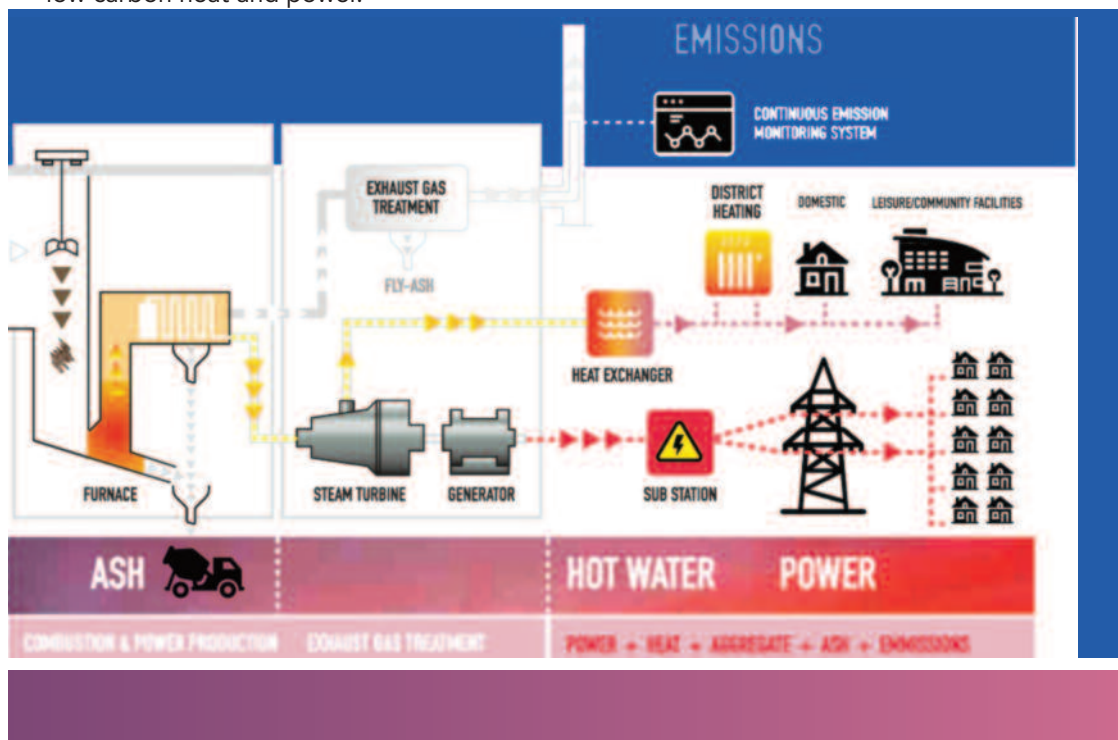
There is currently a shortage of waste treatment facilities in Dorset and many tonnes of waste are exported out of the county to either be treated or sent to landfill. The new proposed facility offers a local solution.

In addition, the entire Isle of Portland is served solely by an 18MW Grid supply. This means that power is constricted on the island, which has proved to be a barrier to economic growth.

The electricity generated by the ERF will help counter this power issue and enable Portland and its port to attract new businesses with the prospect of providing low carbon heat and power.

The Portland Port site has been chosen for the ERF because:

- It is an existing industrial area (currently unused) within the port allowing for waste to be transported by road or delivered by ship.
- Planning permission already exists on this site for a very similar operation.
- Given the geography of the island and the location within the port, the ERF is being sensitively designed to reduce environmental impacts and minimise possible visual impact of the facility.
- The ERF will enhance local resilience in respect of both heat and power.
- Once the ERF is operating, in addition to paying local taxes, there will also be community benefit contributions allocated to local sustainability projects.



Appendix 1 - Leaflet (page 4)



Find out more

Powerfuel Portland would like to invite you to a public exhibition to find out more about our plans.

The exhibition will be held on:

Thursday 5th December 2019 from 2pm – 7pm
at the Portland Community Venue
Three Yards Close, Portland
Dorset
DT5 1JN

This informal drop-in event is intended to provide the local community with the opportunity to find out more about the proposal before a planning application is submitted. Members of Powerfuel Portland's development team will be on hand to discuss the plans and answer any questions you may have.

If you are unable to attend but would like any additional information about the proposal please visit www.powerfuelportland.co.uk or contact us by:

Emailing: info@powerfuelportland.co.uk

Phoning: 0808 168 1678 (Freephone)



Powerfuel Portland is a development company with an office in Dorset whose Directors have extensive experience of delivering large scale renewable energy facilities.

Appendix 2 - Advert (Dorset Echo)

Thursday November 28, 2019

fb.com/dorsetecho

DorsetECHO / 7

dorsetecho.co.uk/news

NEWS

Drama as woman cut off by the tide

Jennifer Mulcahey



■ The woman was trapped at Black Ven, pictured from Charmouth beach
Picture: GRAHAM HUNT/HG2852

A WOMAN and her two dogs were trapped beneath cliffs as the tide came rushing in.

Coastguards from West Bay and Lyme Regis and the RNLI were called to the Black Ven, between Charmouth and Lyme Regis, to reports of a 33-year-old woman being trapped by the tide.

She had been in the area for the day fossil hunting and had her two dogs with her.

To escape the incoming waters, the woman had climbed the lower cliff levels at Black Ven looking for a footpath, but then called the emergency services when she realised she was in difficulty and the light was starting to fade.

Officers from West Bay headed for Charmouth and the RNLI Lyme Regis lifeboat was launched.

Volunteer lifeboat crew launched the lifeboat at 4.35pm on Monday and, after performing a shoreline search, they were able to locate the woman because she was using the torch function on her mobile phone.

A coastguard senior coastal operations officer who was in the area at the time also responded to assist.

Rescuers found there was no clear access to the woman from the land, so two lifeboat crew members swam ashore to make contact with her from the beach.

"It was a very high tide," said a spokesman for Lyme Regis RNLI. "So the woman has decided to move to higher

ground. This made it very difficult for the coastguard teams to access the location."

The lifeboat then returned to Lyme Regis to pick up further crew as well as a number of coastguard officers equipped with mud rescue equipment.

Back on the beach, coastguards and lifeboat crew, including a paramedic, assessed the woman's condition.

Although quite cold, she was uninjured, but due to the darkness as well as the sea and cliff conditions, it was decided a helicopter would provide the safest method of rescue and the coastguard rescue helicopter, based at Newquay, was scrambled to assist.

She was winched from her

position on the cliff and into the helicopter, before being dropped back in Charmouth at a night-time helicopter landing site which had been secured by officers from West Bay.

She was checked over by a waiting paramedic and cleared on scene.

Officers then waited with the woman while volunteer lifeboat crew utilised their small boat to carry the two dogs and crew ashore back to the main inshore lifeboat.

CONTACT ME:
t: 01305 830818
e: jennifer.mulcahey@dorsetecho.co.uk
twitter: @Dorsetecho

Car seats campaign

DISABLED children in Dorset will have access to specialist car seats following a charity's plea for councils to review their rules.

The number of UK councils with potentially unlawful restrictions on the provision of essential equipment has dropped by more than a third in one year following a campaign by Newlife.

The charity has challenged councils that said they would not fund the equipment and now 105 councils, including Dorset Council, say they will be able to provide specialist car seats if a need is identified.

Clare Dangerfield, campaigning and public affairs manager at Newlife charity, said: "We applaud those local

authorities that have listened to our concerns and worked with us to adapt their policies to allow frontline staff to arrange for specialist car seats to be provided to children where it is essential for their safety.

"It's simply not acceptable for councils to use blanket ban policies to push costs back onto parents."

NEWS IN BRIEF

Art gallery opening

WEYMOUTH: Check out a new art gallery. Harbour Gallery, located in the basement at 16 The Esplanade has an open evening this Saturday, from 6pm-8pm. There will be drinks and canapés, a chance to see the new space and some artwork together with an introduction to artist-in-residence, Paul Liggins who will be selling his local character paintings and collectables at the gallery.

Veterans' Xmas treat

WEYMOUTH: Local veterans are invited to join Weymouth Town Council at a special annual treat of tasty mince pies and Christmas cake as part of the town's December Veterans' Rendezvous. It is on Wednesday, December 11 from 10am to 12pm at the RAFA Club, Maiden Street.

Proposed Energy Recovery Facility Portland Port, Isle of Portland



Powerful Portland is proposing to deliver an Energy Recovery Facility (ERF) at Portland Port on a brownfield site which already has planning consent for an energy plant, in a £100 million investment.

There is a shortage of waste treatment facilities in Dorset and waste is exported out of the county to either be treated or sent to landfill.

The proposed facility will be able to treat local waste arisings once recyclable materials have been removed. It will generate 15MW of partially renewable low carbon energy, enough to power around 30,000 homes.

Prior to submitting its planning application, Powerful Portland is holding a drop-in public exhibition, so local residents can find out more about its plans.

Thursday 5th December 2019, 2pm – 7pm
Portland Community Venue, Three Yards Close,
Portland, Dorset, DT5 1JN

Members of Powerful Portland's development team will be on hand to discuss the plans and answer questions.

We look forward to meeting you at the exhibition.

Visit: www.powerfulportland.co.uk
Email: info@powerfulportland.co.uk
Phone: 0808 168 1678



Appendix 2 - Advert (Free Portland News)

Proposed Energy Recovery Facility Portland Port, Isle of Portland



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Email: info@powerfuelportland.co.uk
Phone: 0808 168 1678



Appendix 3 - Exhibition panels (1 of 6)

Energy Recovery Facility Isle of Portland



Powerfuel Portland is proposing to deliver an Energy Recovery Facility (ERF) at Portland Port in a £100 million investment. The site at Portland Port already has planning consent for an energy plant and Powerfuel Portland is now preparing a new planning application to submit to Dorset Council.

This exhibition aims to provide information about our plans and answer any questions that members of the public may have.

There is currently a shortage of waste treatment facilities in Dorset and waste is exported out of the county by road to either be treated or sent to landfill.

Using tried and tested technology, the proposed facility will export around 15MW of partially renewable low carbon energy enough to power around 30,000 homes.

The proposed ERF at Portland Port will use a refined Refuse Derived Fuel (RDF) and will be capable of treating local waste arisings after recyclable materials have been removed.

The proposed facility will be permitted and monitored by the Environment Agency. There are many facilities using similar technology already operating in the UK and throughout the rest of the world.

The Site

The ERF that Powerfuel Portland is proposing provides a practical solution to a significant local problem. The site is an existing brownfield site on industrial land owned by Portland Port.

The site already has planning consent for an energy plant, which would have used either vegetable oil or waste rubber crumb from tyres.

Full planning permission was granted in January 2010 for the construction of an 'energy plant'. Several buildings were demolished to clear the site for development and the planning authority confirmed in writing that development had lawfully "commenced". In July 2013 the original permission was varied to permit end of life tyres to be used as fuel – this established the principle of waste to energy at the site.

Powerfuel Portland will be submitting a new application for its ERF. The new proposal is a very efficient and best-in-class process using a different fuel, making it a much cleaner and more energy-efficient facility.



Appendix 3 - Exhibition panels (2 of 6)

What is Powerfuel Portland proposing?

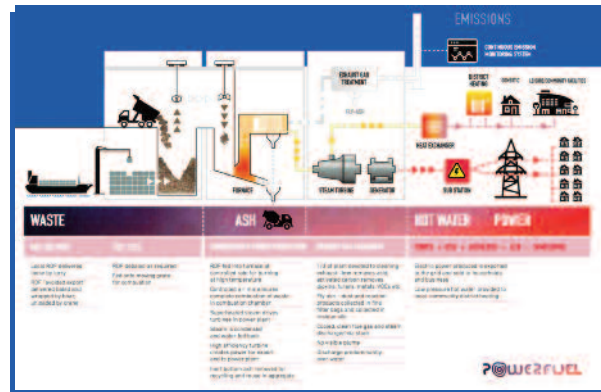


The proposed new Energy Recovery Facility will process non-hazardous household and commercial waste which remains after recycling activities, by using it as a fuel. The ERF uses effective, proven technology, with more than 40 energy from waste facilities operating in the UK and many more across Europe.

The facility will have the capacity to process 180,000 tonnes of refined RDF. RDF consists largely of combustible components of non-hazardous municipal solid waste, comprising mixed household, commercial and skip waste after the recyclable material has been removed.

The plant will export around 15MW of low carbon electricity to the Grid, enough to meet the energy needs of around 30,000 typical homes per year.

The project will provide approximately 350 construction jobs and then around 30 long-term, permanent jobs directly at the plant. Up to 45 indirect jobs will also be created.



How does the facility work?

Municipal waste and similar commercial and industrial waste is processed off site at existing facilities into RDF.

RDF will be delivered to the facility by road or by sea where it is tested and then stored in the onsite fuel hall. Delivery vehicles are weighed upon arrival at the facility. It will be de-baled, and screened before being used for combustion.

The RDF will pass over a grate, producing heat in a boiler to generate superheated steam, which will generate electricity in a steam turbine.

Around 15MW of power will be exported to the National Grid or used locally. After the steam has been used in the turbine, air-cooled condensers are used to cool the steam into water, which will be reused within the facility. Emissions are cleaned and contaminants removed or reduced. Powerfuel Portland will employ state-of-the-art emissions control technology to keep well within the required emission standards and minimise our impact as far as possible.

The ERF can also feature a local heat network to provide cheaper and more environmentally sustainable heat for local services, businesses and housing projects. Direct power supplies to major consumers could also be made available; for example the Port would like to provide "shore power" for visiting ships.

What is RDF?

Refuse Derived Fuel or RDF is a refined processed fuel which consists largely of combustible components of municipal solid waste (MSW), comprising household, commercial and skip waste after the recyclable material has been removed. The RDF can include similar characteristic wastes from commercial and industrial processes (but never hazardous or medical wastes).

It is dried and shredded and therefore has less volume and takes less energy to move than unsorted "wet waste". There are no odours when waste is transported in this dry state. It is usually in a baled and wrapped format for transportation, but if transported by road may be either baled or moved in sealed vehicles.



When used in an energy recovery facility as fuel it is more homogenous and therefore maintains a higher, more consistent performance in the energy extraction process and requires less additional energy inputs.

Because RDF is produced after recyclable materials have been removed, it is a genuine "residue". The Powerfuel Portland facility will not discourage the current high levels of recycling achieved in Dorset from continuing.

Why is the facility low carbon?

The RDF will contain many different types of waste and part of the RDF will come from things that were recently growing and are biodegradable (ie will break down in landfill) - for example food, paper, wood etc. The energy generated from the recently grown materials in the mixture is considered renewable, so energy from waste is a partially renewable energy source, often referred to as a low carbon energy source.

As part of the Environmental Impact Assessment a carbon balance assessment will calculate the difference between the proposed ERF and sending the waste to landfill (with the associated production of methane) and this is expected to be a significant reduction. Methane is considered to be over 25 times more potent as a greenhouse gas than CO₂.

Appendix 3 - Exhibition panels (3 of 6)

Why do we need this facility?



There is currently a shortage of waste treatment facilities in Dorset. Local landfill disposal options have closed in the last year, resulting in waste being shipped out of the county by road at relatively high cost. The ERF will provide a regional solution that is scaled to handle regional waste arisings.

Powerfuel Portland is proposing to deliver an Energy Recovery Facility that will be capable of exporting around 15MW of electricity to the Grid. Instead of sending waste to landfill, it will be used as a fuel to generate low carbon energy. Direct power supplies to major consumers could also be made available, while additional energy in the form of hot water is also capable of being exported to local users.

The site is an existing brownfield site on industrial land owned by Portland Port. The Portland Port site has been chosen for the ERF because:

- This is an existing industrial area (currently unused) within the port allowing the processed refuse derived fuel or RDF to be transported to the site by road or delivered by ship.
- Planning permission already exists on this site for a very similar operation.
- Given the geography of the island and the location within the port, the ERF is being sensitively designed to reduce environmental impacts and minimise possible visual impact of the facility.
- The ERF will enhance local resilience providing a local solution to Dorset's waste problem consistent with the proximity principle in the Waste Framework Directive.
- Once the ERF is operating, in addition to paying local taxes, there will also be community benefit contributions allocated to local sustainability projects.



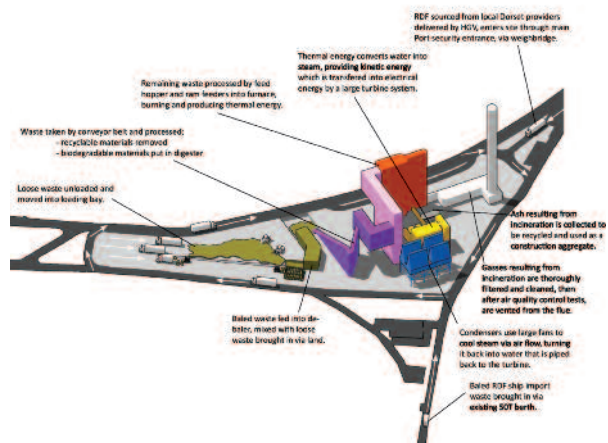
Powerfuel Portland is very committed to this project, which represents an investment of around £100 million into the Isle of Portland, and which will create 350 construction jobs and around 30 long-term, permanent jobs directly at the plant, plus a considerable number of indirect jobs.

Energy

The facility will export around 15MW of low carbon energy. Crucially this will be base load, low carbon energy that will reduce the need for fossil fuels and is required to stabilise the grid as more intermittent generation such as wind or solar power comes on-line.

A further, very significant benefit of the project is that the entire Isle of Portland is served solely by an 18MW Grid supply, which means that power is constricted on the island. This has proved to be a barrier to economic growth.

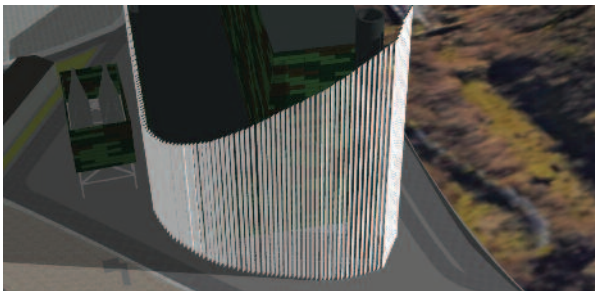
The electricity generated by the ERF will help counter this issue and enable Portland and its port to attract new businesses with the prospect of providing low carbon heat and power.



Appendix 3 - Exhibition panels (4 of 6)

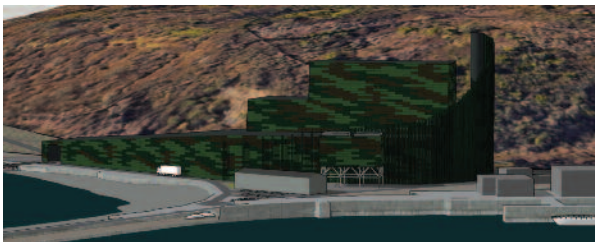


What would the facility look like?



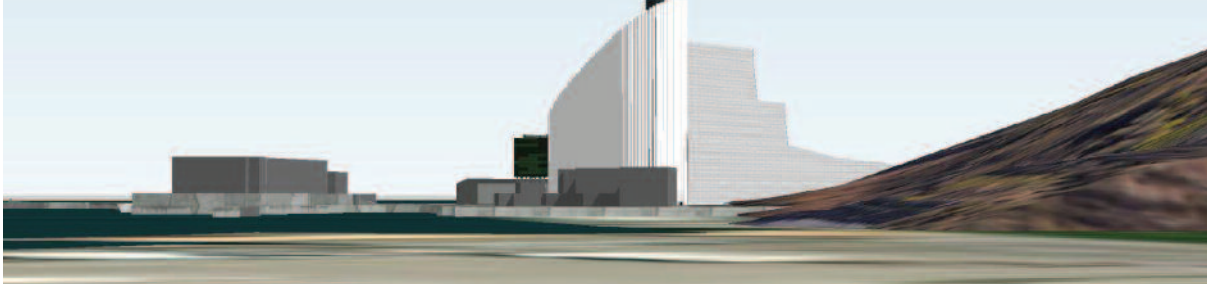
The ERF will be sensitively designed to reduce visual impact. The stack for the facility will be 50 metres tall. It needs to be that height to comply with regulations on emissions control and air dispersion.

A two-sided louvre system angled to present one side to the Portland Marina, and one side to the coast east of Weymouth Bay, will enable two different facades to be presented, depending on if the building is being seen against the sky / sea, or in front of the hillside.



Viewed from the north-east, the ERF lies against the hillside. Cladding the building in earth tone panels will further diminish the visual impact.

Viewed from the north-west, the ERF is seen against the sky / sea. The louvre feature fades the large form down to a point and adds aesthetic interest. It should appear much less imposing against the horizon, and offers a sail-like appearance when seen from the Marina.



The larger cruise ships dock close to the ERF site and are a similar height to the top of the building. The shape of the facility will be designed to blend into the landscape from important vantage points. The largest ships to dock at Portland Port are taller and longer than the proposed plant.

Transport

The port location means that RDF for the facility can be delivered by ship in a baled format or by road in a baled or loose format by lorry.

Powerfuel Portland is currently undertaking a detailed assessment to determine how many vehicles will be travelling to and from the facility. This analysis will look at the 'worst case' impact on the road network and so assumes that all RDF will arrive by road. In this worst case scenario we estimate that there will be around 40 delivery lorries a day into the site. This is not realistically going to be the case as the likelihood is that some fuel will come by ship and some by road.

Similarly, ash arisings could take advantage of the port location and leave the port by ship, but it is important to assess alternative scenarios where the ash residue would leave the port by road.

There is an existing accessible road to the site through the port. The previously permitted development in 2013 did not have a condition that set a limit for vehicle movements.

Appendix 3 - Exhibition panels (5 of 6)



Visual and heritage effects

The site is well suited for the proposed development in terms of townscape character, in that it comprises brownfield land within an existing industrial site. The Port is an important area for economic development.

The grade II listed breakwater is next to the site, but no works are required to this structure. There are a number of other listed buildings and scheduled monuments within 1 km of the site, as well as Underhill conservation area. Portland Port is not part of the Dorset and East Devon Coast World Heritage Site. Any visual impacts during construction will be relatively short in duration.

Full visual and heritage impact assessments are being undertaken as part of the planning application and the design of the facility will limit any visual and setting impacts.

Odour

Odour impacts associated with the proposed development will be minimised by the design of the facility and the implementation of an odour management plan. Waste will be delivered to the facility in dry, wrapped bales or in sealed vehicles and then stored securely in the building ready for use. Residual impacts from odour are considered to be negligible at all receptor locations.

Air quality

Detailed air quality modelling is being undertaken to predict any impacts associated with stack emissions from the process. Computer modelling has been carried out to understand the wind characteristics at the site and on the dispersion of emissions from the facility, which demonstrates that there will be no unacceptable impacts on local air quality or public health.

Maximum off-site impacts are predicted to be negligible at all residential receptor locations. Emissions associated with operational traffic flows associated with the proposed development are being taken into account in detailed modelling that will support the application, including the potential for effects on nature conservation sites.

Public Health England advises that well run and regulated Energy Recovery Facilities do not pose a significant threat to public health. It also states that the effects are likely to be so small that they would be undetectable.

All ERFs in the UK are tightly regulated and must operate within the national and EU's requirements as set out in the Industrial Emissions Directive (formerly the Waste Incineration Directive). The Environment Agency also carries out spot-checks to ensure that the monitoring equipment is operating correctly.



Controlling emissions

There are strict air emissions limits set by regulatory bodies. Powerfuel Portland will employ state-of-the-art emissions control technology to keep within the limits set by the Environmental Permit and monitored by the Environment Agency. A large proportion of the plant is dedicated to capturing emissions in the exhaust.

Monitoring emissions

The Powerfuel Portland Energy Recovery Facility will operate under strict air emissions control limits. To demonstrate compliance, we will use a combination of continuous emission monitoring systems (CEMS) that monitor emissions 24 hours a day, seven days a week and perform regular stack testing.



Appendix 3 - Exhibition panels (6 of 6)



Who is the team behind the project?



Powerfuel Portland is a local company with an office in Dorset, whose Directors have extensive experience of delivering large-scale renewable energy facilities.

A high quality and experienced consultant team has been assembled to assist with the design of the ERF and the preparation of the EIA and planning application. This includes:



Arup is a multinational professional services firm headquartered in London which provides engineering, design, planning, project management and consulting services for all aspects of the built environment. Arup is Powerfuel's lead technical advisor.



Terence O'Rourke is a planning and design company, based in Bournemouth and is Powerfuel's lead town planning advisors. TOR is advising Powerfuel on landscape architecture, urban design and environmental planning (including environmental impact assessment, heritage and ecology) services.



Whittam Cox Architects is an award-winning, commercial design practice founded and built on technical strength with a heritage that spans more than 45 years. Whittam Cox is leading on the design and visual aspects of the project.



AWP is an award-winning civil engineering consultancy, based in Exeter, providing specialist development planning and infrastructure services to the property industry. AWP is Powerfuel's lead traffic advisor.



CGO Ecology is a Dorset-based ecological consultancy providing expert advice, species and habitat surveys, ecology reports for planning application, development mitigation, conservation and research.



Quantum Public Relations is a long-established communications agency, specialising in delivering public consultation and stakeholder engagement campaigns for development projects.

Have your say

Powerfuel Portland is very keen to receive feedback on our proposals. We invite you to fill in one of the available feedback forms.

Find out more...

Please talk to one of our development team members if you have any questions. There is also further information available on our website:

Web: www.powerfuelportland.co.uk
Email: info@powerfuelportland.co.uk
Telephone: 08081 681678



Next steps

All the comments that we receive during the public consultation will be reviewed and analysed by the development team before our planning application is finalised.

A planning application will then be submitted to Dorset Council, which will be subject to further consultation when interested parties will be able to make comments directly to the Council's planning team.

The application will then be reviewed by the Planning Officers at the Council before going to the Strategic Planning Committee for a decision.



Appendix 4 - Press release



PRESS RELEASE
29 November 2019

Powerfuel Portland proposes £100 million Energy Recovery Facility in Dorset

Powerfuel Portland has unveiled plans to build a £100 million Energy Recovery facility (ERF) on an existing unused industrial site at Portland Port, on the Isle of Portland.

The ERF would treat up to 180,000 tonnes of Refuse Derived Fuel (RDF), generating 15MW of partially renewable low carbon energy, enough to power around 30,000 homes. The RDF will comprise household, commercial and skip waste after recyclable materials have been removed. The ERF will not treat hazardous or clinical waste.

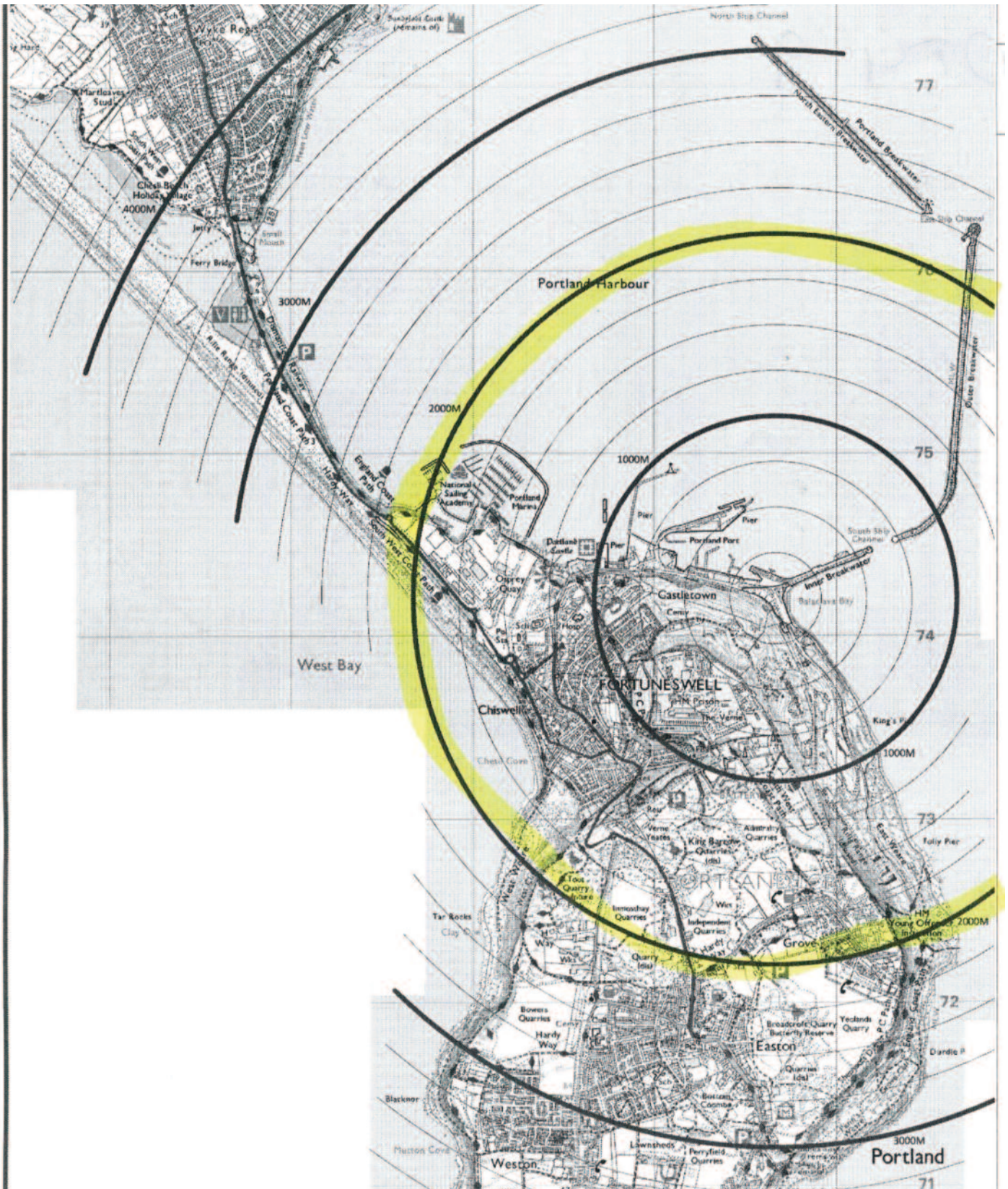
The site at Portland Port already has planning consent for an energy plant which would have used either vegetable oil or waste rubber crumb from tyres. Full planning permission was granted in January 2010 for the construction of an 'energy plant' to be fuelled by vegetable oil delivered by ship. In July 2013 the original permission was varied to permit end of life tyres to be used as fuel. The ERF that Powerfuel Portland is proposing would produce low carbon energy much more efficiently than the consented scheme.

Powerfuel is an independent developer of low carbon projects. Its Directors, Steven McNab and Giles Frampton, have extensive experience of developing large-scale renewable projects in the UK and overseas.

Steven McNab, Director at Powerfuel Portland, said: "There is currently a shortage of waste treatment facilities in Dorset and many tonnes of waste is exported out of the county to either be treated elsewhere or sent to landfill. Our proposed facility uses tried and tested technology to provide a practical solution to the UK's significant waste disposal problems."

The RDF will arrive at the site either by road or by sea. Deliveries by sea will be wrapped and baled, while road deliveries will be either baled or in sealed vehicles. Once inside the facility the fuel will be de-baled, shredded and screened before passing through a boiler on a grate to generate superheated steam to generate electricity in a steam turbine.

Appendix 5 - Consultation area map



Appendix 6 - Invitation letter

20 November 2019

Dear Cllr Roe

Proposed Energy Recovery Facility, Isle of Portland

Powerfuel Portland is proposing to deliver an Energy Recovery Facility (ERF) at Portland Port in a £100 million investment.

Dorset currently suffers from a shortage of waste treatment facilities resulting in waste being exported out of the county for treatment or sent to landfill.

The proposed facility will have the capacity to process up to 180,000 tonnes of Refuse Derived Fuel (RDF) per year. RDF consists largely of combustible components of municipal solid waste, comprising household, commercial and skip waste after the recyclable material has been removed.

Using effective, proven technology, with many similar facilities already operating in the UK, the ERF will export 15MW of partially renewable low carbon energy, enough to power around 30,000 houses.

The site is an existing industrial brownfield site on land owned by Portland Port, adjacent to Balaclava Bay. The site already has planning consent for an energy plant, which would have used either vegetable oil (including waste oils) or waste rubber crumb from tyres.

Before submitting a planning application to Dorset Council, Powerfuel Portland is undertaking a pre-application consultation with residents and interested parties. Please see the enclosed leaflet that has been sent to 2,700 local homes and businesses.

To find out more about the proposal we would like to invite you to a public exhibition that is being held on:

Thursday 5th December 2019 at

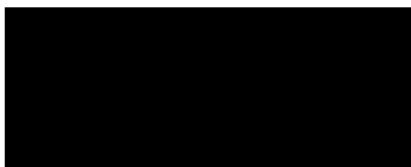
The Portland Community Venue, Three Yards Close, Portland DT5 1JN

The exhibition will be open specifically for key stakeholders from **1pm** and then is open to the local community from 2.00pm to 7.00pm. If you cannot make 1pm you are very welcome to attend the public session.

The public exhibition is intended to provide local residents and other interested parties with the opportunity to find out more about the proposal at Portland Port. Members of the development team will be on hand to discuss the plans and answer questions and will welcome any feedback about the proposal.

We hope you can make the exhibition and look forward to meeting you there. If, however, you are unable to attend, you can find more information about the project at www.powerfuelportland.co.uk or you can contact the development team by email at info@powerfuelportland.co.uk or by calling 0808 168 1678. If you would like a personal briefing to discuss the project please contact us.

Yours sincerely



Giles Frampton
Director

Appendix 7 - Consultation questionnaire



Powerfuel Portland Energy Recovery Facility public consultation questionnaire

Thank you for taking the time to visit this exhibition. Your views are important to us. We would be grateful if you could take a few moments to complete this short questionnaire and provide us with any comments you have about the project.

1. How did you find out about today's public exhibition?

Newspaper Leaflet Advert Internet Word of mouth

Other (please state): _____

2. Has this pre-application public exhibition been helpful in terms of giving you information about the proposals?

Very helpful A little helpful Not helpful

3. Do you believe this proposal presents a positive way to reduce the amount of waste going to landfill while generating low carbon electricity?

Yes / No *(delete as appropriate)*

4. Do you believe this proposal will help solve the current power constriction on the Isle of Portland, which has proved a barrier to economic growth?

Yes / No *(delete as appropriate)*

5. How well have the following aspects of the proposal been explained (circle as appropriate):

	Not very well			Very well	
Need for the facility	1	2	3	4	5
Site suitability	1	2	3	4	5
Technology being proposed	1	2	3	4	5
Transport	1	2	3	4	5
Air Quality	1	2	3	4	5
Visual impact	1	2	3	4	5



Appendix 7 - Consultation questionnaire

6. What are your views on our draft proposals for an energy recovery facility on the Isle of Portland?

7. Do you have any concerns about these proposals, and if so what are they?

8. Powerfuel Portland is committed to supporting local community projects in areas in which it operates. At this early stage, we would appreciate your views on local projects on the Isle of Portland that could benefit from trust funding. What projects, if any, would you like to put forward for our consideration?

Please use this space to add in any additional comments:

If you have asked a question on this form, or would like to be kept up to date with news on this project, please ensure you have provided your contact details below, and ticked this box

Name _____ Email _____

Address _____

_____ Post code _____

Thank you for your feedback

Please post this questionnaire in the box before you leave, or return it to Powerfuel Ltd, The Core, Gore Cross Business Park, Bridport, Dorset, DT6 3FH

Any information given on this feedback form can be used and published as part of Powerfuel Portland's Consultation Report. By completing this form you consent to Powerfuel using this information for this purpose.



Visit: www.powerfuelportland.co.uk
Email: info@powerfuelportland.co.uk
Phone: 08081 681678

Appendix 8 - Exhibition imagery



Appendix 9 - Media coverage



Rubbish-powered energy plan for Portland Port

20 November 2019



The power plant would be built within Portland Port

Plans have been unveiled to build an energy plant powered by rubbish at Portland Port in Dorset.

The £100m energy recovery facility (ERF) would use locally produced refuse to power about 30,000 homes.

Development company Powerfuel Portland said it would be built on a brownfield site which already has planning consent for a different type of power plant.

It says the new facility would have a smaller footprint and could process 180,000 tonnes of refuse fuel a year.

Powerfuel said the project would create 350 construction jobs and 30 permanent jobs.

A drop-in event is being held on Thursday 5 December from 14:00 to 19:00 GMT at Portland Community Venue in Fortuneswell for residents to find out more about the scheme.

A planning application is expected to be submitted in spring 2020.

Appendix 9 - Media coverage



Appendix 9 - Media coverage

DorsetECHO

News

4 hrs ago

Dorset firm's proposal for new waste energy power plant on Portland

By Ellie Maslin | [@dorsetechoellie](#)
Reporter



NEW plans to build a £105 million waste energy plant on Portland have been revealed.

The proposed Energy Recovery Facility (ERF) would be built at **Portland Port** and, according to Powerfuel Portland, the company behind the plans, would use household rubbish as fuel to generate 15 megawatts of energy - enough to power around 30,000 homes per year.

Powerfuel Portland, a company based in Bridport, says the facility will produce electricity and hot water by incinerating waste – but using new, clean technology.

"This is not an old school, mass burn incinerator," said Giles **Frampton**, director of Powerfuel.

"Technology has moved on considerably over recent years and our Energy Recovery Facility is cleaner, more efficient and capable of using waste as a fuel to generate low carbon energy."

Mr Frampton, who is from Beaminster, said the plant will help solve the issue of Dorset exporting its waste out of the county to be treated or sent to landfill, 'at significant cost.'

According to Powerfuel, Portland's current grid supply is struggling to keep up with demand, which is a barrier to economic growth.

"A great deal of work has already gone into the development proposals," Mr Frampton added.

Appendix 9 - Media coverage



£100M waste recycling power plant planned for Portland Port

Published by [Maria Greenwood](#) at 7:40am 21st November 2019. (Updated at 9:12am 21st November 2019)

A new waste recycling energy plant could bring hundreds of jobs to Portland

Powerfuel Portland wants to create an Energy Recovery Facility at Portland Port.

It would generate 15 MW of energy by burning waste. That's enough to power around 30,000 homes.

The facility would have the capacity to process 180,000 tonnes of waste.

It would operate 24 hours/7days a week.

'How would it work?'

The process recovers the energy content in non-recyclable household and commercial waste, by using it as a fuel.

The waste is delivered to combustion chambers where it is combusted at high temperatures and reduced to 10 percent of its original volume.

The heat generated from the combustion chambers heats up water in steel tubes that form the walls of the combustion chambers.

The water is converted to steam and delivered to a turbine that continuously generates electricity.

'Environmental Impact'

A statement on the company's website says:

"The ERF plant will have an "Environmental Permit".

"Seasonal Environmental Impact Assessment surveys undertaken throughout 2019 have not identified any concerns and the site will be appropriately permitted by the statutory authorities."

"There are strict air emissions limits set by regulatory bodies.

"Powerfuel Portland will employ state-of-the-art emissions control technology to keep well within the limits set and monitored by the Environment Agency."

The waste will be transported along Portland Beach road to the proposed plant at Portland Port, with permission for 39 deliveries per day.

Powerfuel Portland say hundreds of jobs would be created if permission is granted for the plant.

- 350 construction jobs
- 45 supply jobs
- 30 long-term, permanent roles

A spokesperson for Power Fuel Portland said:

"Dorset has a waste treatment problem in that there is not much capacity for treating waste.