

Buttington Energy Recovery Facility - Pre-application consultation report / DNS/3214813

February 2021



Contents

Introduction
1.2 Background4
Statutory Consultees
2.2 Community Consultees
2.3 Specialist Consultees7 2.4 Landowners
Statutory Publicity
3.2 Site Notices
3.4 Newspaper Advert and Notice Publication10 3.5 Website11
3.6 Consultation Booklet12 3.7 Webinars
3.8 Drop-in session14
3.9 Project Email Address and Freephone14 3.10 Proactive Press Releases14
Number of Responses16
Responses from statutory consultees and consequent actions
5.3 The Canal and Rivers Trust
5.4 Health and Safety Executive19 5.5 Natural Resources Wales19
5.6 Powys County Council21
5.7 CADW
Main Issues
' Conclusions
Appendices



Abbreviations	
ADMS	Air Dispersion Modelling System
СЕМР	Construction Environmental Management Plan
DAS	Design and Access Statement
DNS	Development of National Significance
ERF	Energy Recovery Facility
ES	Environmental Statement
FAQs	Frequently Asked Questions
GCN	Great Crested Newt
HGV	Heavy Good Vehicle
HSE	Health and Safety Executive
HZI	Hitachi Zosen Inova
INNS	Invasive non-native species
LVIA	Landscape and Visual Assessment
MSW	Municipal Solid Waste
NRW	Natural Resources Wales
SAB	SuDS approving body (suds = sustainable drainage system)
SAC	Special Area of Conservation
SSSI	Site of Special Scientific Interest
SWMP	Surface Waste Management Plan
WPS	Waste Planning Statement



Appendix

Appendix 1: Declarations of Compliance

Appendix 2: Notices, Publicity and Letters

Appendix 3: Site and Adjacent Land Ownership

Appendix 4: Statutory Consultee Responses

Appendix 5: Redacted Consultee Responses - (text unedited) - Broad Energy (Wales) Limited



1. Introduction

- 1.1.1. This Pre- Application Consultation Report has been prepared by SEC Newgate on behalf of Broad Energy (Wales) Limited. The purpose of this report is to provide full details of the statutory consultation undertaken. It will detail notices, publications and events which were held in order to engage with statutory stakeholders, interested parties and the local community.
- 1.1.2. This report summaries the responses received from all parties and explains how these have been addressed in the preparation of the DNS planning application.
- 1.1.3. The consultation report will outline the responses received from statutory consultees and the main issues raised by public consultees.
- 1.1.4. In response to the restrictions in place due to COVID-19, the decision was taken to deliver a largely virtual statutory consultation with the exception of a drop-in session by appointment only, specifically aimed at those who did not have access to the on-line consultation. The client, Broad Energy (Wales) Limited sought to go above and beyond in delivering a statutory consultation which allowed everyone to have their say on the proposals.
- 1.1.5. In going above and beyond, Broad Energy (Wales) Limited wrote to every property within a 3.02-mile radius of the site, which exceeded over 3,200 properties. Two webinar sessions were also held, a dedicated email and freephone line established, a website set-up which included a regularly updated FAQs section, and the project was advertised in the local newspaper.

1.2. Background

- 1.2.1. Broad Energy (Wales) Limited is a special purpose company that has been established by Broad Group (UK) Limited to develop the proposed ERF. This independently owned and operated company will form the key anchor delivering long term cost effective and efficient energy and heat services as part of the wider aspirations of the owners of Buttington Quarry to create a sustainable eco-business park.
- 1.2.2. Broad Energy (Wales) Limited has formed a strategic partnership with global leader Hitachi Zosen AG ("HZI") to design, build and operate a facility that will support the generation of renewable energy and heat through the use of non-recyclable waste.



- 1.2.3. The Energy Recovery Facility (ERF) would be capable of generating around 12.8MWe of low carbon and renewable energy through the thermal treatment of up to 167,000 tonnes per annum of residual and commercial and industrial wastes. The Development would be located at Buttington Quarry, Buttington, Welshpool, Powys, SY21 8SZ (see Figure 1).
- 1.2.4. Should planning permission be granted, construction is anticipated to commence on site in 2022 and take approximately 36 months. Commencement of operations would therefore be around 2025. The ERF would have a design life of approximately 25-30 years, however, in reality the ERF would last well beyond this, with the ability for the equipment within the building to be upgraded/replaced as required in the future. The building itself will last well over 30 years. This planning application is therefore for a permanent development.



Figure 1 - Location Plan

1.2.5. A full description of the scheme is available in the Environmental Statement (ES) and Design and Access Statement (DAS) which accompany this DNS application.



2. Statutory Consultees

- 2.1.1. As set out in the DNS guidance, Section 17 of the Planning (Wales) Act 2015, consultees are separated into three categories: community consultees, specialist consultees and relevant persons.
- 2.1.2. In line with the guidance, each of these consultees were contacted and their views sought on the proposed development.

2.2. **Community Consultees**

2.2.1. DNS guidance states that Community Consultees will include:

1) Each Councillor representing each electoral ward in the County or County Borough Council in which the site is situated.

2) The Community Council(s) in which the site is situated.

- 2.2.2. The Community Councillor, Amanda Jenner was identified as the acting representative on Powys County Council for the area.
- 2.2.3. Trewern Community Council was identified as the acting Community Council relative to the site (see Figure 2).



Figure 2: Electoral area map - Trewern



2.3. Specialist Consultees

2.3.1. In line with Schedule 5 of the Developments of National Significance (Procedure) (Wales) Order 2016, the below Specialist Consultees were identified and duly contacted.

Organisation	Reasoning	Contacted via
North and Mid Wales	As outlined in Part 2, Article 9 of The	Letter/ Email
Trunk Road Agent	Developments of National Significance	
(Welsh Government	(Procedure) (Wales) Order 2016.	
Highways)		
Natural Resources	As outlined in Part 2, Article 9 of The	Letter/ Email
Wales	Developments of National Significance	
	(Procedure) (Wales) Order 2016.	
CADW	As outlined in Part 2, Article 9 of The	Letter/ Email
	Developments of National Significance	
	(Procedure) (Wales) Order 2016.	
Powys County Council	The relevant local planning authority as	Letter/ Email
Planning Department	outlined in Part 2, Article 9 of The	
	Developments of National Significance	
	(Procedure) (Wales) Order 2016.	
Powys County Council	The relevant local highways authority	Letter/ Email
Highways	as outlined in Part 2, Article 9 of The	
	Developments of National Significance	
	(Procedure) (Wales) Order 2016.	
Network Rail	The national railway operator as	Letter/ Email
	outlined in Part 2, Article 9 of The	
	Developments of National Significance	
	(Procedure) (Wales) Order 2016.	
Health and Safety	As outlined in Part 2, Article 9 of The	Letter/ Email
Executive	Developments of National Significance	
	(Procedure) (Wales) Order 2016.	
Canal and Rivers Trust	As outlined in Part 2, Article 9 of The	Letter/ Email
	Developments of National Significance	
	(Procedure) (Wales) Order 2016.	
Hafren Water	The relevant water and sewage	Letter/ Email
	undertaker as outlined in Part 2, Article	
	9 of The Developments of National	
	Significance (Procedure) (Wales) Order	
	2016.	



- 2.3.2. It was decided that due to the location of the site and its potential impact, engagement with the following organisations would also take place, ensuring Broad Energy (Wales) Limited went beyond the scope of the Schedule 5 of the DNS Order 2016:
 - > Clwyd Powys Archaeological Trust (CPAT)
 - > Public Health Wales
 - > Shropshire CC
 - > National Trust
 - > Environment Agency
 - > Design Commission for Wales

2.4. Landowners

- 2.4.1. Written notification was given to all adjacent landowners as required.
- 2.4.2. Details of the notice can be found in Appendix 3 of this document.
- 2.5. There were no secondary consents included within this application process.



3. Statutory Publicity

- 3.1.1. In line with The Developments of National Significance (Procedure) (Wales) Order 2016, there is a requirement to carry out pre-application consultation. Article 8 and 9 of the Order stipulates the requirement in terms of scope, engagement, and length of the consultation period.
- 3.1.2. The consultation period began on 14 September 2020 until 26 October 2020, for a total period of 43-days exceeding the required 42-day minimum consultation period outlined in the Order. Where consultees requested an extension to the consultation deadline, this was provided with the final responses being received on the 12th November 2020.
- 3.1.3. Due to the social distancing restrictions in place due to the COVID-19 pandemic, and following discussions with PINS Wales, it was decided the consultation would be virtual, albeit with the inclusion of an appointment only drop-in session as explained in the below paragraphs.
- 3.1.4. As the pre-application consultation took place during the COVID-19 pandemic, the developer sought to go above and beyond in offering multiple methods of engagement for residents and stakeholders. The developer sought to make it as simple as possible to engage with the process.
- 3.1.5. In addition to the statutory publicity, several non-statutory engagement methods were employed to extend the consultation reach and encourage public engagement. These methods included an advert in the Powys County Times, a consultation booklet, and the delivery of two webinars.

3.2. Site Notices

- 3.2.1. In line with Article 8 (i) of the Order, Broad Energy (Wales) Limited displayed site notices on and near the land to which the proposed application related for not less than 42 days. Site notices were erected on 14 September 2020.
- 3.2.2. Images of the notice and notice itself are displayed in Appendix 2 of this report.



3.3. Written Notice

- 3.3.1. Letters were sent to all statutory consultees, including adjacent landowners to the site who also received a copy of the written notice.
- 3.3.2. Letters to the statutory consultees and adjacent landowners ensured the statutory duties of the pre-application consultation process were fulfilled.

3.4. **Newspaper Advert and Notice Publication**

- 3.4.1. The notice (see Appendix 2) was published in print on 11 September 2020 and set-out the consultation timeframe, including methods in which to engage with the consultation. The notice appeared in the Powys County Times, on page 51 of the 11 September 2020 edition.
- 3.4.2. An advert (Figure 3) was published in the Powys County Times on 11 September 2020 to publicise the statutory consultation process.



Figure 3 - Newspaper advert



3.5. Website

- 3.5.1. A website managed by Broad Energy (Wales) Limited hosted a dedicated document download section. Documents were uploaded and available to view from the start of the consultation period on 14 September 2020 (see Figure 4).
- 3.5.2. Throughout the consultation the website was updated regularly with the FAQs received from consultees.
- 3.5.3. Documents available to download on the project website during the minimum 42-day consultation period are listed below:

Downloads / Notices		
Document	Link to download	
Acceptance of a notice of a proposed application for a DNS	Download	
Consultation Booklet	Download	
Design and Access statement	Download	
DNS application boundary	Download	
Draft Application Form	Download	
Draft Application Form Continued	Download	
Drawings for the Development	Download	
Environmental Statement - Chapter 1 - Introduction	Download	
Environmental Statement - Chapter 2 - Key Environmental Aspects + Methodology	Download	

Environmental Statement - Chapter 3 - Need and Alternatives	Download
Environmental Statement - Chapter 4 - Description of the Project	Download
Environmental Statement - Chapter 5 - Existing Environment	Download
Environmental Statement - Chapter 6 - Air Quality	Download
Environmental Statement - Chapter 7 - Socioeconomic	Download
Environmental Statement - Chapter 8 - Highways and Transportation	Download
Environmental Statement - Chapter 9 - Landscape and Visual	Download
Environmental Statement - Chapter 10 - Ecology	Download
Environmental Statement - Chapter 11 - The Water Environment	Download
Environmental Statement - Chapter 12 - Archaeology and Heritage	Download
Environmental Statement - Chapter 13 - Geotechnical and Materials Management	Download

Environmental Statement - Chapter 14 - Noise	Download
Environmental Statement - Chapter 15 - Health Impact	Download
Environmental Statement - Chapter 16 - Cumulative Impacts and Mitigation Summary	Download
Grid Connection	Download
Non Technical Summary	Download
Shadow Habitats Regulations Assessment	Download
Waste Planning Statement	Download

Figure 4: Documents available for download on project website



3.5.4. The applicant's project website included a detailed outline of the proposal, including a regularly updated FAQs section. In addition, consultees could feedback on the proposals via the project website online feedback form:

Consultation Questionnaire 14 September 2020 to 26 October 2020	5. In which ways do you feel the Buttington Energy Recovery Facility could invest in and support the local community?
1. What are your impressions of the proposal for the Buttington Energy Recovery Facility?	Your comments
Your comments	
 What is your current experience of traffic and congestion within the local area and are there 	6. Do you have any further comments you would like to share with us?
any specific issues that we should be aware of?	Your comments
Your comments	
	1
3. Do you have any insight in relation to the scheme or local environment which you think we	If you would like to be kept updated on this project, please provide your contact details below:
should consider while developing the proposal?	Name Address
Your comments	Telephone Email Address
	Please select below as appropriate:
<i>h</i>	Age Cccupation C
4. Do you have any comments in relation to the potential environmental impacts of our	
proposal?	SUBMIT FORM

Figure 5 - Online feedback form

3.6. **Consultation Booklet**

3.6.1. The applicant distributed a detailed consultation booklet (Appendix 2) and accompanying Feedback Form (Appendix 2) with a freepost envelope to over 3,200 homes within a 3.02-mile vicinity of the proposed development site.



3.7. Webinars

- 3.7.1. Two webinars were hosted for consultees to view an introductory presentation of the proposals and ask questions of the project team which included members from a range of specialisms including transport, design, and ecology.
- 3.7.2. Both sessions included a question-and-answer section. Broad Energy (Wales) Limited ensured specialist team members were on hand to address any questions relating to the project. The applicant was able to provide detailed and accurate answers to attendee questions. Where more complex questions were asked which required further research, these were taken away and either uploaded to the project website or sent directly to consultees.
- 3.7.3. The webinars took place on Thursday 17 September 2020 at 18:00 and Saturday 10 October 2020 at 10:00. Both webinar sessions were uploaded to the project website upon completion.



Figure 6 - screenshots from project webinars



3.8. Drop-in session

- 3.8.1. Following engagement with community stakeholders and consultees, an appoint only, COVID-19 secure, drop-in session was advertised on project website. In addition, the local councillor was informed of the plans.
- 3.8.2. The drop-in session was available for consultees on Thursday 15 October 2020 at Welshpool Livestock Market and appointments were available between 9.00 and 19.00. Three consultees expressed an interest in attending this session, although no consultees attended their pre-organised meetings. Significant attempts were made to contact the consultees who had asked to attend during the day, however they were unable to be contacted.



Figure 7 - Images from drop-in session

3.9. **Project Email Address and Freephone**

3.9.1. A dedicated project email address and free phone number was established to enable consultees to contact the project team. Additionally, a freepost address was set-up for those consultees who wished to write to the project team and provide feedback. The freephone number remains open for the local community to contact the project team.

3.10. Proactive Press Releases

3.10.1. Prior to and throughout the pre-application consultation period a series of press releases were issued to the local media.



Media Outlet	Link to Coverage
Shropshire Star - 110920	Incinerator consultation to begin
My Welshpool - 110920	Consultation to begin on controversial energy project
Powys County Times - 110920	Buttington incinerator consultation to begin
My Welshpool - 230920	26 join first Buttington incinerator webinar
Shropshire Star - 081020	Consultation next step in incinerator scheme
Powys County Times - 291020	Consultation closes on incinerator plan
My Welshpool - 291020	Incinerator consultation a "success" claims developer



4. Number of Responses

- 4.1.1. In seeking to engage as many people in the community as possible and in responding to the restrictions in place due to the COVID-19 pandemic, a comprehensive and inclusive approach was taken to consultee engagement.
- 4.1.2. Feedback forms (see Appendix 2) were included inside every booklet along with a designated freepost return envelope.
- 4.1.3. Broad Energy (Wales) Limited wrote to every property within a 3.02-mile radius of the site, which exceeded 3,200 properties within the area (see Figure 8).
- 4.1.4. Specifically, the radius included 3,208 residential properties and 84 businesses.



Figure 8 - Booklet and feedback form delivery area

- 4.1.5. Consultees were able to return feedback forms via the freepost address, complete the form on the project website, or provide feedback via email or free phone using designated channels.
- 4.1.6. The project website, free phone and email address were advertised widely on the newspaper advert, consultation booklet, and press releases.
- 4.1.7. In total, 205 responses were received during the consultation period.



- 4.1.8. Unedited responses from consultees can be found in Appendix 5 please note, all personal data has been redacted.
- 4.1.9. Of the 205 responses received, 166 responses were received via returnable feedback forms via the free post envelope issues within every consultation booklet, and 39 responses were received via digital questionnaires on the dedicated project website.
- 4.1.10. The table below (see Figure 9) illustrates the nature of the responses received from consultees; 48 consultees (23%) supported the scheme, 14 (7%) consultees were neutral in their feedback, and 143 were against (70%).



Figure 9 - Consultation feedback

4.1.11. The image below (see Figure 10) illustrates the postcodes of those who provided feedback on the project:



Figure 10 - plotted sites indicate the main areas where responses originated



5. Responses from statutory consultees and consequent actions

- 5.1. This chapter of the report sets out the responses from all statutory consultees in accordance with the DNS (Procedure) (Wales) Order 2016.
- 5.2. As noted in chapter three of this report, each Statutory Consultee was written to, and where responses were received, actions were taken in response to each query raised.

5.3. **The Canals and Rivers Trust**

5.3.1. Letter and email sent 11 September 2020; response received 6 October 2020. Documented in Appendix 4.

Issue Raised	Applicants Response
The Canal & River Trust (the Trust) has reviewed the pre-application details for the proposed development at Buttington Quarry, Buttington to provide an energy recovery facility.	Broad Energy (Wales) Limited has considered the impact of the Montgomery Canal within its Environmental Assessments. The ES, Chapter 6 - Air Quality, Chapter 10 -
The Trust own and manage the Montgomery Canal which passes approximately 1.5km to the west of the site. The canal is a designated SSSI and Special Area of Conservation. We would suggest that any assessments consider the potential impact on these designations.	Ecology and the Shadow Habitats Regulations Assessment all consider the impact on the Montgomery Canal.
The Trust have no further comments to make on the proposed development at this stage.	



5.4. **The Health and Safety Executive**

5.4.1. Letter and email sent 11 September 2020; response received 14 October 2020. Documented in Appendix 4.

Issues raised

Applicants Response

The Health and Safety Executive This point is noted by Broad Energy (Wales) Limited. confirmed that the development does not fall within any COMAH.

5.5. **National Resources Wales**

5.5.1. Letter and email sent 11 September 2020; response received 26 October 2020. Documented in Appendix 4.

Issues Raised	Applicants Response
NRW raised significant concerns with the proposed development. Eight requirements were set out in NRW's response which require action:	Broad Energy (Wales) Limited has sought to address each requirement set out by NRW. In response to:
Requirement 1: An amended Air Quality Impact Assessment	Requirement 1: The ADMS Roads Assessment (ECL report ECL.001.01.02/ADM Roads - Technical Appendix 6.2 of the ES) has been be updated to include the impact of the highways movements associated with the ERF on protected ecological sites.
	The ADMS Roads Assessment (ECL report ECL.001.01.02/ADM Roads - Technical Appendix 6.2 of the ES) has been updated to include the impact of the highways movements associated with the ERF and the impact of emissions from the A1 stack at the maximum point of ground level concentration, human sensitive receptor locations and protected ecological sites.



Issues Raised

Applicants Response

Requirement 2: Submission of a detailed ammonia and nitrogen assessment for the Montgomery Canal SAC & SSSI

Requirement 3: Submission of a detailed ammonia modelling assessment for the Moel Y Golfa SSSI.

Requirement 4: Submission of a detailed Surface Water Management Plan

The ADMS 5 assessment (ECL report ECL.001.01.02/ADM - Technical Appendix 6.1 of the ES) has been updated to model the impact of the ERF and the Intensive Livestock Unit on airborne ammonia concentrations at the maximum point of impact of the ERF.

Requirement 2: The ADMS 5 assessment (ECL report ECL.001.01.02/ADM – Technical Appendix 6.1 of the ES has been updated to model the impact of the ERF and the Intensive Livestock Unit on airborne ammonia concentrations at the maximum point of impact of the ERF.

Requirement 3: The ADMS 5 assessment (ECL report ECL.001.01.02/ADM – Technical Appendix 6.1 of the ES) has been updated with a detailed ammonia assessment.

Requirement 4: A comprehensive SWMP is included as Technical Appendix 11-2 of this ES. The SWMP has been developed following a SuDS Approving Body ("SAB") approval pre-application advice request to PCC. A site meeting was held with PCC's Land Drainage office and the outcome of that meeting, together with PCC SAB preapplication response has informed the final SWMP. Construction drawings for the drainage design detailed within the SWMP would be prepared post planning and following SAB approval.

It is confirmed that no long-term dewatering is required.

Requirement 5: Submission of a detailed Construction Environment Management Plan and accompanying method statements Requirement 5: NRW have since confirmed (via email 16.11.2020) that they are content with the information provided and Requirement 5 is considered to be resolved. An outline CEMP is provided as Technical Appendix 4-3.



Issues Raised

Applicants Response

Requirement 6: Submission of a Preliminary Risk Assessment in line with CLR11 (Model Procedures for the identify the potential for to contamination and possible risks to controlled waters.

Requirement 7: Amended information in respect of groundwater modelling and the water table level.

Requirement 6: NRW have since confirmed (via email 18.11.2020) that they are content with the information provided and Requirement 6 is Management of Land Contamination) considered to be resolved as the Preliminary Contaminated Land Assessment submitted as Technical Appendix 13-1 is considered to be appropriate for planning.

> Requirement 7: There is no current, or historic, management of groundwater levels at Buttington Quarry.

ES Chapter 11 summarises the local hydrogeological regime based on site-specific monitoring data and infers that any limited groundwater flow within the mudstones beneath the site predominantly occurs within the nearweathered horizon surface and within discontinuities in the bedrock. Full details of this response can be located within Chapter 2 of the ES.

Requirement 8: Submission of evidence to demonstrate that the proposal is not likely to be detrimental to the maintenance of the favourable conservation status of any local populations of dormouse

Requirement 8: Chapter 10 within the ES (Ecology) has been updated with an assessment of impact on dormice.

5.6. **Powys County Council**

5.6.1. Letter and email sent 11 September; response received 12 November 2020. Documented in Appendix 4.

Issues Raised	Applicants Response
Demonstrate compliance with	This is provided in the Waste Planning Statement.
Planning Policy.	
Amend the Waste Planning	Discussion on how the Development deals with
Statement to focus on waste within	waste within Wales and the wider catchment area
Wales.	is provided within the Waste Planning Statement.



Issues Raised	Applicants Response
The information contained within the Market Appraisal Report and Waste Planning Statement fails to convince that there is an actual need for this facility within the confines of National and Local Planning Policy and consequently it is difficult to understand how such a proposal can be considered to accord with sustainability objectives of the Wellbeing and Future Generations Act as noted within the WPS.	The Waste Planning Statement has been updated accordingly. In addition, Chapter 3 of the ES - Need and Alternatives has been updated to demonstrate the need for waste infrastructure in the area and the benefits that a development of this nature could bring to Powys and Wales as a whole.
The proposal is for a permanent ERF, however the Welsh Government are seeking to achieving zero waste by 2050.	The Waste Planning Statement has been updated to discuss how the development accords with planning policy.
Explanation of the rational for the alternative sites' assessment.	The project has always been focussed on Wales and a Facility for Wales. It is recognised that although Powys has a low population density, it covers a large land area with very little capacity for waste collection. The Alternative Sites Assessment focused on sites in Powys not only for the need for waste recovery and the lack of existing recovery capacity, but also the opportunities to bring employment to a rural area. This also ensures that Wales is dealing with its waste within its borders and not transferring waste - Wales would be therefore be self-sufficient and globally responsible for the waste it generates.
	In addition, under the Wellbeing and Future Generations Act, there is an emphasis on considering a more local or regional approach to waste management. This approach is focused on the concept of place making and what is best for particular locations, taking to consideration the local pressures whether they be social, environmental, business etc. Consequently, the search was restricted to Powys as the proposed Development has advantages for the locality which are further discussed in the Waste Planning Statement and Chapter 3 of the ES.



Issues Raised	Applicants Response
How will the proposal be a catalyst for future development of the site.	In Chapter 3 of the ES - Need and Alternatives has been updated to detail what is envisaged should planning permission be granted. However, it should be noted that any development outside the planning boundary is beyond the control of the applicant and does not form part of this DNS application.
How does the proposed development contribute towards renewable energy targets.	The development will produce 12.8MW of renewable energy which will assist towards Wales's renewable energy targets. This is further discussed in the Waste Planning Statement.
Any air quality modelling should also account for the local phenomenon of significant temperature inversions which are common in the River Severn Valley and which can trap emissions if the stack design is not capable of dispersing the plume above the inversion ceiling.	Chapter 6 of the ES- Air Quality has been updated to include a section on temperature inversions.
Vehicle movements associated with the pre-construction works (i.e. reprofiling of the quarry) to be provided.	Clarification of the pre-construction works (i.e. those works required to re-profile the quarry) and the associated vehicle movements are provided within Chapter 4 of the ES - Description of the Development and Chapter 8 - Transport.
Is the plume reflective of the analysis undertaken and that of worst case?	The visual representation of the plume was created based on plume visibility modelling undertaken. Both the length and transparency are based on model outputs. Further discussion on the methodology is provided in Chapter 9 of the ES - Landscape.
Contaminated Land Officer - satisfied with content.	N/a.
The ecology chapter is to be updated with the results of the bat surveys that were still in progress at the time of the pre-application consultation.	Chapter 10 of the ES - Ecology has been updated.



Issues Raised	Applicants Response
The Ecology Chapter details limitations encountered with regards to the GCN surveys undertaken in 2020- it was agreed that the standard methodology would not be feasible and that torching surveys alone would be acceptable. Due to COVID-19 restrictions it is considered that sufficient information has been gathered to enable an appropriate assessment of the nature of use and likely impact of the proposed development to GCN.	N/a.
PCC Ecologist confirmed that ecological features which have been identified and considered within the scope of the ES are appropriate. Likewise sound reasoning has been provided for those scoped out.	N/a.
PCC Ecologist would normally expect more detailed survey reports to be included as technical appendices to the ES rather than just in the ES text.	The detailed survey information was included within the main body of the text to avoid duplication.
Further detail is needed in relation to any specific locations and extents of impacts or mitigation/enhancement measures that will take place.	Chapter 10 of the ES - Ecology has been updated in include a table showing the habitat loss/gain and a further plan showing these areas more clearly.
The need for a Habitat Management Plan for the site is appropriate, however, further detail is required.	Chapter 10 of the ES - Ecology has been updated to provide further detail on the content of the Habitat Management Plan.
A habitat loss/gain assessment and indicative plan is required.	Chapter 10 of the ES - Ecology has been updated to provide such an assessment and plan.
It is noted that native woodland planting appears to be identified within the submitted landscaping plan however the Ecology Chapter makes no reference as to whether this planting would provide compensation habitat or whether other measures are proposed to ensure this requirement is met.	Chapter 10 of the ES - Ecology has been updated to include further detail on the woodland planting.



Issues Raised	Applicants Response
PCC Ecologist having reviewed the outline CEMP considered that the outline measures identified are appropriate and in line with current best practice this approach is considered to be acceptable and common practice with developments of this nature where the main contractor has not yet been appointed.	Noted.
PCC Ecologist recommends consultation with NRW with regard to impacts on protected sites.	This has been undertaken. NRW have provided responses which are discussed within this table.
PCC Ecologist has reviewed the sHRA and considers that the scope and content of the document is appropriate and agrees with the conclusions reached with regards to potential for likely significant effects with regards to the Granllyn SAC and Midland Meres and Mosses Ramsar Site. With regards to the conclusion reached in respects of the Montgomery Canal SAC it is considered that confirmation with regards to the correct Critical Load for the SAC from NRW is required to enable the conclusion present in the sHRA to be adopted by the competent authority.	NRW have provided further comment on the Critical Loads for the SAC and their responses are discussed further in this table.
Clarification should be provided to demonstrate that all ancient woodland habitat within the zone of influence has been appropriately considered under the assessment.	It is confirmed that all ancient woodland habitats have been appropriately considered in both the Chapter 6 of the ES - Air Quality and Chapter 10 - Ecology.
No details have been provided as to what measures would be proposed with regards to newt friendly road design it is recommended that further clarification is provided with regards to this.	Chapter 4 of the ES - Description of the Development has been updated to include details of newt friendly road design.



Issues Raised	Applicants Response
Whilst reference to consideration of invasive non-native species (INNS) is made within the Ecology Chapter no further details to confirm the results of such an assessment is provided – it is therefore not clear whether the surveys found these species to be absent or not. No mention is made to the need to consider biosecurity during either the construction, operation or decommissioning phases – it is recommended that the outline CEMP is amended to include reference to INNS and biosecurity protocols.	The CEMP (which may be found as Technical Appendix 4-3) has been updated to include reference to INNS and biosecurity.
Table 10-9 page 10-40 Vegetation removal and groundworks section - requires attention.	Table 10-9 within Chapter 10 of the ES has been updated, as has Section 10.7.2.
PCC recommend that any planning permission should contain a condition to provide an odour management plan which details all measures to be taken to minimise odour release off site, and to include the keeping in stock of all essential spare parts relied upon to minimise such odours.	All odour control measures will be detailed within the Environmental Permit Application which will be submitted in tandem with the DNS application. These can also be provided in the form of an Odour Management Plan should planning conditions required one.
PCC recommend that a dust assessment and abatement report should be submitted for approval for the construction phase as part of the planning process, and adherence to the report made a condition of permission.	A Dust Assessment has been prepared and is provided as Technical Appendix 6-3.
PCC EHO has requested a low frequency and total noise assessment.	Further consultation has been undertaken and planning conditions suggested which would provide comfort that low frequency noise and total noise will not have any impact on potentially sensitive noise receptors. A detailed response to the comments raised, and subsequent discussions is provided as Technical Appendix 14.7.



Issues Raised	Applicants Response
Numerous comments were made by a Geotechnical Consultant engaged by PCC - their complete response is provided as TA13-3.	A full response is provided in TA13-3. However, it is confirmed that the recommendations laid out in Chapter 13 of the ES and supporting Technical Appendices are valid.
Provide further clarity on the relationship between the proposed development and existing site profiles.	Drawing ECL-BQ-000 (Planning Boundary) in Technical Appendix 1-1 if the ES shows the existing site contours. Drawing BT1180-D14 has been included in Technical Appendix 4-1 to show the levels of cut and fill required. ECL Drawing ECL- BQ-001 shows the final site levels. These three drawings viewed together provide the before, during and after which therefore provide clarity on the existing site levels and the proposed development. ECL-BQ-000 has also being included in Technical Appendix 4-1 for ease of reference.
Provide details of the volume of material to be excavated.	The total volume of material to be moved off site is 162,235m ³ (approximately 292,023 tonnes). This figure has been included in Chapter 4 of the ES and made clearer in Chapter 8 that the first 6 months of construction allows for the removal of material.
Detail the material to be re-used on site and how the cut and fill will be achieved.	Drawing BT1180-D14 has been included in Technical Appendix 4-1 of the ES to show the levels of cut and fill required. It has been calculated that it would be necessary to excavate in the order of 334,635m ³ of material of which in the order of 172,400m ³ would be re-used on site (i.e. over 50% of the excavated material will be reused on site). This leaves a volume of 162,235m ³ of material to be removed. This information has been included in Chapter 4 of the ES.
Provide wireframes for a selected number of the photomontage viewpoints, with the wireframes superimposed over the photographs.	Discussions have been held with PCC Landscape consultant and the additional wire frames provided and contained within Technical Appendix 9-1 - Landscape and Visual Impact Assessment, Appendix 13 of the ES.



Issues Raised

Applicants Response

Prepare a number of longer cross sections to be prepared through the quarry base/the plant and the quarry surrounds out to the various local roads. Discussions have been held with PCC Landscape consultant and the cross sections have been provided and contained within Technical Appendix 9-1 - Landscape and Visual Impact Assessment, Appendix 3 of the ES.

5.7. **CADW**

5.7.1. Letter and email sent 11 September 2020; response received 26 October 2020. Documented in Appendix 4.

Issues raised

CADW expressed concerns over the documentation related to the application. CADW also suggested, that the impact the proposed of development when it is operational on the settings of the designated historic assets has not been fully assessed and this work needs to be completed prior to submission of the the planning application. In addition, CADW raised the possibility of undesignated historical assets that could be affect by the proposed development and advised the client consult Historic to the Environment Record.

Applicants Response

Section 12.2. of Chapter 12 - Archaeology and Heritage details all guidance used in the assessment including the Setting of Historic Assets in Wales 2017 and Managing Change to Registered Historic Parks and Gardens in Wales (2017).

Maesfron is situated within 1km of the Development has been considered in the assessment. In addition, The Garth, Trelydan Hall and Powis Castle which are all within 5km have also been considered. The effect of the Development on all four are considered in Section 12.4. of Chapter 12 of the ES.

The additional viewpoints requested have been considered within the Landscape and Visual Assessment. Please see Table 1, Section 2.4.3. of the Landscape and Visual Assessment which may be found as Technical Appendix 9-1 of the ES.



6. Main Issues

- 6.1. This section provides a summary of the comments received in response to the statutory publicity, with personal data redacted in accordance with the General Data Protection Regulation (GDPR).
- 6.2. The table below sets out the main issues raised by members of the public. These have been grouped into main issues and have been coupled witH direct quotes from the feedback forms received both online and via freepost.
- 6.3. A redacted, unedited log of all responses received can be found in Appendix 5.

6.4. The table outlines the response from Broad Energy (Wales) Limited to each issue ra	
-6.4 Inditable outlines the response from Broad Energy (Wales) (imited to each issue ra	ncon
	1300.

Main Issue Raised	Relevant Comments	Applicants Response
Traffic and Access		
Numerous consultees expressed concerns over traffic during the spring/summer months.	"Busy road which becomes very very busy from Easter through to the end of summer with holiday traffic." - <i>Consultee 3</i> "This is a busy road and the main road in Mid Wales from the	Considering the concerns raised relating to traffic levels, as highlighted in Chapter 8 of the ES, a number of proactive steps will be taken by Broad Energy (Wales) Limited in response.
	Midlands and it is particularly busy in the summer months with frequent congestion." - <i>Consultee 6</i> "Yes, the A483 between Shrewsbury is one of the most congested roads at peak times." - <i>Consultee 56</i>	To mitigate the impact of traffic during the construction phase, measures taken would consist of wheel wash facilities at the site, a construction / HGV management plan and a traffic management plan during the construction of the new access junction.
	"The A548 is a very narrow road with terrible corners and twists." - <i>Consultee 75</i>	During the operational phase, Broad Energy and HZI are aware that HGV traffic would be a concern to local residents and the Highway Authority. As such HGVs would be operated and maintained to the highest standards in order to minimise any impacts on the environment and road safety.



Main Issue Raised	Relevant Comments	Applicants Response
		In addition, as set out in paragraph 8.1.5 of the ES, it is proposed that vehicular access to the ERF would be achieved via a new priority 'T' junction with a dedicated ghosted right turn lane.
		In order to reduce the level of car traffic associated with the operation of the development the operators propose to implement a Travel Plan, which would include several measures such as car sharing. The impact of road traffic associated with the Installation, in all phases of the development, can also be classed as not significant.
Numerous consultees expressed concerns that the local road infrastructure is prone to accidents.	"Traffic issues for this road is well known with so many accidents it causes. Two bridges that are both accident black spots on the Welshpool to Shrewsbury road." - Consultee 22 "The traffic is very heavy passing through the village, many accidents at black spot on Cefn bridge." - Consultee 180	In response to important concerns raised relating to accidents on local roads, the Transport Assessment contains detailed analyses of the Personal Injury Accident record of the local road network and confirms that there is not an existing HGV related accident problem. As such, it is considered that the use of the local road network by the operational phase HGVs should not give rise to highway safety concerns.
Numerous consultees suggested Broad Energy (Wales) Limited could make use of the nearby railway line.	"Expanded use of the rail system." - <i>Consultee 24</i> "Could delivery of waste not arrive via the railway line which is very close?" - <i>Consultee 107</i>	Broad Energy (Wales) Limited appreciate the suggestion that the nearby railway line could be utilised. However, further to discussion with National Rail, they have confirmed that there is no connection or sidings alignment into the Buttington Brick Works. A new connection would be required.



Main Issue Raised	Relevant Comments	Applicants Response
Numerous consultees expressed concerns over the increase of HGVs using the road.	"4 HGVs entering and 4 HGVs leaving every working hour - i.e. every fifteen minutes. The vibration and traffic disruption would seriously effect local life and maybe kill a major holiday route to the west coast." - <i>Consultee 93</i>	It is noted in the Highways and Transport Chapter of the ES that the use of the road by HGVs associated with the operational phase of the Development proposal would not lead to a material change in terms of the visual impact of vehicles using the road.
	"The addition of 8 HGVs each hour to the already overloaded road traffic in this area will increase the risk of serious accidents and inconvenience." - <i>Consultee 150</i>	Importantly, as noted in the ES, it is considered that the use of the local road network by the operational phase HGVs should not give rise to highway safety concerns.
Numerous consultees expressed concerns over illegal speeding on the surrounding roads.	"I think that the road has a great deal of speeding and overtaking that is illegal and unmotivated and that a great deal of so called anti-social driving takes place." - <i>Consultee 94</i> "The speed needs to be reduced as the road has several bends and high hedges." - <i>Consultee 20</i>	Whilst the designated speed limits are matter for the Local Authority, Broad Energy (Wales) Limited, as set out in the ES, will share all details and respond to any further requests related to this matter from the local authority.
Numerous consultees expressed concerns that Cefn bridge is ill-suited to the development.	"The Cefn bridge is an accident blackspot." - <i>Consultee 107</i> "The Cefn bridge in Trewern is not a good design for increased large vehicle traffic." - <i>Consultee</i> <i>38</i>	Full details of the expected impact on local routes can be found in Chapter 8 of the ES - Highways and Transportation. In particular, as raised by numerous consultees, previous accidents at Cefn Bridge are noted within 8.1 of the Highways and Transportation Chapter.
Numerous consultees suggested that the access to the site requires improvement should the plans be approved.	"The entrance/exit to the site will need to be carefully planned and executed due to the bends to the north on the A458 and fine of eye site." - <i>Consultee 136</i> "Major infrastructure improvements for access/exit." - <i>Consultee 14</i>	In response to points raised regarding the improvement of site access, vehicular access would be achieved via a new access, located 150m north of the existing access. Planning permission was originally granted for the new access in 1999 under the planning reference M1999/1032.



Main Issue Raised	Relevant Comments	Applicants Response
		The planning permission for the access has been renewed on a number of occasions through extensions of time for the originally granted and subsequent permissions with the most recent permission being reference P/2015/0439. A section 73 application to extend that permission was submitted in March 2020 and is currently pending. It is demonstrated in chapter 3 of this report that the proposed access junction should be regarded as acceptable from an operational and highway safety perspective.
Design and		Furthermore, it should be considered that the site access junction is provided on to the A458 trunk road, which by its definition would be expected to carry HGV traffic and therefore the site is ideally positioned relative to the higher echelons of the local road network.
Design and Masterplan		
Numerous consultees	"It is not a suitable area or site. The visual impact will damage the	As part of the ES, a Landscape and Visual Assessment (LVIA) has been

		Visual Assessment (LVIA) has been carried out to determine the potential visual impact of the site.
development might have a negative visual impact.	"It would be a significant visual imposition what is essentially a rural landscape." - <i>Consultee 197</i>	In response to concerns raised by consultees, it is important to note that no adverse cumulative landscape or visual effects have been identified due to the Development.



Main Issue Raised Re	elevant Comments
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Applicants Response

Despite this positive assessment, mitigation measures form an integral part of the Development.

With regards to the architectural design, further to the location of built form within the quarry void, the graduated roofline of the main ERF building and the choice of cladding colours are intended to be sympathetic to the landscape setting. Also of importance is the size of the Site compared to that allocated for proposed built form which allows extensive landscape proposals to be incorporated into the design including screen bunds, SuDS measures, areas of open mosaic habitat and species-rich neutral grassland and proposed native woodland planting.

The latter will remain in perpetuity and offers long term enhancement and mitigation for future employment uses at the Site. Such measures will have the potential to provide neutral or beneficial effects in time both in respect of the Site and its wider environs.

Numerous consultees expressed criticisms of the proposed design of the facility.	front cover looks rubbish and it is an insult to the area if you think this blends in or looks good." - <i>Consultee 56</i> "I think the design is poor quality, simply having external cladding	In response to concerns related to the facility, our design seeks to minimise the visual impact of the facility using efficient design techniques (such as maximising the screening potential of the quarry void) and use of carefully considered building materials and colour schemes.
	painted a variety of green colours will neither camouflage it or fit in with the natural landscape in this location and will be clearly seen as an environmental blot on the landscape." - <i>Consultee 163</i>	



Main Issue Raised	Relevant Comments	Applicants Response
		The LVIA concluded that there would be sufficient landscape and visual capacity to enable the Development without overriding adverse effects on either landscape character or visual amenity.
Numerous consultees expressed their support for the proposed design of the facility.	"Very favourable. Clear and well thought out plans for the old quarry. Proposals for the visual impact on the area have been well considered." - <i>Consultee 45</i>	This positive feedback is noted.
	"It appears to be well laid out and suitable for the available site." - <i>Consultee 26</i>	
Numerous residents questioned if the facility fits in with the Welsh Government's Waste Strategy.	"This development should not be allowed to progress especially under the Welsh Governments newly published zero waste strategy which has the ambition of sending zero waste to incineration by 2050." - <i>Consultee 204</i>	Energy Recovery Facilities are recognised in national waste strategies as a sustainable solution; and play a part in the circular economy by generating energy and recovering metals and aggregates for recycling; burying waste in a landfill is not sustainable.
	"It will indirectly act to reduce efforts to develop technology to recycle the material as part of the circular economy." - <i>Consultee</i> <i>16</i>	•



Main Issue Raised	Relevant Comments	Applicants Response
Environment		
Numerous consultees expressed their support for the delivery of	"Looking forward to seeing the installation of a reliable source of energy generation." - <i>Consultee</i> <i>27</i>	The support for the project and the principle of energy recovery is noted.
renewable energy.	"I'm totally in favour on renewable energy and details in your booklet sound reasonable." - <i>Consultee 155</i>	
Numerous consultees expressed their support for plans to	"I'm all for it if it reduces the amount of landfill." - <i>Consultee 11</i>	The support for this project and the principle of sustainable waste is noted.
reduce the amount of waste sent to landfill.	"I am very keen on this type of project as urgently need more sustainable ways of disposing of waste products." - <i>Consultee 69</i>	Energy Recovery Facilities are recognised in national waste strategies as a sustainable solution; and play a part in the circular economy by generating energy and recovering metals and aggregates for recycling; burying waste in a landfill is not sustainable. When waste is buried in landfills it decomposes and generates methane, a very potent greenhouse gas, which is over 20 times more potent than CO ₂ .
Numerous consultees expressed concerns over the source of the waste.	"We are concerned about haulage of waste from the Midlands when it is not this area creating the waste." - Consultee <i>109</i>	An assessment of the waste arising within the Development catchment has been undertaken.
	"I am also concerned that, although the proposed facility is in Mid Wales, the vast majority of the material to be burned is from industrial areas in England." - <i>Consultee 151</i>	


Main Issue Raised	Relevant Comments	Applicants Response
		The catchment area initially considered was generally defined as a 2-hour drive from the Development Site. However, given the rural nature of large parts of Powys, and west and south west Wales, it was considered that waste arising from these areas would in fact travel far further than a simple 2- hour drive time. Consequently, in addition to Powys, the catchment area considered included Welsh counties to the north (Isle of Anglesey, Gwynedd, Conwy, Denbighshire, Flintshire, Wrexham), and south west (Ceredigion). Given the Development's close proximity to the English Border, the 2-hour catchment area also
		included English Counties such as Herefordshire, Shropshire, Cheshire and other West Midlands Counties.
Numerous consultees expressed concerns that smoke will remain within the valley.	"The low clouds will not allow the dreaded waste smoke to escape." - <i>Consultee 156</i> "Smoke fumes may stop in the valley and ruin a wonderful place to live." - <i>Consultee 7</i>	In response to these concerns, detailed air dispersion modelling has been undertaken which clearly demonstrates that the plume is capable of penetrating temperature inversions. More details can be found in Chapter 6 of the ES.
Numerous consultees expressed concerns over noise pollution.	"I do wonder if noise may be a problem." - <i>Consultee 87</i> "It sounds like a good scheme - but my concerns would be about environmental impacts, noise and emissions." - Consultee 102	A dedicated noise assessment (Chapter 14 of the ES) has been undertaken to review the potential impact of noise on the local environment.



Main Issue Raised	Relevant Comments	Applicants Response		
		Importantly, no significant noise effects have been identified by the noise assessment in relation to site construction/decommissioning or operational phases of the development.		
Numerous consultees express concerns over the facility's impact on smell.	"Very concerned about smell and emissions based on similar projects in the UK." - Consultee 168 "People living in the area will be put at risk from emissions and smell." - Consultee 204			
		 All elements of the atmosphere control system will be incorporated into the Installation's planned preventative maintenance ("PPM") system. 		



Main Issue Raised	Relevant Comments	Applicants Response		
		 Housekeeping, both externally and internally, will be of a high standard; the PPM system at the Installation will incorporate procedures for housekeeping, supported by the production of housekeeping schedules; 		
		 Daily visual and olfactory assessments will be undertaken at the Installation. 		
Numerous consultees expressed concerns over the site's emissions.	"I worry about the emissions and particles that will be generated." - Consultee 10 "My main issue with is the emissions going into the environment on a wider global warming scale, but also to the local community having to breath in the fumes." - Consultee 56	In response to these concerns, an assessment has been carried out to determine the local air quality impacts associated with the emissions from the proposed Buttington ERF from both the Installation and associated vehicle emissions. An assessment of plume visibility was undertaken, which concluded that visible plumes would only occur around 30% of the time, and for 95% of the time, any visible plumes would remain within the site boundary. Further details can be found in Chapter 6 of the ES.		
Socio-Economic				
Numerous consultees expressed their support for the delivery of jobs.	"I believe this facility will be good for the area. Hope it will bring much needed work to the area." - <i>Consultee 30</i> "Would be great for jobs and community for the area." - <i>Consultee 78</i>	Broad Energy (Wales) Limited value local skills and appreciate the positive comments related to the potential boost provides to the local economy. It is anticipated that a local jobs fayre will be held with a view to recruiting, where possible, members of the locality.		



Main Issue Raised	Relevant Comments	Applicants Response
Numerous consultees expressed their concerns over the facility's impact on local house prices.	"How much money will we get when our health decreases and property value goes down due to this absolutely insane plan. You need better feasibility study and business." - <i>Consultee 118</i> "This will also have a detrimental effect on house prices in the area." - <i>Consultee 159</i>	A study undertaken by Cranfield University on Assessing the perception and reality of arguments against thermal waste treatment plants in terms of property prices (K.J.O Phillips et al) concluded that the perceived negative effect of the thermal processing of waste on local property values is negligible.
		This study considered a number of Energy from Waste facilities in the UK which had been operational for at least 7 years. Property sales data within 5km of the sites was acquired and analysed. The local property sale prices were compared before and after the facilities became operational. The study concluded "No significant negative effect was observed on property prices at any distance within 5 km from a modern operational incinerator. This indicated that the perceived negative effect of the thermal processing of waste on local property values is negligible".
Numerous consultees stated that local sports team could benefit from sponsorship.	"Consider donations to Trewern school for the sport and recreations facilities - Consultee." - Consultee 40	We will look to work closely and engage with the local community to pursue potential initiatives which would be of benefit to local people.
	"Local sponsorship of sports teams. Facilities are limited so investment in this area and youth services would be huge." - <i>Consultee 172</i>	



Main Issue Raised	Relevant Comments	Applicants Response
Other		
Numerous residents expressed their criticisms of the timing of the consultation.	"I worry that due to pandemic the voices of locals will not be taken into consideration. How will you present the findings of this survey in balanced and fair way." - <i>Consultee 10</i>	This project has been ongoing for many years; however, the project was due to go to consultation in June 2020. It was delayed in the hope that COVID-19 restrictions would have eased by September.
	"Dealing with this COVID 19 outbreak and not being able to meet and discuss with a large group of interested local people does not help. Not all people are on the internet!" - <i>Consultee 15</i>	Broad Energy (Wales) Limited has gone beyond their statutory obligations by distributing booklets to over 3,200 addresses in the locality - much of Welshpool and the surrounding area was covered by the consultation. An appointment only drop-in session was also held, although no consultees attended the event.

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7. Conclusions

- 7.1. The purpose of this pre-application consultation was to engage with stakeholders and the local community and ensure they were provided with comprehensive details of the proposals, as well as having the opportunity to provide feedback.
- 7.2. Given the challenges presented by the COVID-19 pandemic and the social distancing measures in place, extra steps were taken to ensure the community was informed of the project and could have their say. Whilst some concerns were raised amongst the community about why Broad Energy (Wales) Limited was consulting at this time, the significant steps taken to engage with consultees by going the extra mile helped address this.
- 7.3. Steps including a booklet sent to over 3,200 addresses, a freepost feedback form, local newspaper advert, proactive press releases, webinars, and the offer of an appointment-only drop-in session provided consultees with multiple channels to have their say.
- 7.4. To ensure the minority without internet access were also able to access the consultation, the booklet, free post and freephone channels were established.
- 7.5. Levels of feedback and engagement during the consultation was extremely positive, and members of the community made full use of the freepost address and online feedback forms in order to have their say.
- 7.6. As highlighted in Chapter 6 of this report, feedback was constructive and informative and there was a broad geographical spread (as highlighted in Figure 10) of those who provided their feedback.



Appendix 1: DECLARATIONS OF COMPLIANCE

Statutory Notice Declaration

I can confirm that on 13th September 2020, I Alistair Hilditch-Brown of Broad Energy (Wales) Limited erected three site notices around the proposed Development Site in Buttington. The notices were placed:

- At the existing site entrance
- On a gate to the site located off Sale Lane
- On the footpath that borders the site

As part of our due diligence checks, these notices were checked by myself and Border Hardcore (the site owners) and were in place throughout the course of the consultation.

Signed: Alistair Hilditch-Brown

CEO Broad Energy (Wales) Limited



Appendix 2: NOTICES, PUBLICITY AND LETTERS

SITE NOTICES DISPLAYED AROUND THE SITE





FORM ACCOPMANYING NOTICE LETTERS TO SPECIALIST CONSULTEES, COMMUNITY CONSULTEES AND LANDOWNERS

The Developments of National Significance (Procedure) (Wales) Order 2016

PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION NOTICE UNDER ARTICLES 8 AND 9 (2)

(to be served on owners and occupiers by adjoining land community consultees and relevant persons; displayed by site notice on or near the location of the proposed development and published in a newspaper in the locality.)

Purpose of this notice: this notice provides the opportunity to comment directly to the developer on a proposed development of national significance (DNS) prior to the submission of a planning application to the Welsh Ministers. Planning applications for DNS will be published by the Welsh ministers and the relevant local planning authority any comments provided in response to this notice will not prejudice your ability to make representations to the Welsh ministers on any related DNS planning application. You should note that any comments submitted may be placed on the public file.

Proposed development at Buttington Quarry, Buttington, Welshpool, Powys, SY21 8SZ

I give notice that Broad Energy (Wales) Ltd

Is intending to apply to the Welsh Ministers for planning permission in respect of Developments of National Significance which is

"Proposed construction and operation of an energy recovery facility for the importation, storage and treatment of municipal, commercial and industrial waste and generation of heat and electricity, involving partial re-profiling of quarry void, earth works, alteration to existing residential access and provision of new vehicular site access from the A458, ancillary buildings, structures, sub-station and grid connection, parking, hardstanding including laydown areas for materials storage and plant, fencing, gates and CCTV, weighbridge and office, sustainable drainage measures, landscape works and ecological enhancements."

You may inspect copies of:

the proposed application

the plans; and

other supporting documents

online at https://www.broadenergywales.co.uk

Anyone who wishes to make representations about this proposed development must write to the applicant agent at

info@broadenergywales.co.uk

or

FREEPOST Broad Energy Buttington ERF Consultation, c/o Newgate Communications, Elizabeth House, Greywell Road, Up Nately, RG27 9PR

By 26 October 2020

Signed: Sarah Burley

Date: 14 September 2020



NOTICE PUBLISHED IN THE POWYS COUNTY TIMES, ON PAGE 51 OF THE 11 SEPTEMBER 2020 EDITION

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Notice of Planning Application Development of National Significance Buttington Energy Recovery Facility (ERF) on land at Buttington Quarry, Welshpool, Powys, SY21 8SZ Broad Energy (Wales) Limited is preparing al application for the proposed construction an operation of an energy recovery facility for the importation, storage and treatment of municipal commercial and industrial waste and generation of heat and electricity, involving partial re-profiling of quarry void, earth works, alteration to existing residential access and provision of new vehicula site access from the A458, ancillary buildings structures, sub-station and grid connection parking, hardstanding including laydown areas for materials storage and plant, fencing, gates an CCTV, weighbridge and office, sustainable drainage measures, landscape works and ecologica enhancements. Application details can be viewed at www.broadenergywales.co.uk The application is intended for submission as Development of National Significance which mean that it will be determined by the relevant Wels Minister, rather than the local planning authority. Prior to finalising and submitting the proposals to the Planning Inspectorate, we are undertaking pre application consultation between 14 Septembe 2020 and 26 October 2020. Representation should be made: Via email: info@broadenergywales.co.uk; or Via post: FREEPOST Broad Energy Buttingto ERF Consultation, c/o Newgate Communications Elizabeth House, Greywell Road, Up Nately, RG27 9PR. We are holding two webinars to introduce the scheme and answer questions from consultees on Thursday 17 September 2020 - from 18:00 Registration link: https://zoom.us/webinar/register/WN.
at Buttington Quarry, Welshpool, Powys, SY21 8SZ Broad Energy (Wales) Limited is preparing at application for the proposed construction and operation of an energy recovery facility for the importation, storage and treatment of municipal commercial and industrial waste and generation of heat and electricity, involving partial re-profiling of quarry void, earth works, alteration to existing residential access and provision of new vehicula site access from the A458, ancillary buildings structures, sub-station and grid connection parking, hardstanding including laydown areas for materials storage and plant, fencing, gates and CCTV, weighbridge and office, sustainable drainage measures, landscape works and ecological enhancements. Application details can be viewed at www.broadenergywales.co.uk The application is intended for submission as Development of National Significance which mean that it will be determined by the relevant Welsi Minister, rather than the local planning authority. Prior to finalising and submitting the proposals to the Planning Inspectorate, we are undertaking pre application consultation between 14 Septembe 2020 and 26 October 2020. Representation should be made: Via email: info@broadenergywales.co.uk; or Via post: FREEPOST Broad Energy Buttingto ERF Consultation, c/o Newgate Communications Elizabeth House, Greywell Road, Up Nately, RG2: 9PR. We are holding two webinars to introduce the scheme and answer questions from consultees on Thursday 17 September 2020 – from 18:00 Registration link: https://zoom.us/webinar/register WN IE5D655YR5G1aNOZL10CNg; and Saturda 10 October 2020 – from 10:00 – Registration link: https://zoom.us/webinar/register/WN
9PR. We are holding two webinars to introduce the scheme and answer questions from consultees on Thursday 17 September 2020 - from 18:00 Registration link: https://zoom.us/webinar/register WN_IE5D655YR5G1aNOzL10cNg; and Saturda 10 October 2020 - from 10:00 - Registration link:https://zoom.us/webinar/register/WN
10 October 2020 - from 10:00 - Registration link:https://zoom.us/webinar/register/WN
DMKVOKTjSxmor0ddpMAIJQ A drop-in consultation event is also being planned



CONSULTATION BOOKLET







This booklet outlines our development proposals for Buttington Energy Recovery Facility.

At this stage, we are introducing our vision for the scheme as part of the statutory pre-application process based on guidance from the Planning Inspectorate.

Following this consultation, we will take Following this consultation, we will take into consideration all the feedback received through this process to enable us to develop our submission. A Consultation Report will then be prepared, which will set-out the next steps and respond to the feedback received from consultees.

We are consulting at a time when the need to protect everyone's health means mass consultation events are not possible. So, we

are asking for your views in ways which may be different to other consultations you may have attended. We have given careful thought and consideration to ensure that everyone from all ages and backgrounds in the surrounding community are given the opportunity to respond to our consultation. Within this booklet we outline details about the scheme and explain how you can provide feedback and respond.



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N \square CREATION OF 167,000 TONNES OF 13-MEGAWATTS UP TO 30 NON-RESIDUAL WASTE OF ELECTRICITY PERMANENT JOBS PROCESSED EACH YEAR GENERATED



OUR VISION FOR BUTTINGTON ENERGY RECOVERY FACILITY

Buttington Energy Recovery Facility will significantly reduce the amount of waste sent to landfill and export power to the National Grid.



The Energy Recovery Facility has been designed to generate around 13-megawatts of low carbon and renewable energy through the thermal treatment of up to 167,000 tonnes per year of non-hazardous, non-recyclable, household, residual, commercial and industrial waste.

Energy generated will be exported to the National Grid to help provide greater security to supplies. It is hoped that as the site develops heat could be generated to supply local agricultural industry, businesses, and new developments — cutting operating costs, whilst making use of a by-product.

Because of its energy output (greater than 10MW), the scheme is classified as a Development of National Significance.

info@b www.b

This means we need to apply to the relevant Welsh Minister for development consent instead of the Local Planning Authority.

The scheme is expected to generate up to **300 jobs** throughout the construction process and employ **30 permanent staff** once the facility is fully operational.

It is hoped that a local jobs fair would be held, giving those who currently live and work in the area an opportunity to learn more about the employment positions which may be available.



Broad Energy (Wales) Limited, Group (UK) Limited.

Broad Energy is an independent developer of renewable energy projects across multiple applications including: Biomass, Energy from Waste, Solar PV and most recently, Battery Storage

The team at Broad Energy has forged close working relationships with industry leaders in the renewable energy market sector, enabling the company to deliver a one-stop-shop for businesses looking to maximise the land value opportunities through the development of sustainable energy infrastructure.

WHO IS

BROAD

ENERGY?

Building on this ethos, Broad Energy (Wales) Limited was established by Broad Group with the intention of delivering the proposed Energy Recovery Facility at Buttington.

Leading developer of renewable energy, Low Leading developer of renewable energy, Low Carbon, has partnered with Broad Energy to finance the project through to completion. Low Carbon is a trusted and professional partner, which specialises in managing energy projects across the UK. Their highly experienced team will be working with Broad Energy, delivering a future proof facility that will continue to

(b) BROAD

known as Broad Energy, is the Applicant and is part of Broad

reduce non-recyclable material from being sent to landfill, with a collective focus on identifying and implementing operational and technical improvements.

Broad Energy has established a strategic partnership with global leader, Hitachi Zosen Inova, to design, build, and operate the Buttington Energy Recovery Facility, supporting the generation of renewable energy using non-recyclable waste.

Hitachi Zosen Inova are vastly experienced and have an annual turnover of over \$3.7bn. Globally, the company has built and continue to develop 77 energy from waste treatment plants since 2000. From their existing plants, Hitachi Zosen Inova has the capacity to process over eight million tonnes of waste, generating over 800MW of electricity.





Developments of National Significance are determined by Welsh Ministers. The Planning Inspectorate will produce a report following the application, which will set out their conclusions and recommend whether to grant the planning application. The final decision lies with the relevant Welsh Minister as to whether to grant permission.

The pre-application consultation is a statutory requirement of all developers, and this is the current stage of the Buttington Energy

WE ARE HERE -4

Because of its energy generating capacity, the Buttington Energy Recovery Facility application is considered a Development of National Significance.

Recovery Facility proposal. The Planning Inspectorate has accepted that the proposal is a Development of National Significance.

The Energy Recovery Facility will require an Environmental Parmit issued by the regulator in order to operate and this will be strictly regulated by Natural Resources Wales under the Environmental Parmitting (England & Wales) Regulations 2016, Industrial Emissions Directive, and Best Available Techniques Reference Document.

PRE-APPLICATION PRE-APPLICATION Pre-application consultation (at least 6 weeks). All responses received will be considered, and a consultation report will prepared and published with the application. SUBMISSION OF DNS APPLICATION - Validation of DNS application (up to 6 weeks).



DETERMINATION OF PROCEDURE Đ - Examination and Inspector's report (up to 17 weeks). - Consideration by the Welsh Ministers (up to 12 weeks)



WHY IS THE ENERGY RECOVERY FACILITY NEEDED?

Buttington Energy Recovery Facility will help reduce the amount of waste sent to landfill and generate low carbon energy.

Across Wales, energy requirements are changing. The final coal-fired power plant in Wales closed in December 2019, and in turn, there is an increased need for low carbon energy generation.

The Welsh Government, in its Beyond Recycling report (2019), outlined its ambition to become a zero-waste nation by 2050. Coupled with the ambition to reduce greenhouse gas

emissions by at least 80% by 2050, set out in the Environment (Wales) Act, the need for innovative solutions is ever-present.

Buttington Energy Recovery Facility will considerably reduce the amount of waste sent to landfill and provide a much-needed facility for businesses in Powys and the surrounding area.



ENVIRONMENTAL IMPACT ASSESSMENT

TRANSPORT AND ACCESS

Assessments were carried out on an area which was agreed with the Transport Network Management Division at the Welsh Government Office.

Access to the site would be located at the approved junction to the north east of the existing quarry and industrial area on the A458. Based on the assessment. It is expected that there will be four heaving Gods Vehicles arriving and four departing the site each operational hour during a typical weekday.

The assessment concludes that the impact of road traffic associated with the Energy Recovery Facility, in all phases of the development would not be significant.

AIR QUALITY

Emissions to air are produced as part of the Energy Recovery Process. Safely managing these is an essential part of the development. An assessment has been carried out to determine the local air quality impacts associated with the emissions from the Buttington Energy Recovery Facility during both the construction and operational phase and emissions from associated whole emissions.

The assessment assumed maximum emission levels, which, in practice, are likely to be significantly lower. Local human receptors were carefully considered throughout the assessments, including the school and local residences. The study concluded that there will not be a significant impact on human health, or sensitive habita tiste, there will also not be a significant odour impact.

proposed stack height of the development will be 70m. An assessment of plume visibility concluded that any visible plumes would only

An Environmental Impact Assessment has been carried out as part of the planning process and an Environmental Statement will be submitted in support of our planning application.

> cur around 30% of the time and for 95% of a time these would remain within the site boundary

LANDSCAPE / DESIGN

Much thought and consideration has been given to the design of the Energy Recovery Facility and how it sits within the landscape.

The design has utilised existing topography to provide efficient screening of the facility. Excavated soils and clay will be retained to create a peripheral bund around the site where existing screening is limited. In addition, extensive new broadleaf woodland will enhance the sensitive integration of the facility into its surroundings.

The design approach is to develop a facility which:

- Blends sensitively into its landscape as opposed to being a stark (conic building form contrasting with its environment;
 Ensures each elevation is designed to minimise the visual impact of the buildings by using a mix of colours from the selected paletite to echo and complement the backdrop of its landscape setting; and
- 'Tuning' the arrangement of coloured panels to suit the landscape setting and backdrop.

NOISE

An assessment has been carried out to determine the potential impact of noise in consultation with Powys County Council.

Assessments included a study of local sensitive receptors. Cumulative noise effects from proposed and existing noise sources in the vicinity of the site have been considered, and it was concluded that no significant increase in noise levels is likely.

THE ENERGY RECOVERY PROCESS

Buttington Energy Recovery facility has been designed to process up to 167,000 tonnes per year of waste. Non-recyclable waste will be processed, and the carbon dioxide produced will be cleaned and neutralised before release.

Once recyclable and compositable materials are removed, the Energy Recovery Facility will use the residual waste (which otherwise would go to landfill) as a resource to recover energy.

The Energy Recovery Facility will process the residual waste and generate energy in the form of steam. The steam would then drive a turbine which would generate electricity which will be exported to the National Grid.

The management of the Energy Recovery Facility is controlled by strict regulations. These restrictions are in place to ensure emissions released from the stack are tightly monitored. Broad Energy and Hitachi Zosen Inova will work within these limits, and monitoring will be ongoing 24 hours a day.



In addition, construction noise was also considered, and the assessment showed no significant impacts. The potential impact of noise from road traffic movements as a result of the development also concluded this would not produce any significant change or impact.

HEALTH IMPACT

HEALTH IMPACT A Health Impact Assessment was undertaken to determine the health impacts from the development. It has been undertaken using the methodology and tools provided by Wales Health Impact Assessment Support Unit. The Health Impact Assessment Salso considered recommendations to address identified potential unintended consequences and to also maximise positive health impacts.

The assessment considered both short and long-term impacts of the development which may affect the locality during the construction and oparational phases. In response, a number of measures will be implemented which will aim to mitgate the potential health impact. These include a liaison group which will be established with relevant local stakeholders and those with links to the community. This group will act as a bridge between the Buttington Energy Recovery Facility and the local community, allowing concerns to be raised, discussed and resolved.

SOCIO-ECONOMIC

Assessments were carried out in to the potential socio-economic impact of the development. The planning policy review has demonstrated in socio-economic terms the development is in keeping in with local requirements.

Issues explored within the socio-economic assessment included the key demographics of the area; tourism, population density and employment levels. It concluded that there would be no significant negative effect from the introduction of the development to the area. In addition, the development would have a positive impact in terms of employment and supply chain opportunities during operation.

ECOLOGY

Ecclogical features and the likely effects of the development on them were evaluated and assessed in line with the current best practice guidance for ecology. The assessment was carried out with the admission that the development's footprint is of negligible ecological value with extremely limited scope to support protect species.

A series of mitigation and enhancement measures have been designed into the development proposals. These steps include the creation of approximately two hectares of newhigh quality habitat along with a series of dedicated wildlife ponds and new native woodland planting. These measures will ensure on ett loss of habitats and an overall increase in habitat quality once established.

THE WATER ENVIRONMENT

The environmental effects analysis for the water environment concluded that there would be no significant residual effects, with the Surface Water Management Plan providing a minor beneficial effect on site drainage (quality and quantity) compared to baseline conditions.

ARCHAEOLOGY AND HERITAGE

An assessment of the sites archaeological assets established that the development has the potential to contain limited artefactual remains of prehistoric, Roman, Saxon, Medieval and Post-Medieval date. It is likely that given the extent of quarrying activities on site, most remains from within the development site boundary have been removed.

It is recognised that a programme of archaeological works may be required to determine the extent and level of existing artefactual remains. Once this programme has been implemented, if required, no further archaeological work will be necessary.

There are no World Heritage Sites, Conservation Areas and Historic Battlefields either within the Davelopment Site or the 5 km study area. Therefore, the development will not impact upon the setting or significance of these designated heritage assets.

GEOTECHNICAL

GEOTECHNICAL An assessment of the development site has confirmed the underlying ground conditions and the chemistry of the soils and groundwater. Best practice will be employed during the construction phase of development to ensure that there are no adverse environmental effects. Prior to construction, a Construction Environmental Management Plan will be developed to ensure there are sufficient control measures in place to prevent or control any potential adverse effects on human health and the aquatic environment.





We want to listen to the issues that are important to you and receive any suggestions you may have.

This pre-application consultation is taking place at a time when face-to-face gatherings are discouraged. It is extremely important to us that anyone and everyone within the community who wants to learn more or share their views can do so.

HOW YOU CAN FIND OUT MORE

- www.broadenergywales.co.uk/en/buttington-erf (live from 14 September 2020)
- View a webinar. We will be holding two webinars for consultees to be introduced to the scheme and ask questions of the team. Details of these webinars and Zoom registration links are available on the project webgite
- Write to us: FREEPOST, Broad Energy Buttington ERF Consultation, c/o Newgate Communications, Elizabeth House, Greywell Road, Up Nately, RG27 9PR

CONTACT US: 0800 130 3353

als between 14 September 2020 and

CONSULTATION EVENT

We are planning to hold a drop-in session on Thursday 15 October 2020 between 200 - 1900 for those who feel they cannot engage with the project online. This drop-in session will be strictly by appointment only, and tight social distancing measures will be note: To book 30-minute slot to speak with members of the client team, please call **0600 130 3353**.

client team, please call **0800 130 3353** Given the evolving COVID-19 situation, we reserve the right to cancel the event should Welsh Government guidelines change during the Autumn. The health and safety of our staff and that of consultees is the absolute priority for Broad Energy.

WEBINARS

- Thursday 17 September 2020 Starting at 18:00

Thank you for taking the time to be part of our consultation, if you have any questions or queries please do not hesitate to contact us. This booklet is available in Welsh, if you would like a translated version then please contact us using the details supplied.





CONSULTATION FEEDBACK FORM

CONSULTATION QUESTIONNAIRE

14 September 2020 to 26 October 2020

Thank you for your interest in Buttington Energy Recovery Facility. We are holding a pre-application consultation on our proposal between **14 September 2020 and 26 October 2020**, and we would like to hear your thoughts on our plans.

You can share your views with us by completing this consultation questionnaire. You can either complete this form by hand and return via the freepost address outlined below or visit our website and submit your answers online.

Freepost address: FREEPOST, Broad Energy Buttington ERF Consultation, c/o Newgate Communications, Elizabeth House, Greywell Road, Up Nately, RG27 9PR

Website: www.broadenergywales.co.uk

1. What are your impressions of the proposal for the Buttington Energy Recovery Facility?

2. What is your current experience of traffic and congestion within the local area and are there any specific issues that we should be aware of?

3. Do you have any insight in relation to the scheme or local environment which you think we should consider while developing the proposal?



4. Do you have any comments in relation to the potential environmental impacts of our proposal?

5. In which ways do you feel the Buttington Energy Recovery Facility could invest in and support the local community?

6. Do you have any further comments you would like to share with us?



If you would like to be kept updated on this project, please provide your contact details below:

Name:		
Address:		
Telephone:		
Email address:		

Please tick the boxes below as appropriate:

Age:	0-19	20-39	40-59	60-79	80+
Occupation:	Student	Part-time Employed	Full-time Employed	Retired	Unemployed

Your comments will be analysed by Broad Energy and any of its appointed agents. Copies may be made available in due course to the relevant Welsh Minister, the Planning Inspectorate Wales and other relevant statutory authorities so that your comments can be considered as part of the Development National Significance (DNS) application process. We will request that your personal details are not placed on public record. Your personal details will be held securely by Broad Energy in accordance with the data protection law and will be used solely in connection with the consultation process and subsequent DNS application and, except as noted above, will not be passed to third parties.



LETTER SENT TO SPECIALIST CONSULTEES



Our Ref: ECL.001.01.02/L003

BUTTINGTON QUARRY, BUTTINGTON, WELSHPOOL, SY21 85Z. THE PLANNING (WALES) ACT 2015. THE DEVELOPMENT OF NATIONAL SIGNIFICANCE (PROCEDURE) (WALES) ORDER 2016. CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION.

CONSULTATION CLOSING ON MONDAY 26 OCTOBER 2020

Dear Sir/Madam,

Broad Energy (Wales) Ltd ('the Applicant') intend to submit a planning application for the construction and operation of an Energy Recovery Facility ("ERF") on land at Buttington Quarry, Buttington, Welshpool, SY21 8SZ.

Owing to its renewable energy generating capacity, this project constitutes a Development of National Significance ("DNS") for Wales. The Planning (Wales) Act 2015 requires the relevant Welsh Minister to determine DNS projects instead of the Local Authority, with applications being made directly to them. DNS application procedures are set out in the Development of National Significance (Procedure) (Wales) Order 2016 and subsequent Regulations.

The Applicant is required to consult with 'Specialist Consultees', as defined under Schedule 5 of the Order, for a minimum of six weeks prior to submitting the planning application to the Planning Inspectorate ("PINS"). This letter and enclosed notice is a formal request for your pre-application consultation response, under Article 9(3) of the Order.

Development Proposal

Buttington ERF will significantly reduce the amount of waste sent to landfill and export power to the National Grid.

The facility will generate 12.8megawatts of electricity through the thermal treatment of up to 167,000 tonnes per year of non-recyclable, residual, commercial and industrial waste.

Head Office: Unit G1, Main Avenue, Treforest Industrial Estate, Pontypridd, Wales, CF37 5BF

Midlands Office: Unit 6, Building 26, First Avenue, Pensnett Industrial Estate, DY6 7TB

info@ecl.world 🔇 01443 841760

Strictly confidential





ECL.001.01.02/L003

Energy generated will be exported to the National Grid, to help provide greater security to supplies. The heat generated could also supply local businesses and new developments, including homes - cutting operating costs, whilst making use of a by-product.

The scheme is expected to generate up to 300 construction related jobs and employ 30 permanent staff when fully operational.

Where to View Application Documents

You may view copies of the proposed application; the plans, accompanying Environmental Statement and other supporting documents as follows.

Electronic version: https://www.broadenergywales.co.uk

Webinars and Drop-In Consultation

We will be holding two webinars to introduce the scheme and answer questions from consultees. These two webinar sessions will take place on:

Thursday 17 September 2020 – from 18:00 - Registration link:

https://zoom.us/webinar/register/WN_IE5D655YR5G1aNOzL1OcNg

Saturday 10 October 2020 – from 10:00 – Registration link:

https://zoom.us/webinar/register/WN_DMKVOKTjSxmor0ddpMAIJQ

A drop-in consultation event is also being planned for Thursday 15 October 2020 for those who can't engage with the consultation virtually. The session will be strictly appointment only and tight social distancing measures will be in place. However, this event will be subject to Government Guidance at the time

How to Respond and/or Ask Questions

The consultation period runs between Monday 14 September to Monday 26 October 2020.

We encourage responses to be submitted using the consultation feedback form which is available on the consultation website and included with the consultation booklet which has been delivered to homes and businesses in the area.

Head Office: Unit G1, Main Avenue, Treforest Industrial Estate, Pontypridd, Wales, CF37 5BF

Midlands Office: Unit 6, Building 26, First Avenue, Pensnett Industrial Estate, DY6 7TB



info@ecl.world 01443 841760





ECL.001.01.02/L003

Please include your name and contact details in your response, which should be submitted to:

Communications, Elizabeth House, Greywell Road, Up Nately, RG27

Email:	info@broadenergywales.co.uk
or	
Post:	FREEPOST Broad Energy Buttington ERF Consultation, c/o Newgate

Yours faithfully,



Sarah Burley Technical Director Environmental Compliance Ltd Agent on behalf of Broad Energy (Wales) Ltd.

9PR

Data Protection

Your comments will be analysed by Broad Energy and any of its appointed agents. Copies may be made available in due course to the relevant Welsh Minister, the Planning Inspectorate Wales and other relevant statutory authorities so that your comments can be considered as part of the Development National Significance (DNS) application process. We will request that your personal details are not placed on public record. Your personal details will be held securely by Broad Energy in accordance with the data protection law and will be used solely in connection with the consultation process and subsequent DNS application and, except as noted above, will not be passed to third parties.

If you have any questions regarding the DNS process or the content of this consultation, please do not hesitate to get in touch by email or post (details above) or by telephone on 0800 130 3353.

Head Office: Unit G1, Main Avenue, Treforest Industrial Estate, Pontypridd, Wales, CF37 5BF

Midlands Office: Unit 6, Building 26, First Avenue, Pensnett Industrial Estate, DY6 7TB





LETTER SENT TO COMMMUNITY CONSULTEES



Our Ref: ECL.001.01.02/L001

BUTTINGTON QUARRY, BUTTINGTON, WELSHPOOL, SY21 8SZ. THE PLANNING (WALES) ACT 2015. THE DEVELOPMENT OF NATIONAL SIGNIFICANCE (PROCEDURE) (WALES) ORDER 2016. CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION.

CONSULTATION CLOSING ON MONDAY 26 OCTOBER 2020

Dear Cllr Amanda Jenner,

Broad Energy (Wales) Ltd ('the Applicant') intend to submit a planning application for the construction and operation of an Energy Recovery Facility ("ERF") on land at Buttington Quarry, Buttington, Welshpool, SY21 8SZ.

Owing to its renewable energy generating capacity, this project constitutes a Development of National Significance ("DNS") for Wales. The Planning (Wales) Act 2015 requires the relevant Welsh Minister to determine DNS projects instead of the Local Authority, with applications being made directly to them. DNS application procedures are set out in the Development of National Significance (Procedure) (Wales) Order 2016 and subsequent Regulations.

I am writing to you in your capacity as Ward Councillor and we look forward to receiving any comments you may have. If you would like to discuss the proposal or require any additional information, then please do not hesitate to contact me. A summary of the proposal and where to inspect the proposed application, plans and other supporting documents is set out below.

We are seeking to engage with the whole community, and we are looking forward to receiving feedback and comments from all consultees. We have created several ways by which people can have their say, including a booklet sent to over 3,500 homes and businesses, a dedicated project website, webinars, phoneline and Freepost envelope for the return of feedback forms.

In addition, we are planning to hold an appointment-based consultation drop-in session for those who are unable to engage online. This will be held on Thursday 15 October 2020, and we will be offering 30-minute slots for people to come and ask questions of the team. Consultees in the community can call the dedicated freephone number – 0800 130 3353 to arrange an appointment.

Head Office: Unit G1, Main Avenue, Treforest Industrial Estate, Pontypridd, Wales, CF37 5BF

Midlands Office: Unit 6, Building 26, First Avenue, Pensnett Industrial Estate, DY6 7TB





Our Ref: ECL.001.01.02/L001

As noted in our consultation booklet, we will closely monitor Welsh Government guidelines in relation to COVID-19 restrictions as we approach the drop-in session. We reserve the right to cancel the session should the situation worsen; the health and safety of our staff and all consultees is our absolute priority.

Development Proposal

Buttington ERF will significantly reduce the amount of waste sent to landfill and export power to the National Grid.

The facility will generate 12.8 megawatts of electricity through the thermal treatment of up to 167,000 tonnes per year of non-recyclable, residual, commercial and industrial waste.

Energy generated will be exported to the National Grid, to help provide greater security to supplies. The heat generated could also supply local businesses and new developments, including homes - cutting operating costs, whilst making use of a by-product.

The scheme is expected to generate up to 300 construction related jobs and employ 30 permanent staff when fully operational.

Pre-application Consultation

Under Article 9(a) of the Order, we have a duty to publicise and consult with 'Community Consultees' for a minimum of six weeks prior to the submission of the application.

As set out below, draft application documents will be available on-line together with a summary of the proposals in a consultation booklet. The consultation has been advertised in the Powys County Times. As required, we have written to landowners adjoining the site and are also consulting with Powys County Council, Trewern Community Council and 'Specialist Consultees' such as Natural Resources Wales.

If you have any questions regarding the process or the content of this consultation, please do not hesitate to get in touch using the email address ButtingtonERF@ecl.world.

Where to View Application Documents

You may view copies of the proposed application; the plans, accompanying Environmental Statement and other supporting documents as follows.

Head Office: Unit G1, Main Avenue, Treforest Industrial Estate, Pontypridd, Wales, CF37 5BF

Midlands Office: Unit 6, Building 26, First Avenue, Pensnett Industrial Estate, DY6 7TB







Our Ref: ECL.001.01.02/L001

Electronic version: <u>https://www.broadenergywales.co.uk</u>

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As mentioned previously, a drop-in consultation event is also being planned for Thursday 15 October 2020 for those members of the community who can't engage with the consultation virtually. The session will be strictly appointment only and tight social distancing measures will be in place. However, this event will be subject to Government Guidance at the time

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We encourage responses to be submitted using the consultation feedback form which is available on the consultation website and included with the consultation booklet which has been delivered to homes and businesses in the area.

Please include your name and contact details in your response, which should be submitted to:

Email: info@broadenergywales.co.uk

or

Post:

FREEPOST Broad Energy Buttington ERF Consultation, c/o Newgate Communications, Elizabeth House, Greywell Road, Up Nately, RG27 9PR

Head Office: Unit G1, Main Avenue, Treforest Industrial Estate, Pontypridd, Wales, CF37 5BF

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info@ecl.world 😧 01443 841760





ECL.001.01.02/L003

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Email:

info@broadenergywales.co.uk

or

Post:

FREEPOST Broad Energy Buttington ERF Consultation, c/o Newgate Communications, Elizabeth House, Greywell Road, Up Nately, RG27 9PR

Yours faithfully,



Sarah Burley Technical Director Environmental Compliance Ltd Agent on behalf of Broad Energy (Wales) Ltd.

Data Protection

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info@ecl.world

01443 841760



LETTER SENT TO LANDOWNERS



With Reference to: Mines and Minerals at Buttington (Qualified Title) Mines and Minerals at Mulberry Cottage, Brookside and land lying to the north of Lilcroft Mines and Minerals under land at Upper Cefn

Our Ref: ECL.001.01.02/L022

BUTTINGTON QUARRY, BUTTINGTON, WELSHPOOL, SY21 8SZ. THE PLANNING (WALES) ACT 2015. THE DEVELOPMENT OF NATIONAL SIGNIFICANCE (PROCEDURE) (WALES) ORDER 2016. CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION.

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Owing to its renewable energy generating capacity, this project constitutes a Development of National Significance ("DNS") for Wales. The Planning (Wales) Act 2015 requires the relevant Welsh Minister to determine DNS projects instead of the Local Authority, with applications being made directly to them. DNS application procedures are set out in the Development of National Significance (Procedure) (Wales) Order 2016 and subsequent Regulations.

Under the Order, the Applicant has a duty to publicise and consult with the local community, statutory consultees and owners or occupiers of land adjoining the site, for a minimum of six weeks prior to submitting the planning application to the Planning Inspectorate ("PINS").

We understand that you own or occupy land adjoining the application site and we would be pleased to receive your comments on the proposed development.

The accompanying Notice includes a description of the proposed development.

Development Proposal

Buttington ERF will significantly reduce the amount of waste sent to landfill and export power to the National Grid.

Head Office: Unit G1, Main Avenue, Treforest Industrial Estate, Pontypridd, Wales, CF37 5BF

Midlands Office: Unit 6, Building 26, First Avenue, Pensnett Industrial Estate, DY6 7TB



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ECL.001.01.02/L022



The facility will generate 12.8megawatts of electricity through the thermal treatment of up to 167,000 tonnes per year of non-recyclable, residual, commercial and industrial waste.

Energy generated will be exported to the National Grid, to help provide greater security to supplies. The heat generated could also supply local businesses and new developments, including homes - cutting operating costs, whilst making use of a by-product.

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Head Office: Unit G1, Main Avenue, Treforest Industrial Estate, Pontypridd, Wales, CF37 5BF

Midlands Office: Unit 6, Building 26, First Avenue, Pensnett Industrial Estate, DY6 7TB



info@ecl.world 🚺 01443 841760





ECL.001.01.02/L003

Please include your name and contact details in your response, which should be submitted to:

Email:

info@broadenergywales.co.uk

or

Post:

FREEPOST Broad Energy Buttington ERF Consultation, c/o Newgate Communications, Elizabeth House, Greywell Road, Up Nately, RG27 9PR

Yours faithfully,



Sarah Burley Technical Director Environmental Compliance Ltd Agent on behalf of Broad Energy (Wales) Ltd.

Data Protection

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If you have any questions regarding the DNS process or the content of this consultation, please do not hesitate to get in touch by email or post (details above) or by telephone on 0800 130 3353.

Head Office: Unit G1, Main Avenue, Treforest Industrial Estate, Pontypridd, Wales, CF37 5BF

Midlands Office: Unit 6, Building 26, First Avenue, Pensnett Industrial Estate, DY6 7TB

info@ecl.world

01443 841760



Appendix 3: SITE AND ADJACENT LAND OWNERSHIP

Owner/Occupier	N P Vehicle Hire		
Owner/Occupier	Limited		
Owner/Occupier	Trustees of		
	Powis Castle		
	Estate		
Owner/Occupier	Tructure of		
	Trustees of		
	Powis Castle		
	Estate		
Owner/Occupier			
Owner/Occupier	Boys and Boden		
	Limited		
Owner/Occupier	Unknown		
Owner/Occupier			
Owner/Occupier	Border		
	Hardcore and		
	Rockery Stone		
	Limited		
Owner/Occupier			
Owner/Occupier	Trustees of		
	Powis Castle		
	Estate		
	LState		
Owner/Occupier			
Owner/Occupier			
Owner/Occupier	Border		
	Hardcore and		
	Rockery Stone		
	Limited		



Owner/Occupier			
Owner/Occupier			
Owner/Occupier	Border Hardcore and Rockery Stone Company Limited		



Appendix 4: STATUTORY CONSULTEE RESPONSES



Broad Energy Buttington ERF Consultation, c/o Newgate Communications, Elizabeth House, Greywell Road, Up Nately, RG27 9PR info@broadenergywales.co.uk Ein cyf/Our ref: CAS-124842-Y2D7 Eich cyf/Your ref: ECL.001.01.02/L005

Welsh Government Building, Rhodfa Padarn, Llanbadarn Fawr, Aberystwyth, Ceredigion, SY23 3UR



26/10/2020

Dear Sir/Madam,

STATUTORY PRE-APPLICATION CONSULTATION - DEVELOPMENT OF NATIONAL SIGNIFICANCE (PROCEDURE) (WALES) ORDER 2016

BWRIAD / PROPOSAL: Proposed construction and operation of an energy recovery facility for the importation, storage and treatment of municipal, commercial and industrial waste and generation of heat and electricity, involving partial re-profiling of quarry void, earth works, alteration to existing residential access and provision of new vehicular site access from the A458, ancillary buildings, structures, sub-station and grid connection, parking, hardstanding including laydown areas for materials storage and plant, fencing, gates and CCTV, weighbridge and office, sustainable drainage measures, landscape works and ecological enhancements

LLEOLIAD / LOCATION: Buttington Quarry, Buttington, Welshpool, Powys, SY21 8SZ

Thank you for providing a requisite notice to us under Article 9 (3) of the above Order. We received a copy of your proposed application on 10th September 2020.

Based on the information provided, we have significant concerns with the proposed development. To overcome these concerns, we would recommend to the determining authority that the following requirements should be met before permission is granted and the conditions listed below are attached to the permission. Otherwise, we would object to the planning application.

Requirement 1: An amended Air Quality Impact Assessment

<u>Requirement 2</u>: Submission of a detailed ammonia and nitrogen assessment for the Montgomery Canal SAC & SSSI

Requirement 3: Submission of a detailed ammonia modelling assessment for the Moel Y Golfa SSSI.

Croesewir gohebiaeth yn y Gymraeg a'r Saesneg Correspondence welcomed in Welsh and English



Requirement 4: Submission of a detailed Surface Water Management Plan

- <u>Requirement 5:</u> Submission of a detailed Construction Environment Management Plan and accompanying method statements
- <u>Requirement 6:</u> Submission of a Preliminary Risk Assessment in line with CLR11 (Model Procedures for the Management of Land Contamination) to identify the potential for contamination and possible risks to controlled waters.
- <u>Requirement 7:</u> Amended information in respect of groundwater modelling and the water table level.
- <u>Requirement 8:</u> Submission of evidence to demonstrate that the proposal is not likely to be detrimental to the maintenance of the favourable conservation status of any local populations of dormouse
- <u>Condition:</u> No development shall commence until a Great Crested Newt Conservation Plan has been submitted to and approved in writing by the Local Planning Authority.

Protected Sites and Air Quality

Having reviewed the information submitted in Environmental Statement (ES) Chapter 6 (Air Quality), Chapter 8 (Highways and Transportation) and Chapter 16 (Cumulative Impacts and Mitigation Summary) we offer the following comments regarding air quality.

The information submitted within the ES does not include an Air Quality Impact Assessment of potential impacts of highways movements and transportation on protected sites resulting from the development. Moel Y Golfa SSSI is located directly adjacent to the A458 at its southern tip and the potential impacts arising from highways movements and transportation from the development in combination with current operations and developments in the area should be assessed.

ES Chapter 16 presents a list of developments in the area (Table 16-3) which includes an Intensive Livestock Unit (ILU). The table includes an assessment of the cumulative impact of other developments with the proposal. This includes an assessment of cumulative air quality impact. For the ILU development listed in this table (planning application ref: P/2018/0474) an assessment of n/a is given against air quality. We consider that this is incorrect and should be considered in combination because it is known to contribute ammonia and nitrogen to protected sites.

The shadow Habitat Regulations Assessment (HRA) in Section 6 refers to no additional plans or projects being identified that need to be considered as part of the in-combination assessment. We advise this should be updated to reflect comments as above, and the Local Planning Auhtority (LPA) should be contacted to confirm any other planning application in progress that needs to be considered.

Requirement 1: An amended Air Quality Impact Assessment

We require the submission of an amended Air Quality Impact Assessment which considers cumulative impacts of other developments and includes an assessment of transportation impacts upon protected sites as explained above.

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Page 2 of 8



Montgomery Canal SAC/SSSI

The Montgomery Canal SAC/SSSI is primarily designated for its floating water plantain. The information submitted within the ES does not include a detailed assessment of potential impact upon the designated site in terms of ammonia emissions and nitrogen deposition resulting from the development. In order for us to advise whether there is likely to be a significant effect on this protected site we require the submission of detailed ammonia and nitrogen aerial emissions information.

<u>Requirement 2:</u> Submission of a detailed ammonia and nitrogen assessment for the Montgomery Canal Special Area of Conservation (SAC)/Site of Special Scientific Interest (SSSI)

Moel Y Golfa SSSI

The citation for Moel y Golfa SSSI describes a semi-natural broadleaved woodland with a mature canopy and well developed udnerstorey and ground flora. We can advise that the habitat fits the W11a woodland community described in the National Vegetation Community. The W11a woodland community includes lower plants such as bryophytes and lichens etc. which are more sensitive than vascular plants to the effects of ammonia and nitrogen deposition.

Table 41 of Chapter 6 on air quality refers to a maximum process contribution as a percentage of the critical level being 1.51%. This is not considered to be acceptable due to the presence of non-vascular plants forming and integral part of the W11a woodland community. The background NH₃ level for the site is $2.18\mu g/m^3$ (background level noted as of 12th October 2020). The ammonia critical level is $1\mu g/m^3$ and therefore the background is already in exceedance for non-vasular plants in the W11a woodland community. The Predicted Environmental Concentration (PEC) is above 70% of the critical level for ammonia and therefore a detailed ammonia modelling assessment is required.

<u>Requirement 3:</u> Submission of a detailed ammonia modelling assessment for the Moel Y Golfa SSSI.

Surface Water Drainage Plan

We note the submission of Surface Water Management Plans within ES Technical Appendix 11-2. Whilst the plans provide an outline of how the proposal intends on managing surface water, no detailed drainage design has been provided which ensures the protection of controlled waters.

Requirement 4: Submission of a detailed Surface Water Management Plan

The drainage strategy should include details of a drainage collection system to manage surface water from the buildings and independently of this any run off from any incoming waste material that is stored. This should include details of how the waste reception hall is cleaned and washed down. The strategy should also include details of any dewatering pumping that is required to maintain a water table below the quarry void.

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Page 3 of 8



Construction Environment Management Plan (CEMP)

We note that ES Technical Appendix 4-3 includes an outline CEMP. The outline CEMP indicates a structure and likely content as would be expected at this pre-application stage. A more detailed comprehensive and site-specific CEMP along with method statements to ensure that details of the construction have been considered will be required at submission stage. Details shall include but not limited to strategies relating to the management of soil, silt and materials and full details of pollution prevention, pollution incident response plan and waste management.

<u>Requirement 5:</u> Submission of a detailed Construction Environment Management Plan and accompanying method statements

Land Contamination

We recognise that one round of groundwater quality monitoring has been undertaken in November 2018 comprising nine borehole groundwater samples, of which two were located in the quarry floor. We would expect to see a preliminary risk assessment in line with CLR11 (Model Procedures for the Management of Land Contamination) to identify the potential for contamination and possible risks to controlled waters. Whilst we recognise there has been consideration given to the receptors, potential sources have not been considered.

<u>Requirement 6:</u> Submission of a Preliminary Risk Assessment in line with CLR11 (Model Procedures for the Management of Land Contamination) to identify the potential for contamination and possible risks to controlled waters.

The above risk assessment will establish the historic uses of the site and contain information which will help inform the environmental permit process alongside this application. We recommend that developers should:

- 1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
- 2. Refer to the <u>Guiding Principles for Land Contamination</u> for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
- 3. Refer to the Environment Agency's (2017) 'Approach to Groundwater Protection
- 4. Also the Welsh developers guide for land effected by contamination.

The additional information will allow us to provide further comments in respect of potential land contamination on the site at the submission stage and will help inform whether there will be any requirements for mitigation or remediation measures to be implemented.

Groundwater

We note from ES Paragraph 11.3.31 that the potential for groundwater flows into the quarry void are limited due to local topography surrounding the site. Whilst this is a reasonable desk-based assessment of the groundwater flows there appears to be no evidence to support this claim and there has been limited monitoring of the site. At submission stage it should be confirmed whether the base of the quarry is always above the water table. It

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Page 4 of 8



should be confirmed whether there is any lowering to the water table/ dewatering of the void either by pumped or passive drainage methods to keep the quarry floor dry.

<u>Requirement 7:</u> Amended information in respect of groundwater modelling and the water table level.

The information is needed to fully understand the risk and impacts arising from the development. In addition, information regarding any dewatering and how water is to be managed, whether it be by a pumped or passive system. We advise that should dewatering be required during construction or operation of the development, we will require an impact appraisal inline with the Environment Agencies science reports on <u>hydrological impact</u> appraisals for dewatering/ groundwater abstractions.

In securing the above information the developer should be satisfied that the quarry void will remain dry for the design life of the development.

Protected Species

Great Crested Newts (GCN)

We note that the ES has identified that GCN are present at the application site.

GCN and their breeding and resting places are protected under the Conservation of Habitats and Species Regulations 2017 (as amended) (the Habitat Regulations) and they are classed as a material consideration for planning under the provisions of Technical Advice Note 5: Nature Conservation and Planning (TAN5).

We advise that the development is likely to harm or disturb GCN or their breeding sites and resting places at this site. We therefore advise that it is carried out under licence.

The Habitat Regulations allow the approval of development that would be likely to result in disturbance or harm to GCN, but only for an appropriate derogation purpose and where the two tests before a licence can be issued from Natural Resources Wales.

In the case of development, the applicable derogation purpose is:

"Preserving public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature, and beneficial consequences of primary importance for the environment."

Furthermore, the licence can only be issued by NRW on condition that there is:

"no satisfactory alternative", and that

"the development will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range"

Paragraph 6.3.7 of TAN5 confirms that permission should not be granted without certainty that the development either would not impact adversely on any GCN on the site or that all three conditions for the eventual grant of a licence are likely to be satisfied.

The documents submitted are insufficient in demonstrating that the development it is not likely to be detrimental to the maintenance of the favourable conservation status of the local population of GCN. However, these issues, could be addressed by the provision of an appropriate long-term mitigation and compensation scheme.

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Page 5 of 8



- <u>Condition:</u> No development shall commence until a Great Crested Newt Conservation Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall:
 - Build upon the principles outlined in the ecological section of the ES.
 - Include detailed avoidance and mitigation measures, including plans. Measures to include specifications, construction and maintenance of amphibian barrier fencing.
 - Include detailed GCN compensation scheme. Proposals to include habitat creation and enhancement.
 - Submission of a long-term management plan (25 years plus) including but not necessarily limited to: clearly defined aims and objectives include monitoring targets (key performance indicators); management prescriptions including contingency measures (to cover scenario's if fish or invasive non native species colonise the site); licensing requirements; and tenure and proposed changes to tenure;
 - Long term annual surveillance plan including abundance based methodology together with habitat suitability index (HSI) data; and submission of records to the online Wales GCN Monitoring database (see <u>https://www.cofnod.org.uk/LinkInfo?ID=7</u>).
 - Implementation and reporting of Ecological Compliance Audit, including key performance indicators (see below)
 - · Persons responsible for implementing the works
 - Submission and implementation of a biosecurity risk assessment
 - Details of timing, phasing and duration of construction activities and conservation measures.
 - Timetable for implementation demonstrating that compensation and mitigation works are aligned with the development.

The GCN Conservation Plan shall be carried out in accordance with the approved details.

We also advise that the contents of the Chief Planning Officer's letter dated 01 March 2018 should be considered. This advises an informative regarding licence requirements to all consents and notices where European Protected Species are likely to be present on site.

This advice applies to the development as submitted at this pre-application stage. If the plans are changed in ways that may affect the GCN on this site, a revised ecology report that takes account of such changes would be required at the submission stage.

Dormouse

Having reviewed the ES there appears to be no information with regards to potential for dormouse. Information is required in order for us to assess whether there is to be any likely

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impact upon the maintenance of the favourable conservation status of any local populations of dormouse information is required.

<u>Requirement 8:</u> Submission of evidence to demonstrate that the proposal is not likely to be detrimental to the maintenance of the favourable conservation status of any local populations of dormouse.

Biosecurity

We consider biosecurity to be a material consideration owing to the nature and location of the proposal. In this case, biosecurity issues concern invasive non-native species (INNS) and diseases.

We therefore advise that any consent includes the imposition of a condition requiring the submission and implementation of a Biosecurity Risk Assessment to the satisfaction of the LPA.

We consider that this assessment must include:

- (i) appropriate measures to control any INNS on site, and
- (ii) measures or actions that aim to prevent INNS

being introduced to the site for the duration of construction and operational phases of the development.

Foul Drainage

We note that ES Chapter 4 states that the foul drainage for the site is to be via an on site package water treatment facility. It is unclear as to the type of system to be used, its location within the site and whether the outflow will discharge to a watercourse or ground. We advise that details of the proposed foul drainage system should be shown on amended plans at submission stage.

If a private drainage solution is to be progressed, an application for an Environmental Permit from us will be required. It is important to note that a grant of planning permission does not guarantee that a permit will be granted, should a proposal be deemed to be unacceptable (either because of environmental risk or because upon further investigation, a connection to mains sewer was feasible). The Applicant is therefore advised to hold pre-application discussions with our Permitting Team on 0300 065 3000, at the earliest opportunity, to try to ensure that there is no conflict between any planning permission granted and the permit requirements.

Environmental Permits/ Exemptions

The proposed energy recover facility falls under Schedule 1, Chapter 5, Section 5.1 (incineration and co-incineration of waste) Part A(1)(b) of the Environmental Permitting (England & Wales) Regulations 2016. It will therefore require an installation permit in order to operate and an application must be submitted to Natural Resources Wales accordingly. It is understood from the ES that it is intended to submit an application for the permit at the submission stage.

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Page 7 of 8


The incineration plant must meet the requirements of Chapter IV and Annex 6 of the Industrial Emissions Directive and also Best Available Techniques (BAT) as defined in the BAT Reference Document (BRef) for Waste Incineration.

Advice regarding permits and exemptions can be found at the following link:

http://naturalresources.wales/permits-and-permissions/check-for-a-permit-licence-orexemption/?lang=en

Please contact Natural Resources Wales for advice regarding an Environment Permit application on 0300 065 3000.

Undertaking this proposed activity without the benefit of an Environmental Permit or exemption is an offence against Environmental Legislation and may result in enforcement action being taken.

Obtaining planning permission does not necessarily ensure you will be issued an environmental permit.

Other Matters

Our comments above only relate specifically to matters included on our checklist, *Development Planning Advisory Service: Consultation Topics* (September 2018), which is published on our <u>website</u>. We have not considered potential effects on other matters and do not rule out the potential for the proposed development to affect other interests.

We advise the applicant that, in addition to planning permission, it is their responsibility to ensure they secure all other permits/ consents/ licences relevant to their development. Please refer to our <u>website</u> for further details.

If you have any queries on the above, please do not hesitate to contact us.

Yn gywir / Yours faithfully

Bryn Pryce

Uwch Cynghorydd Cynllunio Datblygu / Senior Development Planning Advisor Cyfoeth Naturiol Cymru / Natural Resources Wales

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Page 8 of 8



18TH Nov 2020

Dear Sarah,

Thank you for your query regarding Requirement 6 of our advice letter.

We are content with the preliminary risk assessment included in Technical Appendix 13-1. Therefore, the whole of Requirement 6 can be discounted.

It is noted that no potential sources of gross contamination were identified from desk-based research.

A basic site investigation has been undertaken. Only one round of groundwater sampling is reported, and this was two years ago. This included two groundwater sampling points in the base of the quarry, with five other boreholes around the edge of the void with no monitoring or sampling in the area of the brickworks. Boreholes were only sampled once, and this was two years ago. Sample analysis identified contaminants of concern.

Although the risk assessment matrix for planning purposes may be appropriate, we consider that further work may need to be completed for permitting compliance. We would encourage you, if you have not already done so, to contact our permitting colleagues using the links on the following webpage as appropriate to prevent any delays at a later stage in your development. <u>https://naturalresources.wales/permits-and-permissions/?lang=en</u>

Kind regards,

Neil Parker

Team Leader Mid-Wales Development Planning Advice Service Natural Resources Wales

To: info <info@broadenergywales.co.uk>

Subject: ECL.001.01.02/L005 - BUTTINGTON QUARRY, WELSHPOOL (DNS) V2 - NRW Response NRW:05470016

Dear Sarah,

Thank you for your email.

With regard to the CEMP, we are content with the information provided to date. Instead of a requirement we will seek for a condition to be attached to the decision notice to clarify and expand on the points already made and any other specific methods statements that come forward from the respective technical surveys and assessments. Please consider requirement 5 resolved.

We will get back to you on your second email regarding requirement 6 for contaminated land.Kind Regards

Neil Parker



From: Sent: 06 October 2020 08:32 To: info Subject: RE: Buttington ERF - Consultation before Applying for Planning Permission

FAO: Sarah Burley

Thank you for your pre-application consultation under Article 9 (3) of the Development of National Significance

(Procedure) (Wales) Order 2016.

The Canal & River Trust (the Trust) have reviewed the pre-application details for the proposed development at Buttington Quarry, Buttington to provide an energy recovery facility.

The Trust own and manage the Montgomery Canal which passes approximately 1.5km to the west of the site. The canal is a designated SSSI and Special Area of Conservation. We would suggest that any assessments consider the potential impact on these designations.

The Trust have no further comments to make on the proposed development at this stage.

Kind regards

Tim Bettany-Simmons BA (HONS), MSc, MRTPI

Area Planner & Special Projects / Cynlluniwr Ardal & Prosiectau Arbennig.

Canal & River Trust / Glandwr Cymru,



11/10/2020

DNS - Buttington Quarry ERF - Pre-Application Consultation, HSE Advice - info

DNS - Buttington Quarry ERF - Pre-Application Consultation, HSE Advice



To:info <info@broadenergywales.co.uk>;

Dear Broad Energy (Wales) Ltd,

Thank you for your letter dated 11th September 2020 consulting HSE on the pre-application for the proposed Development of National Significance (DNS) Energy Recovery Facility at Buttington Quarry. Please find HSE's advice below.

HSE's Land Use Planning Advice

Will the proposed development fall within any of HSE's consultation distances?

With reference to DNS-Application-Boundary (Drawing No. ECL-BQ-000, Rev 4 - 03/09/2020), the proposed project/development does <u>not</u> currently fall within the consultation distances of any Major Hazard Installation(s) or Major Accident Hazard Pipeline(s).

Please note if prior to the granting of a development consent order for this proposed development, Hazardous Substances Consent is granted for a Major Hazard Installation or there is notification of a Major Accident Hazard Pipeline within or in the vicinity of the development, HSE reserves the right to revise its advice.

Would Hazardous Substances Consent be needed?

The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) may require Hazardous Substances Consent (HSC) under the Planning (Hazardous Substances) Act 1990 as amended. The substances, alone or when aggregated with others, for which HSC is required, and the associated Controlled Quantities, are set out in The Planning (Hazardous Substances) (Wales) Regulations 2015.

Hazardous Substances Consent would be required if the site is intending to store or use any of the Named Hazardous Substances or Categories of Substances and Preparations at or above the controlled quantities set out in schedule 1 of these Regulations.

Further information on HSC should be sought from the relevant Hazardous Substances Authority.

Explosives sites

There are no licensed explosive sites in the vicinity so HSE has no comment to make in this regard.

Please note that the dedicated email account for HSE to respond to NSIPs and DNSs is <u>nsip.applications@hse.gov.uk</u> and correspondence should just be sent to that account and not my own.

Kind regards,

Dave Adams
Dave.MHPD.Adams
Chemicals & LUP Policy Adviser | Engagement & Policy Division (EPD) |
Regulation, International & Major Hazards Policy Branch (RIMHPB) |

https://site1.exch580.serverdata.net/owa/#viewmodel=ReadMessageItem&ItemID=AAMkADI0NjFhYWRILThkZGYtNDdjYy04MzkwLTE0YjdkOW... 1/2



Subject:

Attachments:

FW: Buttington ERF Pre Application Advice - Article 9(3) of the Development of National Significance (Procedure) (Wales) Order 2016 Buttington ERF Pre-App Con 11-11-20.zip



Subject: Buttington ERF Pre Application Advice - Article 9(3) of the Development of National Significance (Procedure) (Wales) Order 2016

Dear Sarah,

Thanks for giving Powys County Council the opportunity to comment on the proposed DNS application under Article 9(3) of the Development of National Significance (Procedure) (Wales) Order 2016 and I sincerely apologise for the late response.

As stated on the telephone on Monday, it is felt that there are fundamental issues associated with the proposed application in its current form that needs to be addressed from the outset.

The following comments should be read in relation to Chapters 1,3,4,7,15 of the ES and that of the Waste Planning Assessment / Statement.

Planning policy – The application should be justified within the context of <u>Welsh</u> and <u>Local</u> waste planning policy. Policies are listed and quoted, but little evidence and discussion is had as to how the proposal is in compliance.

Need – Waste planning policy specifically states that there is a requirement for demonstrable need for waste infrastructure in order for planning permission to be granted, with overprovision discouraged. TAN 21 – Waste sets out parameters and guidance as to how assessments are to be prepared to demonstrate this. Towards Zero Waste and Planning Policy Wales sets the scene and targets within the context of Sustainable Development and the Waste Hierarchy within Wales while the suite of Sector Plans, Annual Waste Monitoring Reports (North / South West / South East), NRW publications give the most current data as to how waste is being dealt with within Wales and any additional provision required will be noted within these documents. There are other industry publications that can be utilised to help demonstrate need for additional waste infrastructure within Wales. Given the geographical location of the site, possibly some weight could be given to the availability of additional waste within the "2 hour travel time to site" criteria adopted within the application, but this will be subordinate to the requirements of planning policy. Both the information contained within the Market Appraisal Report and Waste Planning Statement fails to convince that there is an actual need for this facility within the confines of National and Local Planning Policy and consequently it is difficult to understand how such a proposal can be considered to accord with sustainability objectives of the Wellbeing and Future Generations Act as noted within the WPS.

The need for the facility beyond 2050 – It is noted that the proposal is for a permanent ERF facility at Buttington. Both the Waste Planning Assessment and Chapter 3 acknowledges Welsh Government aspirations of eliminating additional need for energy recovery by 2025 and achieving zero waste by 2050, it is somewhat confusing that the application is for the development of a permanent facility. What reasons are there for this and is ERF the most sustainable means of



managing waste which is capable of being recovered, re-processed or recycled now that there is an increasing focus on promoting the 'circular economy' and bearing in mind the lead time for a site such as this to become operational?

Alternative Sites – It is difficult to understand how the fundamentals of need for the development is based on a 2 hour travel journey to site, but your Alternative Sites Assessment is confined to the boundaries of Powys. Acknowledging that the ASA has been undertaken to comply with EIA Regulations and although Sections 4.31 - 4.36 and Appendix C of TAN 21 is quoted within the Assessment little emphasis is given to the TAN's criteria in identifying and selecting suitable sites. In relation to selecting the Buttington site, I am also surprised that the bulk earthworks and the associated capital cost highlighted by the Geotechnical Specialist was not also a factor.

Economic and Employment – The vast majority of gain referred to within the application is associated with the construction and operation of an ERF. With the exception of noting laydown areas for possible future development of the overall site, referring to the ERF as Combined Heat and Power and R1 enabled and some interest expressed by a local farmer; very little is referenced and discussed as to how this proposal will be a catalyst for the future development of the overall site in accordance to its employment designation within the LDP. Based on the weak justification for need, one would expect that the site's overall development would either form part of the planning application as some sort of planning gain or offered by way of planning obligation. In this regard, we are also cautious as to the comments received by the Geotechnical Specialist as to how the extensive earthworks can be appropriately landscaped within the site without potentially sterilising employment land within the wider designation.

Renewable / Low Carbon Energy – This is brushed upon within the ES / pre-app literature. Due to its materiality within the context of the overall application, for completeness, either it is given its own individual chapter or it is methodically discussed within Chapter 3 – Need and Alternatives. It would be expected that the subject is discussed within a planning policy context highlighting national and UK targets, with evidence / statistics gathered and discussed as to possible shortfall and how the proposed application will help contribute or surpass the targets set.

The following bulleted format gives a response to each Chapter of the ES and other reports. There will be some chapter responses with very little comment. However, this isn't to note that the chapter or assessment will not require updating due to the interrelation that exists between the ES and the wider application literature.

- 1. Chapter1 Introduction
- 2. Chapter 2 Key Environmental Aspects Methodology
- 3. Chapter 3 Need and Alternatives
- 3.1 Comments relating to this chapter is discussed above.
- 4. Chapter 4 Description of the Development
- 4.1 This is a standard ERF description, but based on recommendations within the pre-application process the description may change.
- 5. Chapter 5 Existing Environment
- 6. Chapter 6 Air Quality
- 6.1 Refer to the comments received by the EHO and also that of the Ecological Officer. Any air quality modelling should also account for the local phenomenon of significant temperature inversions which are common in the River Severn Valley and which can trap emissions if the stack design is not capable of dispersing the plume above the inversion ceiling.

2



7. Chapter 7 – Socioeconomic

7.1 Comments relating to this chapter is discussed above.

8. Chapter 8 – Highways and Transportation

- 8.1 No comments have been received by the Authority's Highway Department. However having looked at the chapter I have the following comment to make.
- 8.2 Based on a very basic calculation, the enabling works referred to within the Chapter refers to 141 vehicle movements in and another 141 out daily for the first 6 months. 20 tonne tippers @ 25 weeks @ 5.5 day weeks suggests that in excess of 400,000 tonnes of material could be moved off site. Does this movement refer to the potential "muckshift" off site or not? Either way, it is suggested that vehicle movements are described and referenced within the ES submission.

9. Chapter 9 – Landscape and Visual

- 9.1 Refer to the comments received from the Landscape Specialist attached, comments relating to a site masterplan above and to comments received by the Geotechnical Specialist as to materials management on site.
- 9.2 The plume appears as a simple stroke of a brush in some of the viewpoints and appears horizontal on others. Plumes are very noticeable in certain lighting conditions where they can appear very dark grey or very white often during still, clear cold weather. Is the plume reflective of the analysis undertaken and that of worst case?

10. Chapter 10 – Ecology

10.1 Refer to comments received from the Ecological Officer

11. Chapter 11 – Water Environment

11.1 Refer to comments from Contamination and that of the Geotechnical Specialist.

12. Archaeology and Heritage

12.1 It is trusted that you have undertaken the relevant consultation with Clwyd Powys Archaeological Trust - Planning Services.

13. Chapter 13 – Geotechnical

- 13.1 Refer to the comments received from the Geotechnical Engineer attached. Based on the information contained it appears that some work is required to be undertaken in updating the chapter in accordance with the matters raised.
- 13.2 Issues raised by the Geotechnical engineer will undoubtedly require the updating of the majority of chapters within the ES.

14. Chapter 14 – Noise

3



14.1 Refer to comments received from the Environmental Health Officer

15. Chapter 15 – Health Impact

15.1 Again, this chapter will need to be updated to reflect what has been highlighted above and it is trusted you have consulted with Public Health Wales for a more technical response to the chapter.

16. Chapter 16 – Cumulative Impact & Mitigation

17. Waste Planning Statement

17.1 It is highly recommended that the WPS is amended to specifically deal with waste within Wales, with a separate section addressing the other available waste streams that may be available e.g. within a 2 hour vehicle journey of site and demonstrate why this should be a material planning consideration within the context of the

Further to this pre-app response, feel free to contact for a discussion, I would suggest that prior to direct contact with specialist consultees, coordination is undertaken through myself first of all.

Kind regards,

Robin

Robin Wynne Williams – BA, MA, MPLAN, MRTPI

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Ar ran Gwasanaeth Cynllunio Mwynau a Gwastraff Gogledd Cymru /

4





Llywodraeth Cymru Welsh Government

Sarah Burley

ECI 001 01 02/L006

Your reference	202.001.01.02/2000
Ein cyfeirnod Our reference	
Dyddiad Date	26 October 2020
Lineil uniongyrchol Direct line	0300 0257894

Dear Ms Burley

BUTTINGTON QUARRY, BUTTINGTON, WELSHPOOL, SY21 8SZ. THE PLANNING (WALES) ACT 2015. THE DEVELOPMENT OF NATIONAL SIGNIFICANCE (PROCEDURE) (WALES) ORDER 2016. CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION.

Eich cyfeirnod

Thank you for your letter of 11 September 2020 consulting us on the above proposed development of national significance (DNS).

Advice

We have significant concerns that the application is inadequately documented and we recommend that additional information is required to enable a balanced decision to be taken against Planning Policy Wales, Technical Advice Note 24 Historic Environment and associated guidance. Full details of the additional information that is required are explained in the below assessment.

The national policy and Cadw's role in planning are set out an Annex A.

Assessment

Inside 3km:

Scheduled Monuments MG034 Offa's Dyke: Section extending 760m N from centre of Goppas Wood to Hope By-Road MG120 Strata Marcella Abbey MG143 Crowther's Coppice Camp MG224 Offa's Dyke: South of School House

Registered Historic Parks and Gardens: PGW (Po) 39(POW) Trelydan Hall (grade II) PGW (Po) 53(POW) Maesfron (grade II)

Mae Gwasanaeth Amovichedd Hanesyddol Llywodraeth Cymru (Cadw) yn hynwyddo gwaith cadwraeth ar gyfer amgylchedd hanesyddol Cymru a gwerthfawroglad ohono. The Weish Government Historic Environment Service (Cadw) promotes the conservation

and appreciation of Wales's historic environment.

Rydym yn croesawu gohebiaeth yn Gymraeg ac yn Saesneg. We welcome correspondence in both English and Welsh.

Listed Buildings: Gazebo at Maesfron, A 458 (T) N Side, Trewern 15640

II





Strictly confidential

secnewgate.co.uk



15641	Grotto at Maesfron, A 458 (T) N Side, Trewern	*
15642	Bryn Caredig, Garreg Bank, Trewern	11
	1. Outbuilding at The Olde Post Office, Garreg Bank,	
15643	Trewern	II -
	2, Outbuilding at The Olde Post Office, Garreg Bank,	
15644	Trewern	II -
15645	Llwyn Melyn Farmhouse, Trewern	*
15646	Middle Heldre Farmhouse, Heldre Lane, Trewern	11
15647	Buttington Bridge, A 458 (T), Buttington	II
15648	Buttington Vicarage, B 4388 (W Side), Buttington	II .
15649	Cletterwood Farmhouse, Cletterwood	ii –
15650	Hope Farmhouse, B 4388 (W Side), Hope	ii –
16737	Bank Lock	ii -
16739	Bridge 109 over the Montgomeryshire Canal	ii –
16740	Barn with Horse Engine House at Bank Farm	ii –
16752	Bridge 115 over the Montgomeryshire Canal	ii –
16753	Buttington Limekilns	ii –
16754	Mount Pleasant	ii –
16764	Cabin Lock	ii –
16765	Crowther Hall Lock	ii –
16766	Lock Cottage at Crowther Hall Lock	ii –
16767	Bridge 110 over the Montgomeryshire Canal	ii –
16768	Crowther Hall	ii –
16769	School House	ii –
16770	Church of Saint John Evangelist	ï -
16771	Lock Cottage	ii –
16772	Top Lock	ii –
16773	Bridge 111 over the Montgomeryshire Canal	ii –
16774	Ivy House with outbuildings	ii –
16779	Severn View	ï -
7742	Gungrog Farmhouse	ii –
7882	Manor House	Ξ.
1002	Church Of All Saints (Formerly Listed As Buttington	
7902	Parish Church), A 458 (T) S Side, Buttington	1
1902	Buttington Old Hall Farmhouse (Formerly Listed As	· ·
7002	Buttington Hall North Farmhouse) A 458 (T) S Side	
7903 7905	Garbett's Hall, Welsh Harp Hollow, Buttington	
1905	Upper Farm Farmhouse (Formerly Listed As Garreg	
7906	Farmhouse), Garreg Bank (W Side), Trewern	Ш
		ï
7908	The Green Dragon Inn, A 458 (T) N Side, Buttington	
7911 7914	Maesfron, A 458 (T) N Side) Trewern Old Hope Farmhouse, Hope Road (W Side), Hope	
7914		ï
	The Olde Post Office, Garreg Bank, Trewern	
7916	Trewern Cottage, Trewern	Ш
7047	Trewern House A 458 (T) N Side (Also Known As Trewern	11*
7917	Farmhouse) (South)	11*
7918	Barn To East Of Trewern House, A 458 (T) N Side	
7919	Trewern Farm (North) Farmhouse, Trewern	1
7920	Trewern Hall, A 458 (Nw Side), Trewern	11*
87516	The Malthouse	Ш



The application will be accompanied by an environmental impact assessment, which includes chapters on the landscape and visual impacts of the scheme and also the impact of the proposed development on archaeology and heritage including an assessment of the impact on the settings of the designated historic assets. The methodologies used to determine these impact are appropriate but in both chapters the assessment of the operational impact of the proposed development appears to consider the buildings and particularly the chimney, but not any emissions, particularly steam, issuing from it. Emissions from the chimney are likely to be considerable more visible than the structure itself and will increase the likely impacts particularly as it is likely to be a pale colour, unlike the chimney. For example the view from scheduled monument MG120 Strata Marcella Abbev in operation (Figure L71) shows the chimney with the rising ground of Heldre Hill behind it which helps to conceal it: However no emissions are shown coming from the chimney, any emissions will make the development considerably more obvious in this view. Consequently it is our opinion that the impact of the proposed development when it is operational on the settings of the designated historic assets has not been fully assessed and this work needs to be completed prior to the submission of the planning application.

Finally, there may be undesignated historic assets that could be affected by the proposed development and, if you have not already done so, we would advise that you consult the Historic Environment Record held by the Clwyd-Powys Archaeological Trust https://cpat.org.uk.

Yours sincerely

Nick Segust Diogelu a Pholisi/ Protection and Policy

Appendix 5 - REDACTED CONSULTEE RESPONSES - (TEXT UNEDITED) - BROAD ENERGY (WALES) LIMITED

Reference Number	What are your impressions of the proposal for the Buttington Energy Recovery Facility?	What is your current experience of traffic and congestion within the local area and are there any specific issues that we should be aware of?	Do you have any insight in relation to the scheme or local environment which you think we should consider while developing the proposal?	Do you have any comments in relation to the potential environmental impacts of our proposal?	In which ways do you feel the Buttington Energy Recovery Facility could invest in and support the local community?	Do you have any further comments you would like to share with us?	Sentiment
Consultee 1	Not right location	N/A	Hill Trap Smoke	Falcons and wildlife will be affected	Employment only	I would not be in favour of this development. Whilst employment is a big issue, the preservation of our environment and protection of endangered falcons and wildlife is more important	Against
Consultee 2	Not favourable			There have been reports that residents of nearby areas to Shrewsbury have experienced unpleasant odours and dust falling from the	Public artwork of local significant and major scale - perhaps a potential tourist attraction of the type Anthony creates		Against

				facility. What guarantees can you offer that these problems will not happen with this Buttington project?			
Consultee 3	Great idea. Anything that can help the environment is great and local jobs for local people	Busy road which becomes very very busy from Easter through to the end of summer with holiday traffic	All we ask is that you be sympathetic to the landscape, preserve as many trees as possible and keep in mind what you can do for wildlife	Please keep air pollution to a minimum and look after your facility so that there will be as little impact as possible on our environment	You could help the local schools to educate their children about less waste and environment matters. You also could help Welshpool local hospital with funding for needed equipment	Na	Against
Consultee 4	Very poor design and not aesthetically pleasing despite location being a gateway to mid wles. Compare and contrast what is proposed with say, a recently and energy facility in cross green leads. Needs drastic redesign	Traffic is bad during peak times and in summer	Drastic re-design required. It resemeb4rs something from BBC's Robot Wars		Contributions towards local connectivity and restoration	I shall be objecting to the proposed development unless the design is fundementally changed	Against

Consultee 5	Good idea as an energy recovered from waste, but I am concerned about congestion with transport of materials to the facility	Very little congestion, but large transportation trucks may cause problems especially in smaller or narrower roads/bends	Prevention of smell spreading to neighbouring communities e.g. wind blowing combustion/flumes	Helpful in reducing overall carbon production in energy production perhaps, clearing of site may disrupt local wildlife. I like using waste as an energy resource rather than populated landfill	Job opportunities for the production of the facility and the overall running of the facility		Neutral
Consultee 6	I think this is a great idea as in Sween they are using these facilities already and purchasing waste from those countries such as the UK. I fully support this proposal and way of generating clean energy	This is a busy road and the main road is mid wales from the midlands and is particularly busy in the summer months with frequent congestion.	There will be objections, however, if you sell this as the Swedish power stations do I cant see it failing. You must however allay locals fears of pollution from the burning of rubbish. However this should be achievable with the right information to the public	As above, I am aware that this is clean energy, but you must supply the public with that reassurance with information and statistics	Improve the 1458 including Buttington Bridge	No, I think more energy stations such as this are needed to be built in order to control the waste that households produce and to stop using oil+gas	Support
Consultee 7	Not to happy - s	Modern roads should be built to Shrewsbury. The bridges before and after should be modified	Could create more risk on the entrance exit	As above, I love where I love and don't believe this is a step forward. Global warming?	The community should not be brieber but if this is finance has to be build a bowling alley or something for the kids	Don't build it and ruin my view with smog and fumes	Against

Consultee 8	Not suitable for the area too near the school. Should be made in another area	The traffic is terrible on busy weekends. Road often closed. When it rains the roads are muddy and water running down off the hill, meaning you use the other side of the road often	The school will be effected and this is an excellent local school who provide a service to the area	None. Should not be located here.	I don't agree with this where it is going o be located. However I do understand that facility is needed. I would say built it in another location in the area. There is lots of land around the area that would be more suited	Against
Consultee 9	Rubbish	The road is busy enough already without 4 heavy goods vehicles visiting the site 8 times on the hour	The area is too beautiful for you to spoil. We want to encourage people to stop here not discourage them	By not coming here	Why bring pollution to a green site so close to a site of SSSI? Thee tourists will by-pass us on calm days as the valley will be full of smog like in chirk with a constant smell of burning and god knows the health impacts it will have Would you want 4 heavy good vehicles passing your home 8 times an hour? Would you want	Against

Consultee 10	I don't think the location is suitable	Traffic congestion is terrible. The road is not suitable for HGVs, it is too narrow in many places. EEFN Bridge is not wide enough and sees many accidents	N/a	I worry about the emissions and particles that will be generated. How will it impact the agriculture and livestock farming		it in your backyard? I don't think so! Choose another site, build it somewhere else, don't spoil our beautiful countryside. We don't want it on our doorstep! I worry that due to pandemic the voices of locals will not be taken into consideration. How will you present the findings of this survey in balanced and fair away, and in what timescale	Against
Consultee 11	I feel it is well thought out. If its good for environmental concerns then great. The mock up photo shows sympathy with the landscape	Its on a main holiday traffic route		Increased traffic leads to increased pollution, providing this can be offset by the energy produced etc then no objection	Local charitable concerns, school sponsorships, courses that have taken a battering during COVID	I'm all for it if it reduces the amount of landfill	Support

13 should we have to put up wit it in Trewen. The smoke coming from this chimney could have dangerous gases in it which could cause concerns, ill health to the children close by at the schools and residents in the area				Welshpool	is signficant	Neutral
bridge.	fic through Trewen is norrendous when bank holidays or cholidays its so busy nes it takes you ages ble to get out on the ad. We have have and accidents occuring Cefn Bridge with from eslewhere not ing to the speed limits ng to fast fro the	I think you shoud find osmewhere else to build this proposal somewhere out in the middle of nowehere where theres not going to be any chance of causing ill health or concerns to people	Yes, I think its going to be very nad for the environment. We always have low lying cloud in the valley through Trewen which hangs about if the smoke comes from this chimmney that could hang about too which could cause harm ill health to local	I don't!	Just find somewhere else to burn rubbish not in our lovely, community and village	Against

Consultee 14	Would cause more pollution and signficant traffic problems	A458 is already extremely busy at certain times, particualrly in summer months as it is the main road from the midlands to mid wales	There are 2 nature resevres, plus schools in close prozimity to the proposed facility. Will the extremely tall chimney impact on the local airport?	Emissions from the chimney will affect locality and roads will not be able to cope with additional slow moving traffic	Should offer many more jobs to local people only. Will energy produced be utilised to reduce bills of local people? Mjaor infrasturcutre improvements for access/exit	I believe that a 200 foot plus chimney will not only be an eyersore in a rural area, but will increase pollution and this impact on health, as welshpool has large percentage of retirered people	Against
Consultee 15	It will make a huge difference to our local area. House prices could fall. Much more noise and polution	Very busy especially in the summer as it opens up in Mid Wales to traffic of people from the Midlands. More traffic - more accidents. You estimate 8 lorries per hour - will be 250 a month!	The prevealing wind in the direction over Buttington Quarry at present often blows over the properties in Trewen and over Buttington School. With an incinerator this would be much worse	Much more noise from extra traffic - possible accients especially if it is on CEFN or Buttington Bridges - which is likely to take a long time to be removed	Very few jobs once it is completed - only 30. But many not event be people from the local community. No support for the local community what so ever	Dealing with this COVID 19 outbreak and not being able to meet and discuss with a large group of interested local people does not help. Not all people are on the the internet!	Against
Consultee 16	That is is a large, emission producing facility proposed in an unsuitable location. Seems rather outdated way of dealing with waste and waste of energy as qe could have more by reusing and recycling	The traffic from Shrewsbury to Welshpool has increased signficnatly over the last 4 years. The A road is already in dangerous area. 4 addition HGVs coming and going every hour! Can only be determinetal to road saftey	It is ina valley - I believe this may trap emissions rather than them depleating	Surley incinerators contribute to climate change? More incineration leeds to less recycling. The air quality may be harmed - yet it is suited	I can't think of any	It appears that the waste of industrial and commercial in anture - not municipial. Where is it coming from them - probably across the border in	Against

				neear to a primary school. I am aware toxins will be released into the atmospherew		Englnad! Is there not a better way of disposing rubbish? I believe the UK currently has more capacity to brun waste than there is to burn - why build another one? I dont think it will create that many jobs	
Consultee 17	An uncessary eyesore at the gateyway to wales. The Chimney will ruin the view for tourists	The A548 is a very busy raod and the facility will create an enormous amount of extra traffic, namely heavy lorries on what is a very windy road. Will these lorries be going through Welshpool, if si they will use the bypass or come through the residental areas of town. Lorries that go the other way will have to a right turn out of the site onto the road where there is not much visbility bearing i mind how fast the traffic generally is	The facility would ve very near residential areas, schools and farma. No one knows how safe the emissions will be? It is well noted that other such facilities elsewhere regualrly break the permitted emissions levels that are supported to be adhered. So no doubt this facility would be no different this the local people will be breathing in posisions fumes.	The extra traffic and pollution from the facility willhave a big negative effect on the local environment and residents. The facility should be sited somewhere more cnetral to where the rubbish is coming from. Welshpool is at the top most end of the country as Powys which means the rubbish will	By not being built you could support the health of local populations	Why does the facility have to be located in such a rural area with poor road access. I the road is only prposed site from from either direction is totally unsuitable. The site would be much better located off a dual carriageway in an industrial area. The chimney would be seen for miles along the	Against

				have further to travel the site was cenrtrrally located		valley, probably ruining the view from Powys castle - a major tourist attraction. I have also heard that other similar facilities are due to clos within 10 years to meet climate regulations. Is this applicable to the proposed facility?	
Consultee 18	We are sure your minds have aldready been made up. But we realise this plant is porbably necessary, lets hope it all goes well	There already quote a lot of hevay lorries using the Welshpool road	Have you concidered the smells	We wish you good luck	Solar Panels	If you really wish to keep the environmnet, could you encourage grants for Solar pants for those of us who can't afford them. I feel this would be wonderful	Support
Consultee 19	If it is proved to be a good thing, I am in favour of it	Heavy traffic near the site	Not sure	If its proved to be okay go ahead with the proposals	Not sure	Find a way of reducing placing and other bad materials its such as materials that disolves others affter so long	Support

Consultee 20	This is needed, my faoughters live by a similar facility near Ipswich. This has not caused any problems to them	The speed needs to be reduced as the road has several bends and high hedges. There have been many accidents in the area over many years			Support to the local school and housing estate. Some help to reduce flooding in the area	1966/97 I worked at the brick yard. I think we should use the space and provide jobs for local people while making a safer environment. Lets stop land fill	Support
Consultee 21	The proposal document is a glossy produced PR exercise. The vision is full of greenwash, vagu assertaions and raised far more questions than it answers	Access is and will be onto a narror main road, extremely busy at weeked and other times. We have frequant experience of jams fro just lone lorry waiting to turn into the site. It is absurd to state for the impact of extra vehicles would not be signficant. Two major pinch points are the Cerf and Buttington birdges. In late 2019 a lorry accident on the Cefn birdge led to a lenghty closure and roadworks lasting many months	As a farmer evnrionmental consultant specialising in waste dispoal, I have to say this is a baffling and completely innapropriate location for such a facility. The amount of material envisaged to ensure the vaiability of the enterprise means that the waste will be important from very far away. This also caused increased greenhouse gas emssions from the transport of the materials over long distances	This acility runs counter to the stated policy aims of the UK and welsh governments of reducing waste, ideally down to zero. If that aim gets anywhere near to being realised, then the facility will be redudnant. It is a project which relies on a countinous supply of waste produced for it, so it will encourage tahter than discourage the production of non-recybale waste		We would like to know who carrried the EIA?	Against

Consultee 22	I am totally suprisied that such a proposal would even be considered for such a site - near to a school - so many accidetns on this road	Traffic issues for this road is well known with so many accidents itcauses. Two bridhes that are both accident black spots on the welshpool to threwsbury road - perhaps a survey should of taken place to see the holiday traffic	The amount of HGVs are goingt o be deteremntal to the local area. There is an infant and junior school close by. When it is misty or foggy the air doesn't clear from the valley - so this proposals is going to effect the quality of air	This is already very busy - dangerous roaf - as time goes on the amount of waste will increase not decreases, so how many HGVs will be using this road	No way	Where will all the waste be coming from? What kind of waste will it be? Job jobs - doing hat? What benefit will it be for the locl area?	Against
Consultee 23	Not very good it should be built elsewwhere	Very heavy traffic no good for this road a lot of heavy traffic. There is a lot of lorries from speed	Wildlife a lot of badgers in the area school nearby	I have but it's a waste of time saying anything you wont take notice of	It doesn't support at all. There is no need for it.	It should be built near 2 villages when there is other places 2 built it and the A58 is a very busy road it takes all the traffic 2 the coat from the west midlands in the summer	Against
Consultee 24	Concern regarding the impact of the environment the air quality, the affects inversion in the village It will have. The close proximity to family homes and primary school	The A5458 is already a very buusy road. It is concerning that the amount of traffic/lorries on the road is to increase to such a level. The speed limit is not always observed. The CEFN bridge is an accident black spot + when the road is closed there is congestion on the back roads, such are unsuitable the volume of traffic	Improvements to the road and birdgde. Expanded use of the rail system	It is very difficult to evaluate this fully when the consultation document simply states that there will be no "signfciant impct." The building looks unpleasant,	Improvements to the road and brudge. Has the use of the rail system been considered?		Against

				there is limited information regarding the content of the plumes + the effect inversion in the valley would have			
Consultee 25	Not impressed at all - more traffic, lorries n congestion on that road - souldnt have even reached proposal level!	Certain times of the years i.e when holidaymakers come through it already gets quite congested on that road	Local environment will be affected with plumes of smoke falling from the air. Holiday markers and local residents do not want an incerator there	A view of a huge chimney and plumes of smoke are in nobodys best interest. And as the sun rises over there this will effect the valley with cloud!	I don't agree that it should or would	Please go somewhere else, we have enough to content with in this area.	Against
Consultee 26	It aappears to be well laid out and suitable for the available site	Traaffic congestion on the local roads is a previous issue. The A548 is a lbusy road, local people could object to any increase in traffic. There is also a dangerous bridge over the railway at Trewen	Just keep in mind that this is a scenic part of the country landscape / design appears to have been well thought out, at least in theory	As long as the plume from the stack is within planned limits	Support local restoration projects inlcuding the nearby Montgomery Canal	Transport of waste by road will not improve the local traffic issues, it will make things work. The adjacts shrewsbury railway has not seen any freight traffic for over 20 years, if this scheme was really serious about reducing noise, pollution and traffic levels	Support

Consultee 27	Looking forwward to seeing the installation of a reliable source of energy generation	Good road access. Only busy times are holidays /bank holiday weekends	No	If you can dispose of all the waste plastic, rather than have it binned = fantastic	No need to invest in the community. The best pay back to the community would be cheap and reliable energy!!	this operation would have most, or all of its waste supply brought in by road. There does not appear to be much joined up thinking with this scheme Yuu will receive a huge backlash from middle class "good- lifers" who have to **Unreadable"""	Against
Consultee 28	Corrupt devious. Completeltt the wrong place to put a unit of this type due to number on inversions caused by Geography and poor road infrastructure in the area. Deliberate manipulation of the process to avoid local planning using the covid 19 to avoid us as the local community in person	the increase in capacity in the new proposal will mean HGVs will be coming from far and wide to fuel the unti along unsitable routes from either direction to the site. Like the unit in shrewsbury rubbish will be depositis along the roads	Nobody in the community I have spoke to wasnts this project to happen. It can only have a detrminetal mmpact on the area. Will be a lovely site for all the tourists coming along the road to wales. It will make them keep on going	Traffic, noise during construction and during its operation. Fumes from chimney coming back down onto the community via the mist and fog that often hangs along all the valley	They shouldd support the community by not building this monstrosity	It is obvious the owners of the site beleivee that they will get permission. The amount of ground work already done on the site bears witness to this. How many brown envelopes has this cost. Corrupt.	Against

Consultee 29	First impressions seem positive. The info booklet is clear and easy to understand. The site is potentially making use of disued land previously unoccupied so not using green land	I have not experianced any traffic issues having driven through Welshpool/Buttington for many years. I live here now. I am not aware of other issues to report	All the obvious local concerns seem to have been considered. Employ as many local people as possible. Keep the people n the area on at all times to have their trust and support	They seem to have been well considered. Hoensty and trust must be comlpied that this should remain the save if it goes into production	Not sure	This seems like a great idea. The design looks good to blend in with landscpe. Something like this is needed to create alternate recycable materials. The volume of throaway rubbish si shocking still and the thought it goes to landfill is a crimge. The energy bi product is great too. This could be just what is ndded as long as the company are honest and trustworth. aND THEY DO NOT START CHANGING	
Consultee	I believe this facility will	This is the only concern I	I am sure this will be	This is needed	The good will out	PLICIES/PLANS Not reallt if the	Support
30	be good for the area. Hope it will bring much needed work to the area	have. The extra hgv traffic wil add to the current congestion that is very worrying for the summer months	considered by the energy company	in the area. I am sure it will be good for the area	do the bad. It will bring investment to the area. This is much needed in the area	traffic problem can be resolved	
							Support

Consultee 31	Very good	No	no	very well hidden	don't know	not really. Just think it is an excellent idea	Support
Consultee 32	not very impressed, it seems to me that this propisal is not for the enefit of the environmnet or the people of the local area, but soley for proft	During the summer traffic gets very heavy and can result in long jams and delays. The idea of 8 extra trips by hgv lorries is ridiculosu. If it is ony weekeday that means an extrra 1,324 journeys and taken over the year comes to 76,2000. This figure increases if it is working 247 365 days per year		Who wants t stop when the first thing they see is an industrial chimney 225ft high on the skyline. This would also impact on whole of the local outlook	There is no way that this facilityy is going to invest or support the local community it is soley a money making enterprise. There will be no jobs for local people. Only for people employes and them moving into the area	This energy is produced by burning waste to create steam to generate the turbine making electric. A question what happens to the ash that will be left after burning. Why import rubbish from other areas? Basically to make more money by charging to take away their rubbish. Is the eletricity exported to the national grid sold or given without payment?	Against

Consultee 33	That is is in the wrong place.	There is often accidents along both the A548 and the 483 which causes long tail backs as alternative routes are not wide enough for two way traffic	The air in this valley is often very damp and mist and fog and smoke hang low	the wellbeing of residents, I think will be comprimised and I believe wildlife and flora may be affected	No comment	With the current way to recycle everything in Wales, will this facility be out of us by the time it is built? What then happens to it??	Against
Consultee 34	It is being built in the wrong place on the english welsh border, not central Powys. Too near Trewen village and primary school	Traffic on the a548 road is already congested. Emergency services struggle to get past current traffic	Tjere os already too much air pollution in our valley due to industrial factories and traffic	More congestion on our roads. Pllution in he environment. Devaluation of local properties	We do not want your support as we do not want you in our area	Powys is a very large county surleye there must be somewhere else more suitable ofr this project were you will not affect so many lives	Against
Consultee 35	As expected	Regular accidents on the Buttington birdge affecting congestion.		don't know enough to comment	Footpath behind the hedge may encourage environmentally friendly transport for short journeys	30 speed limit near primary school	Neautral
Consultee 36	Totally unacceptable for this area	The a548 is the main trunk road through to wales which carrys an enourmous amount of traffic including very large haulage lorries, holiday traffic etc including caravans along side a large quantity of acqriculture vehicles i.e tractors. Where I live getting	The proposed inicnerator is in the local of a school, a nursuing or care home in welshpool is only a couple miles away. My ynderstanding is any pollution from this incinerator is in	Yes as described above. Traffic and pollution issues	To build it somewhere else more suitable than on the side of a fast, narrow bendy truck road through to wales	I object in the strongest possible terms to the construction of this facility even thought Mr A Brown assured me that only 4 lorries an hour	Against

		off a bus and having to cross the road is horrendous	direct live to Middletown where there is grave concern to the health of anyone including myself with respiritory problems. The heavy traffic conributes to the pollution as it is today.			equals 36 lorries with waste going into area of incierator, 36 lorries then having to vacate that suit equals 72 lorries extra per day on our already congested roadds	
Consultee 37	Not at all impressed - to near to local population in particular the primary school	The A538 is alreasy over stretched road, difficult to pull out on and very heavy traffic throughout the summer heading for the coat. Lorrie problems would only make this worse, queues are common on this stretch of riad and prone to accidents	Put it in a brown site area. Whatever you plan to try make good does not remove the issue that a beautiful area will suffer for the sake of receiving everyone elses rubbish	All new structures impact on the environment eco systems that take many years to evolve and are very short to destory	Invest your money in finding a more suitable site		Against
Consultee 38	That it is big and will have a big impact on the local area - negative impact!	The trunk road gets congested, especially during certain times of the year. The Cefn bridge in Trewen is not a good design for increased large vehicle traffic		Impact on the health from smoke from stacks school proximity, noise poillution			

Consultee 39	It looks very interesting, and new jobs in the area are always welcome. I do have questions re the roads, pollution and additional good things the company could do with the villages locally	At times the traffic is horrendous, especially peak hows and most fridays to sundays and at times it is dangerous as impatient drivers misuse the road; evidenced by the numerous accidents per year between trewen and welshpool	Yes. This facility would be more rfficent, if the long proposed new road through the valley had been built. The current road is already overloaded. The area is of outstanding beautify and scienic interest must be protected	Yes. With the prevaling wind blowing towards trwen school and the general area of trwen and middletown we are concerned about smells, pollution and dust being blown over our home and farmland	Provide funding for new local attractions. 1 - open a special museum dedicated to the very important and undervalued Battle of Buttington. This could be used to educate and commermoate the battle. 2 - Provide guided signage for people to walk safely from trwen to welshpool. together with a cycle lane and bridleway to reduce car usage in the weather	We think that overall (if handled properly re roads, environemntal and new education and informative places) that the project could be beneifical	Support
Consultee 40	Good if it is safe for the environment and not a dangerous for trunk road traffic	Does the speed limit include the entrance to this development for safety reasons?	As below, emissions affect on people and animals	Issue of discharge emissions constent approved by the welsh government and powys cc.	Consider donations to trewen school for the sport and recreations facilities. Also donation to the trewen football club for sports equipment. The club is dependent on the school	Has a detailed discussion with Trewen and Welshpool, community council and the school headteacher	Support

Consultee 41	Proposal looks ok on the surface when you look into the impact on the road infrastrcutre, local polluiton from increased HGV traffic. Eeveryday 48+ extra hgvs on local roada	Traffic congestion within the local area is very poor especially with the road infrastrcture at present. Buttington Bridge very narro, cefn bridge road angle for hgv is poor. Constant raod traffic accidents within this area. Increasing this by 8 hgvs per house will make this worse	Wleshpool shresbury road imporvements required together with the middletwon bypass - increased road pollution / noisce this will impact all local ecosystems	Don't put it in buttington, where we don't have the road network and infrastrcture to support this development	The only thing is construction jobs if you will use a local company. Most jobs will be for employees brought in from other sites	The site for this energy recovery facility system is not fit for purpose. I am sure you can find a more appropriate site with a better road network	Against
Consultee 42	take is elsewhere from nearby school and villages	I am hoping it wont get any worse. Big lorries etc taking waste risk of more accidents	cutting enc	get lost	in this present pandemic how many hobs can you produce	lots but cant shsare with you	Against
Consultee 43	seems ok	it is a busy road and no doubt this project will impact on the local community	why is the rubbish not being XXXX considering this facility is close to the main XXXX - unreadable	what exactly are you going to be running? Smell, reside is going to be an issue for locals		Bringing in rubbish by rail would be better for the environment and reducing traffic on our already busy road also grearly reduced carbon footprint and protect the local community	Neautral

Consultee 44	am in favour of any scheme which recycles a signficant amount of waste and reduced landfill which this scheme proposed to do whilst producing green energy. The proposal site seems appropriate for this use although access to the site from a busy road may be an issue	the welshpool to shrewsbury road is a busy road and there have been accidents and fatalitiess in the past on the a458 in the vicinity of the proposed access. Congestion only tends to arise on fridays and saturdays and in the summer with traffic heading to the wlesh coast. traffic wreturns from the coat on a sunday in the main	As a prirorty non recycled waste from powys and shropshire should be used in the plant to assist the environment in the local area. If this is not the case then the plant should be sited elsewhere. All other waste to be processed should come from wales	the evniornmental impacts will not be known in reality until the plan has been operating for some years	the facility has the potential to supply affordable energy to the local community and local businesses. The local community could be given access to the amphibiat wettland and peripharal habitat. I am a keen naturalist myself	I understand that the schme will need to be profitable but I trust there will be a balance between profit and respect for the local community and environemnt. This should be a scheme for wales and shropshire and not a dumping groun for waste from the english midlands. I also hope that there will be employment for some local people and not the se of agency workers or immagrant labourS	Support
Consultee 45	Very favourable. Clear and well thought out plans fro the old quarry. Proposals for the visual impact on the area have been well considered	the a648 from welshpool to shropshire border is a narrow road which carries a lot of heavy traffic as well as holiday traffic in summer. Then there is the cefn birdge!! Accident hotspot	You have proposed woodland and habitat planting within the site	I would like to know the gases emitted from the stack. Will it include future tightening of restrictions?	create more jobs on site and in the local area	The a548 is a poor, bendy road. I would like to see a roundabout at th extreme, it would the safest	Support

Consultee 46	Not impressed at all , to consider buidling such a facility so close to the school at trewen is foolish. The impact on the quality of life in this area has not been taken into consideration. Property values will certainly suffer	Traffic on the A548 is extremely heavy during the tourist season. I can only assume you intend controlling the junction with signals causing further delays. There have been a number of accidents on the railway bridge and already one has to stop and let large vehicles through	no	given the direction of the prevaling winds are preodminantel y to the south west, then any atmosphereic pollution is going to fall in this area of B forest Middletown hill and Rodney's Pillow; an area of cosndierable wildlife			Against
Consultee 47	Not neededd waste of time	ls a nightmare	no way don't even concider it	on don't do it	we don't want them	yes its all bollocks no way don't do it. It isnt needed	Against
Consultee 48	On paper this project seems to be ideal for all the right reasons	in winter traffic not an issue, however during spring to summer i.e holiday seasons traffic can back up coming into welshpool	Emissions from unit are of concern and of course any archeology and heritage implications	As in no 3	Ensure all employment is offered to locals where possible. Give to schools to improve knowledge of importance of saving our environment	Any project that helps with keeping waste from landfill gets my vote as long as it gives other benefits to the community and does not have a negative impact	Support

Consultee 49	A very good idea, but situated in the wrong location	Entrance opening on to a very busy main road leading into midwales. Traffic builds up reguarly during the summer months, also 1/4 mile to the right a very narrow railway bridge, a regular accident black spot, causing serious accidents and often long traffic delays, causing long tail backs in both directions					Against
Consultee 50	I think this is a good idea. Waste in the ground will round out as time goes on. This is a way forward.	My concern is that the amount of traffic that this road generates during summer is a problem	no	no	possibly on road improvements. Places of worship/halls etc. Icoal grouos	Make sure of environmental concerns	
							Support
Consultee 51	A very good move. Good use of existing brownfield site			Plant trees to screen your plant	employment, invest in community	make use of waste to produce power	
Canaulta -	Cood Longin for our of						Support
Consultee 52	Good. I am in favour of any scheme which will help the environment.	I havent experianced any problems with the above in the last 60 years	no	no	certainly job wise	no	
							Support

Consultee 53	Not a good idea putting it in a country village at all, it needs to go on the edge of a large town/city	This is a country location it should be built in a country location it needs to be on the outskits of a large town or city it will add additional traffic to the area and the roads are not wide enough + no more roads should be built to accommodate them	Yes looking at the brochure it is someones visionary - the reality it will be an eyesore and also potential health risk for the locals, built it in a more run down area where it is easily accessible	Yes it whould not be built in the country as baove it should be on the outskits of a very large town	to be honest you say this ist he borchure but the reality is not true	As above good for the outskirts of the city not ina country location. This is not appropriate for this areas what is the scentific evidence on the health potential it can cause the locals can you provide scentific studies please as I know now a lot, I lived in shrewsbury where gasses from the main incerator meant I had to shut my windows at night	Against
Consultee 54	Worrying	congestion extremely bad, many lorries,caravans cars right through main town, speaking as a pedestrian, it has become dangerous since roads change	consideration for neighbouring homes	my concern is that you use 'signficant' quite a few times in your brochure - another for signficant is not able so my understand of this is there will be noise, smell and traffic?		no and I think I understand most of your comments. I would like to feel that the buildings etc would not be an eyesore on the horixon and it will be an exmaple of how we can be	Against

						forwarded looking into the future for young generations	
Consultee 55	A well presented proposal and much needed facility - but not at this particualr site! The area is completelt wrong!	As already over congested road, the proposed site area is particuarly prone to road traffic accidents - an accident black sot	heavy traffic. Accident blackspot. Sssi	completely wrong area for such a proposal	this proposal will only bring a demise to thre area both ennviromentally and financially!	please consider other areas. This area si the last place to put this proposal	Against
Consultee 56	l definetly don't want this to go ahead	Yes, the A483 between shrewsbury is one of the most congested roads at peak times	the locals will not want this to go ahead. It is a beautful area, it's the gateway to wales and this would give a terrible impression to tourists and the locals would hate it	I think that this is not the answer to providing green energy. We need to focus on stopping items going into waste and not on ventures like this, which would take resources to buidl it and would contribute to global warning with its emissions	I think it should abandon plans and look a different site, or abandon the whole idea	the proposed design on the front cover looks rubbish and it is an insult to the area if you think this bends in or looks good. Also, my main issue with is the emissions going into the environment on a wider global warming scale, but also to the local communnity whaving to breath in the	Against

						fumes. your document says ther will not be a signfciant impact on local heath - but excuse me, we dont want any impact on human health here	
Consultee 57	Definetly needed but take it up to deeside where it wont be noticed, or port talbot	getting worse	see below	Yes! The powers that be have already done enough to wreck the beautiful gateway to wales	no idea!	no	Against
Consultee 58	my impression of this project is that the local people in this area - which is relatively low on population is suffering to dispose of waste produced by towns and citys with much greater waste production	I am very concerned about the increase in heavy vehicles using this road. The quality and size of he road is barely adequate for the current eight of traffic without an increase. Also, there are often accidents in trewen which brings the traffic to a total stantsfill with no reasonable alternative routes		I am concerned about the impact on local school and all the residents living close to the a548 with the added air pollution and noise pollution they will have to tolerate	I feel that the very small increase in local use of business is not worth the negative impacts of this project	I would like t o know which other sites were considered and why buttington was chosen	Against
Consultee 59	It seems to be a very reasonable. We certainly need something to get rid of nonresiudal waste	summer months are the worst - holiday makers going up the coast. September - March quiet	Something has to be done about non recycle	cant see there is any myselfs. Others may not agree - good luck	jobs for locals (I hope). Energy generated & getting rid of rubbish		
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Consultee 60	We have to reduce waste going to landfill. This is the best way of doing it as it does generate electricity to supplmeent the grid in a balanced way, something that wind/solar does not	The a548 is not a wide road. Lots of farm traffic at certain peak times of the yea.r more heavy vehicles cause frustration for commuters and holiday makers	none	l am sure that you will minimise these!	A levy of profit could be donated to local environmental projects e.g canal reservations,wildlif e habitats	Hmore of these schemes are needed throughout the Uk!	Support
Consultee 61	not very good due to smoke pollution especially if you have asthma and other health conditions	not the best as there is enough traffic on the road where this is going it will make it worse		wont be good at all for the school nearby and people that live near		Its not a good idea at all and I hope it doeant proceed. Should be put in the middle of nowhere not by schools and houses in very nice area it will spoilt it! Will people involved in this like it nexxt to their house or childs school or breathin in gumes with asthma?	Against

62 i s f v k a r f r f t v k c c f	Do you mean the waste incinerator? The quarry site is too close to local populations, schools, farms. The "gateway to wales" must be protected, the roads are unsuitable for so many hgvs. Local floodline must be minimised by ot building near roads. Welshpool has occlusions dialy so emissions will be trapped and spread over welshpool whose prevaling winds are east	traffic on our narrow roads, lovely small bridges, over river and rail are fine now but as gateway to wales need leaving alone as currently okay	dixins from incinerators like yours poision populations and windward sides as histroci evidence shows maximum temperature to avoid this are always probbaly due to the human factor of operatives	ash is produced from incinerators - where will this be dumped? How much and where - the quarry? Dioxins occlusions, extra traffic pollution on local roads from air quality froom emissions too	not at all, no number of jobs are worth the devestation and future ill health that locals will definetly eendure. Evidence of cancer rates increased in a tear drop shape in the prevailing wind diection i.e welshpool in the case, exist elsehwere	to meet the inflated tonage in order to bypass local planners, you must be bringing waste from england and elsewhere. What dangerous and damage this affords to this rural area? Often slow traffic sill also increase pollution from hgvs held back and belching desial fumes from surrouning roads and narrow lanes. to undertake pre- planning without public meetings under cover of	
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Consultee 63	Utterley awful for an area with school nearby	already the road at cefn bridge far too narrow for existing traffic	there has already been complete destruction of an old dforest with and regard to impact on locals. There were many creatures calling this home - includiing peregrin falcons.	We have an area low between mountains of constant low mist in winter which will keep fumes down	not in any way	This is a company speculating to accumulate. We already know that if permission is given they will pass on to a developer an move on. Absolutely no thought for what they are doing to the local community. What is happening in the background that we are un aware of. who is helping this to plough through planning - somewhrre something seems not quite right.	Against
Consultee 64	Totally wrong location for this facility. Understand the need for renewable energy but not at the wrong place, must be more beneficial location	it is the main route into mid wales and the width and volume of traffic is not suitable for increased HGVs and the regular per house. High accident black spots already and at busy summer periods traffic backs up to past Middletown, which is not	the valley already holds the most and low cloud during autum and winter periods. This will be where all the fumes will sit under the new development. We do not want	the fields where this stream, fumes will potentialyl rest have livestock and crops. What is the impact on the ground	local jobs and that is the only support. Cannot you utilite the shrpshire facility to remove the waste as this is not at capacity	this plant should not get planning permissions at this proposed location.	Against

		suitable. Unless the bypass gets built this should be a show stopper for the pllant	smoke/fumes getting trapped	when this is absorbed due to low cloud coverage and cannot go up into the atmosphere			
Consultee 65	Not good	Very bad. Shrewsbury - welshpool road is busy enough. Especially when emergency ambulnaces need to get to shrewwsbury a&e		air pollution trapped in the valley		not needed here. You keep saying "low carbon energy" - it is a false economy. You want to transport waste here, why would you not build one with better and closer transport links? The brochure is laughable as mentioned above alse economy.	Against
Consultee 66	Decision to make would have been affected had development been approve.d affect on local economy, quality of life for residents, possible health implications	I live on the main A road to mid wales. The traffic is constant, noisy, congested. Many heavy good vehicles who are too large to use one side of the road only. Lived in house for 12 months 4 accidents outside my house in last 12 months only. Should be looking at a bypass not increased traffic and heavy	Site would mean large populated areaa of Buttington, Trewen and welshpool are at low evaluation than proposed ate therefore with topography of the arew waste products	Incrased population 2nd degraded air quality for surronudning areas from plant and increased traffic. Affect on land and our animals.	unlikely any investment would mitigate the damage to health, envrionment and quality of life	proposal goes against green agenda of welsh assembly and central government. Look at alterantives to incineratrion and polluting the natural	Against

		goods on an already dangerous and busy road	would be held 2nd to low lying areas			beauty in the area. I understood the principle was the closre of all landfill sites by 2050 so invest your money in alternative recycling and wastre structure to encourage visitors to wales, boost the economy and highlight the imapct nature of the beautiful country that attracted us	
Consultee 67	Pollution, danger to the enviornment and public health, poor air quality, devaluation of properties in the area. Just like at church/konospan chirls. An unsitely chimmarly not the norm in a rural area. The hills around with push the pollutants own in the dof mist so the pollution wont escape causing issues	The a548 is a busy road, fast and dangeorus and the kevern bridge and approach is an accident blackspot. The proposed entrance road is just off the balck spot are and 40 mph speed restrciton in place. Lorrys turning in and pullling out will increase the risks	this development should not be allowed. We are not interested in the risk assessments. Because if radiation can travel from russia and pollutia from industrial developments has been proven to cause pollution and dangerous to public health and envionrment. risk assesments mean nothing	most countries are stopping these type of developments due to there dangerous inpact on the environment and public health. This development is about money not jobs and definetly not in the public interest and should not	The best way that Broad could invest in the local community is not to build in the first place!	Whilst the planning process has been taking place, the general public have not been aware of it. And yet thousands of people will be Impacted by air pollution and no doubt the numbers of people with carcinogenic diseas will	Against

				under any circumatances be allowed. not to mention the impact of the pylons magnetic fields, elevated risk of leukemia of 69%		increase. If this happens broad energy should be liable. this information bojlet should have been distribued 4 years ago	
Consultee 68	This proposal is an excellent idea. I wish you every success	CEFN Bridge is causing most problems				Good planning is essential	Support
Consultee 69	I am very keen on this type of project as urgently need more sustainable ways of disposing of waste producs	traffic congestion is a problem especially at rush hours and at holiday periods, with the bypass close by	I do not live near to this site but around the bypass the air quality is not alays very good and duue to business noise and smoke/fumes	Take extra care over noise and smoke emissions as above. Local residents and schools are bound to be affected	You seem to have already taken this idea into consideration if it works!	The project seems a good thing to do. Some will object to it being built in this rather busy area so I am unsure as to weather it would be better away from property and school.	Support

Consultee 70	These things always look okay on paper but these are so many thigns to take into consideration. More heavy traffic, no!!!!	We already experience large volumes of traffic along the shrewsbury road right through to welshpool. Heavy lorries through middletown and do not adhere to speed limits!	There have been numerous accdients and when this happens we often find we have no where to go. The bridge is still awaiting some reconstruction so more heavy trafic is not good	it is a farily built up area, houses, farms and in particular the school nearby. Our children are the future. No gurantee that fumes etc wont affect them! Health before profit!		I do not bleieve this is the area for the project	Against
Consultee 71	I'm extremely concerned for many reasons and im sure im not alone. I am concerned for my families health. I'm concerned about the environment and also the traffic which is already terrible!!!	It's bad at the moment. It will be chaos with extra traffic!	I think this area is such a beautiful area as im sure all locals will agree and it would be such a shame for it to be spoilt by an incinerator	I have major concerns as ive stated above and I strongly believe this development will only bring negative effects and implications to local environment and people	I honestly cant see any benefits or the point of building it!!	I would just love to know why you've chosen such a beautiful location to build this monstrosity	Aqainst
Consultee 72	Absolutely awful - that this site has even been considered - to close proximity to a school. Already a quarrry close by residental site - pollution. Now wanting to add another site	yes - awful access - bridge close proximity, road closures regular occurance due to rtas. Busy enough roads, quees teririble during holiday periods - proposed site terrible vision of oncoming traffic from R	health risks, emissions, prevaling winds, why cant it done closer to source?	As above, also mental health - already health risk from quarry put increased risk of concerns in the area - also wodered in your booklet not known to	NIL!!!	Site of natural beauty - long mountain rodneys pillar. Reduction in house prices locally. Disgusting to say no impact on school?	Against

			have sigficant issues		
Consultee 73	Appaled that such a project is being considered		big concerns about emissions from the proposed site and pollutants and toxins affecting air quality and entering the atmosphere, seriously affecteing people's health	My main concern is about the emissions from th eplant and the effect on the health of the people in the surrounding area. I am sure non of your directors or investors would ever dream of living or sending their children to adjoining shools enxt to one of these plants! they are happy to reap in the profits thought	Against

Consultee 74	It should be procceded with as soon as possible	none	I am aware and know of a smiliar plant in Plymouth	It will be good for the envrionment - avoids land fill, converts waste into energy	by getting on with the development	make use of an old industrial site generally hidden from the view	
Consultee 75	Very good	The a548 is a very road now with terrible corners and twist	will generae a lot of lorry traffic	positive if it saves that much rubbish going into landfill	more jobs	traffic? Perhaps you could use the railway as it goes past the proposed site	Support
Consultee 76	I think it is a very good idea and it will bring benefit to the area	travel the road quite regualrly and I have never found any congestion in this area	I have no problems that the scheme will cause any environmental problems	No comments	Make contact with the local school and ask the headmaster if there is any project he would like you to support	no comments	Support
Consultee 77	Excellent	Can be tailbacks in the area during holiday period	no	no	any help to reduce the amount of waste sent to landfill can only be good	no	Support

Consultee 78	totally unwanted by local residents	reads already dangerousyl overcrowded. Accidents regularly occur. Too many hgvs heavy vehicles for what is only a country road despite it's a classification	the owners of the site have already earned a poor reputation for environemtal care having destroyed an established herenory andc annot be trusted	If I wanted to live in an area that inceratored waste etc I would move the west midlands small particulate waste and heavy mental resudes will contaminaite the area for miles			Against
Consultee 79	I think it is a great idea for the area. Not sure what fumes through the chimeny?	It has a black spot for accidents close to the area where it going to be.		fumes off the chimney	Woud be great for jobs and community for the area	Would the jobs be for maintenance electricans?	
Consultee 80	A good idea. There is a definite need to reduce landfilland for disposing of non recyclables	I cant see there will be a problem	no	I think it is a positive method of depositing waste	It would be good if our energy was cheaoer	plastics are killing this planet. Something has to be done to minimise this. Using household waste to create energy rather than landfill must be a good idea	Support

81 R p a ir a th a th a s r c a a s r c a a s c r a a a a a a a a a a a a a a a a a a	Shock and anger. Recovery units in present use all have problme.s this is a rural area and a large impact industrial unit will have a determintal impact on the area and is not appripriate for this location. Winds in this area change constantly and therefore the stretch of rotting rubbish and smoke will affect a large surrounding area	The traffic congestion for the A483.458 roundabout and the tesco roundabout has already become congested over the last year due to tuffin, the new aldi b&m etc all being built. A new mcdonalds is also going to cause more congestion. There are going to be 8 hgvs lorries an over ev 24 this facilty	Powys casite is national nt property and your whole complex woud be on full view for toursits who visit. Depsite your misleading arrtist impression the facility is a huge smoke belching industrial site and not in keeping with any present rural views from powis castle whch is one of the most visited sites in wales and brings a lot of income for this area	see above. This vast industrial site will be visible for miles. Other present facilities of this type have huge rotting rubbiish semll issues. There are also smell health isses concerning the smoke from chimney. Winds constantly change and are oftten very strong and the claim that the smoke will stya within the site boundaries is ludcrious and impossible for you to control	Very little. The negative points of light pollution, smell, noise, increased traffic,a ir pollution do not exceed the advantage of a few jobs. The idea off this facility is good but this is a rural community and this is not what the correct location for high impact industrial facilities	the bridge near the proposed site entrance is a very difficult narrow bridge with sharp corner and adverse camber. It is not suitable for 192 lorries every 24 houres. We assume this facility will be running 24 hours per day althought you are very careful to oly make an oblique reference to this when mentioning monitoring smoke emissions. your whole brochure has been put together to mislead and you have been very careful to omit or gloss over any negativer poitns. wr only have to go	
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						operative facilities to see the real facts	
Consultee 82	too large a facility for this rural location	the a548 is already a very busy and fast road, with visibility at the current access poor. Also traffic at the site is hevay due to one of the current businesses is a delivery business. There have been numerous accidents on this stretch of the road in the past		there will obviously be an aodour emitted from the plant. The plumes emitted, visible or otherwise, cannot be guranteed to remain within the site boundary 95% of the time	Subsiding local electricity needs	the stack height of 70m will have a massive visible impact on the landscape	Against
Consultee 83	It seems an appropriate use of the brownield site and a dersiable green approach to processing waste to avoid it going to landfill	I understand that there was at one point in time in the past, talk of improving this road. The birdge over the railway at cefn is a pinch point already	I'm sorry, I only moved her two months ag so my local knowledge is still marginal	I note area for future employment uses. Could you use the heat for something? I like the idea of amphibian wetland and habitat creation	jobs! Possible reduction in council tax because of ceasing the use of landfill? School visitor centre to explain how it works, nature walk through areas Q5 + Q8	What is "geotextile" wrapping? When you say textile"	Support

Consultee 84	Not impressed overall	The A548 is an extremely busy road, especially during the summer. Any increase in traffic or accessing and exiting is of concern	welshpool has already seen a lot of development over recent years, some of which has already changed the area and increased traffic flow and congristion	The environemntal effects analysis points to the no signficant effects, this infers that there will however be some effects, what are they even if tvery small they would not be welcome?	I do not feel paying or investing in local community would offset having such a development in the area	The infrastructure supplies all refers to no signficant effects. This suggests that there will infact be an impact on the environment and pollution. However small this may be, I do not feel that is acceptable	Against
Consultee 85	Overall an excellent opportunity for Welshpool to be at the forefront of this necessariy energy generating scheme. One of best alternatives that offers in part solutions to need for reducsing waste and increased green energy	Onbiously buttington roundabout is a pinch point over there is regular flooding in the area	Not really, but il am sure all the necessary studies and forward planning will be done	hopefully due to the enorumous stack and output, forms of waste used will be published an a regular basis.	education areas, such as sponsoring school events, eginerring schools or apprenticeships. Flood alleviation schemes, wildlife evens and maintainence upkeep of public spcaces	You could when th eproject is complete organise and offer tours of the facility to the public and local schools	Support
Consultee 86	Very good and takes into consideration the area it will utilise	congested, most of the time especially during holiday periods. Roads could be a problem tbtu cannot see it improving because of the terrain		Just keep to the proposals made as they appear to be well thought out at this stage.			Support

Consultee 87	I think it is a ridiculosu proposition. What a stupid place to have an incinerator. The road links are too busy it would affect the general view of the area, which is popular with toursits and not create many jobs in the long run	There's too much traffic already and the bridges are too narrow. Congestion, there, as well as accidents needs to bear motoways and main dual carriageways	The local envionrmnet is a natural beauty area, so would be a massive blot on the landscape	Being close to houses and a school. Do wonder if noise may be a problem, rats, waste fumes settlign in the valleys (carbon monoxide) and along the river severn	l don't know why you don't build it next to a motorway	there is no clear indication of where the waste will come from, what it actually is and how it will benefit the locals which I doubt it will. I think it is underhand to go through this process now, the advertising of the webinars is poor and I'm rubbish on computers so does not amist me or many with online documentation	Against
Consultee 88	Good idea as an energy recovered from waste, but I am concerned about congestion with transport of materials to the facility	Narrow lanes which are busy	the local environmental impact		jobs	I think using waste for energy is a very good idea if its properelty thougth out	Support

Consultee 89	Using the A458. Pretty Poor. Usuing a rail connection, okay	The traffic is very heavy o this road too heavy for what you are proposing. Why cant the access to the site be by rail. Thre used to be a double station opposite the present entrance this had connectios to Shrewsbury.		The A548 is the main access road to central and west wales for holiday traffic and will cause too many problems for theregion if the A458 is used for acccess	by staying away. In our opinion there is a much better site near the A483 at the Quarry at Middletwon Hill	This sort of development might be acceptable in the basingstoke area but no mid wales. No thank you,	Against
Consultee 90	Not something wanted or needed in this area. Creation of 30 jobs is insifciant in relation to the impact this will have on local people of this environment	The creation of additional traffic from large vehicles is not conductive to good town planning	wind direction - exhaust fumes. Additional traffc, noise increase	Are new pylons going to be erected and if so where are they to be sited when connecting to the national grid. No information on this imporant issue is included in your consultaton document	Would prefer that the plant not be sited in Buttington		Against
Consultee 91	Always said this country does not do enough with its waste	do not drive so does not bother me					Support

Consultee 92	I think this facility will be good for the area	don't use the road that often		As long as all the things you propose to use it shouldn't have any impact on the environment			Support
Consultee 93	A nightmare scenario - 4 HGVs entering and 4 hgvs leaving every working hour - ei.e every fiften minnutes. The vibration and traffic distruption would seriously effect local life and maybe kill a major holiday route to the west coast	maybe you should consider the well being of a two lane road that is the only road the local villagers hae to take children to school and take themselves to work!	You should concider not developing the proposal	Your proposal will destory the environment	cannot imagine how	No - I don't make rude comments and I don't swear	Against
Consultee 94	I think theEFW is a ood idea. There is an increased need for low carbon energy generation	I think that the road has a great deal of speeding and overtraking that is illegan and unmotoviated and that a great deal of so called anti social driving takes place		I think a programme of archeologicala waste should be carried out by Powys Arechtological trust before building takes palce	the creation of local jobs would be useful	would not like to see any greenhouse gasses emitted by the plant at any time	Support

Consultee 95	Sounds good in prinicpal if it was a UK company. If we had a road systemthat could cope	bad enugh I work freelance and my travel time to meet clients maybe effected meaning I have to give more time to travel and less ability to fit clients in	Don't kid me this isnt already a done deal. This is just a tick box exxercise to give the impression we the tax payer have any say	tick box exercise for compliance little regard for local reality	invest in infrastructure roads	Against
Consultee 96	I am not in favour. To near to primary school. This is not benefitting to our community whatsoever. More traffic, more pollutiin	The traffic si horrendous as it stands. Ww have a lot of holiday traffic in this area. The shrewsbury welshpool road is a very and dangeorus road. Cefn brudge are always having crases	l don't agree it should be so close to my childs school or lovely countryside	My partnet and myself are astmatic we are worried about about the health effect and also the exess traffic and pollutin. We have constant traffic jams we don't need anymore traffic on our roads	by not going ahead with your proposal	Against
Consultee 97	As long as it supports the local communtiy and outsiders are not brought in to work here					Neutral

Consultee 98	Not good HZI sounds like a foreign country	not too bad exepct in summer	obviously will be bad for the environment disturbing rural life both human and animla	as above	no idea!	whats wrong with sticking this ghastly facility near for example Birmingham? Whose idea was this - no doubt some pencil pusher in Cardiff	Against
Consultee 99	Why send out a questionare when you do not take any notice of public apprection. You will do what you want anyway	a very dangerous entance and is very accident prone	The quarry is clay and floords very badly, having worked their for 20 years and have seen the water 7 or 8 ft deep because the clay holds the water and runds down through the quarry	I don't know about the environment so I don't want to comment.	l do not agree with it going ahead anyway	l just think it is not a suitable pplace	Against
Consultee 100	It is not requiried if all plastics was recyclable as is the best sollution	another 16 HGVs trips in and out would make a congested road worse than ever	Yes, I think if anyone had enough foresight to fit solar panels to every house in wales we would have enough power to supply the whole of the UK	It is an uncesserary eye sore	l don't think it can	Start buying solar panels	Against
Consultee 101	A very good idea, but situated in the wrong location	I have not experianced any problems with traffic in this area	No	I would have thought the saving of all this tonnage going to landfill was a good reason to support the proposal with	no feelings one way or another	carry on with the good work	Support

				tregard to the environment			
Consultee 102	It sounds a good scheme - but my concerns would be about enviornmentla impacts, noise and emissions - for those lviing in the area. The fact that non recycybale waste could be dealti whth and energy produced is very positive	It's a fast road with a great daeal of traffic - adding signficantly is a concern	general environmental damage	not sure	not sure	no	netural
Consultee 103	l am in favour of any environemntal friednly waste disposal systems	Slow moving conjgection is commong at Buttington. The CEFN bridge is an accident black spot. Additional traffic is not a step forward	Buttington has a flood plain. Also a by-pass plan.	Conveying waste material by road is not a step forward. Where is 167,000 tonnes per year coming from? A key factor	Buttington Brick Works did have a rail link. A new rail link to your facility would be abette ridea	Construction materials could be transported by rail to welshpool and waste if a rail link was not possible at Buttington. If this waste is from far away then to involve the railway is a must	Neutral

Consultee 104	Don't feel that this is the right area for this project due to proximity to trewen school and the villages of cefn and trewen. Also you seem nclear of where the waste will be coming from in webinar 1 implication was that most would come from the midlands and welsh border in webinar 2 it was implied that it would be for powys and part of wales?	A lot of traffic msot days especially during holiday periods but icrease in traffic in general. A lot of congestion at peak holiday times and during harvest times when tractors are using the road. Accident black spots between trewen and Buttington e.g 3 during september. Oten involving lorries on the Cefn Bridge	Impact on house prices and tourism I the area. The effects of fall out ash on grazing load and crops any any potential health efffects from milk and food from the area	Long term health effects from particules in the air although they appear low there is no long term knowledge of effects over say 20-30 years for children in the school which is in line of fall out - when we have frequant atmospheric inversion in this valley	Really cannot see any support or benefits to the local community	Effects on health from imissions for the extra lorries which would equate to 96 extra lorries per day, for 6 days a week and so on saturdays all pasing through the villages of Trewen, Middleton and Cefn and passing the local primary school.	Against
Consultee 105	I think it is digusting building in a green area	The traffic is already at max. It can take me ages to get out on the main road. Certain places on the road two lorries cap struggle to pass safely	How stupid building it next to houses and a school	Why stick it in a green area? It should be put in an industrial site	Don't move here!!!!	I would never move here if that was built. House prices will drop.	Against
Consultee 106	Although I appreciate the many benefits of this, we beliee it will be badly situated	The A458 is an extremely busy road, especially during the sumer and bank holidays. It is very accident prone. Especially the Cefn bridge - it would be recless to add more conjunction	Build a by-pass to the site	Bad air quality to the most amazing area. How often the clean air act 2020 will be checked	Employment and facilities for young people	Our concern is this amount of traffic on an hourly basis - This is the gateway to mid wales	Against

Consultee 107	The capacity of the plant is too large for local need. It will be difficult for the plant to achieve the R1 effiency criteria without colocation of industry that requires heat. There is no detail of what this heat requiring industry might be	Could delivered of waste not arrive via the railyway line which is very close? The Cefn bridge is an accident blackspot		Rail deliveries would reduce the pollution caused by road deliveres	Investment in the site to create sustianble long term jobs in industires that would require the heat produced by the combustion of the waste. Is there a route to get hot water through to Trewen school?	When looking at 'need' the report assumes that the only capacity to competr with this proposed facility will be that which is currently operational. There is a signficant furhter capaacity that has permission but which has not yet been build. The need review should access the caapcity of that which has permission within the travel zone. Also, in the technology review the efficiency of fluided bed technology was not used the data from the most recent operational facilities	Against
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Consultee 108	It is a splendid idea in a good location but much of the information given is quite vague	The A458 at Buttington is usually quite busy epeecially during the summer	no	As long as it is well screened there shouldn't be a problem. As we don't live close by any other impacts would not affect us.	Don't know	The traffic on the A458 will increase signficantly. Are there plans for any trafic lights where the lorries access the A458?	Neutral
Consultee 109	We do not believe this facility is required in this area particuarly since wales is working towards zero incinerators increased recycling, and a huge propotion of the waste is being hauled from over 2 hours away	This is a very busy trunk road, particuarly in summer when there is a highvolume of traffic noise. The Buttington straights and CEFN bridge are notorious black spots for road traffic accidents which further increase congestion	The traffic situations as said above. There is already a signficant noise pollution from lorries using the quarry site. More lorries will exasberate this	We are concerned about the impact of dioxins gases reaction. The local primary school and housing estate are downwind of the proposed site for the incinerator	Waste heat from facility could be provided to school for free. If the proposed 30 jobs made available first to local people	We are concerned about haulage of waste from midlands when it is not this area creating the waste. We are also very concerend about the impact of air and noise polluitons and further road congestion.	Against
Consultee 110	Dreadful. I think an energy recovery facility should be built next to a motorway. Not on an aerea of beauty. Gateway to wales, and heres an incincertaor burngin england's waste. Disgusting.	Traffic is terrible already and there are so many accidents. Whoever authorities more industrial traffic to the area needs sacking!!	Consider building it elsewhere. Just because its proposed on family owned land doesn't make it acceptable	I think you already know how detreminetal to the envionrment this wll be. If you had a heart you wouldn't destory it with your ERF	It couldn't! You are going to destory it	You are from the area, family own the proposed site, this will comlpetely ruin life for the locla people and I think that is very selfish and hiding behind a computer screen trying to complete the	Against

						ERF so the locals voice cant be had and questions cant be asked publicly is disgusting	
Consultee 111	Very good idea	None	None	none		I feel that it is good for the area, jobs, less fly tipping and save the landfill. Do not understand why people are so against this, well done to you and good luck.	Support
Consultee 112	Negative feelings due to location	Will increase the traffic congestion and far to near to the black spots. How will the emergency services be able to get through, e.g to hospitals.	Too near to schools e.g buttington trewen and welshpool. Cause for conern to the environmnet		Firstly a new by- pass away from the entrance. Secodnly if not a new bypass a new railway bridge where frequant accidents occur	Has the 50 mile per hour across the Buttington been brought placed due to the request from the Buttington Energy recovery. Totally in the wrong area.	Against

Consultee 113	We feel that the facility proposed is not needed given that wales has an excellent record in recycling and that It is aiming for a circualr economy. The need for incineraton will therefore be reducing over the coming years. We also feel that several smaller incinerators located closer to the source of the waste would be more appropriate and reduce the environmental impact of transportation	if you have carried out the transport assessments you claim to have done, then you should be aware of this	Again, if you have carried out a thorough environmnetal assessment then you should be aware of the issues	see 3 above	If you want to support the local community, then why have you chosen to launch this consultation at a time of national criss? How do you expect those not on the internet to access all the information you have ommitted from your conusitation documents? Where is all the proof to back up the claims made in the document?	Why are you misleading the public by deliberatyl not using the phases burning or incineraton in your consultation document when this is what you will be doing? What other locations were considered for this facility and where are the assessments to prove Buttington was the most suitable?	Against
Consultee 114	We don't want this in our village. Very busy primary school which is a big part of our village.	The A458 is a very busy road all year round. But we have much more traffic from easter until the end of october with holiday traffic going to wales. I love down the criggion lane and sometimes you can be waiting ten minutes to get out	Local people will have an impact on house prices. I own two properties in Trewern and I worked hard to be mortgage free and I feel it will devlue my house prices		It should be put in a more secluded area not close to a village community	We have chosen to live in Trewen we have lived here for 30 years. Powys is a lovely county and we don't want it to be spoilt. Please pick somewhere else to put it.	Against

Consultee 115	We do not feel this is the right area for this project. Why in such a beautiful area and in a valley which gets a lot of low cloud and fog. So close to a school where parents walk their children also to our local park walking while lorries pass already is highly dangerous	During lockdown, great, but on everyday basis it is very busy, it can take me a w while to pull out our estate and peak season times is the main route for tourists which means a non stop flow of traffic. We had temporary lights on the cefn birdge and traffic was backed up passed middletown.	Noise pollution - your booklet says it wont be affected but 8 extra lorries an hour in an already busy road is going to cause more noise pollution. During lockdown the roads were peaceful but now is so noisy and lorries are the worst for not doing th speed limit	How can you gurantee the waste will be non hazardous? If it is coming from households. We had a recycling centre next door to us and the rubbish floating down the roads was bad not mentioned the unwelcome visitors of rats and of course the smell	By not building it here! Thirty jobs at the end of te day is not many in comparison to the whole site	Where is this rubbish coming from? If it is over an hour away then it is not helping the environemnt and would be more suitable somewhere closer and also not in a high tourist area	Against
Consultee 116	Don't see a problme - good idea	I live on side of road no problem with traffic. Sometimes busy on bank holidays?		It will be cleaner than Buttington Brick Works which had 2 chimneys burning coal.	It will have employment for people and work for transport companies	I wish you all the best. I hope your project goes ahead soon	Support
Consultee 117 Strictly config	The proposal doesn't have important benefits to the local area. One because the local people are elderly or young children so the jobs created wont be beneficial for local people as they arent of	On the A458 there are many times during the day where it takes 10 minutes or longer to get on the road. This is signficantly increased to 40 minutes or longer during half time. The bridge is prone to accidents so with the increased lorries it will	While attenidng a public consultation in 2019, they informed us that thee waste was coming in England to the proposed site which then transport to south wales the	There have been no clear statistics given how fly ash from the fume will affect local water supplies which will affect agriculture,	The only investor it could interest is already on the board of Broad. Energy which is why the land is it being built on is his own. Also, during this	There has been no clarity on how te factory will decrease local house prixes. No clarity on what waste will be burnt as industry can	Against

	working age. Also the people it could target doesn't fit the sufficent skills needed	increase the risk and add to congestion during accidents. Also to increase congestion will add to the pollution	left over waste. Therefore this sight seems idiotic as it has a long transport route which could be shortened	which is the main local industry. Also, no statiistics on how many decibles the site witll produce. There has only vague information on these areas which they think is good info for the local people	pandemic with economic underctainty many business are closing which could reduce waste which decreases facotyr otputs which could lead to reduced workforce and increase unemployment	have some hazardous material. Been no consideration during the pandemic. doesn't seem to understand the local population are elderly and not computer literate so wont see webinars and online information	
Consultee 118	Very good way of producing energy	I have no problems with the amount of traffic but I don't use the road very often	To close to housing	This type of energy pollutes the atmopshere	NA	A good idea but would have a catastrophic impact on the local community	Against
Consultee 119	Feel it has already been decided. No use for wales tourism with location or where it is it has massive impliations for highways	Accident nearly each week. The fact last year you stated we wont be travelling in and out of shropshire	Have you not done research - inversion too near school - as crow flies. To new build and existing	Wrong place. Air quality poor already. Doesn't need to be worse	You won't - Lip service simply shouldn't be here. Pick somewhere that isnt ideallyic	How much money will we get when our health ddecreases and property value goes down due to this absolutely insane plan. You need better feasibility study and business	Against

Consultee 120	That it has been sureyed and is reducing negative impacts, reassuring too that these are deemed 'not signficant;	The road is a busy one. 4 lorries per hour in operational hours is more than I imagined. What are the operartion hours and will this distrubt local residents? However, the road recieves many lorries anyways, so can probably absorb this %. The road is fast and visibility not very gooda t the junction. would pulling out be an issue to safety?		I'd be interested to know the area of the plumes direction and actual impact on air quality. What are the increased lvels of which pollutants? Pleased to see electrcitiy is being exported via underground cable	I like the jobs fair to encourage local recruitment. As well as providing guidance, could erf provide local training courses to help applicants upskill themselves to increase the chances of succes? Will local construction firms have a weighting in the procurment process?	I'd like to know how signficiantly the ERF reduced landfill on a quick internet search it seems that wales has 1,542,000 tonnes of residuel waste. Therefore does Buttington ERF proposed the 167,000 tonnes per year would reduce this by 10.8?	Neutral
Consultee 121	My imrpession of this proposal in Buttington is not good. I think it is too close to the school in trewen and houses In the area	The traffic will be more congestious with the lage lorries going to one facility and there has been very bad accidents on that junction	I have lived in Trewen and welshpool all my life and some one has already taken down the woods were the proposed facility is going. The scenary has gone now	Yes I think that buttington is the wrong place, its too close to all the houses	save your money do not put the development in buttington. No one wants this development	My only comment is not very happy with this plan. People in Trewen and welshpool do not now about this proposal i.e the smell, extra traffic and amount of noise pollution	Against
Consultee 122	My first impression of this proposal was sheer dissapointment. I cannot for the life of me see any benefit for the local community	the traffic is quite a serious point. The entrance to this proposed site could be an absolute nightmare, especially in the holiday period	I do not have the information about exactly how much waste will enter this plant, but I have read that the capability is more than four times	I have visions of alrge lorries from all parts of the country decending on our village which sees enough as it is	I feel that a possible offer of investment in the community is just a scrat to catch a carrot on a string	I am quite serious about these large projects particualrly ths one. The reason my feelings are if this is in the	Against

Canaultag		Traffic is for to a burn on this	the amount of waste from powys	Worried about		earrly stage of planning with nothing decided. How is it that prepations on sit ehave been going for about the last 23 years.	
Consultee 123	Surprised that it will be so close to a village. I understand that waste has to be addressed and clever that it is turned into electricity	Traffic is far too busy on this road. People don't keep to speed limits. Speed cameras would help, the bridge is a huge conern, so many accidents. Traffic lights would make it safer	Concideration for wildlife and road safety. Help get a bypass! Or help get a better bus service to and from welshpool as current times are terrible for employment	Worried about air pollution, smell, more traffic, large lorries, noise	Lights down Criggan lane so people can walk the evenings safely. Tennis courts for the community	To help make the main road safe. i.e traffic light or zebra crossing Criggan as its ompssoble to cross the road at times. Or speed cameras	Neutral
Consultee 124	Negative - huge transport problems this would be signficant. Adds a lot of HGVs	Extremely busy road with poor visbility both ways.	traffic	Potential effects al price of housing? Impact on school	Roa improvements to the area which are particuarly bad without having HGV and workers access al day	No evidence of how decisions have been made in the brochure	Against
Consultee 125	Seems a good idea to reduce waste going to landfill. Concerned how far it will be transported from	The A4588 is always busy. Niether the railway bridge of Trewen nor the river bridge at Buttington are ideal for heavy lorries. History of incidents	No	During periods of high preessure in winte ttheir is inversion in the valley. I love above welshpool and low down on the fog and	Many charities and volunterer organistions are suffering with the covid pandemic. They could all do with some help		Neutal

				emissions which are trapped. Is this going to effect people's health?			
Consultee 126	Totally unnaceptable within an area of outstanding beauty. Not in keeping with the image that the local community wishes to give its visitors. Not in the best interest of health and social well being of the local community	Traffic congestion is a seasonal issue. However, there are safety issues at the Cefn bridge. Alsoa t the qurry entrance - where traffic have to turn for access into the path of oncoming vehicles when vision is imprared by bends in road	I fully agree with the findings of the local study group in respect of the above	Reduction in air quality, particuarly when there are air temperature inversions	As a general role all local communities welcome investment and support of business. However, in this case, although a nice thought any help and support would come at the acceptable lost of agreeing to the scheme	I totally agree with the findings of the local study group BIGG and wish there findings incroporated into this response	Against
Consultee 127	Very concerned of all the gasses and smoke coming from the plant and the smell	Travel past the site quite often. It is quite an accident black spot. There has been quite a few accidennts there in recent years. In a 10 hour working day there could be up to 80 lorrries coming in out every day	Put it back to woodland ahain. What effects will happen to the local school not too far away?	A 70 meter stack would be a blot on the landscape. Cant believe that 95% of the time the smoke would stay in the boundary			Against

Consultee 128	It is a good idea, but in the wrong location Transporting large loads of waste material from all over Powys and the surrounding countries, on busy conquested roads. Does not make sense.	A very important reason that must be seriously considered is we do not have an accident and emergency hospital in Powys. All patients have to be transported by ambulance on the A458 past the entrance to this proposed site to the royal shrewsbury hospital or the A483 to the hospital near Oswetry. These roads are congested on most days	The site is situed in an area of large agricultural farms with agriculutral vehicles traveling between farms daily from the village and surrounding villages. The site is very close to housing estates, obiously there will be signficant risks to everyones health and safety	Broad energy must listen to the local community. In view of the covid 19 pandemic, planning considerations msut be halted until the afffected communities are able to hold public meetings to discuss all the advantages and disadvantages of the proposal	We are concerend because areas of the site has been excavaed moving large amounts of earth and treets prior to planning concent being obtained. We would to suggest the site might be ideal for solar panels to be placed on the existing buildings and on the whole site, this generating electrcitiy to supply to the national grid	The Davies Family	Against
Consultee 129	First of all - interesting you chose to use the word impressions in this question. This is an opinion based on something you think to be true and not based on any information preseented as havign objective reality. The use of this word is intended to miselad the question in that a persons's reply is not based on facts. rather	The current experience of traffic and congestion Is the same as yours. As you are from the local area you know the issues surrounding this issue. This question is not anything other than something that something you are expected to ask and evidence of the didsaind you hold for the community	Yes, that you will be in recipet of monetary gain whilst polluting the environment and people in the local community and afar from the increase in traffic	It is morally to destory biodiversity and it will have devestating to widllife and human well being. Shame on you!	In now ay! Take your proposal and selfish, greedy, disreptuable antics and burn it in your other toxic producing facilities!	How would you feel if this monstrosity was looming over your children's school and residence threatening their futurees? You must be a sociopath	
	on assumptions and						Against

	this questions your integrity					
Consultee 130	Appaled this facility is being considered, look at the facts again. Notorious road for accidetns, this road terbles with vehicles during summer periods. I love on this road and it has to join road, so with 8 lorries per hour, how. Its horrendous. You need to live here to see the impact it will cause	Unreadable	Unreadable	Unreadable	If you paid for a bypass it would then make sense at the present time to xxxx (unreadable)	Against
Consultee 131	Very good, saves carrying waste to teflord and places awar	I don't think it will cause much of a problem	It should bring local employment to the area	I am ex LGV drivers. Had connections to a lot of these places over the years	Jobs	Support

Consultee 132	It is not a suitable area or site. The visiual impacct will damage the local countryside	Assuming the facility will be working 24/7 it would mean 56 trucks in and out per week. The A458 is already a very busy road, a by-pass has been in the planning stage for 114 years! What happened about that??	SSSI Site ext to proposed incinerator site. Not good! School and housing estate too close!	The construction with impact on the A458 ever more with even more trucks bringing materials to the site. There will be odours, smells and the prevalaling winds mean that local school and housign estate in the direct firing line	30 permanennt jobs is a drop in th ocean in the grander scheme of things. 300 construction jobs with mostly be to outside contractors and not local labour force. House prices may fall. How is that investment! No!	Boris Johnson has said "wind power is the future" so we do we need an incerator?? We don't want this faiclity here	Against
Consultee 133	Not impressed and not convinced		Have been thankful for sixty three years of clean fresh air and now it is to be polluted. Too close for comfort. Protests and meetings are a waste of time, we know what the result would be			Some years ago my mother in law wanted to sell a little strip of land half a mile down the road for someone to build a bungalow was refused and told it was the green belt. It seems health and children don't count or the beauty around us these days	Against

Consultee 134	The site would appear to be a good choice having been a brickword previously and semi industrial since that	Traffic is generally free flowing in that area of the A458. Summer weekends sees an increaste on Friday aternoon and also Sunday afternoons. Congrestion not an issue	90% of the public will not be aware of its existence due to its covert location	Modern day HGVs are very quiet due to euro 6 requprements. The type of vehicle operating at the site would run on six acles therefore low impact on sufriance.	The area is crying out for investment that will create employment. Unforutnately residents in secure employment and those retired do not always see things that way	Unfortunatelt humans as speices create a vast amount of waste, which cannot be easily dispended. Lnadfill is a state of overflowing. Incineration is the only option we have.	Support
Consultee 135	Focussed heavily on benefit to the company. Where is the benefit to the local community? Increase traffic, pollution, noise	Traffic congestion is getting worse year on year. RTAs are usually extremely sseries and the highway simply cannot cope with the increase. If there was a bypass that would help signficantly		Very limited information on environmnetal impacts. No exmaples given of other such sites. Why??	free heating/electricity to school, reduced traffic to locals. Pursue and influence the reduction of traffic via bypass or simialr		Against
Consultee 136	I suppose it sounds better than waste incertion plant! At least it will produce electricity as a bi- product which we will need more of for the future. It also looks as it will be reasonablly well hidden behind hills and woods and will be state of the art	The A458 is a busy road Monday to Firday between 0700 hr to 0900 hrs. The bridge over the railway has 2 90 degree bends and causes hodl-up accidents.	The entrance/exit to the site will need to be carefully planned and executed fue to the bends to the north on the A458 and fine of eye sigte	A good use of the quarry area	Possibly in flood defences on the river severn. In the section between welshpool airport and the north of the planned facility. Possible leasure facilities. Recycling infromation for local schools.	I hope te scheme goes ahead as there is not only a need for more energy but also better egonomic waste disposal and job cretion for the welshpool area	Support

Consultee 137	Well presented, but not for the right location - for a range of reasons. Transport links not good enough, environmental and geographical factors not in your fabour. Signficant local opposistionEyesore, impact on landscape, impact on tourism	Yes - school traffic, reguular accidents between trewen and buttingto, also a main route for torust traffic which is in poor state and very busy between easter and autum, only just able to cope with volue at these times as it is	SSSI nearby, impact on wildlife, increased activity but main concern is air quality - no chimneys tall enough to break through fog inversions affecting those belwo or above the mountain.	Impact on air inversions - not just within this valley by whole valey up to welshpool and towards Oswestry	The increased jobs do not make up for the impact on local tourism, apssing trade and local health	Given air issues existin, and transport weaknesses there must be a better lcation for this facility. It is not close or easily connected to any of the towns and cities you hope to receive wasre from. So economically for you surley somewhere close to motorway or bypass would be better. Its also a little non- inclsuive to get this consultation during covid	Against
Consultee 138	Dishonest. No local demand for this will require commerical waste from far afield. Statements of no signficant impact on transport and air pollution with no data	Inversion not mentioned once, this must impact chimeny height calcualtion. Transport impact not properly/thoroughly mentioned		Air quality - bad. Transport - bad. Visual - bad.	Invest in something else	Municipal residual waste in Powys is 180kgm/person. This gives your proposal is 160,000? So nonsse to sya there is local demand. Already capacity. Where	Against

						is your waste coming from?	
Consultee 139	Ridiclous	Dire- especially in summer	Seriously? You're asking me that?	What do you think	In no way whatsoever!	Go away and built your toxin spewing plant in your back yard	
							Against
Consultee 140	I think it is an adequate solution to part of the pollution problem	None	I am aware of the incinerator in Stoke on Trent. If it can work there, why not here?	I am aware of the incinerator in Stoke on Trent. If it can work there, why not here?	Site visits to inform	None	
Consultee 141	An ill-chosen site, a very secretive process which has made an effort not to consult or court public views until this time, a virtual consultation brought forward in a time of national crisis rather than waiting to allow	The Cefn and Buttington bridges are pinch points, the Cefn bridge was recently reduced to one lane with traffic lights for over 6 months due to a part having to be replace when a lorry hit it. There are numerous accidents on the bridge requiring police marshalling	The weather blows in from the Welshpool direction, the wind nearly always from the west or north- west and often strong meaning that Trewern and Middletown will be continuously	Burning waste next to a school or near to elderly people, however high the chimney (which will be visible to all residents of Trewern). I	By not building the thing!	The suggestion the ERF should be built is a farce, the delay and the consultation being brought forward during a pandemic plus the secrecy has	Support
	older and disabled residents, the people	traffic or closing the bridge entirely. I nearly lost my life in	affected by smoke from the chimney,	don't know, what could		meant a lack of trust in Broad	Against

who will be most	a road traffic accident on the	the elderly	possibly affect	Energy and the
adversely affected by	Cefn bridge as a child. It is not	population of	the health of	scheme locally.
this scheme and its	uncommon to look over and	Middletown will then	local people?	lt is a poor
pollution, to take a full	see the bridge closed again	have poor quality of		location, access
and clear part.	due to an accident, it is a very	air to contend with.		is via two ill-
Considering the	narrow and dangerous	The quarry is a very		suited bridges
location, this should not	bridge. Neither bridge is	poor location. The		on an already
have passed the	suitable for an increase in	determination to		heavily
planning stage. It is not	traffic let along heavily laden	continue with this		congested road
welcome in this area,	lorries. It is beyond a poor	plan despite valid		that residents
would impact	location because of these, no	local opposition isn't		can often find
negatively on the lives	such facility should be	doing Broad Group		impacts on their
of residents, the health	planned with knowledge of	any favours. It will		ability to get
of residents and the	these bridges and the	not be welcomed in		over to
location seemingly	number of accidents in the	this area.		Welshpool. It
bears no understanding	area.			also welcomes
of the weather patterns,				the many
which direction the	Holiday traffic, including			tourists to Mid
wind blows of the effect	Fridays and Sundays can			Wales and the
of funnelling smoke	mean the road either side can			coast with the
into a high-sided valley	be heavily congested or not			sight of a
with a village such as	moving, meaning residents			smoking
Middletown directly at	cannot get into town and it			chimney next to
the height where the	has taken me 10 minutes to			a busy school as
smoke would be blown	get onto the road before, cars			they enter
when the winds are	with caravans, camper-vans			Wales. Any
strong. We have had	and other traffic are already			sensible
numerous strong	unsustainably high. With less			company would
storms here each	people travelling out of the			have left it on
summer and winter and	country, the traffic has			the drawing
not only will I be able to	increased here with people			board. Evidently
see the chimney from	travelling to the coast and			Broad Energy,
the windows of my	since travel restrictions have			with a local
house, but I will also be	eased, congestion has often			family member
directly in the line	been unmanageable. If there			involved with
smoke will be blown if	was any research taken you'd			the quarry
the ERF is built. The	have knowledge of these			involved with
impact on house prices	issues, the lack of awareness		Broad Energy,	
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locally will be	of them doesn't show this		are not a	
dramatically hit,	consultation is being taken		sensible	
affecting me and others	seriously.		company.	
personally. The location			Instead, it's a	
of the nearby			local family	
Buttington Trewern			ignoring the	
Primary School means			health and	
that the ERF will be			wellbeing of	
within half a mile of a			local residents	
school playground as			and looking only	
well as visible on one of			at money. It's a	
the busiest main roads			poor state of	
inviting people into Mid			affairs when	
Wales. It is extremely			people's lives	
worrying and upsetting			mean so little	
that children will have			when thousands	
to cope with this and			have already	
that impressions of			died of a	
those entering Mid			respiratory	
Wales will involve a			infection. We	
waste burning facility			should be	
next to a small village			learning about	
with a busy school and			the need to live	
holiday traffic. I was			healthy lives, not	
under the impression			threatening the	
Wales wanted tourism,			health of people	
this is a good way of			with ill-thought	
showing you couldn't			schemes such as	
care less.			this.	

Consultee 142	I believe we need more of these establishments to help remove landfill. Any impact that incineration may have albeit it low are far lower than continued landfill and less damaging in the long term to the land. Today's technology allows us to produce much cleaner emissions and safeguard surrounding Flora and Fauna.	The area being considered is already notoriuous with heavy traffic particularly during peak holiday season. The A458 is an arterial route in and out of Wales with a mixture of tourism, agriculture and local traffic. I dont see a few more lorries being a major issue. I dont live close to the road but believe existing residential areas are already used to a continuous flow of traffic	The local area and surrounding areas are considered part of Wales natural beauty and part of what attracts many people to the area. The are may out door activities such as shooting fishing, walking camping and wildlife observation so it would be paramount to ensure that any areas that are removed during the construction Of the plant should be replaced as quickly as possible. The consultation advises no net loss of natural habitat. This is critical that this is followed through.	I work in the packaging industry manufacturing plastic films for food packaging. I am all too aware of the impact of incorrect disposal can have on the environment. I am also aware that we currently do not have adequate or suitable recycling facilities in the UK to deal with the unnecessary/irr esponsible disposal of plastic waste. This facility in my opinion would certainly help the cause and remove some of the pollutants that are creating a stigma for plastic	The area is predominantly agriculture employment however there is always a need for more employment. Creating jobs (300) during construction will be good if local people are utilised rather than contractors out of the area. The 30 permanent positions wont have a big impact. However once up and running why don't you consider making the facility a tourist attraction if it can be done safely. Invite passing tourist and local people in to see what happens and how it works and help the understand better the process so they are not afraid of it.	No further comments at this time. Will be interested to see how the project develops. I believe you will receive a lot of opposition. The area is largely populated by an older demographic who may not understand the long term benefits. You have to consider this	Neutral
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				packaging. This in my view will only help improve environmental issues created by waste	Education for this is important.		
Consultee 143	Negative. This is a residential area, primary school half a mile up the road.	Cefn bridge, just a few hundred yards away. is one of the top accident hotspots in Wales. The increase in lorries delivering waste will just add to the heavy traffic on the A458, a main & busy arterial road into Wales.	There is evidence that incinerators around the UK consistently exceed the permitted legal limit for CO2 and other emissions.	The whole scheme goes against reducing carbon emissions. Mid Wales is renowned as an area of outstanding natural beauty. Move your incinerator to an industrial site.	None at all. House prices will fall, who wants your red light on a pole serving as a welcome to beautiful mid Wales.	This does not belong in this area. Lorries delivering smelly waste several times an hour should not be happening in a beautiful area like ours.	Against
Consultee 144	A truly excellent idea. It would solve the eyesore problem of the old Buttington Brickworks and at the same time lessen the consignment of household waste, much of which will never break down, to landfill. The fact that the incineration process will also power a generating turbine,	The entrance to the site is on a straight piece of road which for many years bore the passage of heavy lorries in and out of the brickworks. However, at the eastern end i,e, in the Shrewsubury direction, there is situated the infamous Cefn bridge which I am sure will be seized upon by the protest group.	No	I really think that Sections 3 and 4 of the questionnaire could have been combined. However, I can only compare the potential effect of the incinerator with the one installed at	Quite simply, the biggest carrot you could offer to local residents is the straightening out of the Cefn bridge. I appreciate that it would be hugely expensive but Powys County Council will have to do something about it sooner or	During my career, I worked for the CEGB, initially on the construction of large coal-fired power stations and later in the management and operation of generating stations. I was involved in the environmental	Support

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small though it will be,	Battlefield in	later and perhaps	issues of	
is an added bonus.	Shrewsbury.	your company	building	
	which you	could mount	Ironbridge "B"	
	would hardly	some sort of joint	Power Station.	
	notice was	deal with that	You will	
	there. Much will	authority.	appreciate that	
	depend on the	-	whatever	
	efficiency of the		problems you	
	scrubbing and		may encounter	
	cleaning of the		in your	
	emissions,		Buttington	
	bearing in mind		project, these	
	that the		were magnified	
	prevailing		many times with	
	westerlies blow		a development	
	over the village		the size of	
	of		Ironbridge. One	
	Trewern.Whate		action we did	
	ver the		take, which	
	contribution of		removed quite	
	emissions may		an amount of	
	be to climate		local hostility,	
	change, the		was the	
	side effects of		straightening of	
	landfill with		the B4380 road	
	methane gas		from Atcham to	
	leakage and		Ironbridge -	
	pollution of		hence my	
	groundwater		suggestion	
	run-off are		about the Cefn	
	known factors,		bridge. The	
	as is the		CEGB made	
	thought of		similar	
	burying of all		concessions in	
	sorts of rubbish		the planning	
	for future		and construction	
			of my last	
			St my last	

				generations to resolve.		stations of Rugeley "A" and "B", with an installed capacity of 1650 MW.	
Consultee	The documents issued	The A458 is the main route	No particular local	There are a	The only benefit is	No thought	
Consultee 145	The documents issued thus far are very broad and designed to give a glossy overview of the project, without and substance to the various claims made regarding noise and pollution. The phrase "not significant" is used extensively without quantifying levels, who determines what is and what is not significant? The only "befit" to the local populous is the potential use of a brown field site and limited employment over the life of the facility.	The A458 is the main route from the Midlands and beyond to Mid Wales and therefore suffers from congestion particularly during the summer months. Day to day this road is very busy with light vehicles and heavy goods trucks. The road is not particularly well maintained by Powys CC, with unclear road markings, potholes and general poor quality road surfaces. There are two major bridge pinch points over the railway and river both of which cause problems for heavy goods vehicles and have caused collisions in the past. A significant increase in lorry traffic will only exacerbate these problems. The site junction to the A458 is already dangerous due to lack of sight lines and speed, additional volumes will	No particular local knowledge except that the site is very close to significant water courses and the concern is that polluted water run off from the site will eventually enter these and cause environmental pollution. Airborne pollution is already a concern with a large number of homes already affected by traffic pollution. The area is also prone to weather inversions which would hold any air pollution within the valley and flood plain, affection livestock as well as inhabitants	There are a number of issues here:- Pollution - noise, fumes, dust and toxicity of waste How is the waste graded and accepted before being delivered to the site. How far does the waste travel before being burnt? Is it all originating from Powys What process is proposed to	The only benefit is supporting local jobs both during construction and once commissioned, there seems to be no other benefit what so ever. Invest elsewhere where the environment can cope with this type of facility	No thought seems to be given to using the local rail facility as a possible route of transporting waste to the site	
		undoubtedly create		treat run off			
	ontial	additional risk.		water			Against

				The levels of what is or is not significant should be published Where are the additional cables and/or pylons going to be routed to connect to the grid.			
Consultee 146	Entirely negative. This is a proposal to build a commercial incinerator- by-another-name in the local community. This facility will emit millions of tonnes of CO2 during its lifetime, much from fossil origins. It will further contribute to global warming. It will add HGV traffic to the A458 increasing vehicular (exhaust/tyre/brake) pollution in the community (unless the facility plans to build a rail connection). The A458 is noted for its high accident rate in this area through which plant input and toxic	My experience of the A458 is it is a dangerous road in the area between Middletown and Welshpool with a high accident rate, narrow sections, sharp corners, blind summits and lots of traffic. This facility is planned in the centre of this road section. The road carries local traffic, including the school run, commuters and hospital traffic from mid-Wales to Shrewsbury, significant HGV and tourist traffic to/from the English Midlands into Wales. The road junction and adjacent access to the facility is a known accident 'black- spot', including the Cefn bridge near the site.	Toxic output of dioxins and metals from modern EfW facilities is not zero - particularly during shutdown/start-up and abnormal events. Toxic emissions that are successfully captured will need to be transported off- site through the community on a road noted for its high accident rate, whilst increasing tyre/exhaust/brake emissions into the community. Plume emissions will collect in the local inversion layer in the Trewern	This facility will emit millions of tonnes of CO2 during its lifetime, much from fossil origins, plus non-zero levels of toxic contaminants. It will indirectly act to reduce recycling efforts, and to prohibit the development of technology to recycle the material. The captured toxic waste by- products will need to be	Invest not through community bribery like this, but through cancelling the facility and replacing it with emission-free renewable energy and small- business units, ideally to promote and develop local businesses.	I notice that completing and returning this questionnaire does not guarantee that my comments will be made onwardly available, so I am also providing them direct to my local councillor.	Against

		during the Spring and Summer months. I am concerned that the additional					
Consultee 148	l think it is great idea	The A458 sees a considerable increase in traffic coming in and out of Wales particularly	None	None	Creating jobs for local people	None	
Consultee 147	Not happy at all. Elderly uncle lives right by the preposed site. He has copd , theres a school nearby, surely its not good for there little lungs, plus the road is very dangerous as it is without extra traffic .	Cefn bridge! One of the most accident prone areas in powys ! Very dangerous. Shut numerous times this year to crashes. Causing a huge inconvenience to everyone.	economy. The spot is a lovely rural location, why do us as people born and bred in this area want are sky lines ruined! Stick this in the city!	More polution!!!	By not putting it there		Against
	waste output will be moved by road. I do not wish the proposal to go ahead. I would like to see a solar PV facility on the site instead, potentially mixed with a few small- business units with inbuilt renewable technologies with a focus on developing environmentally- sustainable local businesses.		area. The predominant wind direction will push the emission plume over the local primary school that my children attend, and towards the higher ground at Middletown, where I live. It will likely have a negative effect on house prices. It will indirectly act to reduce efforts to develop technology to recycle the material as part of the circular	transported off- site by road, which will create exhaust, tyre and brake pollution in the local community. Accidents whilst transporting the toxic waste products of the incineration pose a threat to the local environment.			

		half minutes) associated with the Energy Recovery Facility, along with the vehicle movements in and out the existing Quarry and Industrial Area, will impact on the A458.			
Consultee	Please see boxes 4 and		Issues arising	Using the area	
149	6 below		from CH 6	specified 2.17.2	
				, (page 35), how	
			Incinerator	often (in the	
			operators refer	modelled data	
			to â€~punching	or 2019) did	
			through'	inversions occur	
			the cold air in	in the Severn	
			the event of	valley adjacent	
			temperature inversions. Is	to Buttington, and what were	
			fossil fuel on	their greatest	
			standby to do	depths? And in	
			this, to increase	how many cases	
			the output	e.g. based on	
			temperature of	the year 2019,	
			the stack, or do	would you	
			you adjust the	expect to raise	
			other inputs	flue output	
			instead?	temperature to	
				punch through	
			The combined	an inversion?	
			height of the		
			flue at 70m and	The report refers	
			the OD of the	to emission	
			quarry floor at 95 m seem to	limits which are	
			indicate the	in keeping with the principles of	
			outlet at 165m.	the †Well-	Against

		Is this correct? When would there be a need for increasing the exit temperature, in order to aid dispersion of pollutants? i.e. what is the height OD of the top level of the cold air when additional energy is needed? How is that weather condition (in 3 monitored by the incinerator operator?	generations (Wales).' The level of emissions, in a well-run incinerator, will comply with emission limits. However, I note that maximum concentration of many of the pollutants, on the isopleth maps, fall directly on the area of Buttington/Trew ern school and the new housing area close to it. Also, there are higher values for	
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						and Middletown itself?	
Consultee 150	I feel this development will be of limited benefit to the local area or the wider environment, but has the potential to be damaging to both.	The A458 is a busy, single lane road which is a main route in to Wales. At normal times the road is busy with local traffic, but during the holiday season and bank holiday weekends the traffic crawls through Trewern and Buttington on its way to Welshpool. It can be very difficult and dangerous for local people joining the main road when the traffic is heavy. The section of the A458 which will be used by the incinerator traffic is notoriously dangerous. In particular, the Cefn Bridge is regularly the site of serious traffic accidents. When this happens, traffic often comes to a stand still, with vehicles stuck on the road or forced to divert down lanes which are not suitable for HGVs. The addition of 8 HGVs each hour to the already overloaded road traffic in this area will increase the risk of serious	Please refer to my answers to questions 4 and 6.	Habitat Creation - You claim that several wildlife habitats, including wetlands and woodlands, will be created on the site. However, you do not state how these areas will be managed going forward. All too often, large numbers of trees are planted or pools are created to give the impression of an environmental conscience but without careful, long term management	You refer several times to the jobs that this facility will create, both during construction and during operation. How many of these jobs will be awarded to local people? It is unlikely the build contract will be awarded locally and the operational jobs are also likely to go to people already in the incinerator industry. I feel that no amount of community "investment" or mitigation can out weigh the real harm this facility would do to the	Landfill - The amount of non- recyclable waste being generated in Wales is falling. More needs to be done to encourage recycling by residences and businesses and more pressure needs to be put on manufacturers to address the amount of waste material they produce. Burning this waste will not encourage people and businesses to adopt environmentally friendly practices but	Against

accidents and inconvenience.	these areas will	local area and	will, instead,	
I do not understand how you	deteriorate and	anything	make their	
can claim this is	their benefit to	Buttington Energy	urgent action	
"insignificant". In addition,	wildlife will be	offers will be seen	seem less	
the noise and air pollution	reduced.	as the "sweetener"	needed and will	
generated by these extra	Existing	it undoubtedly is.	dissuade them	
vehicles will have a negative	Habitats - The		from playing	
impact on the local	area		their part.	
environment.	surrounding		If there is	
	the proposed		insufficient	
	incinerator site		waste being	
	contains prime		generated	
	wildlife habitats		locally to run this	
	including		incinerator at a	
	ancient		financially viable	
	woodlands.		level, then why is	
	Any		it needed at all?	
	deterioration in		If waste is being	
	air quality,		brought from up	
	either from the		to 2 hours drive	
	incinerator or		away, then why	
	the traffic		isn't this	
	associated with		incinerator	
	it, could have a		being built	
	detrimental		where the waste	
	effect on these		is being	
	habitats and		generated and it	
	the species		is obviously	
	found there.		needed? We	
	Noise pollution		are also not told	
	- The proposed		what kinds of	
	incinerator site		industrial waste	
	lies on a valley		are being	
	which amplifies		transported	
	and echoes		through our	
	back noise		local area,	
	from the		stored at your	

surrounding	facility and then
area. Noise	burnt,
generated by	producing what
the incinerator	kind of toxins?
and the large	Consultation -
number of	This consultation
vehicles	should have
needed to run	been postponed
it will be heard	due to the
far beyond the	Covid-19
immediate site	pandemic.
area.	While everyone
Air Pollution -	else is having to
Another feature	shelve plans till a
of the valley is	later date, you
that particles in	have pushed
the air, whether	this consultation
water, smoke	through and
or pollutants,	deprived local
are often	residents the
trapped in the	opportunity to
valley and held	have a full face
at a low level. It	to face
is unlikely a	discussion.
chimney of any	Zoom meetings
height could	with no
guarantee its	discussion
emissions will	allowed and
be carried away	held at an
from the local	inconvenient
area. In	time are not
addition to the	good enough.
emissions	A written
created	questionnaire
through	does not allow
burning we	our questions to
must also	be answered.

consider the	Health Impact -
pollution	Your comments
coming from	about "identified
the increased	potential
number of	unintended
vehicles and	consequences"
the	are both vague
storage/unload	and worrying.
ing of the	Your suggestion
waste.	to combat these
	with a Liaison
	Group is
	ridiculous.
	Raising concerns
	with you when
	people are
	already getting
	ill will be
	pointless.
	Local Impact -
	Your camo-
	coloured artists
	impression is
	ridiculous and
	will do little to
	disguise the
	facility or the
	70m chimney
	you propose.
	The impact on
	local house and
	land values will
	be substantial.
	Tourism is the
	life blood of this
	area of Wales
	and the

						increased traffic, noise, air pollution and smell, not to mention the sight of the facility itself, will deter tourists from stopping and will negatively impact on local businesses.	
Consultee 151	I believe it is an abomination to place a facility of this type in a beautiful rural area. I am also concerned that, although the proposed facility is in Mid Wales, the vast majority of the material to be burned is from industrial areas in England. This begs the obvious question - Why can it not be built nearer to source? Thus reducing the environmental impact of the (claimed) 4 lorries per hour moving	Weekends, bank holidays and peak times are busy. There is a renowned accident blackspot within a few hundred metres of the proposed facility.	Yes, cloud frequently lingers in the valley particularly in the mornings. A 70metre chimney is not sufficient to prevent that fog turning into smog. There is also a primary school within a few hundred metres of the proposed facility and other schools nearby in Welshpool	See above	It makes now difference because whatever investments are made will pale into insignificance compared to the presence of the facility		
	in and out of the facility.						Against

152	HGV traffic on the A458 will substantially increase, the Cefn bridge is an accident hotspot with tight bends which willi impede the flow of traffic if articulated vehicles have to slow down to navigate the bends. Will the existing quarry be used to store untreated waste ? What are the proposals to restrict methane emission from untreated waste.	The A458 is a holiday route. Traffic flow increases at weekends and in summer periods when a high volume of traffic flocks to the Welsh coast, The site is in near proximity to bends in the road which may restrict vision of approaching vehicles. An increased death toll on a dangerous stretch of road can not be accounted against income generated from energy recycling.	Broad energy should fully consider site access with a view to removing bends in the road and objects which restrict vision. Brpad energy should implemennt a system to lessen the environmental impact of stored untreated waste.	How will the site be monitored to reduce noise and pollution. What action will broad energy take voluntarily to reduce noise and pollution.	The Buttington ERF will create jobs. Are there any policies to employ local people in preference to newcomers ? Will broad energy employment policies be discriminatiory if so?	If veolia's recycling plant at Shrewsbury is an example of a waste processing facility then gas emissions should be very closely monitored.	Against
Consultee 153	I am in favor of this development as it is for the future.	The only traffic issues in the area is at the weekend when traffic using A458 to and from the coast. I presume the new entrance will be open and up and running before the new development commences.	Providing rules are adhere to there should not be any issues.	Again providing the are adhere to there should not be any issues.	It could support local youth club. Maintain the local play area.	How long when in construction will it take to complete! When will this development commences providing all planning is passed. You incinerate 100 tons of waste how much ash will be to landfill. Will this ash have to go to	Support

Consultee	WHILST AGREEING	THIS ROAD IS AT TIMES VERY	THERE ARE SOME	THIS ROAD IS	DOING MORE	any specific landfill. I presume the first priority will be to commence on the new entrance.	
154	WITH THE NEED TO REDUCE THE AMOUNT OF WASTE SENT TO LANDFILL WE HAVE SERIOUS CONCERNS ABOUT THIS DEVELOPMENT FOR ROAD SAFETY, HUMAN HEALTH AND WELLBEING AND THE ENVIRONMENT.	BUSY AND ACCESS TO THIS QUARRY IS TIGHT FOR HGVS. THE 8 VEHICLES PER HOUR EXPECTED WILL CAUSE SERIOUS DELAYS AND ROAD SAFETY RISK. THIS ROAD IS ALREADY ACKNOLWEDGED AS BEING HIGH RISK PARTICULALRY THE NEARBY CEFN BRIDGE SITE WHICH HAS SEEN A NUMBER OF FATAL COLLISIONS IN THE PAST TEN YEARS.	RED BAP SPECIES IDENTIFIED IN THE AREA INCLUDING SLOW WORMS. THERE IS SCANT MENTION IN THE PROPOSAL FOR SEARCHING FOR AND SAFELY REMOVING THESE AND OTHERS. IT IS OF GREAT CONCERN THAT THE PROPOSAL ADMITS "THE DEVELOPMENT'S FOOTPRINT IS OF NEGLIGIBLE ECOLOGICAL VALUE WITH EXTREMELY LIITED SCOPE TO SUPPORT PROTECTED SPECIES." IN THE LIGHT OF THE	ALREADY BUSY AND BOTH TRAFFIC NOISE AND EMISSIONS WILL SURELY INCREASE, IMPACTING THE ENVIRONMEN T CONSIDERABL Y. THE PROXIMITY OF THE SAXON/VIKING BATTLEGROU ND AT BUTTINGTON IS NOT AKCNOWLED	RESEARCH AND PUBLISHING THE FINDINGS IN THE FIRST INSTANCE. PLUS BEING WILLING TO GO THE EXTRA MILE TO SAVE THE WILDLIFE CURRENTLY ON SITE THROUGH CAREFUL SEARCH AND TRANSFER TO OTHER LOCATIONS. DONATING A SHARE OF THE PROFITS FROM THE SHCEME TO		
			WELSH GOVERNMENT'S	GED IN THE HERITAGE	THE LOCAL		Against

	FOCUS ON CONSERVING AND INCREASING BIODIVERSITY THIS HAS TO BE A MAJOR CONCERN.	SECTION OF THE PROPOSAL - A MORE DETAILED PLAN FOR EXCAVATION OF THE SITE SHOULD BE INCLUDED.	COMMUNITY AND SCHOOL.	
		ALTHOUGH THE PROPOSAL STATES THERE WILL NOT BE A SIGNIFICANT IMPACT ON HUMAN HEALTH WE NEED TO SEE SOME PROOF OF THAT IN THE FORM OF DETAILED FINDINGS OF THESE ASSESSMENTS.		
		AT THE VERY LEAST A 70M STACK WILL BE VISIBLE AT ALL		

Consultee 155In favour of renewable energy and reading suggests this should be acceptableThe railway bridge is already an accident blackspot so any additional traffic is a concern Permanent traffic lights would resolve the current situationCurrent plans caceptableI'm totally in favour on renewable energy and details in your booklet sound reasonableSound favour on renewable energy and details in your booklet sound reasonableSound renewable energy and details in your booklet sound reasonableSound renewable energy and details in your booklet sound reasonableSound renewable energy and matchet sound reasonableSound renewable energy and matchet sound reasonableSound renewable energy and matchet sound reasonableSound renewable energy and etails in your to work not work ereasonableCome here energy energy and etails in your to come here, there whet area area. Alastair three w				TIMES TO PEOPLE LIVING WITHIN A WIDE RADIUS.			
Consultee 156Completely wrong place. Far too near houses and a local school. The low clouds will not allow the dreaded waste smoke to escape.It was a dangerous place when Border Stone pulled out of there. There will be a lot of 	 energy and reading suggests this should be	an accident blackspot so any additional traffic is a concern Permanent traffic lights would resolve the	•	sound	favour on renewable energy and details in your booklet sound		Support
damage they have Against	place. Far too near houses and a local school. The low clouds will not allow the dreaded waste smoke	when Border Stone pulled out of there. There will be a lot of 44tonne articulated lorries turning in and out of them on a bas piece of road. Increasing traffic and carrying waste that other counties do not want. We don't want it	Put a stop to it now.	to put it in a beautiful part of Mid Wales. You are trying to get this approved in a time when we cant have public consultation, meet people to discuss it. Its disgusting. It needs to be	anything in the area. Alastair Hilditch Brown the director has been bankrupt several times, he incorporated his wife's surname to avoid people chasing him up for the debts he owed. His family own the old quarry where it is proposed to go, they are hated by the whole area for the greed and	come here, there will be nothing but trouble for years	

					done to the local area.		
Consultee 157	It looks well thought- out. Powys needs to bring it's waste management strategy up-to-date, and I think this is a good way to do it.	Personally, I don't have any concerns.	Make sure it doesn't smell, vibrate or otherwise cause annoyance.	I am comfortable with the environmental legislation that this facility will have to comply with.	I think a communities fund should be established to make sure the people of Powys share in the benefits of this facility. Broad Energy obviously needs to be able to run a viable business, but investment back into the community is important. This fund could be used to help with community- related projects, such as maintenance of	I hope this process doesn't take too long. It is time we took responsibility for our own waste and started treating it as the viable resource that it is.	
					locally important monuments such as Rodney's Pillar;		Support

		The traffic on the A458 is			maintenance of community spaces such as footpaths, gardens and fitness facilities etc. Projects which could be easily worked into Broad's budgeting, but which would make a tangible improvement to the community. Things which the community may currently be struggling to fund themselves.		
Consultee 158	The site is not suitable for this project. Low cloud often hangs over Trewern. This moisture mixed with the chimney emissions would be very bad for local residents, especially for the children in the school with growing lungs. To keep the incinerator fully fed, all kinds of materials would have to be burned, most of which are recyclable. Recyclable materials	already heavy, and the two bridges at Cefn and Buttington are added hazards. Bringing in so many extra lorries would make this much worse. Remember the head-on crash in December 2019 which disrupted traffic on Cefn Bridge for months. To claim 'no significant impact' is obviously untrue.	Powys does not produce enough waste to keep an incinerator of this size in operation. Waste is bound to be imported from areas of greater population density such as the West Midlands. The fuel wasted on all these journeys, plus the congestion caused and the emissions from the chimney, would all be against the Welsh	See above. When low cloud hangs over Trewern, the moisture would mix with the emissions. On many days this would drop to ground level and cause unnecessary pollution in the local community. Unfortunately Broad Energy have been	Other similar projects have tended to use specialist construction workers usually taken from a broader area (often abroad). In the operational phase this is likely to be the case as well. I doubt that this would create much LOCAL employment.	No significant impact' is a common theme throughout the incinerator brochure - but this is obviously a Broad Energy whitewash. Flue emissions and traffic problems would certainly cause ongoing issues on a huge scale. Noise, odour and rodent issues are also likely to	Against

	such as plastics should not be burned.		government's aim of low carbon. The added congestion and the loss of air quality would be very detrimental to the health and wellbeing of local residents.	evasive about what kind of materials would be burned and where it would come from.		be significant. The visual impact of such a huge structure is also a significant impact. The Welsh government is committed to reducing carbon emissions - this project would run counter to that commitment. Incineration is not the answer, especially in a rural community like this one.	
Consultee 159	Horrendously inappropriate location for such a monstrosity.	Extremely busy road with lorries already travelling day and night. Multiple RTC's on our already congested road. The thought of adding to this is just mind boggling	To be placed right next to a primary school and housing estate is a disgrace. The toxic pollution that our children will be breathing in is unthinkable. You only have to look out the window to long mountain to see how the toxic smog will sit over this village.	It's an environmental disaster. This site is NOT suitable for all the above reasons.	It couldn't, it has no benefit to the local community apart from providing a few jobs for people that won't be living next to the health hazard. This will also have a detrimental effect on house prices in the area.	Listen to the community and look elsewhere	Against

Consultee 160	Given that the plans to develop this incinerator have been in the pipeline for some time now, the timing of the pre-application consultation in unfortunate. Whilst Broad Energy have sent out information packs in the post to many residents, due to the COVID-19 pandemic, public meetings cannot be organised to provide residents with wider information on what is a highly technical and emotive development.Broad Energy have not sent out packs to residents in the neighbouring parishes in Shropshire - Worthen with Shelve, Westbury and Chirbury with Brompton.	Our view is based on the huge uplift in traffic already using the B4386 and A490 instead of the A458. It is considered that this development will increase the number of vehicles using this now established 'Rat Run'. The reasons being that traffic used the B roads as the A458 is often congested due to the current volume of traffic.	The site is located near the River Severn and closely borders the Shropshire Hills AONB which is located the other side of Long Mountain. Many farms in the parishes are on the higher level stewardship schemes for environmental and wildlife reintroduction schemes.	Potential impacts are increased road traffic and associated pollution and potential negative affect on surrounding areas.	Working with Powys Council to upgrade the Buttington crossing and improve the A458.		Neutral
Consultee 161	We are disgusted with these proposals. To develop such a potentially hazardous and environmentally unfriendly industrial development in such a rural location, very close to a village and local county Primary	The A548 through Trewern, particularly Cefn Bridge (approx. 300 m from the site entrance) is an accident black spot and throughout the summer is particularly congested and is undoubtedly one of the busiest roads into Wales to the coast. Additional traffic to	As a county, Powys has one of the highest rates of recycling in Wales, and this obviously implies that waste will have to be brought into the county, adding additional issues and	Neighbouring the quarry, we have major concerns with regard to, noise pollution, fumes particularly airbourne pollution (small	The only benefit to the local economy appears to be construction phase. There seems to be little or no other benefit, as will not employ many locals once	What other sites were considered and rejected? Being particularly familiar with the Wrexham Industrial Estate, would this not be more	Against

School is ridiculous. As	this road at the rate of approx	concern. It has	particle	operational. It is	feasible?	
a resident of the local	100 lorries per week once	already been	pollution) from	highly likely to		
community and	operational (significantly	recognised that	the incineration	devalue the	We are	
neighbours to the	more during the construction	approx 75% of	as well as traffic	housing in the	extremely	
development, we have	stage) will simply magnify the	commercial and	pollution. Our	local area, in a	disappointed	
had very little	existing congestion and	industrial waste sent	children, attend	very rural and	that Broad	
communication from	potential accidents, as well as	for incineration is in	the local school	agricultural area.	energy have	
broad energy,	add significant vehicle	fact recyclable (in	and as such will	What local	decided after 4	
regarding this	pollution as well as road wear	line with the govt	continually be	business and/or	years of delay to	
development. Having	and tear. The additional	policy - should we	within 500m of	residents will be	carry out this	
read through the	pollution so close to a local	not be aiming to	the	supplied with	consultation	
proposals and	community and primary	recycle rather than	development	cheap energy??	during this	
documentation, it	school is just unacceptable.	incinerate?) At Cefn	and all its		pandemic, as	
seems littered with the		Farm, following	outputs and		without a doubt,	
words "not significant",		extensive	pollution it		the message	
without actually		environmental	generates 24/7.		cannot be fully	
quantifiying risk. Who		surveys, numerous	-		communicated	
decides what is		bats have been			and therefore	
significant, who is		recorded, what			understood/deb	
going to quantify these		provisions have been			ated by the full	
risks? Is burning waste		put into place to deal			spectrum of the	
really the best way to		with this and other			community.	
achieve "zero waste		wildlife. Should you			Having a drop in	
emissions". Is Wales		not consider a more			session while	
not one of the most		considerable tree			the country is in	
effective recycling		planting scheme, to			part lock down,	
countries in the world.		both off set CO2			is just	
Why is this incineration		produced and			irresponsible	
site required and will		provide better			and it was	
there really be a waste		screening and noise			mentioned at	
stream present in 15		protection around			the second	
years to support it??		the site? Powys in			webinar, that	
		general is a highly			you were	
		rural, county,			disappointed at	
		particularly the			the uptake at the	
		Buttington area, and			walk in session.	
		as such tourism is a			How can you	

			large part of this rural economy. The development of an incineration site at the quarry is obviously signicicantly detrimental to local tourism.			encourage locals to attend face to face meetings when this is contrary to government guidelines especially for the high risk and elderly in the community and are not generally so familiar with more internet based communication!	
Consultee 162	A very bad idea. In completely the wrong site - only about half a mile as the crow flies from the local primary school (and not 1.2 miles as claimed on Shropshire Radio). The increased traffic would be heavy lorries which are very polluting. Many of these lorries would be coming from the Midlands (again according to interview on Shropshire Radio) and so would be coming over Cefn Bridge. Already had the	Cefn Bridge. Tractors on the roads, holiday traffic in normal times. Additional heavy lorries would cause additional congestion.	This is the wrong solution to the problem of waste, and in the wrong place. The chimney will be highly visible - a blot on the landscape and will negatively impact on visitors first impressions of Montgomeryshire. It cannot blend in (as claimed in your brochure) because if it did it would be a hazard to aircraft.	yes, from the carbon footprint of the lorries plus the engine fumes emitted. as well as pollutants from the chimney which will be trapped by the mist that somtimes hangs over Trewern and Buttington	no, this is not wanted here.		
	bridge closed for a						Against

	long period after a lorry strike last year so not a good idea.						
Consultee 163	I think the design is poor quality, simply having external cladding painted a variety of green colours will neither camouflage it or fit in with the natural landscape in this location and will be clearly seen as an environmental blot on the landscape. The palette of colours is only appropriate for certain times of the year, in the case of your "consultation booklet" it would appear to be summer! What about the autumn and winter? The smaller existing operations at the site are screened from views outside, however, the introduction of a large scale building and associated plant equipment will be	The A458 is a main arterial route from England to Mid Wales and as such carries a signifiant amount of commercial, residential and tourists in and out of Wales. there have been several incidents along this busy road in the last 2 years resulting in the road being closed for some time. This becomes a major problem for local residents of Trewern and Buttington and more importantly for the emergency services and public service vehicles who rely on this route. Will there be any contingency plans for road closures resulting from an emergency? The proposed new access appears to be on the apex of a bend in the road, I am presuming that substantial	It is appreciated that alternative methods of reducing our waste is necessary, however, it would be useful to know where the waste will come from. Is this facility going to benefit the local community or another part of the country in which case this is not a sustainable location. Transporting waste a hundred miles is neither economical or sustainable. It should be located in a more appropriate location close to the source of the waste material. A reduced carbon footprint will not achieved if heavy goods vehicles are used to transport the waste to the facility.	Currently the site consists of a small cluster of single and two storey high buildings which serve the existing use as an aggregates extraction facility and some smaller business operators. The proposed facility would be totally different in both size, scale and format and would be a dominant, overbearing and incongruous feature within a predominantly rural setting.	Pay back into the local grid and community to off- set against the impact on the local environment and occupiers. EDF Renewables responsible for the application for the Garn Fach Wind Farm have stated that it is committed to delivering local benefits and working in partnership with local communities. The Garn Fach community benefit fund will	Should the application be granted, all details should be secured at the planning application stage. There should not be any pre- commencement conditions which would be subject to an application for approval of details reserved by condition. The local community should be actively involved at all times, at all stages and be able to view their opinions on the detailed submission to	
	clearly visible in some	visibility splays will be	The only ones to		be £5,000 per	ensure	Against

form from numerous	required and implemented	profit from a facility		megawatt, which	openness and
view points in all	prior to any other	in this location will		could be up to	fairness.
directions.	development taking place?	be the company.	The poor	£550,000 each	
	What other traffic calming		quality design	year the wind farm	
A large industrial shed	measures will be		and the scale,	is operational. this	
should be located on a	implemented to secure that		mass and	will be for the	Are there any
brownfield site close to	traffic are fully aware of the	How will this facility	height of the	community to	other plans to
where the waste is	new access and the type of	contribute to	proposed	decide what local	use alternative
being generated. It	vehicles that will be using the	Powys's overall	facility,	good causes will	technologies
would seem that the	junction. Will there be an	renewable energy	including the	benefit from such	such as solar
facility is not for the	emergency access in case	production?	height of the	funding.	power, wind
benefit of this local	either the existing or		stack, is		turbines or
community but for one	proposed new one become		unacceptable		sustainable
which clearly do not	blocked? emergency vehicles		and will have		drainage
wish to see it in their	need to use this main road to		an significant	What are Broad	systems?
backyards (NIMBY's) so	access the nearest local		adverse impact	Energy promising	
why is it being	hospital (Shrewsbury).		on the local	the local	
considered here in a			heritage of this	community of	
rural location.			area and in	Buttington and	The above
			particular the	Trewern????	comments are
The documents			wider		based on the
available to view are			landscape		information that
similar in phraseology			including the		is currently
and scope to those			setting of	Jobs for local	available and
submitted by previous			nearby	residents first	does not
installations elsewhere			SSSI's. The	before any	prejudice any
across the country. As			local	nationally	further
always the same			community of	advertised	comments to be
conclusions are			Trewern and its	positions.	made at the
reached ie that it will			primary school,		planning
not have any negative			nearby SSSI's		application
impact on the			are all		stage.
surrounding area or its			northeast of the	Apprenticeships	
communities. It does			site, as such		
not address any local			any prevailing		
benefits of which there			winds (from the		
			south west) are		

does not appear to be	likely to carry
any.	both pollution
	and noise from
	the facility over
	these areas.
	This would
	have an impact
	on public
	health as well
	as the flora and
	fauna of the
	SSSI's.
	Is the waste
	sorted and all
	recyclable
	matters
	removed prior
	to
	transportation?
	recycling needs
	to be
	encouraged
	and this facility
	not seen as an
	easy option to
	getting rid of waste.
	wasie.
	How will the
	energy be
	transferred to
	the national

			grid? will this result in more overhead pylons and lines?		
			A red light on top of the stack (70mts high) will glow 24/7 and be a constant reminder to the local community around the facility.		
Consultee 164	l question if the proposed development	There are currently quite high volumes of traffic, passenger	See comments 1 & 2		
	is viable given the possible distance some	car, van and heavy vehicle on this road; these increase			
	of the waste might have to travel given that	considerably at peak and holiday times causing delays			
	167,000 tonnes of	and congestion at the			
	waste will not be available from local	Buttington roundabout. The entrance to the Broad Energy			
	sources. Also begs the	site is now a cause of delay			
	question what degree of added envionmental	with both light and heavy vehicles entering and leaving;			
	pollution will result	to add to this with eight more			
	from the transport of this amount of waste	movements per hour presumably at all periods of			
	and how does this	the day would inevitably give			
	balance against the	rise to a considerable delay			
	proposed production	and possible gridlock in the			Neutral

	of just 13 Megawatts of electricity?	village. It should also be noted that at some short distance away from this entrance is a road juction which is subject to frequent accidents.					
Consultoo	Julia horo, my hushand	lwonâ£ TM t go into too much	Covered above	Wa hava na	Support of the	We feel we have	
Consultee 165	Julia here, my husband Martin and I feel that our impression of the proposal is one of total incredulity ["being unwilling or unable to believe something"] insomuch as we are in a state of being utterly unwilling and utterly unable to believe that such a proposal would be imagined/planned for the place in which it is proposed. We do believe - however - that the Welsh Assembly - those particularly tasked with a decision on this proposal - if it goes to planning - will see that it does not fit with current or future policy of Government and it will not progress at all -	I won't go into too much detail about the traffic around Buttington/Trewern/Welshpo ol/Middletown â€" except to say that it will be really well documented about the accidents on the railway Cefn Bridgeâ€ this area does not need any more traffic â€" and certainly not really big lorriesâ€ we were told at a meeting in Middletown [July 2019] that the lorries would be routed down the Oswestry road and then not be going over the railway bridge â€" they would still go over the river bridge â€" still a narrow bridge and also how will they go away from the area â€" this would be very difficult to govern in practise â€" that is very clear. Short answer â€" there is not a capacity for extra traffic in the area â€" not for the	Covered above.	We have no knowledge ourselves - at the moment - of any nature habitats which would be affected - other people may be much better at that however we humans are the nature within this environment and we need our air to be clear of further pollutants and this incinerator would have an environmental impact - that is undeniable - and it needs to be acknowledged	Support of the local community would be to not propose this incinerator â€" full stop. The area of the quarry could be used for commercial purposes - yes - which had no ramifications for any pollution or emissions or polluting traffic we would like the area to not be polluted.	We feel we have said what we would like to - at the moment no doubt there will be a lot more we would like to say as time goes on - as things probably process further - please don't bring this incinerator to our valley. I think I will post the above to you too. Julia Webb	
	and then our impression will be that -	physical presence and		and needs to be one of the			Against
	Impression will be that -	pollution [what pollutants do		be one of the			Against

the correct decision has	lorries emit] and the noise	main reasons		
been made an	and adding to an already	this proposal		
incinerator - which has	busy road being the main	goes no		
no regulation on its	artery into mid-Wales.	further.		
Co2 emissions - and is				
in very close proximity				
to housing [people				
enjoying their homes	We attended the recent			
and the environment]	protect outside Trewern			
and a school [with	School on Friday 16 October			
children enjoying their	2020 and we were aware of a			
education and its	family â€″ who were			
environment] hopefully	protesting - being very			
not being poisoned	shocked and indeed			
with pollutants which	incredulous that people			
are now being cited to	associated with this proposal			
cause Alzheimer's or	drove passed â€″ on a			
Parkinson's disease	number of occasions –			
amongst other health	making nasty signs to the			
risks children	protestors and also vocalising			
children at their school	something from within their			
breathing these	car. I asked the family			
pollutants.	protesting who the people			
	were in the car and I was told			
The research shows	the people's names…			
that any air pollution	quite shocking.			
– even within 'safe'				
limits â€″ is linked to				
neurological diseases.				
Why I noted â€~the				
wrong place' above				
is because I must make				
special mention that				
this beautiful valley has				
inversion… there are				
scores of photographs				

of the air/mist/clouds lying low in this valley - and no matter what your chimney height	
and no matter what your chimney height	
your chimney height	
– this will happen and	
probably as it did two	
years ago â€" happen	
very much in the	
summer especially.	
Councillor Amanda	
Jenner is fully aware	
that I got the	
Environmental Health	
and even one evening	
the Police to witness	
the acrid and toxic	
smelling smell which	
descended from the	
hills behind us [we are	
15 Parc Caradog]	
because some muck	
was brought into this	
area from Yockleton	
and left on the	
hillside… in the night	
in that hot summer â€″	
the smell descended	
because of inversion -	
and our windows could	
not be left open	
because of the acrid	
and foul smelling air…	
on Parc Caradog â€″	
there was mention at	
the time that one Mum	
had her children wake	
up and be sick because	

			1
of the smell. It was a			
smell which caused			
nauseousness. We had			
a whole summer of			
closed windows at			
night… and perhaps			
ALL THE TIME would			
we have to do this if the			
incinerator was indeed			
built?			
So the discharge from			
the chimney would			
descend into the valley			
during the night [the air			
cools and falls into the			
valley in any weather			
conditions] and we			
would be subject to this			
as we slept… unless			
we could smell it [but			
would we?] and then			
would be alerted and			
close our windows…			
what kind of a life is			
that. We are supposed			
to have the opportunity			
to enjoy our homes and			
be safe. Surely we			
deserve to be safe?			
Your proposal frightens			
us and with what has			
happened this year with			
covid-19 – we			
don't want to be			
frightened by			
something which our			

Conquitos	fellow human beings are proposing near where we live. Andrea Lee, from the environmental law charity ClientEarth, said: 'We have long known that there is no safe level of air pollution and this study shows tragic health impacts can occur even when fine particulate matter pollution is within the limits currently set in UK law.' [https://www.dailymail. co.uk/news/article- 8857317/Poor-air- quality-linked- dementia-new-study- suggests.html]… there will be so much research which can be cited â€" I saw this just recently.	The A459 is a small and hum			Dumpuing the	
Consultee 166	The proposal learly promotes the benefits of such a facility. As local residents we consider the proposals to bring mainly detreminetly effects to both the community and local environment	The A458 is a small and busy trunk road which reguardly becomes conggested due to the agricultural movements as well as motor accodients and incidents. Both the nearby bridges are very narrow for long large evechicles and the railway crossing is an additional area o concern. As	As far as we are aware there are a few small residental projects planned	As residents in the direct line of the prevalining wind, we have concenrs over the impact of both the smells and particulate emissions. This	By moving the development to a more urban and suitable area	Against

		it is the main route from the midlands to the west coast, the A458 also concerns drives who are unfamiliar wich such roads		is an area where damp, mist and fog lives already - the emissions will only add to this and increase the impact. the school and housing below the facility will be detremintally effected, not only by the emissions but by increased weight of traffic			
Consultee 167	We are very much against the proejct. Many heavy lorries particuarly in construction stage. A458 is very narrow in many places for a truck road, two narrow bridges, very narrow pavement at Trewen which children use for school. Lorries will come along way as rubbish locally is small, this will greattly add to lorrie miles and air pollution	Large, heavy, slow moving lorriws will clearly cause more congestion particularly during the construction stgae. The road can be busy at rush hour times. The A458 between Middletown and Welshpool is known as an accident black spot area as there are already many serious accidents	Large amounts of CO2 will be produced.	Rubbish waiting to be treated will smell and encourage rats. Traffic noise is already loud as a result of echos from surrounding hillsides	Little positive impact as most managers and skilled technicians will come from out of the area. Few local people will be employed	This is not 'green' energy, large amounts of CO2 will be produce. Serious local pollution will result if the filters have a problem. Moving toxic waste after treatment will be a dangaer. Whatever exit is used to the A458 there are bends nearby	Against

Consultee 168	Unacceptable. It is not a facility fitting with the area, not enough consideration being given to local residents	Traffic on the a458 is difficult and cogested at the best of times. Further traffic will have a serious negative impact, especially when combined with summer traffic going into mid wales. It is also a signficant accident hot spot		Very concerned about smell and emissions ased on similar projects in the UK		and serious accidents would result. A facility like this shouldnt be sited in a peaceful rrural area but near Greater Birmingham where msot of the rubbish comes from Verry little of this rubbish will be welsh rubbish Other than sincerely hope the scheme does not go ahead	
		•	с I I .	1		T . 1	Against
Consultee 169	Blot on the landscape in a rural area	Cefn Bridge already a death treap. Too may lorries already	farm lands not industry	carbon emissions worse than landfill	Not needed	Total opposistion	
							Against

Consultee 170	Not impressed	Worries that traffic could take short cuts through single track country lanes near me - major problem possible	No	Pollution from vehicles used by the facilitu	Locate elsewhere		Against
Consultee 171	Completely negative. I have no wish for this erg to be built anywhere, but especially not right next to my children's primary school. This facility will emit emissions of tonees co2, much from fossil origins, it will contribute to global warming and climate change, both through incineration and through extensive traffic to and from the site. increased hgv raffic on the a458 will also increase pollution in the locla area	the a458 sis a dangerous road with a high accident rate, narrow sections blind summits and sharp corners. There is no safe footpath or cycle parth in many spots and increasing hgvs on it is the oppositon of what is wanted or needed. The road junction and adjacted access to the proposed site is known as an accident black spot	Modern energy from waste facilities produce toxins - dioxins and metals = particaruly during shutdown and start up. Emissions that are successfully captured will need to be transported off site through the local environmnet. Plume emissions wcollect in the local inversion layer in the Trewen area. the predominant wind direction will push the plume over the local primary school	It will indirectly act to reduce effects to develop technology to recycle material as part of a ciruclar economy, while emitting millions of tones of c02, much of it is from fossil orgins and also toxic materials. The captured toxic waste by products will need to be transported by road, thereby creating further toxic exhaust, tyre and brake pollution in the	The best way to support the community would be to not build this facility but instead build emission-free renewable energy and small- business units, ideally that promoted and developed locally business. The local children particuarly do not want to have the air they breathe contaminated	No one wants this facility to be built here or anywhere. The only people who do, stand to make vast quanties of money from this proposal and will not have to put up with the long-term negative consequences.	
				community			Against
Consultee 172	Looks really good - a clever way of reducing CO2 like they do in Sweden. GPT waste management export 1,00s tonnes to sweeden to burn this way	none in that locally other than sweeping bend towards railway brudge is an accident blackspot due to overhanging trees creating micro climate	None	None	Local sponsorship of sports teams. Facilities are limited so investment in this area area and youth services would be huge	Just hope people see sense and back this project	Support
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Consultee 173	Very stupid	very bad traffic and entrances on he A458 in this areea	extra problems		none		Against
Consultee 174	The basic idea is good but I am concerned with local air pollution	This road is exxceptionally busy being the main route into wales from the midlands. That junction is close tos severale corners on a very fast road. I assume traffic calming measures will be put in place thus slowing an already busy road and extending local times	Area of low pollution and local beauty	Air pollution	contribute to local charities, education and health	I do not feel this is the correct destination for this type of facility	Against
Consultee 175	There are so many reasons for us to realise it would be disastrous for this facility to be put in this area - traffic congestion to withstand. Primary school, riverside positioning and very little support from local	There are many traffic accddents in this area. These especially increase during the torust season when the congestions becomes disasterous. Added to this we have two burdges within a half mile of the facility. One is the locality of many accidents,	The local enviornment would be badly affected - especially as you have chosen to build near lives ground. This type of faciliyt should be put at a high atitude to stop unpleasant odurs		Your proposal would bring many lorries bringing the rubbish - with the accompanying unpleasatn adours etc. some of these will pass our excellent primary school which lives	The welsh environment officers stated that rather than burn rubbish - this creates and environmental hazard -t iw oudl be better to put	Against

	community to name a few!		polluting this country area		300 - 400 yyears to the exit of the facilty, it will catch the prevalining west wind brifning any aggravation to the school and up our lovely valley	in in a landfill sites	
Consultee 176	No rubbish from the local area	Road use has increased and numerous accidentns between welshpool and shrewsbury			use local rubbish, immprove the roads, especially the birge over the railway line		Against
Consultee 177	Do not want the incinerator	The road is not able to take more traffic	It will kill people	Yes - people will suffer in so many ways	None. There are no local jobs, it's a farce	I totally object to your plans we will fight to stop you killing our children . Drs evidence it causes cancer still births	Against
Consultee 178	The health and welfare of the local residents and the road safety aspect has not been given the consideration they desrrve and hhave a proper say in about the scheme	This is a road with heavy traffic of all types and has a high accident rate in the proposed area		This is a poor area for fog and low cloud dispersal. Adding pollution to this in an area qith hosuing and the local primary school is not a good proposal	The only good thing anyone can do is rethink the whole thing	carrying refuse from one end of powys to the other in heavy, polluting lorries is nnot good for the environment in any way. We are supposed to be cutting down on this!!	Against

Consultee 179	An unncessary evil. It is nothing more than money making enterprise for the Hilditch family	Traffic is already heavy on this road and the increase in hgvs that will be necessary to bring waste will be intolerable, especially as this facility is between 2 very narrow bridges	Yes. Don't d it. The welsh governments approach to recycling is sufficent and europe's is now reconsiderting its approach to erfs.	It's utter nonsense to build a toxic facility within such close proxmimity to a school and housing. Its about 9 years as the crow flies	It wont support anything other than Broad energy's ego and pockets. It will not benefit this community one bit.	I find it interesteing how the ceos name has increased along with the increased involvement in so many companies called broad. The inclusion of Hilditch to his name is quite dimusing. However what isnt so amusing is the number of dissolved companies prodducing electrcitiy	Against
Consultee 180	Not happy	The traffic is very heavy passing through the village, many accidents at black spot on cefn bridge	na	It is a threat to the health of ocal residents especially rh health of the children attending the school	There is only one way to support th elocal community and that is not to built it!!	I think it is absured to even consider putting it so close to local population and schools, it will have a devastating effect on not only our health and environmnet but also our house prices	Against

Consultee 181	It is a "fait accompli" situation and approvla will be given and this consultation will be part of rubbing stampign the approval. In addition there is a story being circulated that a emember of the Broad Group is a relative of the land owners involved, if this is tue, it is a farcical situation	Numerous traffic holds and accidents reguarly occuring on the A458	Air quality is a major concern	Will affect selling and buying of property	Resients with limited knowledge of highways and traffic management aknoweld	Repsonse scanned and logged.	Against
Consultee 182	l'm sorry but l can't see anything positive about your proposal.	The current A4558 between Wollaston and Buttington is an absolute nightmare and is daily another accident waiting to happen. The Cefn bridge is probably the biggest accident black spot for miles around and is exaggerated by the frustration of motorists following HGV's for miles and taking unnecessary risks due to frustration of very slow moving traffic.	The A458 road, Cefn Bridge, school and school access. Households.	Yes the valley between the Long Mountain and Moel y Golfa acts as a natural trap for mist and low cloud, especially on a cooler morning, so the burnt gasses or emissions from the flue will hold and drop into the valley and quite possibly over Buttington Trewern primary school	The A458 trunk road needs massively improving, from Buttington to Wollaston Cross roads, so surely this needs addressing before 32 more Heavy goods vehicles per day negotiate the already dangerous Cefn Bridge.	I know no one wants a massive Incerator in there back yard, but why build it so close to a primary school and in between hills where the gasses will spend longer trapped and fall on the immediate local properties.	Against

Consultee	Its being dumped in	The A458 road between	Yes, we still have a	This project has	lt won't !	Can you explain	ו ו
183	beautiful Mid Wales		richly diverse	more to do with	Dangling the		
103		Shrewsbury and Welshpool is	environment . As a			your vauge	
	where the perception is	already over loaded and		making money	carrot of new jobs	statement "It is	
	that there are too few	some stretches are dangerous	farmer and custodian	for	does not work any	hoped that as	
	people to cause	for HGV's. Traffic is likely to	on my land for the	shareholders	more. From	the site	
	meaningful opposition.	increase as more people	future i have	than it does	experience we all	developes heat	
	There are so many valid	choose to holiday in Wales so	followed Welsh	about the	know that most of	could be	
	reasons why this should	increased numbers of lorries	Government	environment.	the construction	generated to	
	NOT even be	carrying waste along this road	initiatives and	Why should	workers will come	supply local	
	concidered.	would slow and frustrate	schemes set up by	sparcely	from away and	agricultural	
		drivers and result in serious	Rural Payment Wales	populated Mid	that the 30	industry,	
		accidents.	to safeguard and	Wales take	permanent jobs	businesses and	
		How are you reducing the	enhance our land	waste from	will be filled with	new	
		carbon footprint by	and heritage. Next	cities like	industry contacts	developments"	
		transporting tons of material	year I am planting 1	Birmingham -	and very few	The words	
		from say Birmingham to	hectare of new	RECYCLE IT	locals.	"hoped " and	
		Buttington - a distance of over	native species trees -	NEAR	It would always be	"could" mean	
		60 miles ? Its madness !	and you are trying to	BIRMINGHAM	a blight on our	nothing at all in	
			pollute our roads	and leave our	beautiful	this context.	
			and the surrounding	countryside	landscape and as	Please state how	
			area of Buttington	alone.	a local I and	this "could" help	
			with deisel fumes	On every level	everyone else	the agricultural	
			and emisions from	this is	would never	industry in	
			your so called 'green	unjustifiable - it	forgive or forget	Buttington ? I	
			recycling' facility !	will scar the	that we had been	am a farmer and	
			The Welsh	landscape ,	bulldozed by big	l can not see	
			Government should	pollute the air	business greed	that this	
			not be supporting	in very close	maskerading in	statement is	
			this project, their	proximity to a	the name of	anything other	
			money should be	primary school	'greenness'.	than giving lip	
			going towards truly	and village,	Perhaps we	service to our	
			green renewables	cause mayhem	should ask Sir	first class	
			such as wind and	on the A458	David	farmimg	
			solar energy	trunk road into	Attenborough for	community.	
			production.	Wales and is	his oppinion on		
			1	unlikely to	such a destructive,		
				result in			Against

				meaningful employment for local people. We may be a small community but 'big brother ' tactics will be met with very real and strong opposition.	unnecessary project ?		
Consultee 184	My impression is that this is an unwanted facility that is being planned for a rural area of Wales which will have significant impacts for those living in the immediate vicinity and wider area. There is no place in a civilised and progressive society for incineration. The proposal is that waste that cannot be recycled is incinerated this would suggest that the waste will therefore by its nature be hazardous. The facility will not provide any benefits to the local area and in fact the very suggestion of the facility coming to the area is already providing negative	The traffic congestion which already exists in the area is already significant and this development will increase HGV Traffic by a significant amount. The development will increase HGV traffic over two bridges which are no longer fit for purpose as it is. The only way that access to this site could be made safe is to provide a route that does not use the two bridges at Buttington and Trewern and this is impossible unless you are going to invest around £40m to provide the bypass that is already needed from Middletown to Welshpool. In 2018 a HGV was left hanging from Cefn Bridge and the local community was inconvenienced for months while repairs were planned and undertaken. The increase	Your proposed development is in an area which has seen changes in the recent years with new developments coming to Offa's Dyke Business Park. These developments have resulted in increased traffic which has resulted in increased accidents. The area has had several planning applications submitted for extensions to farming activities and housing and your development would have a serious impact on both of these. There is a serious concern	There is a SSSI immediately adjacent to the boundary of the site. To suggest that there will be no impact is completely disingenuous. The proposed site is only 1.39kms from the River Severn and only 416m from the floodplain. Any contamination onto the land will affect the grazing animals in the area which includes Beef and Dairy	There is a great deal of investment required for the local community. The area requires a bypass to reduce the traffic impacts of the facility which would cost in the region of £40m. The local community also needs local facilities such as cycle routes as the A458 is extremely dangerous for cyclists currently and this would increase with additional traffic. Footpaths are required along the A458. The	Your statement over job creation is not something that will benefit the local community as the labour will need to be skilled and will be brought in from outside. I recently needed to have rood tiles replaced and had to wait almost 6 months due to their being no one locally available to take on this work. If you therefore feel that your development will be able to	Against

effects. The facility will be a blot on the	in traffic during the summer	regarding the effects	Cattle and	presence of them is limited and the	use local labour
	months is significant and	that this facility will	Sheep. The		during
landscape and is far too	already adds to the local	have on health,	resultant effects	local community	construction and
close in proximity to	pollution. Adding HGVs	property values, air	would be	and it results in	operation, you
local schools, water	which will be running Diesel	and water pollution,	contamination	people walking	clearly do not
courses and SSSI sites.	engines on already	increase in noise	into the food	along the roads	know the area or
The local ecology and	congested roads will only add	during construction,	chain, water	which is extremely	understand the
agriculture will suffer if	to the problems. Some days	operation and	supplies and	dangerous.	demographics
this proposed	the pollution from the road	decommissioning	surface and		of those living in
development is	already makes it impossible to	and your	ground water.		these rural
approved.	leave windows open. The	submissions this far			communities.
	traffic, and especially HGVs	have not adequately			Most skilled
	has resulted in grooves in the	addressed these.			workers are
	road through Middletown				already
	where the HGVs brake (if they				commuting to
	even bother) and this causes				jobs elsewhere
	the vehicles to bounce				and if your
	resulting in vibration into the				intention is to
	houses which are adjacent to				work with local
	the road. Any increase in				colleges etc to
	HGV traffic would have a				provide training
	significant impact. The noise				for skilled
	from the HGVs and other				workers how will
	traffic is such that it is				this transfer after
	impossible to leave windows				the facility has
	open overnight and using the				outlived its
	garden in summer is virtually				usefulness. Your
	impossible as the stream of				facility is too big
	traffic is continuous. There				for the area,
	are also additional farm				provides no
	vehicle movements during				tangible benefits
	the harvest period which				for the local
	slows all vehicles down				community and
	resulting in greater pollution				increases the
	for the surrounding ares.				risks from traffic,
					pollution from
					vehicles, noise

						pollution, emissions from the site, reduction in property values, light pollution and non calculable threats such as anxiety, sleep loss, depressions etc.	
Consultee 185	The size of the facility is such that it cannot be hidden by the proposed measures in your design approach. It will be many years before the proposed planting and screening is mature enough to hide the facility. The view that this giant box and chimney will be anything other than a blot on a beautiful landscape is naÃ-ve to say the least. The fact of the matter is that it will take many years to blend the facility into the landscape and by the time that happens it will probably be time to decommission the facility as incineration will no longer be	Traffic statistics for the period 2013- 2017 shows that the daily average of vehicles using the stretch of the A458 from Welshpool to Shrewsbury was 5119 vehicles. This number increases significantly during the summer holidays. Of the 5119 vehicles using the road approximately 165 of these were Heavy Goods Vehicles. The road is also heavily used by agricultural vehicles and since the opening of additional industrial units in Buttington and at the Quarry the number of HGV vehicles is increasing. The A458 stretch of road between Middletown and Trewern and Trewern and Buttington is a known accident black spot. On	The scheme is something that has caused a great deal of anxiety for those living in the area. Your attempts to push this through at a time when it has been impossible for many of the locals to attend sessions aimed at answering queries is being seen as a cynical attempt at engagement. The demographic of the community is such that many views will be unheard as most of the consultation has been carried out online. Your posted consultation document is nothing more than a brief	From the centre of the proposed development to the Buttington School it is only 1.5kms and from the boundary of the site to the school it is only 537m. The distance from the development site to the surrounding properties is between 124m and 316m with at least 3 properties within this radius.	The local community has a number of needs which requires significant investment. There is a need for cycle lanes and footpaths to allow local communities to use the A458 safely. There is a need for a bypass to prevent vehicles having to use the two bridges in Buttington and Trewern which are no longer fit for purpose given the increased size of vehicles using them.	You advised that you would be working with companies to work on both electric and hydrogen fuelled vehicles. The only HGV that is currently electrically powered takes 5hrs to recharge to 80% and has an acknowledged range of less than 130 miles. Therefore with only 4 electric chargers on site how do you expect these electric powered HGV's to	Against

acceptable in a	average there are 25	'flowery' snapshot of			maintain and	
developing society.	accidents per year in and	what is involved.	The		efficient	
	around Buttington, many of	Your mock up	development is	There are very	turnaround	
Reverting back to the	which are fatal. There have	photographs of what	only 228m from	limited facilities in	when you	
issue of waste,	been a number of accidents	the site will look like	the railway line,	Buttington,	ascertain there	
environment and	in the recent years with the	is completely	1.39kms to the	Trewern and	will be 4 HGV	
recycling what	road being closed on	laughable and you	River Severn	Middletown, all of	vehicles in and	
informational have you	occasion for up to 12 hrs. In	should not take the	and 416m to	which will be	out per hour.	
regarding the lifecycle	December 2018 a lorry was	community for fools	the flood plain.	affected by this	There are	
of the facility. Studies	left hanging off the bridge in	because we are not.	The proposed	development. We	currently only 13	
suggest that this is	Trewern and this led to	We are not a	development	need better	hydrogen	
around 30 years and	months of disruption while	community that	will have a	parking for the	recharge	
that most plants close	repairs were undertaken.	suffers from	significant	school which only	stations in the	
due to them producing		NIMBYism and	impact on	has a small	UK and none of	
insufficient revenue or	The location of the proposed	would welcome the	these	parking area.	these are within	
an inability to afford the	entrance to the new site was	development if you	properties and	There are no	2 hrs of the	
required upgrades.	also the subject of a collision	could demonstrate	on the village	shops from	proposed facility	
What resources does	recently which resulted in	ANY benefits	of Trewern and	Welshpool to	for hydrogen	
Broad Energy have to	many households in Trewern	whatsoever for the	properties in an	Watlington. There	powered	
ensure that they can	losing power for a number of	people who will have	around	are no facilities for	vehicles and	
continue to afford the	hours when a telegraph pole	to live with it. To	Buttington.	the older children	there is nothing	
costs associated with	was hit and in fact the appeal	date you have not!		and the	in your plans to	
such a facility for the	for witness board is still in situ		Around the	community	suggest that you	
duration of its lifecycle	at the site of this accident.		proposed site	centres are still	will be installing	
and what assurances do	When this happens the		there is huge	closed down due	these. To what	
we have that we will not	shortest diversion route from		amount of	to local COVID	extent therefore	
simply end up with a	the A458 through to		agricultural	restrictions (which	has Broad	
useless facility in less	Welshpool or to Middletown		land which	are likely to	Energy actually	
than 30 years time.	is an additional 10 miles or		would be	impact upon us	approached	
What plans do you have	approximately 25 minutes.		affected by the	for some time yet.	commercial	
in the lifespan of the	The route is along single		development.	There are two	operators.	
facility for	track, poorly maintained		There have	small play areas,		
decommissioning and	roads and having had to do		been numerous	one in Trewern at		
returning the site back	this recently due to a road		studies which	the school and		
to a state where it can	accident it was terrifying when		advise that the	one in	Also as a Risk	
be reused and not	trying to get past HGVs also		release of	Middletown but	Management	
	trying to divert along the		pollutants to	they are for	Consultant I am	

simply closed and left	same road. The reality was	air, soil and	younger children	extremely	
to rot.	that it actually took 40	water is an	and the likelihood	concerned over	
	minutes due to inadequately	unavoidable	is that by going	the potential	
	signed diversions and the	consequence	ahead with your	failure of the	
	need to allow vehicles to pass	of waste	facility this will	facility and the	
	resulting in every layby or	incineration	reduce the	measures that	
	road entrance being	despite the	number of young	will be required	
	congested.	adoption of	families in the	to ensure 'fail to	
		pollution	area. More	safe'	
	As someone who lives	abatement	facilities will	mechanisms are	
	alongside the A458 I have in	measures. The	therefore be	in place and are	
	the last 7 years seen a great	emphasis	needed for the	maintained at all	
	increase in HGV traffic along	should be on	older children.	times. Not only	
	this stretch of road. There is	recycling and	WiFi needs to be	will there need	
	very little let up in the traffic	reusing waste	improved for	to be detailed	
	with HGV's using the road	ahead of	those now finding	and stringent	
	24 hrs a day. The noise from	incineration.	themselves	Construction	
	the HGVs which fail to slow for	What	working from	Phase plans	
	the localised speed	information is	home and for the	which the	
	restrictions make it impossible	there that this is	University/College	community	
	to have the windows in the	a form of waste	Students who are	should be	
	house open on a night due to	management	also finding many	entitled to have	
	the traffic noise. On warm	that is	of their classes	sight of, the	
	days when there is increased	necessary in	being delivered	operating	
	traffic or where there hold ups	the UK. In	on-line. Better	procedures	
	due to slow moving traffic the	Powys in	bus links are	, must also be	
	heavy smell of vehicle	particular we	required as there	available for	
	pollution in the garden and in	have high	are no busses	scrutiny. Testing	
	the properties if the windows	levels of	before 07:30hrs	regimes in	
	are open in significant from	recycling and	from Welshpool	respect of	
	idling engines or from large	we should not	and the last one	pollution, air	
	engines moving slowly along	have to house	leaving	quality testing	
	the road. The HGVs move at	an incineration	Shrewsbury is at	and noise	
	such speed that when they do	site where the	17:50hrs. This is of	sampling results	
	need to brake they are	waste will	no use for	must be	
	causing grooves in the road	inevitably	commuting and	available to the	
	which causes bounce in the	include all of	that will again	community and	

vehicles and causes the	that waste	result in your	there needs to	
houses to vibrate. This has	which is	employees having	be clear and	
increased significantly,	currently not	no choice but to	detailed	
especially in the past three	suitable for	drive to the	procedures	
years.	recycling. This	facility. Traffic	related to	
	will no doubt	calming measures,	actions where	
An additional 4 vehicles	include waste	such as to make	required	
arriving and 4 vehicles leaving	which will	vehicles slow	standards are	
every hour would be a	release	through the	identified as not	
significant impact on the	pollutants	villages i.e. speed	being met.	
road, the road users and the	which will be	cameras/speed	Sampling at	
local community and to	released into	humps or traffic	similar facilities	
suggest that it wound not	the	calming islands.	worldwide have	
shows a lack of understanding	environment	Forced reduction	demonstrated	
of the rural landscape. This	and will then	of speed for	that stated	
would be at last a 50%	be deposited in	pollution control.	emissions are	
increase in HGV traffic a year.	the local area	Better lighting	exceeded more	
	resulting in	levels along 'dark'	often that they	
	land and water	sections of the	are met.	
	pollution which	road, better		
	could then end	drainage to		
	up in the food	prevent flooding		
	chain due to	during heavy	How do you	
	the dairy and	downpours which	intend to ensure	
	beef cattle and	results in roads	emergency	
	sheep grazing	becoming	plans remain	
	the land in the	impassable	robust given the	
	immediate	especially in the	limited	
	vicinity.	Heldre Lane area	availability in	
		directly to the	respect of	
	The flood plain	south of the	firefighting	
	is also within	proposed facility.	facilities in the	
	close proximity		area, with the	
	and therefore		nearest fire	
	pollutants		stations not	
	would find their		being manned	
	way into the		permanently	

	watercourses	and being on-
	and deep into	call stations.
	the land	The closest
	through	Environmental
	seepage.	Protection Unit
		and Chemical
	It is known that	Incident Unit is
	incineration	located at
	releases	Newtown with a
	dioxins, heavy	minimum
	metals and	response time of
	particulate	approximately
	matter which	25 minutes
	are well known	excluding call
	for causing	out time.
	respiratory	
	diseases,	
	cancer and	
	immune system	With only a
	damage. There	skeleton staff at
	is also evidence	night how will
	that there could	
	be an increase	your 'night shift'
		be able to cope
	in the number	with an out of
	of reproductive	normal hours
	and	emergency.
	development	
	problems. This	
	is particularly	
	concerning	Will you be
	given the	making the
	proximity to the	results of any
	school.	occupational
		health screening
	The pollution	carried out on
	expected from	employees
	the facility	available to the

during	community? We
construction	all know how the
and operation	families of those
includes:	exposed to
	asbestos were
Noise, Air	affected back in
quality, light	the 60s/70s and
pollution, land	we need to be
contamination	certain that we
and water	are not sitting on
pollution.	another health
	disaster in
It is noted that	respect of
there is a	incineration
facility to be	risks.
put on site to	
ensure that	
there is	
sufficient water	
available for	
firefighting.	
What is the	
proposal to	
contain	
contaminated	
run off water	
from	
firefighting	
should there	
ever be a fire	
on the site.	
How are you	
going to ensure	
that this is	
contained on	
the site and	
that it does not	

	run into local		
	drains, water		
	courses, seep		
	into the ground		
	affecting the		
	ground water		
	or onto		
	neighbouring		
	land. The		
	topography of		
	the site would		
	suggest that		
	this will all end		
	up on the local		
	floodplains		
	rendering the		
	land useless for		
	grazing or		
	agricultural		
	purposes for		
	some		
	significant time		
	afterwards.		
	This must be		
	addressed as a		
	failure to plan		
	for failure is		
	simply not		
	acceptable.		
	Does Broad		
	Energy have		
	the resources		
	available to pay		
	for the		
	environmental		
	impact that		
	such an event		

could have on
the
surrounding
community and
their
livelihoods?
Unwanted and
unwelcome
noise can have
a significant
impact on a
community.
There will be
significant
noise during
the
construction
phase of the
project and this
will be for
prolonged
periods. There
are a number
of people
working in the
local villages
that work shifts
and so would
be sleeping
during the day.
The disruption
during the
construction
phase over two
years would be
significant.

Regardless of
your attempts
for recycling
there will
always be a
residual
bottom ash
which is by far
one of the
greatest
potential health
hazards as it
contains lead,
cadnium,
copper and
zinc. This will
have to be
disposed of as
hazardous
waste which
will be
transported
through our
communities to
approved
processing
plants and will
not doubt be
kept on site
until such
quantities are
available to
make
transportation
financially
viable.

Consultee 186	Against proposal to disrporitionate for the needs of the area. It will effect the enjoyment of property in the area. Size of area has substantially increased in size. BIGG have outlined reasons for objection of which I agree with	There is a history of traffic problems along the road, including mitigation measures to build on. Since existing of first covid 19 lockdown there has been an appartent increase in traffic albeit small vehicleSS. An INCREASE IN LARGE vehivles will have a negative effect on road safety, as well as the access to the main road and adjacent properties.	This is again refered to by BIGG as light pollution, that only essential low level lughting will be on for most of the night. Meant to be well screened. Only at times of delivery will the doors be open - is this is case. As to connection to Grid - there should been on. Previous attempts have been thrawted wherever neccesriy should fund underground cables. No increase is acceptable	At certain times of year mist or low cloud hangs in the valley - this can trap toxins. Reffered to as we have lived in valley for numerous years and see it reguarly. There are chimneys and what they release is stay hanging low	Should be ongoing safeguarding re environmental protection and maintenance of proposed infrastructure. If nice stuff is to be had, should be spent within the community. Compensation to residents and animals, envior issues,	We were unable due to covid to attend the information days. We do not feel you have consulted with residents in an appropriate manner. It is assumed that the Governmnet or council agencies will at some time consult formally with the populas and interested parties giving an unbiased overview of the proposals. We note, your EIA, holds the development in a favouravle light. As late persons, we have no knoweldge of the proposal and once built it will be toto late. We would like to reassure our support for the	Against
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						comments made by BIGG	
Consultee 187	I persoanly moved to a rural area to benefit from all the joys that brings, including fresh air and wonderful views. To have this area industrailised by such a project is terrible for us. The added traffic from heavy goods vehicles will add to this. We are very unhappy about this	The road is certainly busy enough and there are frequant Rta's on the bridge over the railway. I cant see the road beeing able to cope. I would expect increased risk to life due to the difficulty HGVs have with navigating the bridge	As metioned below, due to the topography , amount og hgv traffic and visual impact of such a project, the project simply should go ahead, sorry	The location suggested is about 0.5 mile from te school and both the incinerator and school all sit iin a bowl surrounded by hills. There is huge concern that the topography of the area makes this project dangerous for the local community. Especially during frequant temperature inversions. Also, the Middletown which will recieve a constant flow of pollution fro prevalining	Perhaps Brand Energy could buy all of our houses at current market value and moved us to another lovely rural location where we can enjoy the countryside as we currently do. You know full ell that your faciity will offer nothing to the local community. not in terms of pyshcological or financial benefit	Broad could do well to watch David ATTENBOROUG H'S 'WITNES STATEMENT' on Netflix. Rather than working towards a low carbon future, this erf will be producing carbon dioxide volumes not too dismilar from burning fossil fuels and twice the amount of C02 to modern gas turbines. This project is not low carbon and doesnt use 'renewables' to fuel it. It will produce ash signficantly more toxic than origional fuel	Against

				winds on other days. Very ill- thought out.		used to fed it. Get a conscious guys and stop convincing yourselves that you have any kind of moral rationale	
Consultee 188	Not required	The A458 is at maximum capacity	I have had cancer - I do not want a toxic producing incinerator on my doorstep	See above!!!	Absolute rubbish - Will give no local investment	Please cancel this toxic producing facility	Aminet
Consultee 189	This is the wrong proposal at the wrong time and in the wrong place. It is unnacceptable intrusion on our rural landscape motivately soley by commericla considerations	It is dangerous and busy main road, with known issues associated with Cefn and Buttington listed bridges. Because of the narrowness of the road and dangerous verges, cycling in particular is unsafe	This is a unique landscape shaped by the history of millenia and will be permanently scarred if this development goes ahead	The environmental impacts are too numerous to be listed in this format	I have no faith in Broad's commitment to invest in or support or community given the totally unacceptable way the compay has dealt with the community to date	None at this stage	Against
Consultee 190	Not neccesary	very small road not condusive to large lorries having to negotiatve 2 bridges prior to arriving at quarry	Health of people living in the area				Against

Consultee 191	Having reveiwed the eia and faqs I have cocluded that this is enither the time nor place to build an erf	Traffic and congestion in the area is very variable seasonally as well as daily. The volume increases signficantly on market days and particuarly during the usmmer	The Cefn bridge is an accident blackspot.	I believe that therw would be a dettrminetal impact on the environment. Emphasis should be on reducing waste in the first place, increasing recycling and re-use of materials. Wales already has one of the best ratios of recycling so to sit a plant here that requirers the majority of waste to be transport from engliand in order to run is inappropriate	area with was pro tota pro evn tech app whi My und that and nee from to b and	derstanding is t both heat d electrcity ed to be used m an erf for it be acceptable d contributing climate	Against
Consultee 192	I obkect on the grounds that the area you are porposing your facility is too near to a schoo. The emissiosn will be inkected to these people	The added traffic usually to much for that busy narrow road to integrate	I feel that this project has not receive the full publicity it dersevres because of the recent pandemic. Therefore it has been rushed through				Against

Consultee 193	Terrible. There is no need for one and certainly not in the location you have chosen	The A458 is a very busy trunk road. The access is very bad onto a blind and dangerous road. Many accidents have occurred there when lorries turned out when it was Border Stone Aggregates	Alistar Brown has been bankrupt several times and likes to hude his idientity as he owes a lot of people a lot of money. Will probably end up being corrupt and stealing money from th ecompany	Although it is in the parents in law old quarry of Alistairs, they are going to get very rich forom it and sod all the locla people and the houses, schools, etc	There will be no investment for the local area. It is all talk. The Hilditchs ruined the village and gave nothing back. No lone likes he family. Greed,greed,gree d	In 2020 there is no need for this to be built. Its outdated. We do not want waste travelling all over the country to powys. Purely in it for the money. Its an inside job. Corruption throughou	Against
Consultee 194	A - Very well presented. B - rather dismayed at the proposal to burn such a wide range and quantity of waste, which is bound to increase polution of air quality. C- much better, in my view, to concentrate on say wind generators which would probably require the same level of workers requriment, but not make as much money	My wife and I have lived at this address for 18 years and the level of traffic has increased by a large amount over that time. Re-routing the A458, running parallel to the train track was supposed to be installed in 2008, but did not happen	If the plant is to be run 24 hours a day, 7 days a week,. Will this affect the air quality for the local school, as wind direction is not controllable	Depending on the type of waste to be burnt, smell from the sit would be affected y wind direction on different days. Will the lorries be delivering waste for 24 hours or set times?	By cancelling this proposal and using the site as it is, quarry and distribution centre. By perhaps developing a more environmentally frien system of power generation	My general through train on this proposal is that by just burning materials, which I suspect will be mostly plastic, it does not encourage better design. Better design would limit the production of particles which cannot be recycled.	Against

		without any more.	children cause cancern, still born chidlren, do you want your family to be effected	cancer pollution, smell. The school! Our homes! Cant open our windows with smell. Still births	it	disagre bild an erf in a area of homes - school road, incapable of taking the traffic. Its about money!	Against
196 a p ir e " If is z y fa	about th eneed for this particular type of facility in north powys, only expressions such as "much-needed" facility. If the welsh government is aiiming to become a zero waste nation in 30	The A458 is extremely busy road, carrying high levels of traffic during holidays and weekends with many travelling to the coast. You have not indicated for how mnay hours each day HGVs will be operations 8 per hour is another unwelcome increase	The nature of the land around the river severn means frequant and dense mist which lingers. Beyond this is the narrowing valley of trewen and middletown in which the prevalingin winds mean emissions will constantly pass over these residential areas/schools	It is hard to contemplate that the environment impact assessment undertaken revealed no issues, at all. It would suggest that more details of the issues covered should be shared with stakeholdera	We have no faith in the ability of broad energy to support the local community. The timing of the onsultation - when public debate and discussion is impossible - suggests an indifference to the people of the area	Powys local development plan indicates that recycling facilities such as this and others should not involved burning waste in from outer areas or signficnatly increase road traffic. We would welcome detail about where the waste will come from and why current facilities in powys cannot cope with local waste and what other measures to with it could be considered instead.	Against

Consultee 197	A gross intrusion - the wrong thing in the wrong place; a proposal to put private profit over public health	You are already aware of the traffic desnity and congeastion and the frequancy of traffic collisions		It would be a signficant visual imposistion what is essential a rural landscape. The localised weather system and frequancy of temperature inversions will inhibit disperial of emsisions and be determinental to public health		Against
Consultee 198	Responses typed out - scanned and saved					Agamst
Consultee 199	The current A4558 between Wollaston and Buttington is an absolute nightmare and is daily another accident waiting to happen. The Cefn bridge is probably the biggest accident black spot for miles around and is exaggerated by the frustration of motorists following	The A458 road, Cefn Bridge, school and school access. Households.	Yes the valley between the Long Mountain and Moel y Golfa acts as a natural trap for mist and low cloud, especially on a cooler morning, so the burnt gasses or emissions from the flue will hold and drop into the valley and quite possibly	The A458 trunk road needs massively improving, from Buttington to Wollaston Cross roads, so surely this needs addressing before 32 more Heavy goods vehicles per	I know no one wants a massive Incerator in there back yard, but why build it so close to a primary school and in between hills where the gasses will spend longer trapped and fall on the immediate local properties.	Against

of very slow moving traffic.			Cefn Bridge.		
200 it's proposed siting in a totally inappropriate location close to a local wirural community and primary school accessed off an already is busy highway with poor visibility. This is a facility withat needs to be sited reclose to large urban conurbations where the waste will be generated and not in a small rural wird community where large amounts of waste will to be transported large distances too. This is not an environmentally friendly or environmentally to appropriate proposal.	Traffic congestion is significant as this is the main arterial route for traffic to mid- wales. Congestion will be worsened by this proposed facility and its specific location is sited on an already challenging stretch of road which has a number of both minor and serious accidents on a regular basis. When accidents occur, often at the Cefn bridge this means all waste transport lorries will be stationary for long periods of time with no ability for a diversion or turnaround option. This road access is not appropriate for the increase in HGV traffic that this facility will incur.It is estimated that if the facility operates 6 days week 24hrs day that there will be 4 HGV's in and out per hour, totalling 1152 additional lorries EACH WEEK on this poor stretch of road with limited visible site access	You will be burning circa 167,000 tonnes of waste per annum, none of this will be generated locally. The definition of waste in this proposal is broad and vague. This is not environmentally friendly.Local concern is significant regarding where the emissions of this burning/drying waste process will go, especially given the location adjacent to a small rural community and school which sits in a 'bowl' surrounded by hillside. The proposed site is also surrounded by SSSi sites, how will these be impacted (eg Moelygolfa)?How will the burning be	You will be burning circa 167,000 tonnes of waste per annum, none of this will be generated locally. The definition of waste in this proposal is broad and vague. This is not environmentall y friendly.Local concern is significant regarding where the emissions of this burning/drying waste process will go, especially given the location adjacent to a	By not siting this facility here	Against

		and impacted by the train crossing nearby.	managed to ensure toxic substances will not occur, for example Dioxin?How will fuel for the facility be transported?How will any remaining waste deposits (eg ash) be managed?	small rural community and school which sits in a 'bowl' surrounded by hillside. The proposed site is also surrounded by SSSi sites, how will these be impacted (eg Moelygolfa)?Ho w will the burning be managed to ensure toxic substances will not occur, for example Dioxin?How will fuel for the facility be transported?Ho w will any remaining waste deposits (eg ash) be managed?			
Consultee 201	My impression is that there has been no effort to make the project green or sustainable owing to the impractical area increasing emissions from transport and no	Traffic varies greatly; there is significant impact from school and rushour traffic, tourism, market day. There is significant disruption annually from farm traffic, flooding, accidents and maintenance. As there are few alternate	The peaceful environment is what brings tourism industry and bolsters conservation efforts in our area. While plans show noise, visual and air	The environmental impact cannot be assessed unless accurate weather modelling of the valley is	I don't believe any ammount of investment would make up for the loss of income from and added cost to road infrasctructure as	An erf would only be sensible if built in an area that produces an amount of waste proportional to the size of the erf; either	Against

commitment to using	roads, diversions tend to be	pollution to be	used. The	well as the effects	existing waste	
heat, iba, electric or	long and/or unsuitable for all	acceptable the	location of the	of various	sorting or	
hydrogen powered	vehicles. The role of traffic is	impact does not	site creates a	pollutions on	includes it in	
transport. My	downplayed in your survey	consider the low	lot of vehicle	farms and	plans; has	
impression is that the	because it was conducted	levels of pollution	and erf	residents.	industry or other	
location and	during the quietest month for	currently	pollution in		use nearby to	
environment around	traffic and does not record all	experienced. The	very rural and		use the heat	
the site including	accidents involving the Cefn	impact on the value	residential		produced; is	
weather and road	bridge as many do not result	of property, farming,	areas. Erf that		nearby or part of	
infrastructure has not	in serious injury but do	recreation and	comply with		the same	
been considered as the	require road closure and/or	tourism and quality	pollutant		development as	
data used in the reports	bridge repair. No assessment	of life has been	regulation in		the industry	
are irrelevant or so	of traffic, safety or disruption	ignored. The impact	Wales cause		using the iba;	
limited as to be	on roads from other counties	includes the huge	residents to		has adequate	
misrepresentative. The	or other areas of Powys has	numbers of diesel	suffer		transport	
plan ignores	been conducted. The bend	vehicles on roads.	noticeable air		infrastructure	
government guidance	where a new turning is	Low pollution levels	pollution and		with a	
for "Co-location of	proposed seems unsafe as	in peaceful rural	aggravation of		preference give	
MSWI with significant	visibility is poor on the bend.	areas should not be	asthma.		to lower carbon	
industrial heat users―	Any major development	squandered.	Inadequate		modes of	
and "Capture of	should use rail to avoid		measures have		transport (Boat,	
heat from MSWI	worsening current congestion		been proposed		rail, electric	
processes can allow the	and road condition.		for ensuring		powered rail	
development of district			recycling is		etc) that is not	
heating networks, thus			maximised.		likely to be	
allowing for more			There is no		disrupted	
affordable heating for			demonstration		frequently by	
domestic consumers.			need for a		flooding, road	
This can have a direct			large erf as the		accidents, slow	
and positive benefit in			initial 18% fuel		farm traffic and	
terms of reducing fuel			from Powys		congestion. A	
poverty.â€∙ The			(and undefined		site would need	
inefficiencies inherent			smaller amount		accurate	
in the site and refusal to			from		weather	
build a siding and the			Montgomeryshi		modelling to	
fact that it is not			re) will		predict impacts	
replacing existing			decrease		of pollutants,	

combustion driven	greatly over the	including noise
electricity generation	erf operation	pollution from
make the plans	period if in line	the plant and
incompatible with the	with Welsh, UK	associated
Welsh government	and global	transport before
guidance. My	targets already	there is
impression is that the	committed to.	adequate
proposal is not	The distance	information to
considerate to	from	asses the
residents of	Crickhowell to	viability of a
Montgomeryshire or	Buttington	project.
the users and	using A roads is	
maintainers of the	84 miles. This is	The idea of
roads impacted (which	more than the	massive
are currently	distance on A	amounts of
undefined).	roads to	waste being
	currently	transported vast
	operational erf	distances on
	plants Cardiff	small, winding
	(36 miles)	roads (in
	Severnside (49	comparison to
	miles) and	size of roads UK
	EnviRecover	wide) by diesel
	Hartlebury	trucks and
	(between 70	through an
	and 80 miles).	English route
	Areas of North	that includes the
	Wales have far	area serviced by
	better transport	the Battlefield
	infrastructure to	erf (past the
	existing erfs	town that has
	Runcorn and	the erf) to burn
	Parc Adfer than	the waste in a
	Buttington.	residential area
	Waste from	at the bottom of
	these counties	a valley so the
	would be more	sound is

effectively	reflected to
moved to these	more people
sites or sites	and the cold air
under	gets trapped
construction	there in the
Hooton Park or	winter and
Lostock. The	where the
abundance of	prevailing wind
more	takes air
accessible erf	pollutants to
in England	another
shows how	residential area
limiting and	only to have to
wasteful the	drive the iba and
choice of a	polluting
remote site for	material
a large scale erf	removed from
is. The only	the site huge
rural and	distances to be
remote erf site	processed is so
in the UK is	impractical and
Shetland where	wasteful it's a
the purpose is	wonder you
to reduce	chose the site to
transport	begin with.
distance of	Leeds removes
waste. I	20% of black bin
don't think	for recycling
a 167ktonne	before
per year plant	incineration on
in	site. In your plan
Montgomeryshi	please specify
re can possbly	who is paying
be justified	for the sorting
given its vast	and which
difference to	sorting facilities
existing uk erfs.	you will accept

			rubbish from.	
			Please clarify	
			how much waste	
			will be unsorted	
			as it will work	
			against recycling	
			targets. Given	
			targets by	
			companies and	
			governments	
			prioritise	
			reduction in	
			total waste and	
			non-recylable	
			materials erf will	
			only become	
			more impractical	
			to run during	
			it's	
			proposed	
			operation	
			period.	
			According to the	
			government	
			guidence the	
			benefit of MSWI	
			"Environmen	
			tal performance	
			is reliant upon	
			the efficiency of	
			the process―.	
			You have not	
			given estimates	
			of transport	
			efficiency, which	
			is significant.	
			Genrally, erf	

						reduce distance travelled; eg. Cardiff now uses rail for iba â€~Changing the method of transportation from road to rail will also achieve a 50% reduction in annual transport emiss ions.'	
Consultee 202	A â€merchant' incinerator is purpose- built to make money. Its environmental costs are dumped on the commons -i.e. the community and the environment. Air pollution and road pollution are not fully costed, nor the cost on people's mental and physical health. There is no benefit to the local community. There are costs to the community, The scale is completely inappropriate for the area,	You well know that Cefn Bridge is a pinch point. Accidents - including lorry accidents â€" can cause delays for traffic for weeks. In the tourist season, congestion is frequent. The incline from Middletown to Trewern is a dangerous stretch of road for heavy traffic as well.	The †complex topography' that was referred to in a document 2015 makes this valley unsuitable for an incinerator.	This project is having a bad effect on the mental health of people who live close to the site. People have moved here for the countryside, have spent money improving their house, and then find out about your development. Pollution will be mopped up on the surrounding hillsides by the plume	If this goes ahead, you owe the community for your imposition on their mental and physical health. Most people do not want this. It will not bring them long term jobs. A fund should be established to pay a proportion of the incinerator income into the community. Despite what you said about property prices, short term property prices do drop in studies I	No local/city authority would have chosen a site 0.6 miles (1100m) from a school, and even closer to a new housing estate. Incinerators should be in industrial areas where the input is also located. This location is chosen specifically for personal gain. The incinerator does not offset power from other sources because the	Against

1	1.			1
	grounding.	have seen.	CO2 output of	
		Property within a	incinerators is	
	Increased road	mile of the site will	greater per	
	traffic will also	be blighted - and	megawatt hour	
	cause more	there are several	than the grid	
	Pms and NO2.	houses very, very	mean. It does	
		close to the	not produce	
	Incineration	perimeter of the	renewable	
	means more	quarry. People will	energy.	
	CO2 when we	be unable to		
	need to reduce	move without	The amount of	
	it.	financial loss. That	Welsh residual	
		happened at the	waste is falling.	
	The visual	megadairy at	The â€~residual	
	impact will	Leighton â€″	waste' from	
	affect tourism	another local	the Midlands	
	directly in this	imposition.	should also be	
	valley.		decreased	
			rather than	
			incinerated.	
			Other	
			technologies for	
			reprocessing	
			waste are	
			looking better	
			than incineration	
			which should be	
			wound down.	
			Now is not the	
			time to be	
			locked in to 25	
			year contracts	
			for technology	
			which should	
			become	
			obsolete.	

Consultee 203	My impression is that it is a good idea and well thought out.	I live in the local area and have done so for 42 years. There are major road issues in this area. The proposed bypass seems to have been forgotten. This would have alleviated alot of the local traffic issues. There are regular major road traffice accidents on the Cefn railway bridge. Alot of the traffice then tries to use the local lanes to avoid the area. This results in major problems locally. Accidents are also a regular occurence on the piece of this main road between Buttington and Middletown. The road is very often closed as a result of accidents. This would have an impact on the traffic using the ERF.	The valley in which this facitilty is proposed is a very beautiful one. We live on the side of the Long Mountain looking across the valley. We see how the mist and fog lies in this valley for long periods of time especially in certain weather conditions. I am concerned about the emmissions from the ERF and how it would fall and sit in this valley for long periods of time. I worry about the health and well being of all the residents who live in the valley.	Waste is a major problem in this country and we have to consider new ways of dealing with it. I am concerned that it will be situated in a residential area and very near to the local primary school. Traffic issues may be problematic on times.	The Facility if permitted, should employ local residents to work there and be open and honest about the work that is carried out. It could provide the local school with opportunities to perhaps visit the area. It could sponsor the school and local businesses.	At the risk of being a 'nimby', I think that the idea of dealing with waste in this way is a good one but worry about it's impact on a valley which holds the mist and fog such as this. My concern is for the health and well being of the local residents.	Support
Consultee 204	This development should not be allowed to progress especially under the Welsh Governments newly published zero waste strategy which has the ambition of sending zero waste to incineration by 2050this is the wrong technology for the	Traffic is very busy on the A458 and at times gets very congested there is a major concern with accidents occurring on a regular basis in Buttington and Cefn Bridge in Trewern often leading to road closures the increased traffic generated by the development will only further compound this .Speeding vehicles is also a regular	Local people and Environment are being ignored for profit.People living in the area will be put at risk from emissions and smell local house prices will be badly affected school proximity is too close Middletown will be	potential increase of smell , noise not everything operates perfectly all the time !Increased HGV traffic will also increase emissions on the road area and	Explore a more suitable site next to an existing landfill site more central in Powys Why will we have to take excess waste from Shropshire being there incinerator is to small for purpose.Build 2	The environmental impact survey states number of HGV per hour at 4 in 4 out as previously mentioned this is 192 HGV per day is this 7 days per week?How is this not	Against

environment and the	problem in the village	subject to the plume	surrounding	new bridges at	deemed	
future if we have	especially with HGV traffic	emitted due to the	houses/schoolp	Buttington and	significant ?The	
already identified	trying to keep speed up while	prevailing wind	lume from stack	Trewern before	statement " Not	
Wales wishes to go	negotiating the hill each way	directionYou should	will drift	construction starts	be a significant	
forward towards zero	through the village. your	consider the local	towards	(if passed)Average	impact" is stated	
waste to incineration	insignificant traffic of 4 in 4	people the local	Middletown hill	speed camera	8 times in the	
why are we even	out per hour equates to 192	community and	at housing	through local	document with	
considering this	HGV vehicles per day which in	cistern to what the	level.Trewern	villages to ensure	no details or	
proposal and not	my opinion is not	local people wish.	also suffers	all traffic complies	facts to	
looking at sustainable	insignificant, so any additional		from low cloud,	with speed	substantiate this	
alternatives which will	traffic HGV based will		mist etc and	restrictions at all	phrase this	
keep us in harmony	increase the risk of further		plume escape	times compensate	implies there is	
with the 2050	accidents.the 2 bridges		will be	local home	an impact so	
ambition.the proposed	mentioned are not suitable		hampered by	owners if proposal	what are the	
site is not suitable the	and would require		this causing	is passed for thee	facts?Any impact	
technology is wrong	replacement.		smell and fall	devaluation in	however	
and should not	1		out to	property price.	insignificant	
proceed.I also note			surrounding		caused by the	
after reading the			area.		proposed	
documentation sent to					scheme will be	
our household that the					significant	
expression used almost					compared to the	
in every section states					existing to the	
"no significant impact"					local	
this is not factual so					population.Incre	
what are the real facts?					ased HGV traffic	
					goes against	
					green strategy	
					for futurel not	
					Hitachi have	
					withdrawn there	
					backing from	
					the Angelsey	
					development,	
					what assurances	
					can we have the	
		1	1			

I			
			developer will
			not do the same
			and another
			developer takes
			over which
			might not be to
			the same
			standard? If you
			would like to
			purchase my
			property for the
			market value
			plus
			compensation
			and relocation
			expenses i will
			gladly support
			the Proposal
			,but then every
			person in
			Trewern should
			also have the
			same
			opportunity
			Build it in a more
			isolated area
			away from
			villages/towns
			and schools
			Wales has plenty
			of space!
L			

Consultee	Seems no better than a	The roads in the region are	How will chimney	The project	As there is a waste	There is a district)
205	coal fired power plant.	terrible with lorries causing	fumes disperse in	doesn't provide	recovery ffacility	lack of	
200	Burn waste once and	long queues due to the	atmosphere when	any information	already in	information,	
	then dispose of the ash	busyness of the roads and	low cloud and other	about waste by-	Shropshire,	such as where	
	and other waste by-	limited overtaking. Then add	conditions stagnate	products and	between 19-25	the waste will	
	products, which you	in agricultural vehicles	the air. As modeling	how they will	miles away	come from, and	
	haven't detailed in your	slowing everything down	from Shrewsbury	be handled	(depending on	how you deal	
	literature. But have	further.	doesn't take into	and stored.	route taken). And	with by-	
	additional air pollutants		account local climate	What/if any	Hitachi Zosen	products. You	
	over a coal fired power		variation.	useful waste	Innova sites in	state creating	
	plant		Variation	byproducts will	Hereford and	jobs, but it	
	Prome	You have two immediately		be produced,	Bristol, it seems	seems you will	
		treacherous bridges from the		and what	most of Wales can	be causing job	
		West to the site, that should	Will particular matter	tonnage	be incorporated	lose at Potters	
	No mention of	of been replaced long ago.	under 10 microns be	quantities.	into their	Waste	
	expected life span of	And multiple sharp bends	monitored on-site	4	catchments. So it	Management.	
	plant.	and blind spots from the East	only? Or have		would be better to	While the	
		to the site.	monitoring stations		located elsewhere	original	
			in population areas?	You state non-	to ensure a better	construction	
				hazardous	spread across the	workforce is	
	How much waste will			waste, but	United Kingdom	provided by HZI	
	the local area produce?	You ideally would have		there are plenty	instead of so close	and non-local.	
	As it seems you will be	dedicated slip roads to the		of hazardous	together on		
	too reliant on	site to avoid traffic delays		gases and	opposing sides of		
	transporting waste from	caused by all vehicles		materials	the border. And		
	other regions. And no	entering and leaving site. As		produced.	then invest in that	If the 2 hour	
	suitably permitted	even if not crossing lane of			area instead.	drive time isn't	
	facility is specified, so	road, turning vehicles will				sufficient to	
	are by-products	slow traffic flow.				cover south	
	shipped away or kept in					Powys, then	
	Powys.					maybe the site	
						should be	
		No plan to integrate railway				located further	
		delivery?				south to	
	No mention of how	2				accommodate	
	much tonnage of waste					poorer transport	
	by-products are					links. And if	Against

If wast from c the lor viabilit new in comm existin increa capaci	ced from the ber annum al waste. e is transported ther areas, then ng term site by depends on no cinerators being issioned, or g sites not sing their ty and cting supply to			future plans include extremes of pole of the Isle of Anglesey and Carmarthenshire then locating plant more Westerly would be beneficial. As currently too close to existing waste recovery facilities.	
availat as oth optior	e progresses will ble waste reduce er treatment s become ble? Long term				
feasibi	lity of plant has en mentioned.				



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