

## **WTI/EFW HOLDINGS**

### **WHEELABRATOR HAREWOOD WASTE-TO-ENERGY FACILITY**

#### **(THE PROPOSED DEVELOPMENT)**

**The Parish Council believe your proposed Waste-to-Energy Facility is unsuitable for this rural location within the Test Valley and situated alongside the A303 which is the gateway to the South West. It is too large and the national grid is 9 km away and there is no a market for heat produced**

The following questions were asked by individual councillors at the exhibition held in Barton Stacey on the 25<sup>th</sup> February. Unfortunately the consultants and employees present were, in the main, unable to provide satisfactory answers. Many of their questions could not be answered or answers given by different members of the team varied considerably.

- How did you arrive at the calculation of 65MW of gross output and why did this change from 51MW which was quoted in the letters sent to all residents of Barton Stacey and Longparish? Letters notifying residents of the 2 exhibitions were not sent to all residents within the parishes why? The hamlet of Tidbury Ring is not included in the document as it is 1.1km from the proposed site.
- How can you reduce the size of the proposed building to fit the small site it sits on, as a vertical building won't be possible?
- It was suggested that the site would be landscaped but exactly how can a structure of this size be landscaped?
- Where is the waste coming from? The answer was vague...up to a 2 hour road journey and from the region or some councillors managed to elicit ...the region or else Devon, Wiltshire, Berkshire, Surrey and perhaps Oxford
- How will the site connect to the national grid – Pylons are unsightly or underground cables can damage the local ecology?

#### **Concerns/observations**

Concerns about aviation – The MOD Training Area 2 is located immediately adjacent to the west of the proposed site and is regularly used by military aircraft (helicopters) from Middle Wallop (Army Air Corps) and RAF Odiham and RAF Benson. The MOD Defence Infrastructure Organisation (DIO) should be consulted. Popham airfield is also located approx. 6 miles from the site.

Worried about the size and height of the plant in this rural location with some local residents less than 500 metres from the site.

Tourism – Firstly the visual impact may well reduce tourist numbers and adversely affect the local economy. The site proposed for the development is within The Test Valley which has

some of the nation's finest chalk streams and rivers passing through it. The Dever and Test pass through the villages.

Road links/increase in vehicle movements – The proposed development is just north of the A303 and a short distance from the A303/A34 spur road. 2017 traffic statistics produced by the Department of Transport state that Hampshire roads are the most used in the country with 9.9 billion vehicle miles travelled. The Department of Transport measured AADF for the stretch of road from the A303 spur to the A3057 was 49,898 in 2017 of which 3,640 were HGV. The proposed development will increase the HGV daily movements by approximately 10%, 280 from the proposed site in the waste to energy cycle plus additional traffic from the Raymond Brown site as the production of aggregates will increase. The slip roads off the A303, easterly and westerly, are short by modern standards and vehicles often misjudge the distance and, being unable to reduce speed quickly enough, hit the barriers and signs. Any problems accessing the site by HGVs could see trucks queuing along the A303. Lorries often park up by the T-junction just off the west bound slip road, there are no hygiene facilities available. The rubbish is cleared up by volunteers.

Environment/ecology – Worried about odour, emissions and dispersions. The existing air quality in the vicinity of the site is said to be good. With the predicted number of extra movements by diesel vehicles this is likely to change significantly. The four main pollutant emissions from diesel engines are carbon monoxide, hydrocarbons, particulate matter and nitrogen oxides. Measurements of these and all other pollutants should take place not only on the road network itself but at sensitive areas such as schools, play areas, rivers and SSSI's. Though measures and good practice will be in place to control odour emissions from the building itself odours can travel long distances. Light pollution has recently increased at the Enviropark and this will no doubt increase further. There are 4 SSSIs in close proximity (between 0.8km to 1.7km) and the second largest area of Ancient Forest, Harewood Forest, 3.4km away. The North Wessex Downs Area of outstanding Beauty is just over 3 km to the north of this site and the South Downs National Park is only 11 km to the south. The two parishes of Barton Stacey and Longparish have conservation areas and have many listed buildings. The proposed facility will sit above an aquifer, this is of concern.

It should be noted that 2 Primary Schools (Barton Stacey C of E Primary School and Longparish Primary School), Barton Stacey pre-school and a Secondary School (Testbourne, Whitchurch) lie in close proximity to the site.