

**Barton Stacey Parish Council response to Scoping Report**  
**WTI/EFW HOLDINGS**  
**WHEELABRATOR HAREWOOD WASTE-TO-ENERGY FACILITY**  
**(THE PROPOSED DEVELOPMENT)**

The comments in this response to the Scoping Report have been produced by Barton Stacey Parish Council and is based on local knowledge.

**INTRODUCTION AND BACKGROUND INFORMATION**

The proposed development is situated alongside the A303 with 2 villages, Longparish 1 km to the north and Barton Stacey some 1.8kms to the south, and approximately 9 km from the National grid. The two villages have conservation areas together with many listed buildings, the Rivers Dever and Test flow through the parishes. There are four SSSIs in close proximity (between 0.8 km to 1.7 km) and the second largest area of Ancient Forest, Harewood Forest, 3.4 km. The civil parish of Barton Stacey includes the village of Barton Stacey, and the hamlets of Bransbury, Newton Stacey, Cocum, and Drayton. The estimated population in 2016 was 1,034. The closest town is Andover 11 km to the west, with Winchester 13 km to the south.

Highways England described the A303 in its A303 Stonehenge to Berwick Preliminary EIA (February 2018) as follows “... the A303 is a strategic route to the South West. Enhancing the corridor will deliver region-wide economic benefits by improving regional connectivity, facilitate planned growth in housing and jobs, and by improving the perceptions of tourists who use the A303 to travel to the region.” Highways England is proposing to spend £1.6BN on improving the Stonehenge section of the A303, a UNESCO World Heritage site, which is only 35.4kms (21 miles) from the proposed site. Moreover the proposed site is only 14.48kms (9 miles) from the junction of the A303 and M3, the sheer size of the proposed development will mean that it will be visible to tourists travelling west along this gateway to the South West for many miles. Hampshire’s Mineral and Waste Policy (paragraph 5.45) states that design of mineral and waste developments should be appropriate in scale and character in relation to its location, the surrounding area and any stated objectives for the future of the area. The site is comparatively small ruling out a horizontal building and the location of the aquifer will restrict drilling down so it is difficult to see how the plant could be reduced significantly in height to reduce the visual impact.

At present the route from the A303 to the Barton Stacey junction and beyond to the A3057 is rural in character with good quality farmland bordering each side along much of this stretch. This farmland surrounds the site with active farming within 300 metres of the site (on the southern side of the A303) as well as immediately to the north of this site. The current Enviropark is, on the whole, well landscaped, and shielded from the road by trees and bund walls although during winter months there is some light pollution. The height of current works on the adjacent site to the proposed development allow for effective landscaping which would not be the case with a 55 metre high main building with 2 flues of a height between 90-100 metres.

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. Although barely 30 miles in length, the Test is a nationally famous trout stream. If the quality of the fishing is not quite what it was, that is because of the declining water level, the result of ever-increasing abstraction and a recent shortage of the rainfall which is needed to fill up the chalk aquifers. The North Wessex Downs Area of Outstanding Natural 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. There is much small scale tourism in the immediate area providing employment in the area based around countryside activities with the added attraction of tranquillity all within 2km of the national road network.

It is accepted that the UK Government has a need to reduce greenhouse gas emissions (principally CO<sub>2</sub>), address the security of the national electricity supply and reduce residual waste. It is also accepted that, while Hampshire has no need of a further facility to incinerate waste and a plant of this nature is not part of HCC's Strategic Plan, there is a national requirement to support this policy. Again, on first sight, this proposal appears to qualify on some aspects of both government policy and Hampshire's Mineral and Waste Plan (adopted in 2013 and recently reviewed in 2018). However there are many aspects that appear to conflict with policy and need to be investigated and addressed when producing the Environmental Impact Report. The EIA Scoping Report (1.1.4) states that the proposed development will be capable of producing low carbon electricity however, whilst Wheelabrator have identified 1 million tonnes of waste in the "region" it was unable to confirm the composition of the waste and it is a known fact that high plastic content is efficient in producing energy but it produces high levels of carbon. The waste identified is not in close proximity to this site and will need to be transported to the site by HGV. Wheelabrator have suggested that travel time will be up to 2 hours.

Hampshire Mineral and Waste Policy supports the reduction of waste at the top of the hierarchy but accepts that where this is not possible other solutions need to be adopted. However it prefers plants that can provide combined heat and power (5.48). The heat produced from this development will not be able to be used at the present time as there are no users located near the site. Paragraph 5.48 states that the design should allow for excess heat to be used within a local heating scheme. Paragraph 6.192 states that a major waste facility should be situated close to the strategic network system to minimise the effect of traffic. However the high volume of traffic movements along this stretch of the network, together with poor access on A303/A34 and a poor traffic accident history means that network traffic diverts to local roads which are, in many places, single track. This is a co-located site (5.52) and it might be possible to recycle all the bottom ash at the Raymond Brown site although this is by no means certain at this stage. Although Raymond Brown is not operating at full capacity at the present time it has been unable to find markets for all the aggregate produced and so large unsightly piles have been seen over the last few months. If Raymond Brown is unable to take the bottom ash it will need to be transported elsewhere further increasing traffic entering the road network from this site (5.45). The Hampshire Policy encourages such sites to consider rail and water as a means of transport.

The electricity generated, estimated to be sufficient to supply 110,000 dwellings, will need to be connected to the National Grid by way of either unsightly pylons or underground cables.

Underground cabling creates a micro climate as the temperature of the land increases; this has a detrimental effect on wildlife and agriculture.

The life of the plant is stated to be around 50 years but Wheelabrator have been unable to address how the decommissioning of the plant will be managed, Barton Stacey Parish Council would like this to be dealt with in the EIS as this is a requirement of the Hampshire Mineral and Waste Plan (5.45).

It is understood that Wheelabrator considered 40 sites. This site was selected because of the proximity to the national road network and Raymond Brown. However as stated above the energy produced will need to be connected to the national grid (electricity) a distance of some 9 km and there is no market for the heat produced reducing the operating efficiency of the plant to around 30%. There are no other transport links to this site. It is not known if any of the sites had rail and/or water transport links as this question has not been answered.

#### **Wheelabrator have 3 other sites in the UK:**

**Ferrybridge**, Yorkshire, has one multi-fuel to energy power station with a 2<sup>nd</sup> under construction. These are situated on a site which previously housed three coal fired power stations; the last remaining station was decommissioned in 2016. When both units are in full production they will produce power for 149,650 homes. The waste derived-fuel, waste wood and biomass come from across Yorkshire and the region. Coal was delivered to the site by rail, barge and road; rail links are still excellent as Ferrybridge is situated on a site with rail network junctions, including northward to York, south to Pontefract (and Rotherham), west to both Wakefield and Leeds, east to Goole and south-east to the East Coast Main Line; the River Aire meets the Aire and Calder navigation close to the east of the town.

The development at **Kemsley** is situated within the urban part of Sittingbourne but adjacent to the 2<sup>nd</sup> largest recovered fibre based paper mill in Europe which will take the electricity and heat produced and reduce the use of coal generated energy. K3 is currently under production and will produce 50MW gross energy from 550,000 tons of waste; a second Wheelabrator is planned on this site and will generate 42 gross MW. There are both rail and road links. It is interesting to note that at the informal exhibitions held by Wheelabrator they quoted that Wheelabrator Harewood would produce 51MW gross energy from 450,000 tons of waste.

The 3<sup>rd</sup> site is **Parc Adfer** on the Deeside Industrial Estate, Flintshire. This site has the highest concentration of manufacturing jobs in the UK. Only 220,000 tons of non-recyclable waste will be processed at this site providing energy for 30,000 homes, the steam will be used to heat local industry and housing. There are ambitious plans to provide a new rail station and train links to this industrial park.

Only the proposed Wheelabrator Harewood is located in a rural area; only the Wheelabrator Harewood will be unable to use the heat generated.

## 7.2 Traffic and Transport

**Traffic assessment introduction: the scoping of transport must include the A34 as well as the A303 and be carried out on Fridays and Saturdays during peak holiday times, especially through late July and August.**

As stated in the introduction to this document 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 Annual Average Daily Flow (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.

As can be seen from the attached documents (see Appendix "Major Accidents") taken from a map of traffic accidents produced by Thames Valley Police and Hampshire Police. This is an accident-prone section of the A303. Accidents have steadily increased over the last 5 years at the Bullington Cross Interchange while production at Raymond Brown and Bryan Hirst has increased; it is estimated by the DoT that the average AADF from the A303 junction at Barton Stacey to the A303/A34 spur from 2000 to 2017 is in the region of 10,000. These accidents, together with other incidents such as lorries overturning, result in all types of traffic diverting through both the villages of Barton Stacey and Longparish. Access to Barton Stacey from the A303 is by means of a narrow road, single track in parts, which winds its way through the village towards the A30. The villages become congested and dangerous at such times.

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.

A freedom of information request made by the Basingstoke Gazette (published 31st May 2017) to Highways England, Transport for Scotland and the Welsh department for Transport revealed the A303 was the most dangerous and prolific for animal deaths in 2016 and 2017. 11% of Britain's animal roadkill occurred along the Basingstoke to Devon road (434 animal deaths). Many of these resulted in temporary road closures and road traffic accidents. It also reinforces the rural nature of the countryside along this road.

**Introduction to major Accidents and Disasters: must be scoped in.**

Wheelabrator has suggested that there is no need to consider these in its EIA report because, although admitting that spontaneous combustion can occur, there will be sufficient controls in place to reduce the effects of any accidents or disasters to a level which is insignificant.

However, this area was subjected a major disaster when the flagship Ocado robotic warehouse at Andover, which was at the forefront of warehouse technology, was destroyed by fire which started at 2.44 pm on the 5th February 2019. The blaze lasted for 4 days. Some 20 fire engines

and 200 firemen attended the fire; properties, both domestic and industrial, within a 500-metre exclusion zone and a 1.6km stretch based on wind direction were evacuated on the 6th February with many families spending the night at a local community centre. The noise, heat, smell and light that emanated from the fire was both frightening and dangerous. There was also the danger of explosion from the materials stored on the site. There was considerable traffic congestion both locally and on the A303, which had miles of stationary traffic on the first day of the fire. Much of this traffic diverted through the villages of Longparish and Barton Stacey creating further danger and congestion. The cause is not yet known but the technology used in the plant was cutting edge and has been sold around the world.

Should there be a major incident at the proposed site blocking the A303 emergency vehicles, fire service, police and ambulances would have to access the site through Barton Stacey and Longparish. However, this route would be congested with diverting traffic.

**7.2.6.** In addition to Manual Classified Counts (MCC) at the sites mentioned, it is essential to carry out a count at the junction of the A303 and A34 (known as Bullington Cross). This is notorious locally for accidents, delays and congestion. It should also include Junction 8 of the M3. **SCOPE IN.**

**7.2.7.** The MCC undertaken for just 24 hours in June is considered inadequate. Counts need to be taken at peak times, most notably in July and August when holiday traffic on the A303 is at its height. Counts also need to consider local events such as Thruxton motor-racing circuit or when Forest Edge Kart Club is operating. **SCOPE IN.**

**7.2.11** Main transport impacts are likely to be felt some distance from the site due to increase in number of trucks at pinch-points such as Bullington Cross (see above) as well as the slip-roads off the A303. Traffic delays at Stonehenge (a World Heritage Site) approximately at 36km distance are frequent particularly during the peak tourist season. **SCOPE IN.**

### **Locally on The Street.**

**7.2.18** The expected significant increase in the number of HGV movements on The Street is likely to cause stress, anxiety and fear among drivers of cars, and riders of motorbikes and pedal cycles. The road between Barton Stacey and Longparish is a country lane with passing spaces. It is the only pedestrian link between the two villages. It is regularly used by walkers, particularly in the summer months. The loss of this access as the result of large numbers of lorries entering and leaving the site will permanently separate Barton Stacey and Long Parish and seriously impact the pedestrian amenity that is currently enjoyed and would create community severance between the two which currently does not exist. **SCOPE IN.**

In addition, the only pedestrian access to Barton Stacey for residents of Drayton Park (the chalets behind the service station) is via the south side of the bridge over the A303 and past the slip-road. There is therefore potential for negative impact on pedestrian amenity as well as fear and intimidation of those pedestrians walking into Barton Stacey. **SCOPE IN.**

Many residents have observed that HGVs travelling to the Raymond Brown (RB) site do not fully stop at the T-junction at the junction of The Street and the slip-road from westbound carriageway of the A303. HGV often appear to think that any approaching southbound traffic heading towards them over the bridge will be turning left rather than heading straight on into Barton Stacey, even if they are not signalling to that effect. HGVs also slalom out of the RB site crossing The Street at unnecessarily high speed, cutting off corners in order to gain the eastbound slip-road of the A303. These are significant road safety issues. HGV driver behaviour is often intimidating even with the current level of vehicle movements. **SCOPE IN.**

Private schools and State Schools have pick up and drop off points in Barton Stacey on weekday mornings and afternoons during term time. Child safety is important and this group needs to be considered. **SCOPE IN.**

### **Other comments relating to Traffic and Transport**

Accidents and delays are commonplace on the main roads in the area – A303/A34/M3. When this happens, roads through local villages are turned into rat runs. Approaches and access to the incinerator site must therefore be permitted only via the major arteries mentioned and incinerator site traffic must not be allowed to pass through villages such as Barton Stacey, Longparish or Bullington except on the express instructions of the emergency services. **SCOPE IN.**

The MOD Area 2 opposite the proposed site is used regularly by MOD vehicles, often in convoy, and MOD personnel. There is a potential for congestion. **SCOPE IN.**

Attempts have been made to calculate the number of vehicle movements in and out of the site when it is fully operational. This will involve trucks hauling in-bound waste/fuel as well as chemicals and other consumable products. Trucks leaving the site will either be empty or carrying treated IBA over and above the quantities currently being handled by RB as well as fly ash and waste water.

While it is tempting to think that lorries can arrive at predictable intervals and equally spaced, this will not be the case in practice. If vehicle arrivals/departures are concentrated into a relatively short working day, the potential for congestion is great. A queueing model should be generated to calculate queue lengths waiting times at, for example, the discharge bays. **SCOPE IN.**

**7.2.5** There is a proposed PRoW adjacent to the site (Hampshire County Council ref DMMO Barton Stacey 602). See appended photo “Proposed PRoW” including description of route along with resulting benefits to pedestrian connectivity between Longparish and Barton Stacey. See also appended photo of Barton Stacey map showing extent of PRoW’s locally.

## 7.3 Air Quality

**7.3.1** 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. **SCOPE IN.**

**7.3.8** Though measures and good practice will be in place to control odour emissions, subject to atmospheric conditions odours can travel long distances The South East of England can be affected by the spreading of pig-slurry in Belgium while more locally odours from a local mushroom farm several kilometres away and other agricultural smells can permeate villages such as Barton Stacey, Chilbolton and Stockbridge. Odour emissions and dispersion. **SCOPE IN.**

**7.3.10** There is potential for a cumulative impact on waterways as rivers such as the Dever and Test converge/merge further downstream about 3.75km south-west of the proposed site near to the southern end of Bransbury Common. **SCOPE IN.**

## 7.10 Landscape and Visual Impact Assessment / Appendix B

### Landscape and Visual baseline Conditions

It should be noted that a planning application (13/00800/FULLN) for the proposed Bullington Cross Wind Farm Site some 3-4km from the proposed development site was refused due to the impact on a nationally important landscape (AONB and National Park). It was felt that the wind farm proposal would not conserve or enhance the particular qualities of these areas. It was rejected also for reasons of adverse impact on local heritage and, significantly, effect on low-flying military aircraft and their radar.

**B6** Due to its height and mass, the proposed incinerator has the potential to be one of the largest structures in the south of England. Some estimates indicate that the footprint would be twice that of Winchester Cathedral while the chimney height would fall only three metres short of the spire of Salisbury Cathedral.

The uncompromising slab-sided design contributes to the potentially overbearing mass of the structure which would be sited in predominantly open rolling chalk downland situated a few kilometres from the South Downs National Park and from the North Wessex Downs Area of Outstanding Natural Beauty. Mitigation measures need to be investigated. **SCOPE IN.**

**B44 & B49:** It is recognised in the Scoping Report that a large number of photographs intended to show the visual impact of the incinerator were taken when all vegetation was in full leaf.

Most of the trees are deciduous so the visual impact of the structure will be far greater during the winter months. It is essential therefore that photographs be taken in winter and an image of the building be superimposed with the aid of a visualisation tool to give a clearer idea of the potential visibility. Alternative Seasonal photography required. **SCOPE IN.**

While photographs have been taken from a large number of points, including from almost 30km away, the greatest visual impact will be from those closest to the site, for example viewpoint numbers 1-13. In order to understand fully the most striking visual impact, winter photographs must be taken from the following additional viewpoints in Barton Stacey: (a) from the trig point on Newton Lane (b) from the Trim Trail area (c) from the playground of Barton Stacey Primary School (d) from the northernmost end of Roberts Road.

See appended photographs View 1 and view 2 as examples of viewpoints which will altered. Additional photographs taken from alternative viewpoints are contained within **Appendix A.**

### **WATER & ECOLOGY**

Generally early conclusions drawn appear to limit the extent of further investigations. For example, considering the far-reaching nature of airborne particulate discharge the areas under assessment should be extended. The potential for these to build up in the river valley systems of the Test, Dever and Bourne, which all converge at Stockbridge, require rigorous further investigation. **SCOPE IN.**

There may also be other water courses in the locality such as a Winterbourne originating from the site (now culverted under the A303) that have been overlooked and need to be included. **SCOPE IN.**

Furthermore, with the nearest urban area being Andover at 11Km away, there is likely to be further disruption resulting from the subsequent linking this facility to the National Grid. Another increase in massing and alteration, over and above the existing proposals, will make further changes to the existing rural character of the location. Currently 'technically' not under consideration owing to it being dealt with by a separate application however provides additional need for an expansion of areas under study from the scoping report.

It is essential that this is factored in and considered as part of this application along with its potential to disrupt local wildlife and other sensitive receptors. **SCOPE IN.**

**2.1.4 The entirety of the site lies within Flood Zone 1 and which is classified as low risk of flooding (less than a 1 in a 1000 annual probability). A characteristic of our local chalklands is underground springs which emerge after periods of heavy rain causing flooding. See appended photographs Flooding 1-10 in 2014). Springs rise near and, it is believed, from under the site of the proposed incinerator (see appended photos A and B). There is therefore a risk of contamination leaching from the site and polluting watercourses exacerbating any contamination by sewage from the local pumping station.**



See also additional appended photographs of Drayton Meadow and groundwater rising February 1990, further evidence of the need to fully consider all risks associated with construction on the proposed site to groundwater and springs. **SCOPE IN.**

Southern Water has developed a strategy and action plan to manage the groundwater infiltration affecting the St. Mary Bourne catchment area. Barton Stacey forms part of this plan.

3.7.7 mentions a water filled quench pit – this suggests a danger of underground water aquifer contamination from storage tanks and also from surface water run off contamination. These need to be included. **SCOPE IN.**

Should a transferral of the bottom ash (3.7.7) by-product be required, this will result in further increase in traffic movements – these should be considered in the initial assessments. This activity needs clarification from the outset and needs to be scoped in for traffic assessment and other potential polluting risks. It affects traffic movements and the further movement of a by-product opens up the possibility of contamination of the local water courses as a result. **SCOPE IN.**

3.7.9 “No process effluent water will be discharged from the Site as it will be recycled within the plant.” Water usage is a local concern. How much will be used? Where will it be taken from and how is it discharged afterwards and will this have further effects on the underground aquifers or the rivers Test and Dever? **SCOPE IN.**

3.8.3 Discusses decommissioning methods at the end of the useful life of this facility. What are the likely contamination levels at this stage and what are they likely to be? This needs to be scoped into the initial assessments covering all aspects related to local water courses. **SCOPE IN.**

7.7.8 “Groundwater flow is anticipated to be to the west south-west toward the confluence of the River Dever and the River Test. Groundwater flow contours developed in the Environment Agency Test and Itchen Study (Entec, 2005 (Ref. 48) and Amec, 2013 (Ref. 49)) indicate groundwater from the Site may discharge to the River Dever and Test in the Bransbury area. Regionally, groundwater flows to the south west discharge to the River Test.” The Rivers Test and Dever merge south of Bransbury Common near the village of Wherwell about 3.75km from the site. The potential effects at this location downstream and also the airborne particulate build-up effects upstream need to be thoroughly interrogated. **SCOPE IN.**

7.7.13 references previous investigations. Since ground water levels vary from year to year and there has been significant recent flooding locally this requires further investigation. **SCOPE IN.**

7.8.4 states “the main and most sensitive receptor is considered to be the underlying principal aquifer, for which a clear and direct pathway exists” – the potential for contaminants reaching these two watercourses (Test and Dever) is evident and requires thorough examination, both from immediate underground water aquifer contamination, surface water run off

contamination and also from airborne particulate contaminants building up over time reaching these watercourses.

**SCOPE IN.**

Despite the current usage being determined as providing low risk there has been the detection of contaminants on site. Suggest further investigation since the scale of the proposed would surely increase these risks. **SCOPE IN.**

**P.92 table 10 -1** – suggests limiting water investigations studies. Considering proximity to two rivers this needs to be extended. **SCOPE IN.**

**Table 10-1** suggest ‘scoping out’ of effects upon “isolated reservoirs around the site” (p.92) however is there a risk from airborne particulate discharge here and further afield? Due to proximity of Test and Dever these should not be ruled out at this stage. Other groups omitted which also require consideration. **SCOPE IN.**

- Bees - the impact upon Bee populations.
- Dormice.
- Ground nesting birds.

Vermin - there is no mention of these or the subsequent impact on existing wildlife which may result from their increased population as a result of waste transferal to the site.

## **Archaeological and Cultural Heritage – 7.9 and Aviation 8.0**

Early conclusions from the scoping report appear to limit the extent of perceived impact upon the village of Barton Stacey. These areas are inadequate to cover locally significant Archaeology and Cultural Heritage. Wider areas should be studied on account of the size and scale of the development, the massing proposed and that the effects of the proposals are farther reaching than the areas proposed within the scoping document.

The current scope does not take into account the changes to the general ‘rural character’ of the wider area and surrounding villages or propose any remedial measures as a result of the limited scope of currently suggested investigations. For example, the water aquifers are considered at 500m (7.8.2) and for archaeological sites at circa 1Km (7.9.2). Extend radius for studies. **SCOPE IN.**

### **7.9.1/2 - Archaeology, Cultural Heritage and Tourism**

The areas of investigation to be extended to include all of Barton Stacey and Bransbury and to include sites such as Bransbury Common and the Barton Stacey church and the Conservation Area. **SCOPE IN.**

A definition of ZTV (Zone of Theoretical Visibility) (7.9.11) as applied to the site requires clarification. With Stacks as high as 100M the areas surrounding to be affected are wide ranging and therefore the area of study should be enlarged from the proposed 15Km (7.10.13). **SCOPE IN.**

7.12.5 states - "It is estimated that during the peak construction phase up to 1,000 personnel will be working on the Site." Full consideration of the associated impacts of this large number of personnel will have on the local residents. E.g. traffic, local services, water provision, parking etc. The current population of Barton Stacey is 1034 (2016 census) and the scale of proposed development will have a large impact upon the area as a result. **SCOPE IN.**

7.12.7 - states "There is no large-scale tourism infrastructure around the Site that will be impacted by the Proposed Development. The views of the Proposed Development from the closest tourism sites (e.g. the North Wessex Downs AONB and South Downs National Park) are unlikely to affect tourism revenues given the distances (3.5 km and 11 km respectively). Hence tourism has been scoped out of the study."

**Tourism and local business: given the rural nature of the proposed site, the proximity of 4 SSSIs, ancient woodland, agriculture and countryside activities which support tourism and local business this must be scoped in and the scoping area for tourism and local business should cover a large radius as so many of the tourist attractions are interdependent on each other with the region and such a large structure will be seen from so many beautiful areas of the Test Valley and neighbouring areas. The scoping area should extend to cover a radius of 20 -30 km.**

The proposed development will be visible from many large tourist attractions in the area given its height especially with the steam emitting from the flues. These include Winchester, Andover and the North Wessex AONB and the South Downs National Park. In TVBC as a whole tourism provides 4,500 jobs, generates £195 million per annum and the area is visited by 2.9million tourists. Within 2km of the proposed development many small business catering to tourists can be found providing much needed rural employment. Much of this is connected to fly fishing and shooting, individual and corporate entertaining with tranquil fishing at Dever Springs, Bransbury Mill in Barton Stacey and on the Portway and Middleton Estate at Longparish. Organised rough and driven game shoots take place on Portway and Middleton Estate land in Barton Stacey and Longparish. There is a Kart Club and Owls Lodge Shooting School adjacent to the site. Individual and groups of ramblers and cyclists enjoy the network of footpaths, rights of way and bridleways across the area. Whitchurch, 11 km to the northeast, also has a Silk Mill, Gin Distillery and is considered the Gateway to the North Wessex AONB.

There is a family kennel business located within 500 metres of the proposed development site which was established in 1980 and Riverside Lifestyle, at Bransbury, is within 1.8 km. Riverside Cottage offers self-catering holidays, retreats and a wellbeing experience. From time to time it erects a yurt and has corporate entertaining, wedding receptions and parties in addition to various courses and classes which are held also held in the studio. Agriculture is a major industry across both sides of the A303 bordering the proposed development site, both arable and sheep farming and add much to the character of the area and help attract tourists.

The above activities and businesses together with others in the area will be negatively affected by the visual impact, increased HGV traffic, noise, and increased pollution from the proposed site and jobs may be lost. It is noted in the scoping report that 50 specialist jobs will be created however very few are likely to be of use to local people whose livelihood and skills are in tourism and rural industries. Loss of employment and tourists will also affect local village shops and pubs.

Test Valley is a recognised tourist destination :  
<https://www.testvalley.gov.uk/communityandleisure/tourism>

Tourist activity: **SCOPE IN.**

Other affected groups include the equine community which is a large active group locally. There are mounting blocks at either side of the bridge over the A303. This group needs to be considered. Widening the radius for study of impacts upon PRoW's would bring into play several bridleways and other footpaths which have direct visibility to the site and are thus affected. The following groups require attention. **SCOPE IN.**

- The Owls Lodge Shooting School.
- Dever Springs Trout Fishery – this fishing lake is well used all year round and should fall within all study areas. This group draws in fishermen nationally.
- The Swan (Barton Stacey Village Pub) draws in visitors.
- Riverside Cottage Bransbury.
- Difford Kennels.
- Forest Edge Karting.
- Bees – There are many Bee keepers locally. Any potential change to their natural environment requires attention.
- Test Way footpath.
- Cyclists.
- Equine community.
- The Ramblers' Association.
- University of the Third Age.

**7.12.6** North Hampshire is not an area of high unemployment. The recruitment of up to 50 operational workers with the right blend of skills may have an impact on other employers in the area. **SCOPE IN.**

#### **Aviation: (8.2)**

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. Therefore it is considered essential that Aviation is not scoped out of the EIA. The MOD Defence Infrastructure Organisation (DIO) should be consulted. **SCOPE IN.**

#### **Summary of Scoping In requirements:**

Receptor Topic	ACTIVITY/ISSUE	SCOPE IN	COMMENT
Traffic and transport	Public rights of way	Yes	The area suggested does not take into account a wide enough search area. Including proposed route.
Traffic and transport	Major accidents and disasters	Yes	A303 is an already congested dangerous highway.
Traffic and transport	Traffic	Yes	Increase and widen traffic counts (MCC) including more varied timings of counts
Traffic and transport	Traffic and access	Yes	Site access from A303 & Bullington Cross intersection
Traffic and transport	Traffic and access	Yes	Limited access locally on other roads
Traffic and transport	School busses	Yes	Consider School bus pick points.
Traffic and transport	MOD	Yes	MOD traffic movements
Ecology	Underground Aquifer	Yes	Fully interrogate the potential for underground water sources to be contaminated
Ecology	Water filled quench Pit	Yes	Fully interrogate the potential for underground water sources to be contaminated
Ecology	Water usage	Yes	EIA needs to fully detail where water used on site is taken from and detail any dangers to this source along with disposal of used water.
Ecology	Surface water run off	Yes	Dangers posed to Rivers Test and Dever to be fully investigated.
Ecology	Aquifer	Yes	Seasonal changes in aquifer water levels.
Ecology	Rivers Dever & Test	Yes	Proximity of both to the proposed site. Increase the area radius for studies.
Ecology	Isolated reservoirs around the site	Yes	Early conclusion drawn that these are not at risk. Widen area radius due to sensitivity of water courses locally.
Air Quality	All Sensitive receptors	Yes	Cover all Sensitive receptors.
Air Quality	Odour and emissions	Yes	Effects on local populations.
Air Quality	Airborne Particulate build up	Yes	Effects on rivers including 'fall out' upstream.
Heritage	Archaeology	Yes	Widen area radius for study to include all of Barton Stacey.
Visual impact	ZTV	Yes	Are to be extended from 15Km due to size and quantum of proposals.
Visual impact	Visual impact	Yes	Fully consider up to 30Km due to size of proposal.
Visual impact	Visual impact	Yes	Slab design impact upon rural character of area.
Visual impact	Visual impact	Yes	More seasonal analysis of impact.
Ecology	Rivers	Yes	Rivers Test and Dever - proximity

Ecology	Aquifers	Yes	Fully consider impact on aquifers and other surface water reservoirs.
Visual impact, Ecology	Connections to National Grid	Yes	Currently not part of application remit. Needs to be included.
Flooding	Flooding	Yes	Fully consider surface water effects and locally occurring springs on ground water levels.
Ecology, Transport	Bottom Ash transferral	Yes	Traffic assessment impacts and potential risks of contamination along with visual impact of storage.
Ecology	Decommissioning	Yes	End of life for facility risks
Transport, noise,	Construction phase	Yes	Broaden scope of study to address issue of extra people in the area and strain on local infrastructure.
Tourism	Tourism	Yes	Include within studies.
Transport, heritage, Tourism	Public Rights of Way	Yes	Not all local PRoW's appear to be considered in scoping report. Increase area radius to cover these.
Tourism	Owls lodge	Yes	Include within studies.
Tourism, local business	Forest Edge Kart Club, Difford Kennels, Dever springs, The Swan, Riverside cottage		Include within studies
Tourism, Ecology	Fishing and shooting tourism	Yes	Include within studies.
Tourism	Cycling and walking tourism	Yes	Include within studies
Ecology, tourism	Bees	Yes	Include within studies.
Tourism	Ramblers Association, University of the Third Age	Yes	Include within studies.
Ecology	Dormice	Yes	Include within studies.
Ecology	Ground nesting Birds	Yes	Include within studies.
Visual, Ecology, air quality – as sensitive receptor	Potential effects on BS CoE School & Pre School	Yes	Include within studies.
Aviation	Aviation	Yes	Include within studies.
Air quality	Odour emissions and dispersion	Yes	Include within studies
Air quality	Air quality	Yes	Studies and projections to include not only road networks but also play areas, schools, rivers and SSSI's

Traffic and transport	Traffic and transport	Yes	Assess traffic delays at pinch-points such as Bullington Cross, Stonehenge, slip-roads off the A303, The Street
Traffic and transport	Pedestrian amenity	Yes	Include in studies
Traffic and transport	Fear and intimidation	Yes	Include within studies
Visual Impact	Visual Impact	Yes	Photographs to determine ZTV to be taken in winter and at four additional viewpoints in Barton Stacey