

Y Pwyllgor Deisebau
Petitions Committee

Cynulliad
Cenedlaethol
Cymru
National
Assembly for
Wales



Lord Dafydd Elis-Thomas, Chair
Environment and Sustainability
Committee
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

Bae Caerdydd / Cardiff Bay
Caerdydd / Cardiff CF99 1NA

Our ref: P-03-273/P-04-324

12 July 2011

Dear Dafydd,

Petitions: P-03-273 Transportation of wind turbines in Mid Wales
P-04-324 Say No to TAN 8 – Windfarms and High Voltage

The Petitions Committee has been considering two petitions about Welsh Government planning guidance and policy as it relates to wind energy and the impact on local communities and infrastructure:

P-03-273 Transportation of wind turbines in Mid Wales

We call upon the National Assembly for Wales to urge the Welsh Government to issue guidance to Local Planning Authorities to ensure that communities are properly consulted on wind farm developments, that impact on road infrastructure is properly assessed and that the broader effects of traffic disruption on sectors such as tourism are properly considered before any development is approved to take place. We believe the only way this can be properly concluded is by way of a public inquiry.

P-04-324 Say No to TAN 8

The Welsh Assembly Government Technical Advice Note (TAN) 8:- Planning for Renewable Energy (2005) document provides advice and guidelines which without doubt result in the desecration of our beautiful Mid-Wales Countryside. Following these guidelines, will spoil our beautiful landscape, increase health risk from electro-magnetic radiation, damage tourism which is one of the main employment sectors, devalue properties and cause major environmental damage.

When the technical advice note popularly known as TAN 8 was issued by the Welsh Assembly Government in 2005, the local population did not truly grasp the scale of what it meant to the inhabitants of Mid Wales.

The Technical Advice Note TAN 8 will allow hundreds of huge wind turbines to be built upon wind farms within our communities.

As a result of the construction of these wind farms the National Grid will be obliged to construct power transmission lines to carry the power to where it is needed, although it is recognised that the National Assembly for Wales are not involved in the decision to route these power lines.

We call upon the National Assembly for Wales to urge the Welsh Government to undertake a major review of the TAN 8 policy to include more public consultation.

At our recent meeting on 12 July, we agreed to refer both these petitions to the Environment and Sustainability Committee and ask if the Committee would consider undertaking work on the issues raised by the petitions.

The Petitions Committee in the third Assembly had already undertaken work on the first petition (P-03-273), which included corresponding with the Welsh Government, the WLGA and the petitioners. Copies of this correspondence are enclosed. This petition predates concerns in the local area about the proposed Mid Wales Connection, but clearly some of the issues are linked.

The Committee is still waiting for the Welsh Government's response on the TAN8 petition, but we agreed to refer it to your Committee at this stage, so that it can help inform discussion of any future work plans. I have enclosed supporting information provided by the petitioner.

Thank you for your consideration of this matter.

Yours sincerely

A handwritten signature in black ink that reads "William". The signature is written in a cursive, slightly slanted style.

William Powell AM
Chair, Petitions Committee

Enc: P-03-273 Briefing pack
P-04-324 Supporting information provided by the petitioner.

Cyngor Tref Y Trallwng WELSHPOOL TOWN COUNCIL

Robert A Robinson FRICS AILCM
Town Clerk and Responsible Financial Officer



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14th December 2009

Welsh Assembly Government
Cardiff Bay
Cardiff
Wales

Dear Sir

Mid Wales Wind Farms

First of all may I thank you for your time in helping us to put this petition together, it was much appreciated.

The enclosed petition is seeking a intervention by the WAG into the transportation and the practicality of a large number of wind farms in the Mid Wales area.

The reasons for this request are:

Lack of consultation

The County Council is not giving the community councils an opportunity to discuss or represent their views fully in an open debate; this can only be achieved with a public inquiry.

Lack of local knowledge

It is clear that the companies are not taking into account the local environment. Every wind farm constructed so far in the UK has underestimated the transport issues. From one meeting held with National Power they suggested that a quiet time for moving Lorries would be when the schools are on holiday!

Co-ordination

There appears to be a lack of co-ordination to ensure that an overall picture is presented and considered before any wind farm applications are considered.

Road transport

The road network is not able to cope with the large loads required for the construction of wind farms even with alterations proposed to junctions etc.

Overall effects on Mid Wales

The overall effect on a fragile economy, particularly with regard to tourism, is not being considered properly.

Main issues affecting transportation

The main issues which have not been addressed include:

- a) The effect on foundations along the main routes through towns and villages in older buildings need to be protected.
- b) The effect on the environment with alterations to road layouts is extensive.
- c) The effect on traffic and in turn the effect on tourism is excessive.

Representation

The people of Mid Wales feel that the Wind Farms are being imposed without proper consideration and to ensure that this is redressed a public inquiry is the only way forward.

The public of Mid Wales do hope that you will find it possible to support such action and insist upon a public inquiry so that whole issue of Wind Farms can be covered with special emphasises on the transportation with the road network.

I enclose a copy of one of our objection letters to Powys County Council which more fully explains our situation.

I shall also be taking a copy of this petition to Westminster in the coming weeks seeking their support for a public inquiry.

I have not offered a full report as I know time is precious and you will be aware of many of the detailed issues. However, if you wish to have a full report on our concerns I can arrange this for you.

Thank you again for your time.

Yours sincerely



Robert A Robinson FRICS AILCM
Town Clerk

Jane Davidson AC/AM

**Y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai
Minister for Environment, Sustainability and Housing**



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref P-03-273
Ein cyf/Our ref JD/00152/10

Christine Chapman AM
Chair Petitions Committee
National Assembly for Wales
Cardiff Bay
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25 January 2010

Dear Chris,

PETITION P-03-273 TRANSPORTATION OF WIND TURBINES IN MID WALES

Thank you for your letter of 7th January regarding the petition from Welshpool Town Council which was sent to the Deputy First Minister. As the petition raises issues associated with the planning process, I am replying to you on this matter.

As you may be aware responsibility for consenting wind farm proposals over 50MW currently lies with the Secretary of State for Energy and Climate Change, these powers will soon transfer to the newly established Infrastructure Planning Commission and the Welsh Assembly Government has no formal role in the consenting process for such developments. Proposals under 50MW fall to local planning authorities to determine under their Town and Country Planning powers and it is this category of wind farm development where the Welsh Assembly Government policies are relevant.

Requirements for consultation on planning applications by local planning authorities are set out in Article 8 of the Town and County Planning (General Development Procedure) Order 1995, and these are clearly prescribed. There is no intention to revise the requirements.

I am aware of the broader issues associated with the development of large wind farms in Mid Wales; in particular the concerns of some people regarding the impact on the road network during the construction phases of wind farms. In April last year we wrote to all local planning authorities to remind them of the requirements for Environmental Impact Assessment (EIA) for wind farms. This letter set out the guidance on EIA which states that applications should not be considered in isolation and that highway considerations need to be fully considered before any planning consent is given.

The Welsh Assembly Government is fully committed to working with stakeholders in order to address and resolve the matters associated with the movement of wind turbine components in Mid Wales. We have already commissioned a study into the nature of the problems and we are working constructively with relevant stakeholders such as the police

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and the Powys County Council, as the relevant local planning authority, in order to address the issues.

As you will be aware the One Wales agreement states that the Welsh Assembly Government will review its planning guidance on renewable energy contained in Technical Advice Note (TAN) 8 following the production of an over-arching Energy Statement. It remains our intention to produce a revised version of the TAN by the end of the year. As part of the policy revision process there will be a public consultation on the revised TAN and this will be the appropriate mechanism to comment on the Assembly Government's Planning Policies. Consequently, I cannot support the calls for a public inquiry as advocated in this petition.

Yours,

A handwritten signature in black ink, appearing to read 'Jane', with a long horizontal stroke extending to the left.

Jane Davidson AM

Y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai
Minister for Environment, Sustainability and Housing



Christine Chapman
Chair, Petitions Committee
National Assembly for Wales
Cardiff Bay
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3 February 2010

Dear Christine

Petition: Transportation of wind turbines in Mid Wales

Thank you for your letter regarding the petition from Welshpool Town Council about the transportation of wind turbines.

The Sustainability Committee carried out an inquiry into carbon reduction from energy production in Wales in 2008 and this was one of the issues that arose during the inquiry.

The committee made the following comments and recommendations in our report published on 13 May 2009:

2.10 We received evidence during the inquiry about the importance of the adequacy of existing infrastructure during the construction and connection phase of new energy production facilities.

2.11 Road access for large plant and machinery to sites where new power plant was to be installed had proved difficult for new sites, especially those in

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more rural areas and had led to long delays in installation work and local disruption.

2.13 The main infrastructure issues have so far been encountered mainly by developers installing renewable energy projects. The Committee is concerned, however, that new sites for fossil fuel power stations and possible carbon capture and storage technologies could also suffer from a lack of existing infrastructure. We therefore recommend:

Headline recommendation 2: The Welsh Assembly Government undertake a thorough review of the adequacy of the transport infrastructure and grid connection for the construction of both fossil fuel and renewable energy plants in the areas identified in the strategic framework recommended in HL1.

The Minister for Environment Sustainability and Housing responded on 8 July 2009:

Response: Accept in part

The issues raised mainly concern on-shore wind projects. We are aware that development of on-shore wind farms, particularly in Mid Wales, have implications for the management of transportation of construction materials. We are discussing the question of a strategic approach to managing these transport issues with BWEA, industry developers and other stakeholders including the Assembly Government's own transport experts. Our aim is to ensure there is collaboration minimising the impact of this activity on local communities.

Financial Implications: *The cost of the highway improvements necessary for wind turbine components to be transported to sites by means of Abnormal Indivisible Loads is yet to be established. The safe movement of components will require a dedicated police resource. The windfarm developers will be responsible for these costs.*

During the plenary debate on 15 July 2009, the Minister said:

On transport infrastructure, that is mainly a restraint with regard to large onshore wind projects that are located in remote areas. The size and output of wind turbines has increased substantially in the years since the publication of TAN 8. I am fully aware that the transportation of component parts and construction materials, particularly in mid Wales, presents a major challenge. That needs a strategic approach, which is being prepared by the Assembly Government's transport team. The British Wind Energy Association has a major role to play in the ongoing discussions between industry developers, stakeholders, local highway authorities and the Assembly Government's transport experts. I want to do what I can to help in this process and I am pleased that your report acknowledges the importance of well-placed wind in this agenda.

We have received no further information from the Minister about this issue since the inquiry.

I hope that this information is useful to the Petitions Committee

Yours sincerely

A handwritten signature in black ink that reads "Mick Bates". The signature is written in a cursive, slightly slanted style.

Mick Bates AM
Chair, Sustainability Committee

Letter from Deputy First Minister

Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref P-03-273
Ein cyf/Our ref DFM/00876/10

Christine Chapman AM
Chair - Petitions Committee
National Assembly for Wales
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30 April 2010

Dear Christine

Thank you for your letter of 31 March to the Minister for Environment, Sustainability and Housing, regarding the transportation of wind turbines in mid Wales. As the study into the movement of wind turbine components in Mid Wales is being carried out by the Department for the Economy and Transport, I am replying.

The investigations and studies required to develop a suitable approach for the transportation of wind turbines are progressing. Wind farm developers, local authorities, and the Police are working with officials from my Department to develop options for managing the delivery of the loads. This is a complex task and I hope that we will have an agreed approach to routes, management, and scheduling of movements later this year.

The Welsh Assembly Government, as the Highway Authority for the Trunk Road network in Wales, is in regular contact with the principal local authority and highway authority for Welshpool, which is Powys County Council. I would expect Powys County Council and the settlements within Powys to be important contributors to this work. I will be happy to keep the Committee updated as this work progresses.

On the Petition Committee's suggestion that Welshpool Town Council be included in any future consultation relating to the review of planning policy for renewable energy, the Minister for Environment, Sustainability and Housing agrees and her officials will make the necessary arrangements.

Ieuan

Ieuan Wyn Jones
Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport

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Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



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Eich cyf/Your ref P-03-273
Ein cyf/Our ref DFM/01269/10

Christine Chapman AM
Chair - Petitions Committee
National Assembly for Wales
Cardiff Bay
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28 June 2010

Dea Christine

Thank you for your letter of 28 May requesting an update for the Petitions Committee on the study into the movement of wind turbine components in Mid Wales.

My officials have been working with the wind farm industry, local authorities, highway bodies, and the Police on ways of bringing the wind turbines safely to site in the timescales appropriate for the developments whilst reducing the potential impact on communities, businesses, the environment, and on other traffic in Mid Wales.

The developers are continuing to undertake studies and road trials of different routes. The most recent trial runs took place in late June and we will need to consider the implications of the issues raised by these trials, and other trials, over the coming months.

To minimise impact on the communities and the local economy, and to reduce uncertainty for communities and businesses, some General Principles for the movement of wind turbines on Trunk Roads in Mid Wales are being drawn up for discussion, which include:

- identification of the appropriate routes;
- identification of improvement works to be undertaken before any route is used;
- guidelines on the times of day when loads may be moved;
- guidelines on the maximum duration of a movement through a community;
- guidelines on the number and frequency of movements;
- procedures for the co-ordination and management of movements to minimise delays to other road users.

My officials will continue to work with the industry, the County Councils, the Police, and the other relevant highway bodies to ensure that the Traffic Management Plans, produced by the developers to accompany their planning applications for wind farm developments, will comply with the General Principles and incorporate the most appropriate routes and most effective solutions for bringing turbines to site. I have asked that my officials keep the committee updated as plans progress.

Ieuan

Ieuan Wyn Jones
Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport

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Response from petitioner

E-mail 23/08/10

Hi, I am sorry it has taken so long to get back to you.

The reponse from the 1st Minister does not, in our view, recognise the difficulties of road transport in Mid Wales.

Until an overall plan of the effect of the volume of wind farms has been completed no one, not even the professionals, know the real impact.

My Council urges the 1st Minister to convene such a plan and to ensure that full consultation is part of it and that the Communities are involved in its production, not

just professionals from a County Council who often just ignore the local communities.

Thanks for your time.

Yours sincerely

Robert Robinson Town Clerk

Jane Davidson AC/AM

Y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai
Minister for Environment, Sustainability and Housing



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Welsh Assembly Government

Eich cyf/Your ref: P-03-273
Ein cyf/Our ref: JD/02245/10

Christine Chapman AM
Chair - Petitions Committee
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

25 October 2010

Dear Christine,

Thank you for your letter of 5th October regarding the transportation of wind turbines in Mid Wales.

In my Cabinet Written Statement of 8th June I outlined how the Welsh Assembly Government would meet its One Wales commitment to increase the deployment of renewable energy technologies by updating our over-arching planning policy on renewable energy. Proposed changes to our policy were the subject of public consultation over the summer and this consultation closed on 8th October. As requested Welshpool Town Council was contacted directly regarding this consultation and I can confirm that we have received representations from them in this respect.

The issues associated with the transportation of wind turbine components require a concerted and cross-cutting response from a variety of stakeholders including local planning authorities and the Welsh Assembly Government and we will continue to work towards a successful resolution of the issues.

Yours,

Jane Davidson AM

Y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai
Minister for Environment, Sustainability and Housing

Response from DFM

Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



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Welsh Assembly Government

Eich cyf/Your ref
Ein cyf/Our ref DFM/02717/10

Christine Chapman AM
Chair - Petitions Committee
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31 December 2010

A handwritten signature in black ink, appearing to read 'Dor Christine'.

I am responding to your letter of the 22 November regarding petition P-03-273, the transportation of wind turbines in Mid Wales.

We are actively working with the industry, police and other highway authorities to resolve the particular issues surrounding the transportation of wind farm components in Mid Wales. We are waiting for the Industry's consultants to provide reports on the trial runs carried out this summer.

In the meantime, we are working with several individual developers to agree individual traffic management plans, which will help form the basis of the generic traffic management plan that the industry are due to prepare. We expect this plan to be ready by the middle of next year.

A handwritten signature in black ink, appearing to read 'Ieuan'.

Ieuan Wyn Jones
Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport

Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



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Eich cyf/Your ref P-03-273
Ein cyf/Our ref DFM/00530/11

Christine Chapman AM
Chair - Petitions Committee
National Assembly for Wales
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14 March 2011

A handwritten signature in cursive script, appearing to read 'Ieuan Wyn Jones'.

I am responding to your letter of 26 January regarding petition P-03-273, Transportation of Windfarms through Mid Wales.

My officials are working very closely with a number of windfarm developers to develop viable transportation routes to sites in Mid Wales. Additionally, we are holding discussions with Renewables UK, the industry representative body, the Police and other highway authorities to develop a strategic approach to delivering wind farm components.

We are still awaiting the report from the industry covering their trials last year, but I am advised that it will be issued to us in the very near future.

A handwritten signature in cursive script, appearing to read 'Ieuan Wyn Jones'.

Ieuan Wyn Jones
Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport

Ieuan Wyn Jones
Dirprwy Brif Weinidog /Deputy First Minister
From the Private Secretary
Oddi Wrth yr Ysgrifennydd Preifat



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Welsh Assembly Government

Eich cyf/Your ref P-03-273
Ein cyf/Our ref DFM/00756/11

Naomi Stocks
Clerk
Petitions Committee
National Assembly For Wales
Cardiff
CF991NA

20 April 2011

Dear Naomi

I regret that the Minister is unable to reply substantively to your letter of 5 April about petition P-03-273 Transportation of wind turbines in Mid Wales. Our rules on conduct severely restrict the extent to which we can promote or outline Welsh Assembly Government policy during an election campaign. This is to avoid any suggestion of seeking unduly to influence the outcome of the forthcoming election.

A full reply will be provided as soon as possible after the election.

Nathan Jones

Nathan Barnhouse
Senior Private Secretary to Ieuan Wyn Jones
Prif Ysgrifennydd Preifat i Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport

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P-03-273/316 and P-03-316
6th May 2011
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WLGA • CLILC

Naomi Stocks
Clerk, Petitions Committee
National Assembly for Wales
Cardiff Bay
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Dear Naomi

Petitions Committee

Thank you for your letter dated 5th April raising issues from two petitions, which I deal with in turn below.

P-03-273 Transportation of wind turbines in Mid Wales

The issues that Welshpool Town Council have raised are recognised by local planning authorities (LPAs). WLGA understands that discussions are to take place with WAG Planning officials on these matters in the near future. There are some existing ways that LPAs can seek to mitigate the impact of developments on road infrastructure – for example, they can refuse applications on access grounds; they can condition the submission of construction management plans where approvals deal with delivery routes; anything larger than standard vehicles can be controlled under abnormal load legislation. The discussions with WAG officials will look at whether there are ways that a firmer basis can be established for controlling activity on the highway network.

P-03-316 School crossing patrols

There are guidelines for the introduction and use of School Crossing Patrols produced by Road Safety GB (copy attached). These guidelines, which are widely used by local authorities, have been compiled on the basis of existing legislation, best practice, health and safety and case law. Decisions regarding capital works to improve safety and on the levels of school crossing patrols would be taken in light of these guidelines.

School crossing patrols are a non-statutory function. Authorities have to make assessments of road safety, based on the guidance and on studies and analysis they undertake. They will then apportion the limited resources they have where these are assessed to be in greatest need. Even where provided, however, parents remain

Steve Thomas CBE
Chief Executive
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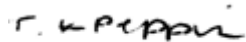
responsible for ensuring their children's safety.

Circumstances will change over time as a result of development and local authorities have to be able to add new sites where felt necessary and de-register others that can no longer be justified.

It should also be noted that there can be difficulties recruiting for school crossing patrols and, even if a site meets the criteria and funding is available, it may not always be possible to operate patrols.

I trust that this provides you with the information you need to submit for consideration by the future responsible Committee.

Yours sincerely



Tim Peppin
Director of Regeneration and Sustainable Development

Welsh Assembly Government e-petition Say No to Tan 8 - Wind farms & High Voltage Power Lines Spoiling our Community

1. The e-petition on the Welsh Assembly Government website has the highest response of any e-petition since the site was launched, with 2565 signatures so far, the previous highest being 1893. Along with other petitions and action by the People of Mid Wales it shows the depth of feeling on this issue, which must not be ignored.
2. Planning policy Wales (PPW) 3.1.8 "When determining planning applications local planning authorities must take into account any relevant view on planning matters expressed by neighbouring occupiers, local residents and any other third parties. (Shropshire County Council were not consulted when Tan8 was drafted) While the substance of local views must be considered, the duty is to decide each case on its planning merits. The Courts have held that perceived fears of the public are a material planning consideration that should be taken into account in determining whether a proposed development would affect the amenity of an area and could amount to a good reason for a refusal of planning permission."
3. We are particularly concerned about the health issues (PPW 12.13.8 'Health considerations can be material considerations in determining applications for planning permission') surrounding wind-farms, high voltage transmission lines and sub-stations. Electromagnetic Fields (EMF) have been the focus of many worldwide studies, children up to the age of 15 living near high voltage power lines run an increased risk of having leukaemia. Draper report 2005 increase chances of childhood leukaemia by 69% within 200m of power lines and some effects up to 600m from power lines
4. A consequence of corona discharges, high voltage AC power lines may produce clouds of negative or positive ions that are readily blown downwind. An increase of charge density downwind of power lines is well established and can be measured at distances up to several kilometres. People may be exposed to these more highly charged pollutant particles and the effect of electrostatic charge on increasing respiratory tract deposition has been recognised for some time. There is strong evidence that the risk of cardiorespiratory disease is increased by inhalation of particles generated outdoors (Taken from Health Protection Agency Particle report of an independent Advisory Group on Non-ionising Radiation and its Ad Hoc Group on Corona Ions) See Pace document recommends a precautionary approach to emf.
5. Research work in Portugal, published in May 2007, shows there is a clear health risk to people living near wind turbines to a condition they have called Vibro-Acoustic Disease (VAD). This research suggests prolonged exposure to infrasound and low-frequency noise can result in damage to the brain, heart and lungs. We are very concerned about many of the other health and safety issues surrounding wind-farms, high voltage power lines and sub-stations.
6. Much of the present policy controlling the construction of wind-farms is based upon studies and reports that are now outdated, many are 7 to 12 years old. With new technologies and new evidence emerging, there is a need to re-consider policy and planning guidelines especially with proposals for large wind farms and the cumulative effect they will have on the environment.
7. Tan8 has no mention of cumulative effects on flooding, Increased "run off" from the bases of the turbines, the huge drainage schemes employed around these concrete bases and the access roads, will in turn increase the risk of flooding of the Severn valley. The cumulative effects on visual amenity, acoustic effects such amplitude modulation (a phenomenon

making extremely loud booming noise as the wind speed varies across the rotor blades) which is more prominent as the turbines increases in size, largest now 606ft. Recently in Scotland the local authority of Achany wind farm, near Lairg has forced Scottish and Southern Electricity to shut down a Sutherland wind farm after the company breached planning controls by failing to deal with excessive noise from the development, to properties over 2Km away

8. Tan 8 had no mention of transport implications over 3000 abnormal loads proposed for mid Wales, to build probably the largest onshore wind farm in the world with the densest cluster of turbines, this would have a detrimental effect on the local economy. Tan8 does suggest community benefits should be gained from the development of wind turbines but actually only the minority gain and the majority of people will suffer from the associated infrastructure.
9. Tan8 has no mention of the cost of onshore wind, through the renewable obligation certificate it is entitled to 4.8p/kwh extra on top of the normal charge per unit for electricity. Current projections from the governments own figures for the whole renewable project suggest a cost to the bill payer in the region of £6.5bn a year by 2020. This obviously would increase fuel poverty and put businesses at a competitive disadvantage as well as providing inflationary pressures which would lead to job losses.
10. There are various claims on the efficiency of on-shore wind turbines and their effectiveness to generate when demand is most needed, even taking some of the higher claims of efficiency, the wind-turbines are not suitable for the flexible power demands of the national grid, as they will not generate in low or no wind conditions or high wind conditions. Backup supplies will need to be kept running to be able to fill in for the intermittency of turbines. If a car manufacturer claimed a fuel efficiency of 50mpg but only actually did 30mpg then said manufacturer would be in trouble. Why can a turbine manufacturer claim installed capacity of 3Mw but only actually achieve 19% of this figure? (Using latest available data REF Renewable Energy Foundation) surely then the installed capacity is 570Mw. In Norway on occasion the turbine fleet has had a net loss on the grid as they consume electricity when idle. These factors would have profound implications for the CO2 that turbines are supposed to save. The whole project if it was to meet the installed capacity predicted by Tan8-800Mw in mid Wales would produce less than 0.4% of the UK national energy requirements.
11. CO2 emission claims for wind turbines, from manufacture to construction taking into account steel manufacture and shipping, concrete manufacture, conductor windings (the majority of magnets required for the generator are imported from China where they are vast pools of heavy metal laden liquid poisoning the earth left over from the manufacture of these magnets) gearbox and blade construction and access road construction, mean that over their life cycle they will be responsible for generating more CO2 than they can save. The upland peat will be disturbed, and damage to any kind of vegetation and soil will release carbon dioxide.
12. The damage to the beautiful landscape, wildlife, peat bogs and plant life, will lead to a downturn in Tourism which is one of main employment sectors within Mid-Wales. PPW 11.1.7 'In rural areas, tourism related development is an essential element in providing for a healthy, diverse, local and national economy' PPW 5.2.9 Trees woodlands and hedgerows are of great importance, both as wildlife habitats and in terms of their contribution to landscape character and beauty. They also play a role in tackling climate change by trapping carbon' A recent study published by DEFRA-the UK National Ecosystem Assessment (UK NEA) reveals that nature is worth billions of pounds to the UK economy the report strengthens arguments for protecting and enhancing the environment. The UK NEA has used new approaches to estimate the value of natural world by taking into account of the economic, health and social benefits we get from nature.

13. The lack of a single regulating body to set, monitor and enforce standards for the wind industry has resulted in confusion and division of responsibility between the various Welsh Assembly, Westminster Government and local government bodies and the National Grid.
14. Strategic environmental assessment (SEA) directive EU law 2004 was not implemented before the adoption of TAN8, why?
15. The recent publication by the Committee on Climate Change „The Renewable Energy Review“ (May 2011) „It is also important to consider opportunities for reducing energy bills through energy efficiency improvement:
 - In the residential sector, we estimate that there is scope for a 14% reduction in heat consumption to 2020 through buildings fabric measures, boiler replacement and behavioral measures.
 - Our analysis also suggests that there is scope for a 14% reduction in electricity consumption through the purchase and use of more efficient appliances.“
- 15.1 The two policies above if implemented have the potential to boost the economy provide long-term employment and provide energy savings, we would reap the benefits for many years.
16. There are also potentially huge energy efficiency savings to be made in manufacturing industry, business, commerce and public sector much of it employing the latest monitoring and control equipment together with improved insulation
17. We have environmental and energy issues. We should have a full and open debate about these issues considering all the facts Nationally we have already achieved 19% CO2 reduction (DECC 2009) and implementing the above measures would ensure we could still meet our CO2 reduction commitments whilst being able to take a more considered approach to renewable energy.

How can destruction of our local environment be saving the planet?

John Day,

Chairman Parkinson's UK Montgomeryshire Branch,

(Acknowledgement to Gary Swaine for all his help)