

Pre-Application Consultation Report

Land at Crown Wharf, Port Talbot

October 2023

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Executive Summary

1. LanzaTech (the applicant) has undertaken a programme of stakeholder and community engagement on its proposal for the “demolition of existing structures and erection of a Sustainable Aviation Fuel (SAF) production facility, including enclosed ground flare, storage tanks, installation of pipework and electrical, processing and utility equipment, administration, warehouse and laboratory buildings, new access, car parking and transport infrastructure including a truck loading area and associated structures, buildings and works, hard and soft landscaping, areas for temporary construction laydown, and associated development” (Project).
2. The objective of the pre-application engagement process was to provide political stakeholders, neighbouring residents, and the wider community including any other interested parties with the opportunity to understand the Project, ask questions and share feedback.
3. This Pre-Application Consultation (PAC) Report sets out the engagement activities undertaken, a summary of the conversations held, the responses received and the applicant’s response to these. The PAC Report also sets out how the requirements of the Planning (Wales) Act 2015 have been met.
4. The applicant has utilised numerous methods to ensure that members of the local community and key stakeholders have been able to view the Project and provide feedback. This includes:
 - Meetings with key local stakeholders to present information about the Project and answering any questions;
 - Issuing press releases to local and national media outlets;
 - Hosting a Project website providing information and featuring interactive feedback facilities, which was kept updated throughout the consultations to include up to date relevant information;
 - Distributing postcards to 9,234 addresses;
 - Running two social media campaigns across Facebook, Facebook Messenger, Instagram, and LinkedIn that reached 14,955 people (first campaign) and 12,333 people (second campaign);
 - Hosting an online webinar and three in-person drop-in consultation events, where Project information was made available;
 - Displaying site notices in proximity to the Site;
 - Contacting all statutory, specialist and community consultees via letter and email to inform them of the launch of the pre-application consultation;

- Attending two existing community events following direct feedback from local stakeholders;
 - Distribution and display of posters advertising the pre-application consultation at local community centres.
5. Chapters 4-6 of this PAC Report provide a full review of the feedback received during the pre-application consultation process and the applicant's response to this feedback. A number of key areas of interest include:
- Interest in jobs and opportunities for local businesses through the construction phase;
 - Support for the need for the Project
 - Questions around the impacts of the Project
 - Questions around SAF storage and safety
6. Ahead of the submission of the application, the awareness raising activities have reached over 14,955 people, and the Project website has had 5,618 unique visitors since it was launched.
7. The stakeholder and community feedback received during the consultation has been positive:
- a. 88% of PAC respondents had either selected 'strongly agree' or 'agree' to the statement *"I am concerned about the effects of climate change"*
 - b. 86% of PAC respondents had either selected 'strongly agree' or 'agree' to the statement *"Sustainable aviation fuel provides a meaningful solution to reducing aviation emissions"*
 - c. 89% of PAC respondents had either selected 'strongly agree' or 'agree' to the statement *"I support proposals to produce sustainable aviation fuel on this site in Port Talbot"*
8. The detail in this PAC Report shows that consultation carried out with the local community and stakeholders has been timely, meaningful, effective and compliant with the statutory requirements.

1. Introduction

- 1.1 This PAC Report has been prepared by Turley on behalf of the applicant and is submitted in support of the planning application for the delivery of a Sustainable Aviation Fuel (SAF) production facility at Crown Wharf, Port Talbot Docks.
- 1.2 The Planning (Wales) Act 2015 (the Act) requires all applications which propose major development to undertake statutory pre-application consultation.
- 1.3 During the formal pre-application process, the development team delivered an engagement programme that exceeded the requirements of the Act. This included communication with officers at Neath Port Talbot County Borough Council; officers at Welsh Government; local councillors, Members of UK Parliament, Members of Welsh Parliament; specialist consultees; and the wider public.
- 1.4 This engagement has enabled the project team to build an understanding of the local context, raise awareness of the Project and gain meaningful feedback.
- 1.5 A comprehensive engagement strategy was formulated at the start of the Project and shared with Neath Port Talbot Council for its input. The applicant held two phases of public consultation, with the timelines of the phases of consultation set out below:
 - Early consultation, prior to the statutory process, from 6 – 30 June 2023 (phase 1)
 - A statutory pre application consultation from 14 August - 13 September (phase 2)
- 1.6 To ensure an effective engagement approach, the development team carried out numerous activities through both consultation phases which included pre-application discussions with key stakeholders; attending community events, hosting drop-in consultation events and an online webinar, hosting a website, and issuing awareness raising materials including postcards, press releases and social media adverts.
- 1.7 This PAC Report sets out the consultation activities carried out, a summary of the consultation responses received and how the responses have been taken into account and responded to by the applicant.

2. Phase 1: Early Consultation

Stakeholder engagement

Wider stakeholder engagement

- 2.1 Early engagement was conducted with a number of statutory and non-statutory consultees.
- 2.2 Discussions with officers at Neath Port Talbot Council have evolved over the past two years from the very early stages of the Project.
- 2.3 Initial discussions with Neath Port Talbot Council's Development Management team started in 2021. Regular pre-application meetings have taken place throughout 2023. These meetings have involved planning, environmental health, highways, drainage and other specialist officers.
- 2.4 The Applicant has also facilitated joint meetings with Natural Resources Body for Wales and Neath Port Talbot Council, where relevant. These covered key crossover topics, such as noise, air quality and marine/permitting elements.
- 2.5 Early consultation with other statutory and non-statutory consultees to inform the Project has included:
 - CADW in 2022
 - Coal Authority in 2022
 - The Glamorgan-Gwent Archaeological Trust in 2022/2023
 - Dwr Cymru Welsh Water (DCWW) in 2023
 - The Health and Safety Executive in 2023
- 2.6 All of the above discussions have been taken into account when producing the final technical work and submission documents.

Political engagement

- 2.7 A number of political stakeholders were identified early on in the process as being important consultees in the context of the Project. These included:
 - Neath Port Talbot Council leadership Cllr Steve Hunt, Cllr Martyn Peters, Cllr Alun Llewelyn, Cllr Wyndham Fryer Griffiths
 - Margam and Taibach site ward councillors Cllr Rob Jones, Cllr Dennis Keogh, Cllr Laura Williams
 - Neighbouring ward councillors Cllr Stephanie Grimshaw, Cllr Andrew Dacey, Cllr Sharon Freeguard, Cllr Saifur Rahaman, Cllr Matthew Crowley, Cllr Edward Latham, Cllr Sean Pursey, Cllr Oliver Davies, Cllr Suzanne Paddison, Cllr Robert Wood

- Aberavon Senedd Constituency Member David Rees MS
 - Aberavon Constituency MP Stephen Kinnock MP
- 2.8 The Project was initially introduced to these stakeholders via email, which was sent on 17 April 2023. These stakeholders were kept notified throughout both phases of the pre-application consultation.
- 2.9 Meetings were held with the following stakeholders:
- Margam and Taibach ward councillors Cllr Rob Jones, Cllr Dennis Keogh and Cllr Laura Williams on 10 May 2023
 - Aberavon Assembly Member David Rees MS on 18 May 2023
 - Neighbouring ward councillors Cllr Saifur Rahaman and Cllr Edward Latham on 26 May 2023 – (all neighbouring ward councillors were invited to a briefing, those who were not able to attend a dedicated briefing were also invited to the community consultation events through the process).
 - Aberavon MP Stephen Kinnock on 26 May 2023
 - Neath Port Talbot Cabinet Councillors and senior officers on 14 June 2023
 - Welsh Government Officers (Aine Gawthorpe, Deputy Director, Industrial Transformation & Foundational Economy; Helen Donovan, Senior Industrial Transformation Manager; and Elaine Choules, Head of High Value Manufacturing) on 15 June 2023
 - Sandfields East Cllr Matthew Crowley on 19 June 2023
- 2.10 Outside of the Pre-Application Consultation, meetings have been held with:
- Minister for the Economy of Wales Vaughan Gethin MS, 28th September
 - Secretary of State for Wales, The Rt Hon David TC Davies MP, 25th October
- 2.11 Regular meetings have also been held with various UK Government department officials including from the Departments of Trade, Transport and Treasury.
- 2.12 Discussions with stakeholders covered a range of themes. Key topics raised included air quality, apprenticeships, business engagement, the consultation process, employment opportunities, and safety.
- 2.13 Detailed summary notes from the meetings held are included at **Appendix 1**. The applicant's response to all feedback received can be seen at Chapter 6 of this PAC Report.

Community consultation

- 2.14 The details of the early consultation process, undertaken from 6 – 30 June 2023, are outlined below.

Awareness raising

- 2.15 A number of methods were used to raise awareness of the initial consultation and invite the community to attend the consultation events, comprising:
- The publication of the Project website www.lanzadragon.wales. Screenshots of the website as of 18th September 2023 are provided at **Appendix 2**. The website also allowed people to sign up to be notified when the website was updated. Since the launch of the Project website on 17th April 2023, the website has been viewed 7,493 times by 5,618 unique visitors, with a total of 13,521 page views.
 - Issuing a press release to announce the Project and direct those interested to the Project website. This was issued on 17 April 2023 to local and national news outlets comprising Wales Online; South Wales Evening Post; South Wales Argus; Swansea Bay News; Business Live; Evening Standard Green Air News; Bloomberg; Business Green; International Airport Review; UK Aviation; Sustainable Aviation; the Guardian; the Independent; Insider Media; News from Wales; BBC Wales; ITV Wales; Wales News; and Wales 24/7. The release was covered by Swansea Bay News, Bloomberg, Insider Media, and Reuters.
 - Distributing information postcards to 9,234 addresses in Port Talbot to introduce the applicant, summarise the Project and raise awareness of the consultation events. The distribution area was shaped with inputs from Margam and Taibach ward councillors on the meeting held 10 May 2023. The distribution area can be viewed at **Figure 2.1** below. Copies of the postcard are provided at **Appendix 3**.

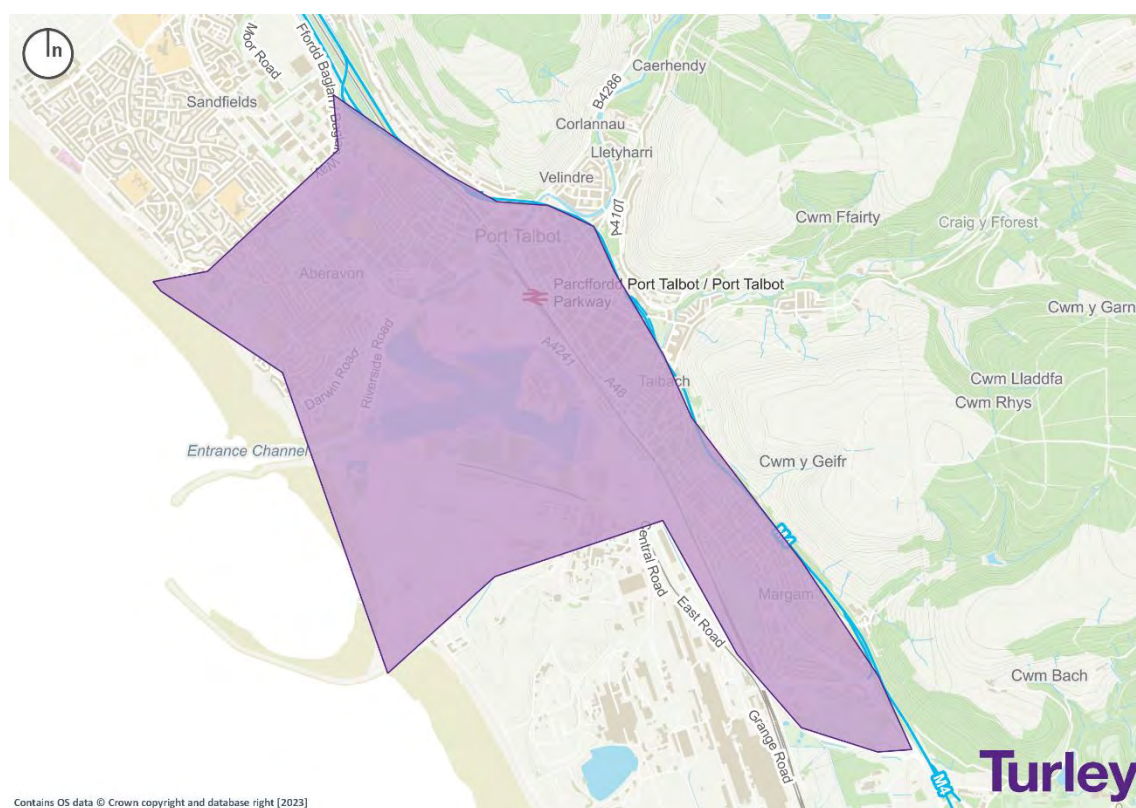


Figure 2.1 – Leaflet distribution area

- A social media advertising campaign, comprising three separate advertisements on the platforms Facebook, Instagram and LinkedIn through the consultation period, reaching a total of 14,955 people and resulting in 1,195 clicks through to the Project website. Screenshots of the social media advertisements are included at **Appendix 4**.
- Updating local political stakeholders including Neath Port Talbot councillors and the constituency Members of UK and Welsh Parliaments, with many sharing a digital version of the postcard on their Facebook pages / existing local networks such as Facebook groups. Examples are included at **Appendix 5**.

Webinar

- 2.16 The online webinar took place on 15 June 2023. It featured a presentation detailing the Project followed by a Q&A session with seven attendees, who also were able to submit questions in advance. In total, four questions were asked.
- 2.17 Members of the project team were on hand to respond to the questions asked. A summary of these questions, and the feedback provided at the webinar, is included in Chapters 5-6 of this PAC Report.
- 2.18 A recording of the webinar was made available on the Project website and can be viewed at [this link](#).

Consultation events

2.19 During the early consultation, the following in-person and online events were held:

- Live webinar and Q&A event, held between 6 – 7pm on Thursday 15 June 2023
- In-person drop-in event, between 11:30am – 2:30pm at Taibach Community Centre on Monday 19 June 2023
- In-person drop-in event, between 5 – 7:30pm at Blanco’s Hotel on Monday 19 June 2023
- In-person drop-in event, between 3 – 5:30pm at St. Paul’s Centre on Tuesday 20 June 2023

In-person events

2.20 Information regarding the Project was on display at the in-person events on banners and a rolling presentation. Feedback forms were available for completion at, or following, the events together with business cards.

2.21 A QR code was included on the banners and business cards to direct attendees to the Project website where the same information was on display and a digital version of the feedback form available for completion.

2.22 A copy of the event material is included at **Appendix 6**.

2.23 A total of 17 people attended the online and in-person events during the initial consultation. Photographs from the events are included in **Figure 2.2**, overleaf.



Figure 2.2 – Event photographs

3. Phase 2: Statutory Consultation

Compliance with consultation requirements

- 3.1 The statutory requirement to consult on all major development proposals is imposed by section 61Z of the Town and Country Planning Act 1990. Further provision is contained in Part 1A of the Development Management Procedure (Wales) Order 2012 (DMPWO). Guidance was also provided by the Welsh Government in the 'New development management procedures' letter issued in February 2016 and the 'Pre-application Community Consultation: Best Practice Guidance for Developers' published in November 2017 and most recently updated in December 2021.
- 3.2 The Project is a major development and the applicant has undertaken a pre-application consultation on the scheme, in line with the Act in order to engage with stakeholders and the wider community of Port Talbot.
- 3.3 To show how the consultation activities carried out by the applicant comply with the legislation, a series of tables are provided at **Appendix 7**.
- 3.4 In line with the Act, the following pre-application consultation activities were carried out.

Display of site notices

- 3.5 A site notice was produced in line with 'Schedule 1B: Publicity and Consultation before Applying for Planning Permission Notice under Articles 2C and 2D - Town and Country Planning DMPWO'. A copy of the notice is provided at **Appendix 8**. The notice was provided in both English and Welsh.
- 3.6 The notice was displayed on 14 August 2023 and remained in situ until 13 September 2023. This provided a 30-day viewing period of the notices (excluding the Summer Bank Holiday).
- 3.7 A Site Notice Declaration is provided at **Appendix 15**.
- 3.8 The notice was placed at six publicly accessible locations surrounding the Site, as shown in **Figure 3.1**, overleaf. Images of each of the displayed site notices are provided in **Figure 3.2**.



Figure 3.1 – Map showing the Planning Application Boundary and locations of site notices (1. A telegraph pole on the pavement near the entrance to Aberavon Green Stars RFC; 2. A lamppost on approach to the ABP site; 3. A lamppost by Harbour Way north roundabout; 4. A lamppost by Harbour Way south roundabout; 5. A lamppost by Tata Academy; 6. At Tata Steel Visitor's Centre)



Figure 3.2 – Photographs of the site notices

Notify owners or occupiers

- 3.9 On 14 August 2023, the owners and occupiers adjoining the Site were sent a copy of the site notice and a cover letter explaining why they had been consulted via post. A copy of the cover letter is provided at **Appendix 9**, and all addresses that received a letter are listed in **Appendix 10**.

Notify Community and Specialist Consultees

Community consultees

- 3.10 The following community consultees were identified, as they represent the electoral ward where the site is located:
- Cllr Laura Williams, Cllr Rob G. Jones and Cllr Denis Keogh - ward members for Margam and Taibach
- 3.11 The community consultees were councillors (local Members) representing an electoral ward in which the Project would be situated.
- 3.12 Whilst Margam Moors was identified as the Community Council for the area the Project would be situated, the Council was confirmed to be inactive by Neath Port Talbot Council.
- 3.13 The community consultees were provided with a copy of the Site location map and a cover letter explaining why they had been consulted. This was distributed in hard copy through the post and electronically via an email on 14 August 2023. A copy of the cover letter is provided at **Appendix 11**.

Specialist consultees

- 3.14 The applicant has consulted with 'specialist consultees' who comprise the list of consultees in Schedule 4 to the Town and Country Planning DMPWO as amended by the 2016 Order¹.
- 3.15 The relevant specialist consultees are decided through consideration of the Project description and a high level view of potential likely significant effects. The table at **Appendix 12** sets out which consultees were considered relevant to this scheme. The specialist consultees consulted comprised of:
- CADW
 - Natural Resources Body for Wales (NRW)
 - The Health and Safety Executive
 - Neath Port Talbot Highways
 - Traffic Wales
 - Dŵr Cymru Welsh Water

¹ <http://www.assembly.wales/laid%20documents/sub-ld10539/sub-ld10539-e.pdf>

- Mid and West Wales Fire Brigade
 - Swansea Bay Port Health Authority
- 3.16 The specialist consultees were provided with a notice under Schedule 1C (Article 2D - Consultation Before Applying for Planning Permission - DMPWO 2012²), along with the notice provided to all other consultees and a cover letter explaining why they had been consulted.
- 3.17 A copy of the notice under Schedule 1C and the cover letter is provided at **Appendix 13**. The Schedule 1C notice was provided in English and Welsh and was distributed in hard copy through the post and electronically via an email on 14 August 2023.

Provide a postal address and email address

- 3.18 The applicant provided a postal address, email address and telephone number for the submission of any comments by consultees. During the consultation period consultees were able to submit their comments using the following methods:
- A postal address at: LanzaTech Consultation Team, c/o Turley, 18 Windsor Place, Cardiff, CF10 3BY
 - A dedicated email address at contact@lanzadragon.wales
 - A Freephone consultation hotline number on 0808 1688 296
 - Through the Project website at www.lanzadragon.wales
- 3.19 These details were provided to all consultees through awareness raising material, including the site notices, and were displayed on the website.

Provide a copy of the draft planning application

- 3.20 A copy of the following draft planning application documents and relevant supporting information were made available for public viewing on the Project website during a 30-day consultation period:
- Covering Letter
 - Planning Application Forms
 - Flood Consequence Assessment
 - Outline Drainage Strategy
 - Illustrative Landscape Strategy
 - Odour Note
 - Sustainability and Energy Statement
 - Preliminary Waste Management Strategy
 - Framework Construction Environmental Management Plan
 - Design and Access Statement
 - Transport Assessment
 - Lighting Assessment

² <http://www.legislation.gov.uk/ksi/2016/59/made>

- Fire Safety Design Review
- Arboricultural Baseline Note
- Archaeology and Heritage Assessment
- Planning Statement including Draft Planning Obligations
- PDZ (Crown Wharf) Phase 1 Desk Study
- PDZ Exploratory Ground Investigation Report (Phase 1)
- Margam Wharf Phase 1 Report
- Detailed UXO Risk Assessment
- Technical Plans
- Environmental Statement

3.21 The guidance encourages applicants to make this information available for viewing online and make provision to those without internet access by distributing hard copy information when requested. There were no requests made for hard copy materials during the consultation period.

Designated page on the Project website

3.22 A dedicated page on the Project website was launched on 14 August 2023 and hosted at www.lanzadragon.wales/pac-process. The page provided a downloadable copy of each draft application document and a feedback facility for viewers to leave their comments.

3.23 2,391 unique visitors viewed the website during the statutory consultation period between 14th August to 13th September 2023.

3.24 Screenshots of the website are provided at **Appendix 2**.

In addition to statutory requirements

3.25 Alongside consultation activities required to comply with the legislation, further consultation activities were carried out during the phase 2 consultation.

3.26 The following additional pre-application consultation activities were carried out.

Social media

3.27 A social media advertising campaign, including two separate advertisements, was launched on the platforms Facebook, Instagram and LinkedIn through the consultation period.

3.28 The campaign reached a total of 12,333 people and resulted in 582 clicks through to the Project website during the statutory consultation period.

3.29 Screenshots of the social media adverts are provided at **Appendix 4**.

3.30 Additionally, information about the consultation was shared on Facebook, Twitter and LinkedIn by Neath Port Talbot Council, South Wales Industrial Cluster, and local community centre St Pauls Centre.

3.31 Screenshots of the social media shares are provided at **Appendix 5**.

Attendance at community events

3.32 During the pre-application consultation, the project team attended two existing community events. The applicant sought feedback from local political stakeholders on which events it would be worthwhile to have attendance at through the statutory consultation period. A summary of the events attended are included below:

- St Paul's Centre, Gerald St, Port Talbot SA12 6DQ, on 31 August 2023 from 11.30am to 14.30pm
- Aberavon Green Stars RFC, The Pavilion, Darwin Rd, Port Talbot SA12 6BS on 11 September, during a junior rugby day from 9am to 12.15pm
- Whilst the applicant had secured a pitch at the Port Talbot Street Market on 31st August, the event was cancelled due to a lack of traders

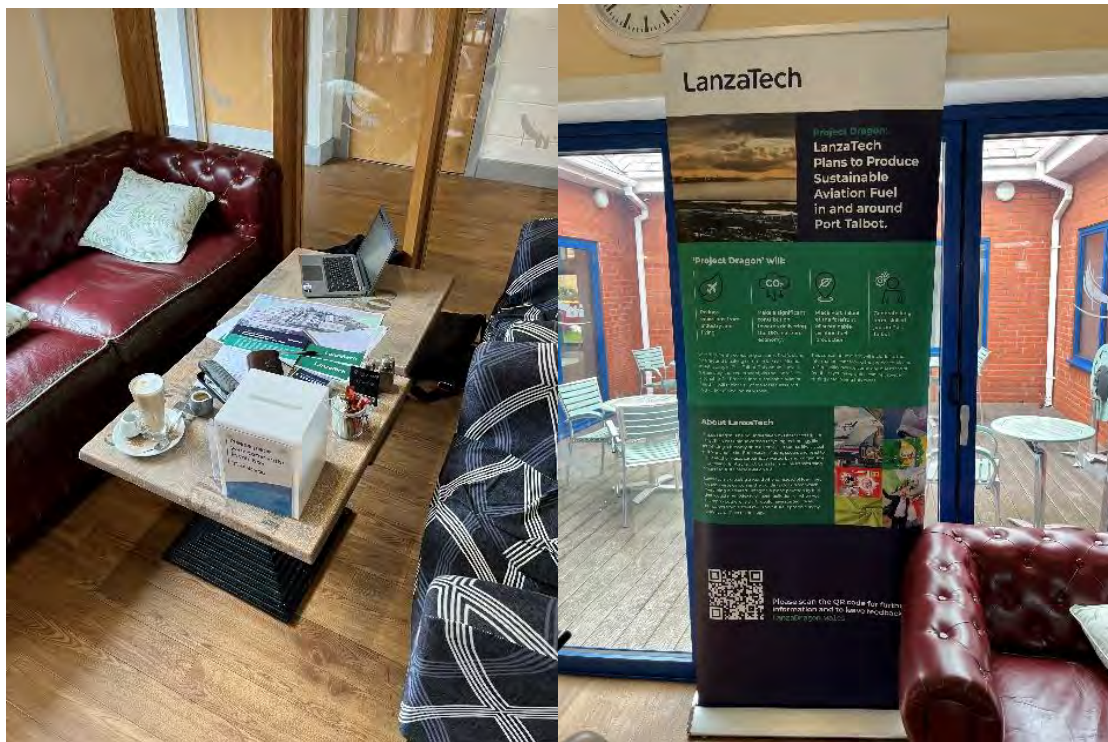




Figure 4.4 – Photographs of the events

3.33 Consultation materials including banners, site plans and feedback forms were made available at these events and the project team were available to talk about the Project and answer any queries.

3.34 Copies of the event materials are provided at **Appendix 6**.

Placement of posters

3.35 Posters advertising the pre application consultation were posted to and/or emailed to the following local community centres and libraries:

- Sandfields Library and Port Talbot Library where posters were delivered in-person.
- The St Paul's Centre, who were emailed a poster. Confirmation was received that it was displayed on their noticeboard.
- Taibach Community Library, Margam Community Centre, and Taibach Community Centre were all emailed posters.

3.36 A copy of the poster can be seen at **Appendix 6**.

4. Stakeholder Consultation Feedback and Response

- 4.1 This Chapter sets out the feedback received as part of pre-consultation meetings and consultation responses received during the statutory pre-application consultation process from stakeholders, including specialist consultees, other local stakeholders and community consultees. For ease, the responses have been summarised below.
- 4.2 A full copy of each specialist consultee response is provided at **Appendix 14**.

Specialist consultees and applicant response

Mid and West Wales Fire and Rescue Authority

- 4.3 The Fire Authority said it has no comment on access for fire appliances or water supplies and no objection to the Project.

Dwr Cymru Welsh Water (DCWW)

- 4.4 DCWW offered comments on their appraisal of the Project relating to the Public Sewerage Network; Surface Water Drainage; Foul Water Drainage – Sewerage Network; Sewage Treatment and Water Supply.
- 4.5 DCWW recommended that the Applicant consult with Neath Port Talbot County Borough Council, as the determining SuDS Approval Body (SAB), in relation to the Applicant's proposals for SuDS features. DCWW is a statutory consultee to the SAB application process and will provide comments to any SuDS proposals by response to consultation associated with the SAB application.

Applicant response

- 4.6 The formal SAB pre-application and full submission is taking place in parallel to the planning application. Consultation with NPT as the SAB authority is well progressed. The pre-application comments received during the SAB consultation have been addressed in the submitted Outline Drainage Strategy.
- 4.7 DCWW's PAC comments also reference exceedance flows. This will relate to the surface water system and is a standard requirement for SAB full approval. It will therefore be addressed prior to the submission for the SAB full application. The comments made have been acknowledged and the project team have sought to address these in the submitted outline drainage strategy which has also been updated to reflect minor changes to the engineering design and landscaping strategy.

The Health and Safety Executive

- 4.8 The HSE responded with an automated response advising that HSE has provided a Planning Advice Web App which allows developers to obtain HSE's pre-application advice online. The web app can be used to enquire if land is within a consultation area of a major accident hazard site or major accident hazard pipeline.

- 4.9 The web app can also be used to obtain pre-application advice in relation to risk to a development proposed within an HSE consultation area, but cannot be used for seeking feedback on development requiring Hazardous Substances Consent.

Applicant response

- 4.10 An initial meeting with the applicant, their consultants (ERM) and the Health and Safety Executive took place on 2nd October 2023 and a series of further meetings have been arranged to discuss health and safety matters.
- 4.11 The Applicant is also in active Control of Major Accident Hazards (COMAH) pre-receipt engagement with the Health and Safety Executive (HSE). The Applicant is committed to continuing this open dialogue with HSE in advance of, and throughout, the COMAH application process and the planning process.
- 4.12 A formal request for advice via the above Development Advice Service has also been lodged and the applicant is awaiting feedback.
- 4.13 ERM has advised the Applicant throughout the design process in relation to the proposed layout. Alterations to the proposed landscaping scheme, including long continuous stretches of vegetation have been made following PAC consultation which address relevant considerations in relation to proximity of landscaped areas to equipment with a higher risk of ignition and fire spread.
- 4.14 Inclusion of requisite safety distances between equipment and buildings have been critical to the design and layout of the Project and further detail on this evolution of the design process and how this has developed in response to safety considerations is set out in the submitted Design and Access Statement.

Neath Port Talbot Highways

- 4.15 NPT Highways offered no objection in principle to the Project subject to any submissions at planning application stage being in compliance with relevant policies. A number of minor comments relating to the detail of the layout were provided.

Applicant response

- 4.16 The submitted Transport Assessment and Planning Statement provide a comprehensive assessment of the Project's compliance with relevant transportation and accessibility policies. They respond directly to the specific queries raised by the Highways team and provide additional clarifications.
- 4.17 Following technical review and in response to PAC clarifications, minor alterations have been incorporated into the proposed layout to ensure that the Site can be accessed safely. This includes alterations to proposed white lining, junction radii and movement of the truck loading layby. This will provide more space for a large vehicle to pull out of the layby without needing to take up space on the opposite side of the road to enter the Site. It has been clarified where an internal one way system is proposed through the site in response to PAC questions.
- 4.18 The Transport Assessment has been updated following the PAC consultation period to reflect these alterations to the layout and the proposed management of the Project.

Natural Resources Body for Wales

4.19 NRW responded to the PAC consultation on 4th October 2023.

4.20 The table below summarises how the issues raised by NRW have been responded to in the submitted planning application.

Technical Discipline	Comments	Applicant Response
Air Quality	1. Generally happy with approach. 2. Queries raised in relation to the AQ technical assessment and clarification requested on technical aspects of the report.	1. Noted. 2. AQ modelling and the ES chapter (Chapter 11) in relation to air quality have been updated to address all queries raised.
Noise	1. The use of BS4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound' (BS4142) is acceptable for assessing impact on residents. 2. The use of sound propagation model Predictor (v2023) is acceptable for modelling the noise impact. 3. No comment in relation to noise and vibration impacts associated with the construction. The Local Authority will consider this.	1. No updates required to the Noise Assessment following these comments.
Marine Ecology	1. An Assessment should be undertaken of the potential of the Project to alter the freshwater/saltwater balance. 2. Noted that WFD is currently at the 'scoping' stage and has not been provided so no comments made. 3. No concerns in relation to the assessment of impacts on marine fish or ornithology.	1. The updated Marine Ecology Chapter includes saltwater ingress assessment (see Chapter 13, page 50). See also Table 13.1 of the Marine Ecology Chapter of the ES for a detailed response to each element of NRW's feedback (including feedback received pre and during the PAC process). 2. A WFD Assessment has been prepared and is submitted with this planning application. 3. Noted.
Protected Species	1. Noted that the terrestrial ecology chapter of the ES is not included within this consultation, also the lighting report had appendices missing. NRW advise that these matters are addressed for the formal submission. 2. NRW suggest measures should be included in the CEMP and Lighting	1. Updated and provided in the planning application submission. 2. The submitted revisions of the Framework CEMP and Lighting Strategy have been updated to take account of the issues regarding ecological considerations which were raised by NRW.

Strategy in relation to ecological impacts including day time construction hours only, and measures to prevent impacts on otters. They also advise that conditions are attached requiring agreement of the CEMP and Lighting Strategy with the LPA.

Flood Risk	1. NRW offer no objection to the proposed development in relation to flood risk.	1. No amendments required.
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- 4.21 NRW also requested the planning authority impose conditions relating to contaminated land, should full planning permission be granted for the Project, including a requirement for further site investigation work to be undertaken. These conditions are set out in the consultation response at **Appendix 14**.
- 4.22 A suite of Phase 2 Geo Environmental and Geo Technical Reports have been undertaken since the PAC consultation process and are submitted with the planning application. These provide further detail in relation to ground contamination and proposed monitoring and mitigation measures and should restrict the requirement for a number of the criteria listed in the proposed condition relating to the site investigation scheme.
- 4.23 Other conditions are recommended in relation to ongoing groundwater monitoring and requirements if any previously unsuspected contamination is discovered during construction.

The Welsh Government

- 4.24 The Welsh Government were consulted as national Highways Authority (Traffic Wales) and also in relation to Scheduled Ancient Monuments (CADW).
- 4.25 A response was received from WSP acting on behalf of the Welsh Government in the role of highway authority for the M4 motorway, and confirmed that it would not issue a direction in respect to a future planning application, further to the detail supplied to date.
- 4.26 CADW offered no objection to the Project in regards to the scheduled monument or registered historic park and garden.

Applicant response

- 4.27 The conclusions of the Heritage Assessment submitted in support of this application have not changed following the PAC consultation process.

Swansea Bay Port Health Authority

- 4.28 The Swansea Bay Port Health Authority was notified of the PAC as a Specialist consultee following feedback from Neath Port Talbot Council planning officers. No response was received from the Authority.

Community consultees

- 4.29 No responses were received from any of the identified community consultees during the pre-application consultation.
- 4.30 Feedback was received during the initial engagement phase when a meeting was held between the development team and the site ward councillors (who are also the community consultees) on 10 May 2023.
- 4.31 Notes from this meeting can be seen at **Appendix 1**.
- 4.32 Following stakeholder feedback on the engagement approach, the distribution area of the consultation postcard was increased to cover the 'Neath Port Talbot Air Quality Management Area Taibach/Margam' and include Margam and Sandfields East.

5. Community Consultation Feedback

- 5.1 This Chapter sets out the consultation responses received during both phases of consultation from the local community.
- 5.2 All the feedback received since the launch of the Project on 17 April 2023 is outlined in this chapter. This includes feedback received during the in-person and online events and via email. In total, this includes 41 feedback forms, four webinar questions, and two emails.
- 5.3 A summary of the feedback provided is outlined below which summarises the responses to the feedback form questions. The general comments received formally and through conversations during the online and in-person events are included under the 'General feedback' heading below.

Question 1: To what extent do you agree with the following statements?

- 5.4 Likert scale responses were provided for the below statements to allow respondents to state whether they 'strongly disagree', 'disagree', are 'neutral', 'agree', 'strongly agree' or 'don't know'.
- (i) *"I am concerned about the effects of climate change"*
 - (ii) *"Sustainable aviation fuel provides a meaningful solution to reducing aviation emissions."*
 - (iii) *"I support proposals to produce sustainable aviation fuel on this site in Port Talbot".*
- 5.5 41 responses were received to each of these three questions.
- 5.6 In response to (i) *"I am concerned about the effects of climate change"*, 88% of respondents selected either "strongly agree" or "agree" whilst 5% of respondents selected "strongly disagree" or disagree".
- 5.7 In response to (ii) *"Sustainable aviation fuel provides a meaningful solution to reducing aviation emissions"*, 86% of respondents selected either "strongly agree" or "agree" whilst no respondents selected either "strongly disagree" or disagree".
- 5.8 In response to (iii) *"I support proposals to produce sustainable aviation fuel on this site in Port Talbot"*, 89% of respondents selected either "strongly agree" or "agree" whilst 2% of respondents selected either "strongly disagree" or disagree".
- 5.9 Full responses can be seen at the following 3 pie charts, in **Figures 6.1-6.3**.

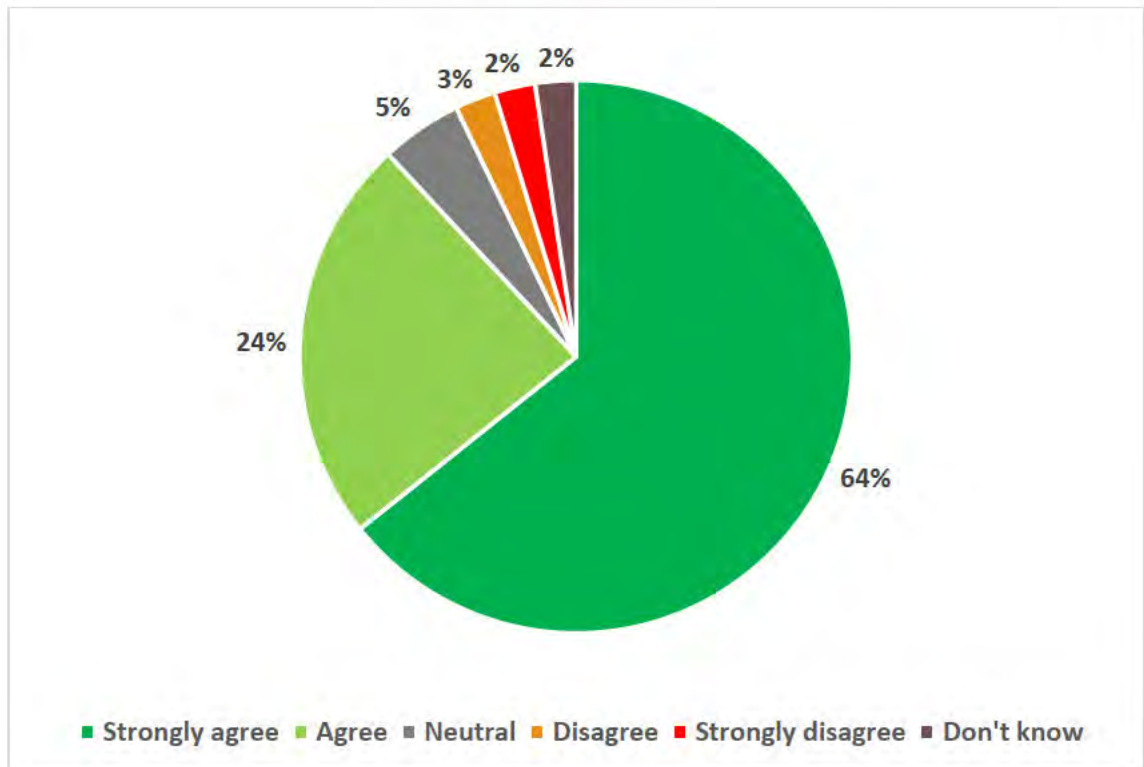


Figure 6.1 – Responses to statement “I am concerned about the effects of climate change”

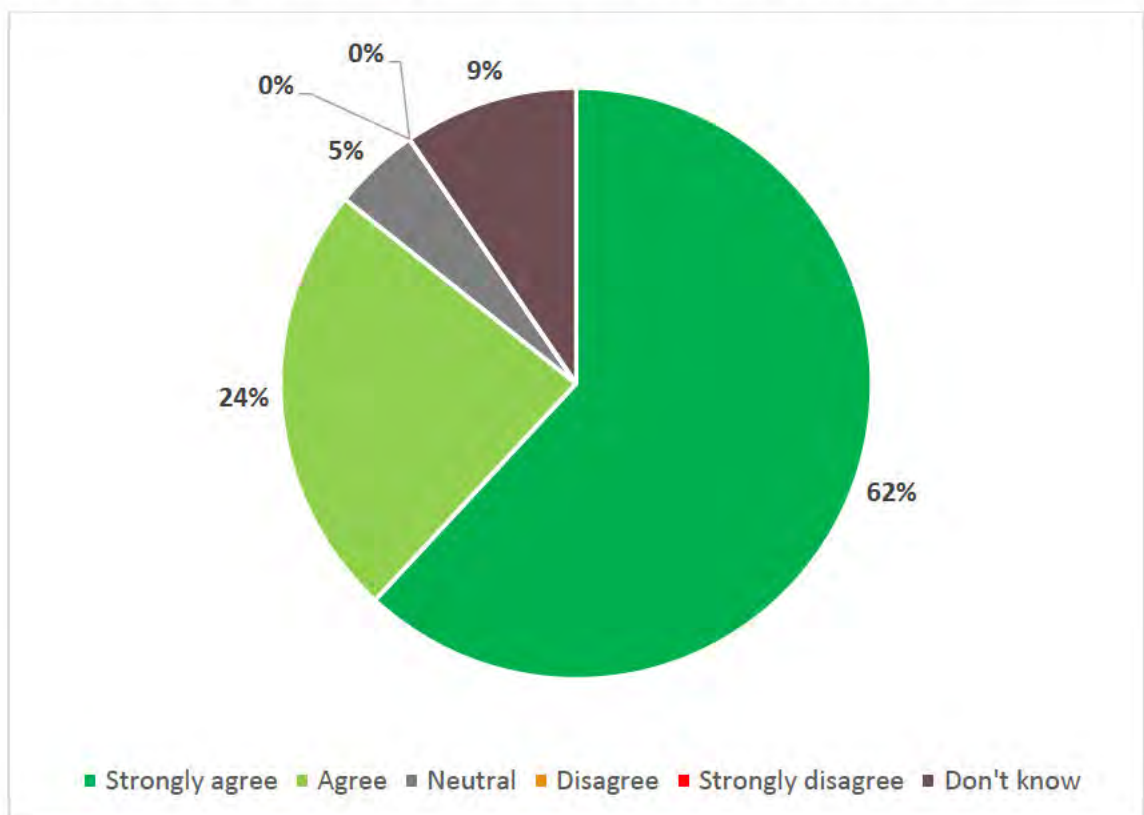


Figure 6.2 – Responses to statement “Sustainable aviation fuel provides a meaningful solution to reducing aviation emissions”

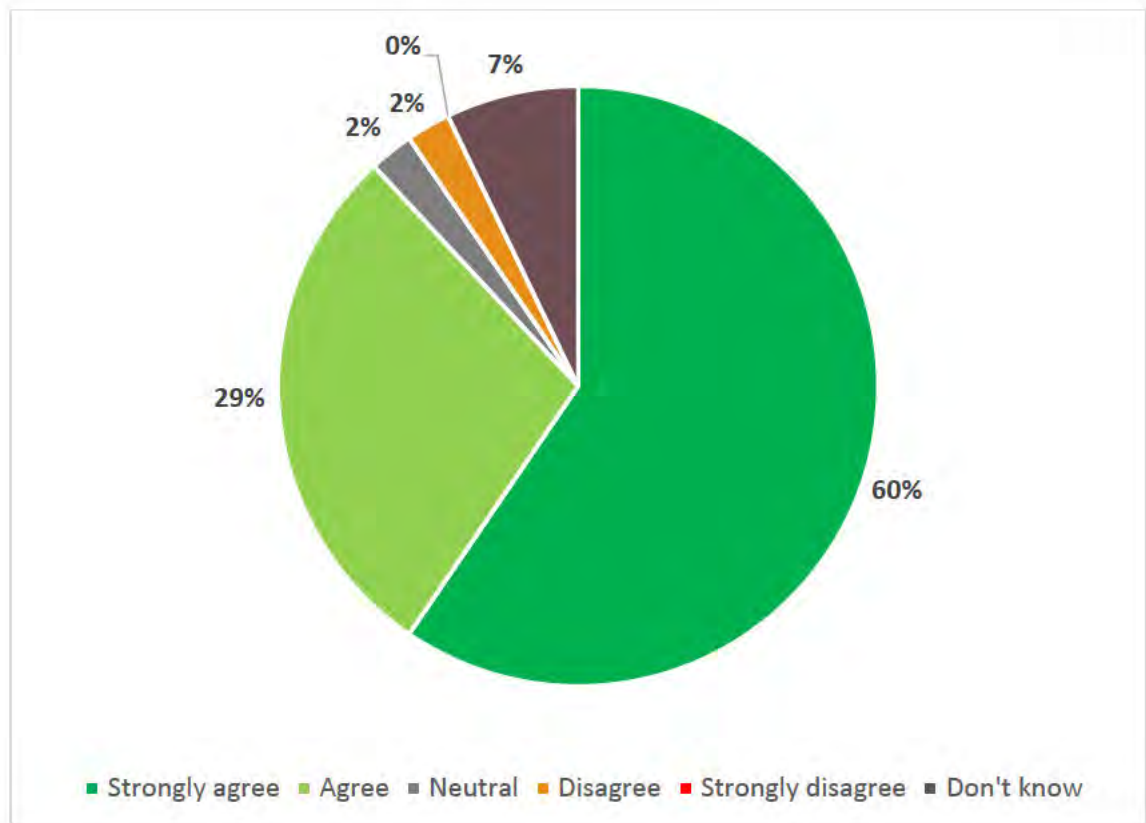


Figure 6.3 – Responses to statement “I support proposals to produce sustainable aviation fuel on this site in Port Talbot”

Question 2: What are the most important considerations for you in relation to the proposed Alcohol-to-Jet facility? Please tick as many options as you feel are applicable to you.

5.10 Respondents were provided with tick box options including:

- Air pollution
- Climate change
- Ecology and biodiversity
- Local traffic
- Investing in Port Talbot
- Safety of the facility
- Creation of high-skilled jobs
- Visual impact
- Construction process

- Programme and timescales for delivery
- *Other (please specify)*

5.11 The most important considerations included air pollution and investing in Port Talbot (each with 32 responses) and creation of high skilled jobs and climate change (each with 28 responses). All responses to this question are illustrated in Figure 6.4.

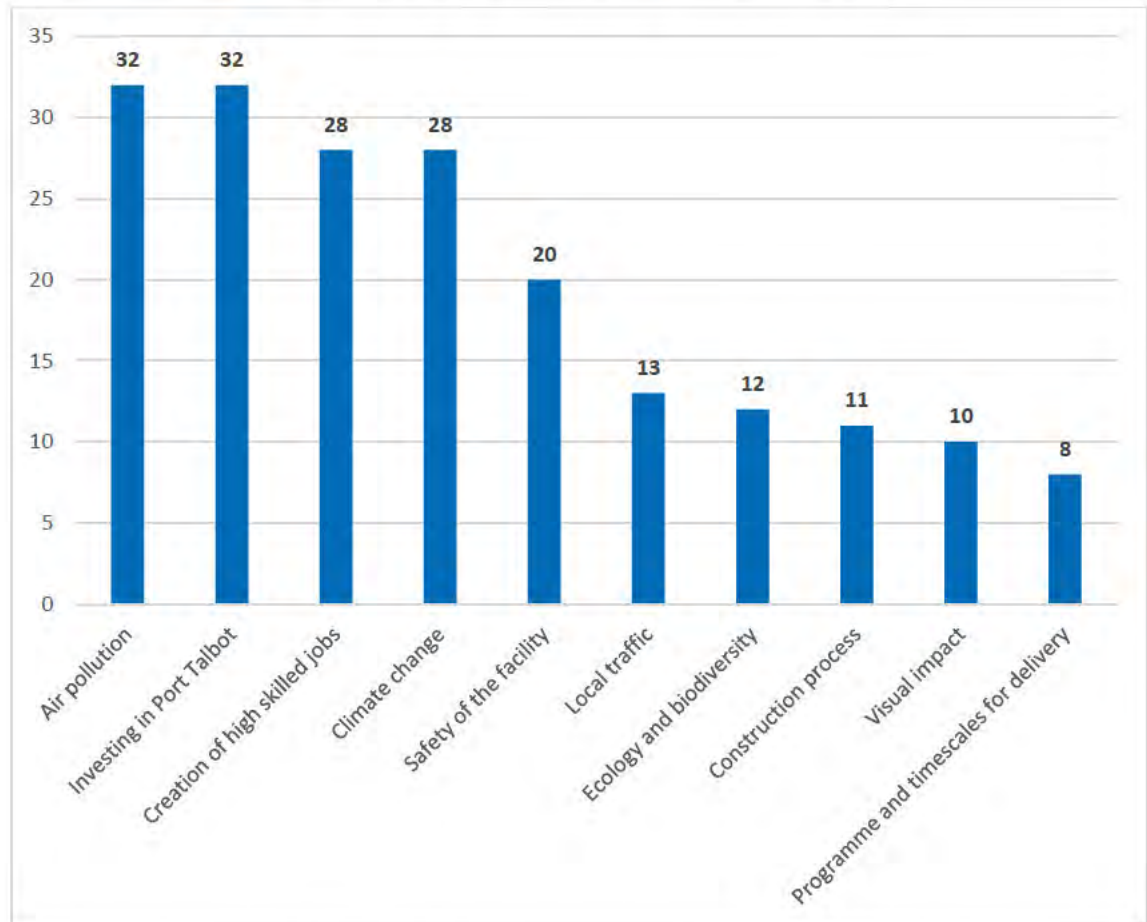


Figure 6.4 – Answers to question “What are the most important considerations for you in relation to the proposed Alcohol-to-Jet facility?”

Question 3: Is there any further information regarding the proposed Alcohol-to-Jet facility that you would be interested to see? For example, this could include additional technical details or information on the facility’s proposed design and how the process works. If so, please let us know what detail could be helpful below.

5.12 Question 3 provided respondents with an open comment box for responses.

5.13 Five respondents responded to this question and asked for further information regarding the Project, the engineering process and on any similar projects internationally.

Question 4: Has the information provided on this website changed your views? Are you: / Thinking about how you felt when you arrived today, has the information provided changed your views? Are you:

- 5.14 Respondents were provided with tick box options asking whether they felt “a lot less positive”, “a bit less positive”, “no different”, “a bit more positive”, or “much more positive” about the Project after the event / after viewing the website, depending on whether feedback forms were made available at a consultation event or on the Project website.
- 5.15 73% of respondents selected either “much more positive” or “a bit more positive”, whilst 4% of respondents selected “a lot less positive”.
- 5.16 Full responses can be seen at the following pie chart, figure 6.5.

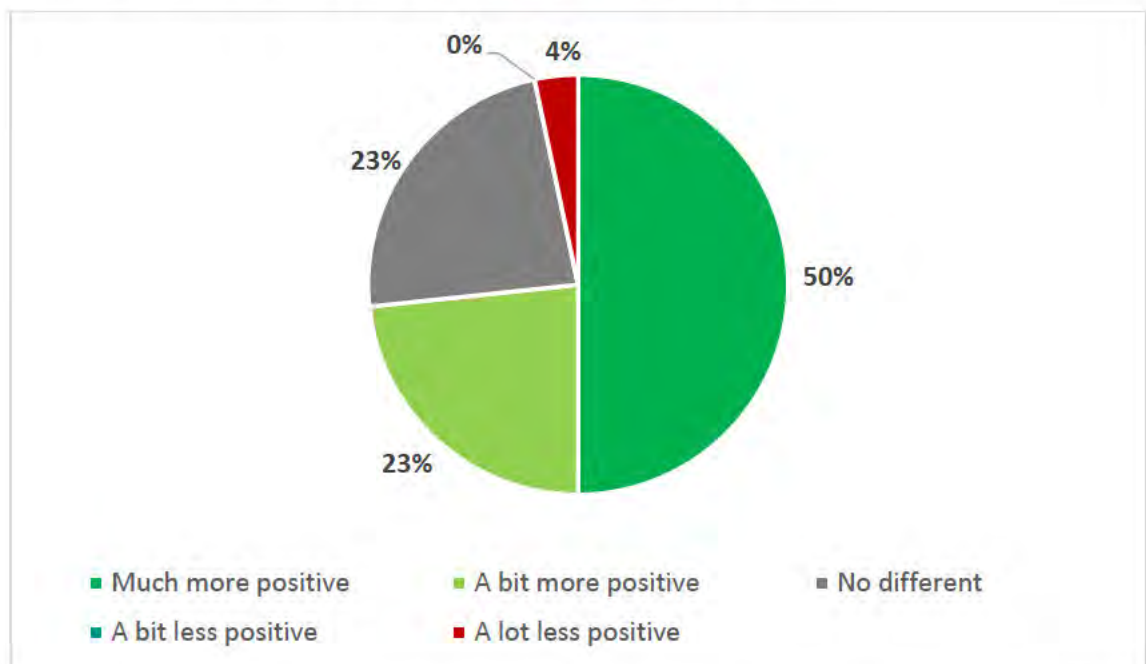


Figure 6.5 – Answers to question “Thinking about how you felt when you arrived today, has the information changed your views? Are you:”

Question 5: How did you find out about the consultation and the event today?

- 5.17 Respondents attending a consultation event were provided with tick box options comprising:
- Leaflet
 - Social media advert
 - News (online or print)
 - Word of mouth
 - Other (please specify)

5.18 Responses can be seen at the following bar chart, figure 6.6.

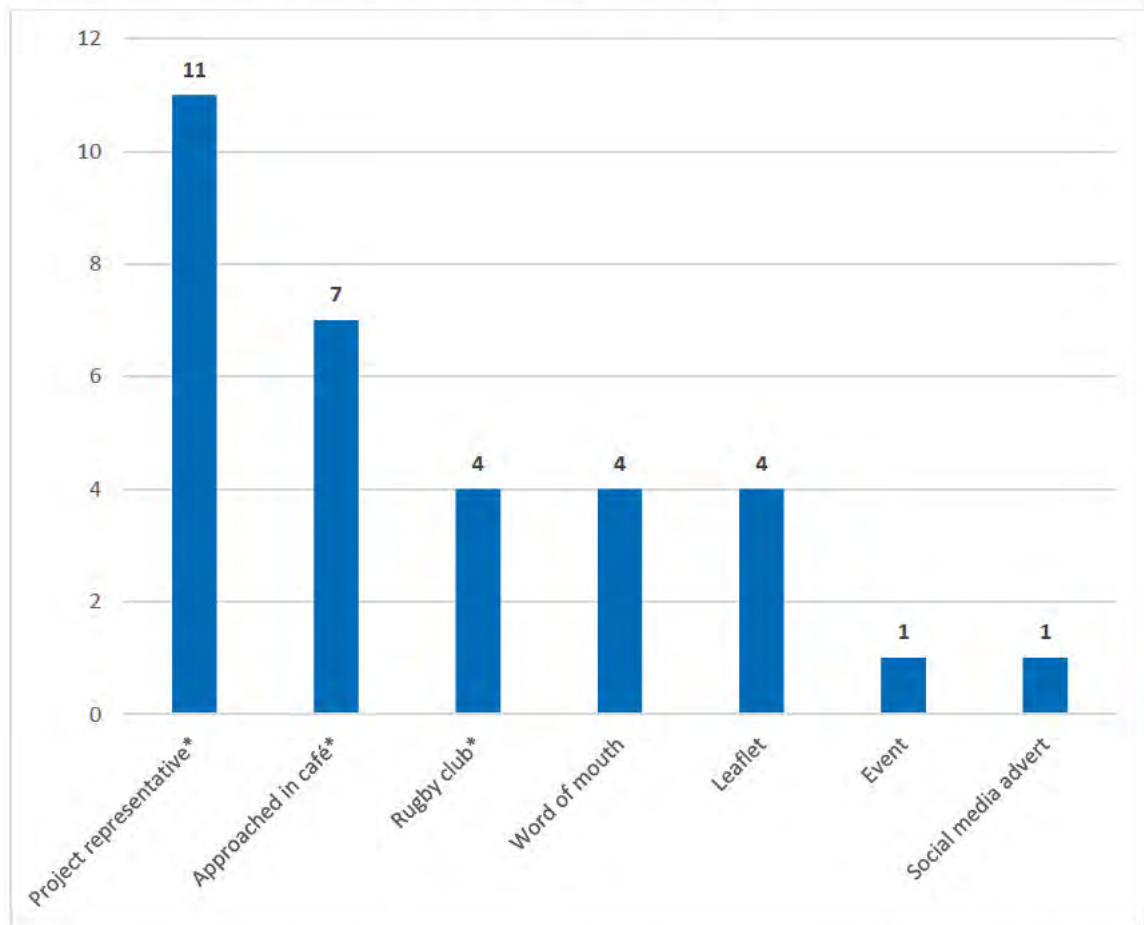


Figure 6.6 – Answers to question “How did you find out about the consultation and the event today?”
Options marked with an asterisk (*) were written in the “Other” answer box

General feedback

5.19 Wider feedback received during the consultation process (phases 1 & 2) has been outlined in the table below. This includes more general responses on the feedback form, emails and conversations held at consultation events. These are organised alphabetically by theme and not in order of importance.

5.20 Responses to the feedback received are included in Chapter 6 of this PAC Report.

Theme	Summary of feedback
Climate change	One attendee asked how the Project would help reduce climate change.
Consultation	One resident felt that they had not received details of the consultation through their door and asked whether there would be future consultation events.
Electricity demand	It was asked if the applicant had assessed the electricity network’s capacity to meet the demands of the proposed facility.

Theme	Summary of feedback
Environmental Impact Assessment (EIA) scoping report	Representatives from Bug Life asked how the impact of lighting on invertebrates had been considered, noting that there are a number of animal species living on or near to the Site.
Fire authority	One attendee asked what the views of the Fire Authority were of the potential fire risk and what the plans were for an emergency response to a fire.
Local jobs	Attendees asked what sort of jobs would be created by the Project, and whether it would be similar to current jobs at TATA steel.
Similar projects	Respondents asked for information on similar projects around the world.
Sustainable aviation fuel process	Additional information was requested regarding the Alcohol-to-Jet fuel process. It was asked what quantity of SAF would be stored on the Site.

6. Applicant's Response

6.1 The applicant's response to feedback received during all pre-application engagement has been set out below.

6.2 These are organised alphabetically by theme and not in order of importance.

Theme	Summary of feedback
Air quality	Emissions from the Project are predicted: - To have no significant effect on the levels of fine particles (PM10) within the air quality management area "Neath Port Talbot AQMA Taibach/Margam" - To have no significant effect on the local ecology - Not to lead to any breaches of any pollution standards at local properties A full assessment of impacts in terms of air quality has been undertaken and is detailed in the submitted Environmental Impact Assessment.
Climate change	The use of SAF will reduce the climate impact of greenhouse gas emissions by more than 70% when compared with conventional fossil jet fuel.
Construction traffic	The Transport Assessment has concluded that there will be a temporary rise in vehicle movements throughout the construction period however, this will not result in a significant increase in delays on local roads. Mitigation measures are proposed, including undertaking modular pre-construction off-site where possible and transporting these modules by barge to the Site. Additionally, HGVs will be directed to route via the M4 Junction 38 rather than through Port Talbot.
Consultation	The applicant has engaged with the public using a variety of methods during two stages of public consultation. Consultation awareness raising activity included the issuing of press releases, hosting a Project website, distribution of a postcard, holding community events, displaying site notices, distribution of posters to community events, and social media advertising. In direct response to stakeholder feedback from Cllr Matthew Crowley, the pre-application also included the project team attending local community events at Aberavon Green RFC and St Pauls Centre to maximise visibility of the Project and further opportunities for the public to provide feedback. One respondent, who felt that they had not received details of the consultation, was responded to with an offer for a personal telephone

Theme	Summary of feedback
	conversation regarding the Project and to raise any questions / feedback.
Decision making	The planning application is being made to Neath Port Talbot Council which, as the local planning authority, will be determining the application.
Ecology and biodiversity	A comprehensive suite of ecological surveys has been undertaken to inform the Environmental Impact Assessment and planning application and the application submission details the proposed ecological strategy for the Site. Ecological surveys that have been conducted and the dates they were carried out between comprise the following: • Preliminary Ecological Appraisal • Habitat surveys • Update habitat survey • Building inspections – preliminary bat roost assessment • Bat activity and emergence surveys • Reptile surveys • Overwintering bird survey and assessments • Breeding bird assessment and surveys • Invertebrate assessment and surveys Further information is included in Chapter 7 and 13 of the Environmental Statement.
Environmental Impact Assessment (EIA)	The Environmental Statement provides a thorough description of likely significant environmental effects (both beneficial and adverse), as well as any enhancement and proposed mitigation. This can be viewed on the Project website. Further details can be viewed in the Environmental Statement which has been submitted as part of the planning application. Representatives from Bug Life were offered a meeting to discuss the impact on invertebrates. The representative said they were reassured by the responses they received and that a meeting was not required.
Electricity demands	The applicant has been in discussion with National Grid about the electricity requirements of the Project. National Grid has confirmed electrical capacity and discussions are ongoing in relation to securing a connection agreement to the Pyle substation. National Grid will obtain relevant consents and deliver the requisite electrical connection to the application site boundary.

Theme	Summary of feedback
Fire authority	The Mid and West Wales Fire and Rescue Authority has been consulted as part of the pre-application consultation. In response, they said they had no objection to the Project.
Local jobs and apprenticeships	The Project is expected to create over 150 full-time jobs, including 85 jobs on-site alongside further employment in the supply chain as the applicant draws from specialist local contractors in water management, waste treatment and ship loading/unloading. Apprenticeship opportunities are also being pursued with local colleges.
Marine Ecology	Consultation has been held with Natural Resources Body for Wales regarding Marine Ecology. A summary of responses can be seen at Chapter 4 of this Report. Additionally, Table 13.1 of the Marine Ecology Chapter of the Environmental Statement provides a detailed response to each element of NRW's feedback.
Operational traffic	Once operational, the Project will not result in a significant increase in traffic – with the imported ethanol required for the process and SAF produced being transported in and out of Port Talbot via ship, making use of the working harbour.
Noise	The facility has been designed to minimise noise disturbance during operation. There is also a considerable distance between the Site and the nearest residential properties which will mitigate noise impacts during construction and operation.
Parking	Approximately 50 parking spaces will be provided on Site for staff and visitors – with cycle parking also provided. Active travel methods will be promoted for future employees.
Previous use	The Site is currently vacant. The Site comprises previously industrial land that had re-greened over a significant period.
Safety	Safety is integral to the design, construction and operation of the Project. A specialist team of experts will be comprehensively assessing safety and securing all necessary consents and permits to ensure its safe operation. All necessary safety features have been incorporated into the design, for example the 'enclosed ground flare', which acts like a safety valve for the process. This will be a Control Of Major Accident Hazards (COMAH) Site and therefore agreement from the Health and Safety Executive will be required to make sure that the Site is safe prior to operation. Discussions are ongoing with the Health and Safety Executive in parallel to the planning process. Further detail on how the layout has been designed around safety considerations is provided in the submitted Design and Access Statement. See commentary in Chapter 4 above for further information regarding the HSE.

Theme	Summary of feedback
Similar projects	A facility with a similar design but smaller production capacity is under construction at Freedom Pines, Georgia, USA and will commence production before the facility in Port Talbot is built.
South Wales decarbonisation strategy	The Project sits within a wider strategy for decarbonisation in South Wales, led by Net Zero Industry Wales (NZIW) and the South Wales Industrial Cluster (SWIC), which is made up of 30 partners with a focus on technology, policy creation and research to deliver net zero for the region. Further detail on the Project's compliance with the Decarbonisation Strategy is provided in Section 7 of the submitted Planning Statement.
Sustainable aviation fuel process	The Project first dehydrates the ethanol to make ethylene. Two further steps then combine the ethylene molecules into long chains (oligamerisation) before a final step saturates the long chain hydrogen carbon molecules created in a step called hydrogenation.
Sustainable aviation fuel regulations	Aircrafts are currently certified to fly with up to 50% blend of SAF. This is due to international aviation regulations.
The Project	The main features, required to carry out the process to transform ethanol into SAF include: • Ethanol storage • Processing unit • Enclosed ground flare • Product storage • Administration building • Warehouse and laboratory buildings • Sustainable diesel truck loading • Ship loading and unloading facilities
Timescales	Subject to planning permission, construction of the Project is due to begin in winter 2024, with the Project beginning production in 2026/7. Once operational, the Project would be operational 24 hours per day, 365 days per year.

- 7. Conclusion** The applicant has undertaken a comprehensive strategy for pre-application consultation with officers at Neath Port Talbot Council, local stakeholders, specialist consultees and the wider community.
- 7.2 The consultation activities have been informed by local and national statutory requirements and policy guidance relevant to the Project.
- 7.3 Engagement activities comprised of meetings with key stakeholders and two phases of public consultation.
- 7.4 The applicant has used the following methods to ensure that members of the local community and key stakeholders could view the Project and provide feedback:
- Meetings with key local stakeholders to present information about the Project and answering any questions;
 - Issuing press releases to local and national media outlets;
 - Hosting a Project website that provided information and featuring interactive feedback facilities, which was kept updated throughout the consultations to include up to date relevant information;
 - Distributing postcards to 9,234 addresses;
 - Running social media campaigns across Facebook, Facebook Messenger, Instagram and LinkedIn that reached 27,288 people;
 - Hosting an online webinar and three in-person drop-in consultation events, where Project information was made available;
 - Displaying site notices in proximity to the Site;
 - Contacting all statutory, specialist and community consultees via letter and email to inform them of the launch of the pre-application consultation;
 - Attending two existing community events following direct feedback from local stakeholders;
 - Distribution of posters advertising the pre-application consultation to local community centres
- 7.5 This engagement has enabled the project team to build an understanding of the local context and raise awareness of the Project.
- 7.6 All of the feedback received as part of the consultation has been reviewed, considered and responded to by the applicant.
- 7.7 The pre-application engagement for the Project has been undertaken in a timely, meaningful and effective manner and the requirement to consult has been satisfied.

7.8 The Project has received overwhelmingly positive feedback from local stakeholders and statutory consultees.

Appendix 1: Stakeholder meeting notes

Project Dragon

Stakeholder Meeting notes

May-June 2023

This document summarises the political stakeholder meetings held in relation to Project Dragon between May and June 2023. It provides an overview of the questions and issues discussed by theme during meetings with the following stakeholders:

- Cllr Rob Jones (Welsh Labour, Margam and Taibach)
- David Rees MS (Welsh Labour, Aberavon)
- Cllr Saifur Rahaman (Welsh Labour, Port Talbot) and Cllr Edward Latham (Welsh Labour, Sandfields East)
- Stephen Kinnock MP (Labour, Aberavon)

1. Meeting with Cllr Rob Jones, Cllr Dennis Keogh and Cllr Laura Williams (Welsh Labour, Margam and Taibach) – 10th May

Air quality

1. Stakeholders questioned the impact of the proposals on air quality.

Consultation: Leaflet distribution area

2. It was asked if the leaflet distribution area for the community consultation would match the air quality management area and include Margam and Sandfields East.

Current use of the site

3. It was highlighted that sea cadets have previously used the site.
4. It was stated that the Freeport proposals are progressing and there is a proposed Hydrogen pipeline from Milford to Port Talbot, and it was asked if this is being considered by the team.

Decision-making

5. It was asked if this application would be decided by Neath Port Talbot Council.

Employment opportunities

6. An interest was expressed in the potential employment opportunities that would be generated by the scheme.
7. It was questioned whether the project team intends to use local materials and local labour.

8. A breakdown of the number of apprenticeships and local jobs was requested.

Turley

9. Stakeholders noted the historical nature of the site.
10. It was asked if the project team were aware of the history of the docks, and the fact that the deck had been remained as is since the 1970s when the site had fallen out of use.

Licensing

11. It was asked if the scheme would be licensed by Natural Resources Wales.

Safety

12. Questions were asked about the safety of the proposals.
13. Stakeholders asked if the site would be volatile and if this registered with Control of Major Accident Hazards (COMAH).

Site context

14. It was stated that the jetties would need to be strengthened and noted that they are not yet currently in a state of disrepair.

Sources for feedstock

15. It was asked if waste produced by the cement and steel making facilities could be used as feedstock.
16. It was also asked if the proposals for a hydrogen plant could be used as feedstock.

Turley

2. Meeting with David Rees MS, (Welsh Labour, Aberavon) – 18th May

Alcohol to Jet facility

- 17. It was questioned how sustainable aviation fuel would be transported from the site.
- 18. Questions were raised regarding the impact of the flare.
- 19. Confirmation was sought regarding the size of the Alcohol to Jet fuel facility site and whether it encompassed 20 hectares.

Gas fermentation facility

- 20. The size of the location for the gas fermentation facility was questioned.
- 21. It was asked if the nearby crane company could be moved to allow for the gas fermentation site.

TATA Steel

- 22. It was queried whether the proposal relies on TATA, and a preference was expressed for TATA to replace the blast furnace rather than losing both, which would lead to rising costs of scrap steel.

Timescales

- 23. Confirmation was sought regarding when application would be submitted.

Wider context

- 24. It was questioned how the proposals fit within the wider decarbonisation agenda and whether this project was part of the South Wales Industrial Cluster (SWIC).

3. Meeting with Cllr Saifur Rahaman (Welsh Labour, Port Talbot) and Cllr Edward Latham (Welsh Labour, Sandfields East), neighbouring ward councillors – 26th May

Alcohol to Jet Fuel process

25. It was asked how long the Alcohol to Jet fuel process takes to complete.

Consultation: Attendance at events

26. There was some discussion regarding the attendance of future consultation events.

Discussions with Neath Port Talbot Council Planning Officers

27. It was questioned whether conversations with council officers to date had been positive.

Employment

28. It was asked how many jobs would be generated and whether they would be skilled.

29. It was asked if local businesses would be employed during construction.

Environmental impact

30. The Alcohol to Jet fuel process was questioned regarding its environmental credentials.

Port Talbot

31. It was asked why Port Talbot was chosen for the site and if this decision related to the Freeport.

Relationship with the Steelworks

32. Stakeholders asked if the scheme would be reliant on the steelworks, and what sort of emissions would be required if not produced by the steelworks.

Residential context

33. It was highlighted that residents in the lower and upper West End are on an isolated street and closest to the site in terms of TATA impacts and may have concerns.

Storage of fuel

34. It was asked how much fuel would be stored on the site and whether that would be safe.

Transport emissions

35. It was questioned what carbon emissions would be generated by transporting materials to and from the site by ship.

Use of fuel

36. Clarification was sought on whether the fuel produced would be used only for aviation.

4. Meeting with Stephen Kinnock MP (Labour, Aberavon) – 26th May

Bacteria

37. Questions were raised regarding the bacteria used during the creation process and how this was founded.

Electrical connectivity

38. It was questioned whether the project team was in line with National Grid for an upgrade, noting there have been widespread issues and delays.

Employment

39. It was asked what type of jobs would be generated, how many there would be, and if this would include graduate jobs.

Existing local businesses

40. It was asked if these proposals would lead to businesses being relocated, and how this would be managed by ABP.
41. Concerns were highlighted about the potential loss or displacement of jobs as a result of businesses moving.
42. It was maintained that some businesses would need to remain close to the TATA steelworks.

Gas fermentation

43. It was asked if the Alcohol to Jet facility and future gas fermentation facility would link.

Opportunity for Port Talbot

44. Stakeholders expressed a desire for Port Talbot to be at the forefront of the next industrial revolution, as the town was for the last.

Pollution

45. It was questioned whether pollution would include waste gasses/emissions and if the furnace would create off gasses.

TATA Steel

46. It was asked if TATA would continue to be able to recycle gasses to run their process, or if they would be required for the Alcohol to Jet fuel process.

The facility

47. It was asked what the size of the facility would be.

The process

48. The Alcohol to Jet fuel process was queried and how it compares to the gas fermentation.
49. It was asked how the ethanol would be imported, and whether Brexit would cause any problems during this process.

Transportation of sustainable aviation fuel

50. It was asked if there would be pipes leading straight to Heathrow from the site.

Water availability

- 51. It was highlighted that there have been issues with Welsh Water recycling water use in the plant, due to a lack of resource. Stakeholders offered their assistance in resolving this.

Welsh Government

- 52. It was asked if the Welsh Government was coordinating the industry, and if this was a devolved area.
- 53. Stakeholders expressed their willingness to track the issue.
- 54. Stakeholders suggested liaising with Welsh Economy Minister, Vaughan Gething MS to help advance the proposals.

5. Meeting with Neath Port Talbot Cabinet (Cabinet Cllrs and senior officers) – 14th June

Apprenticeships

- 55. Stakeholders offered their support for the proposed apprenticeships and said that would be willing to support this process.
- 56. It was asked whether the project team had already made any partnerships with local colleges.

Business engagement

- 57. A preference was expressed for engagement with businesses at events, to ensure that they engage with the consultations.

Emissions

- 58. It was questioned what emissions would be created by the process.

Freeport

- 59. It was asked how this scheme fits in with ABP's plans for the freeport.

Gas fermentation

- 60. It was asked if there is a potential site being considered for the gas fermentation facility and whether this would be in Port Talbot.

Investment

- 61. It was queried how much investment Port Talbot would see as a result of the project.

Procurement arrangements

- 62. It was asked whether local companies, contractors and materials would be procured for the construction process, and what information could be provided on this.

Tata Steel

- 63. It was questioned whether Tata would be interested in being involved in the project.

6. Meeting with Welsh Government Officers (Aine Gawthorpe, Deputy Director, Industrial Transformation & Foundational Economy; Helen Donovan, Senior Industrial Transformation Manager; and Elaine Choules, Head of High Value Manufacturing) – 15th June

Communications strategy

- 64. It was questioned how the project team had been communicating with local communities about the project.
- 65. Stakeholders were interested to hear what conversations had been undertaken with Natural Resources Wales.

Cost

- 66. It was asked what cost implications producing sustainable aviation fuel would have for a consumer flying by plane, and whether these costs would be reduced as time goes on.

Electrical connections

- 67. It was asked what conversations had been undertaken with the Welsh Government about the net-zero mandate in the Energy Bill.
- 68. It was asked what engagement had taken place with the National Grid, and it was suggested there should be further conversations with the Energy policy team.
- 69. Stakeholders asked whether the team was aware of recent Ofgem consultations.

Hydrogen

- 70. It was asked how this scheme would fit in with local hydrogen projects.

Sustainable aviation fuel

- 71. Stakeholders queried whether there were any published reports or independent reviews on sustainable aviation fuel.

Water depth

- 72. Stakeholders asked whether the depth of the water was known.

Appendix 2: Consultation Website

Project Dragon: LanzaTech plans to produce sustainable aviation fuel in Port Talbot

LanzaTech is planning to build pioneering carbon recycling facilities in and around Port Talbot to convert industrial emissions into sustainable aviation fuel. 'Project Dragon' will reduce emissions from industry and help to deliver lower emission flying. Building on the area's industrial strength, the facilities will enable Neath Port Talbot to play a leading role in creating carbon reduction industries and high skilled jobs in South Wales that are critical to delivering the UK's net zero economy and tackling the climate emergency.

We are currently consulting on LanzaTech's plans for a ground breaking commercial scale Alcohol-to-Jet facility in Port Talbot. This would convert sustainably sourced ethanol, via the LanzaJet™ Alcohol-to-Jet Process, into sustainable aviation fuel that will replace 1% of the fossil fuels used in planes in the UK today.

This website provides details about our proposals for the Alcohol-to-Jet facility and further information about the project programme, including our plans for community consultation. It will be regularly updated as the project proceeds.

OUR PROPOSALS



About LanzaTech

LanzaTech is a Chicago, USA headquartered company with around 400 staff globally. Project Dragon is being delivered by its UK business, LanzaTech UK Ltd, and UK-based consultants. Its unique carbon transformation and recycling technology is like retrofitting a brewery onto an emission source like a steel mill or a landfill site, but instead of using sugars and yeast to make alcohol, waste carbon is converted by bacteria to ethanol, which can then be converted to Sustainable Aviation fuel and/or chemicals. Imagine a day when your aeroplane is powered by fuel that would otherwise have been pollution, when your shampoo bottle or t-shirt would have started life as emissions from a steel mill. This future is possible today using LanzaTech technology. Further information about the remarkable 18 year journey of LanzaTech from a small laboratory in New Zealand to a pioneering biotechnology company is available [here](#).

The need for Project Dragon

We face a climate emergency. To try to limit the effects of climate change, the UK and Welsh governments have set legally-binding targets to achieve net-zero emissions by 2050.

The aviation industry is one of the toughest sectors in which to reduce emissions. In order to tackle this, the Government will require the use of sustainable aviation fuel from 2025. The fossil fuels used today to make aviation fuels can be replaced by recycling waste carbon, such as from industrial sites, to make a sustainable aviation fuel.

The use of sustainable aviation fuel will reduce the climate impact of greenhouse gas emissions by more than 70% when compared with conventional fossil jet fuel. Sustainable aviation fuel also contains much lower levels of aromatic compounds than fossil jet fuel producing a much cleaner burn and causing far fewer soot particles and contrails that also heat the atmosphere.

Sustainable aviation fuel can be used today without changes to existing aircraft engines (in blends of up to a 50% alongside standard jet fuel), making it an immediate solution for the aviation industry.



The story so far

The UK Government requires by 2030 that 10% of the jet fuel used in UK aviation will be sustainable aviation fuel.

To accelerate this key project, LanzaTech has secured £25 million of funding from the Department for Transport's Advanced Fuels Fund, highlighting that this is a critically important project to meet the UK's climate goals.

What is planned?

The first stage of Project Dragon is to create an Alcohol-to-Jet facility in Port Talbot. This facility would transform sustainably sourced ethanol into sustainable aviation fuel. LanzaTech is currently preparing the detailed engineering design for the facility and will be seeking planning permission for its delivery later this year.

The proposed plant would generate over 150 jobs and make a significant contribution towards delivering the UK's net zero economy, with Port Talbot playing a leading role in creating new carbon reduction industries.

We are progressing the engineering designs for the facility, which have been informed by technical requirements and in discussion with Neath Port Talbot Council, Natural Resources Wales, Welsh Government and Associated British Ports (ABP).

What's next?

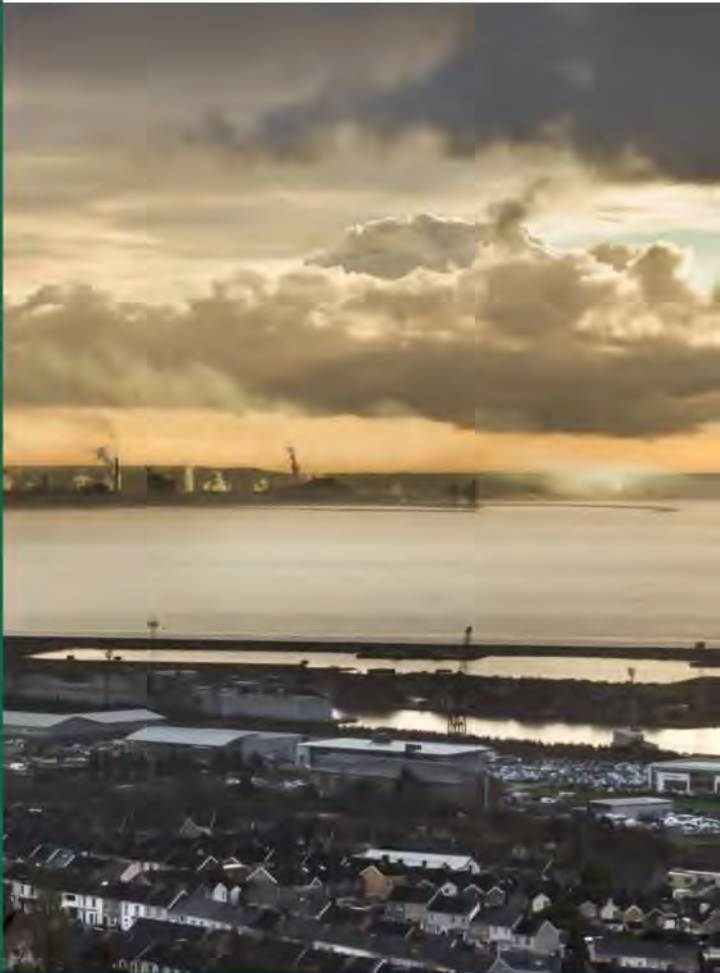
A proposed separate second facility will be developed which will take the waste gases from one or more industrial processes and transform these into ethanol through LanzaTech's innovative gas fermentation technology. LanzaTech has patented this technology, which uses microorganisms (bacteria) to create ethanol which can be used to supply the Alcohol-to-Jet facility.

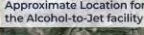
The site of this facility is still to be finalised and work to build this facility will be taken forward through a separate planning application when the location is confirmed. We will share further information on this facility when this is available.

Sustainably sourced ethanol will be used to supply the Alcohol-to-Jet facility until the gas fermentation facility is in place.

Once the Alcohol-to-Jet facility and the gas fermentation facilities have been developed, LanzaTech will be making sustainable aviation fuel from the waste gases of local industrial sites. Some industries, like steel making, will always need to use some carbon as it is embedded in the steel. LanzaTech can continue to capture and reuse this carbon reducing the need for fossil fuels.

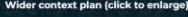
In the future as industries are progressively decarbonised, LanzaTech plan to switch to using other sources of carbon in its processes such as from agricultural waste. Eventually, it is envisaged that carbon will even be taken directly from the air to make aviation fuels, plastics and chemicals in a perfectly circular carbon economy.





The facility would produce approximately
100 million
litres of sustainable aviation fuel

- Put Neath Port Talbot at the forefront of delivering innovative carbon reduction industries.
- Create invaluable experience, with Port Talbot leading the way on sustainable aviation and sustainable diesel production.
- Generate over 150 jobs, including 85 on-site long-term skilled jobs.



Safety

Safety is integral to the design, construction and operation of the facility. Separate to the planning team, a separate specialist team of experts will be comprehensively assessing safety and securing all necessary consents and permits to ensure its safe operation.

Local roads and transport

Once operational, the facility will not result in a significant increase in traffic – with the imported ethanol required for the process and sustainable aviation fuel produced being transported in and out of Port Talbot via ship, making use of the working harbour.

Ecology and biodiversity

The proposals would redevelop a former industrial brownfield site, and a range of ecology surveys have and are being undertaken to inform the Environmental Impact Assessment and planning application.

An Environmental Impact Assessment (EIA) Scoping Report and request for an EIA Scoping Opinion has now been submitted to Neath Port Talbot Council for its consideration. More information on this is available [here](#).



Responses to FAQs, including technical considerations and the planning process are outlined in the drop-down themed boxes below. Click on the question to view responses.

The site

0. Who owns the site?

The facility and the process

© 1994 Blackwell Science Ltd, *Journal of Internal Medicine* 235: 353-358

A second gas fermentation facility will be proposed at a future stage to take the emissions from one or more industrial processes and transform these into ethanol through an innovative gas fermentation technology. This could be used to supply the

Emissions are first cleaned up and compressed before being bubbled through a solution containing naturally occurring microbes. The microbes feed on the waste gases and produce ethanol. The ethanol is separated and collected and will be supplied to the Alcohol-to-Jet facility. As well as ethanol the process produces a protein rich byproduct and any wastewater will be treated and recycled.

Image caption: An image to explain how both the initial Alcohol-to-Jet and future

gas fermentation facility would work is included on this page. **Click to enlarge**



Programme

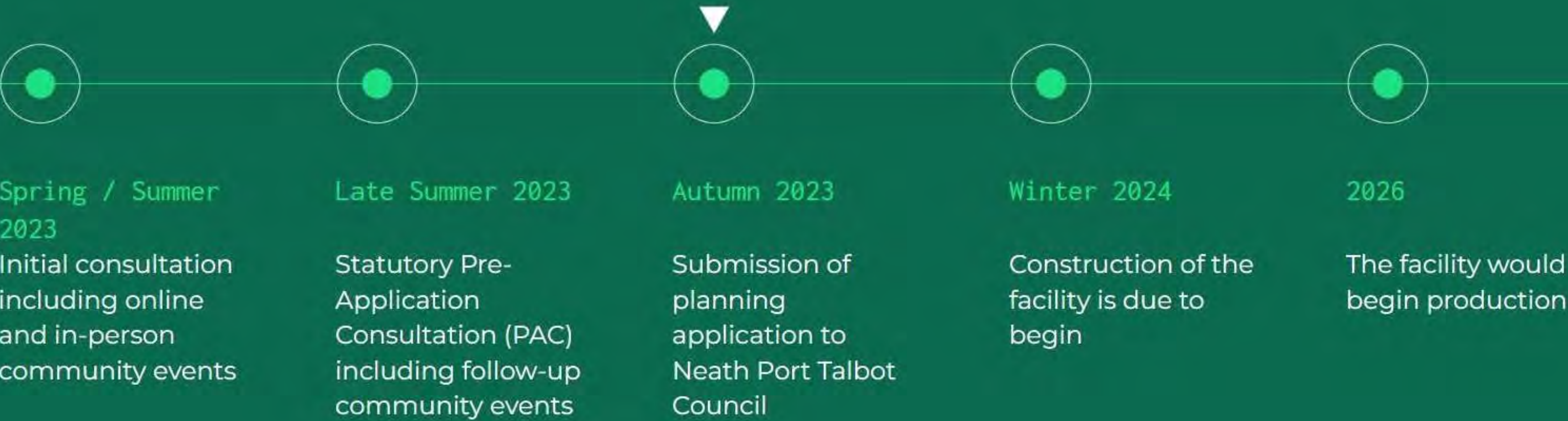
Find out more about the proposed Alcohol-to-Jet facility

We have concluded a Statutory Pre-Application Consultation (PAC), that ran from 14th August 2023 until 13th September 2023

Further information about how to provide your feedback is available on the [Feedback page](#).

What happens next?

A programme for the proposed Alcohol-to-Jet facility is included on this page and we encourage you to register on the [Feedback page](#) to receive email notifications when more information is added to this website.



Latest News



August 2023

LanzaTech announces the launch of Pre-Application Consultation on plans to produce Sustainable Aviation Fuel in Port Talbot.

Read more

June 2023

Community Consultation Event Update

Read more



June 2023

Watch a recording of our live webinar and Q&A event.

Read more

June 2023

An Environmental Impact Assessment Scoping Report and request for an EIA Scoping Opinion has been submitted to Neath Port Talbot Council for its consideration.

Read more



LanzaTech plans to produce sustainable aviation fuel in Port Talbot

LanzaTech is planning to build pioneering carbon capture technology to convert industrial emissions into sustainable aviation fuel. This project will:

- Reduce emissions from industry and flying
- Help Port Talbot to play a leading role in creating carbon reduction industries
- Create high skilled jobs that are critical to the UK's net zero economy and tackle the climate emergency

LanzaTech is submitting a full planning application for the 'Alcohol-to-Jet' facility, which would produce sustainable aviation fuel that will be used in planes in the UK today. Find out how you can learn more about the project and provide your feedback with us in the included overleaf or visit our website at www.LanzaDragon.wales



Scan here for more information about the proposals



May 2023

Community consultation events in June

Find out more about the proposed Alcohol-to-Jet facility and share your feedback with us.

Read More

April 2023

LanzaTech interview with That's TV South Wales

Watch now



April 2023

LanzaTech plans announced for Wales' first Sustainable Aviation Fuel production in Port Talbot

Proposed facilities leverage area's industrial heritage to recycle waste carbon into sustainable aviation fuel, helping the UK meet its net zero climate goals

Read More

Feedback

How can you share your feedback with us?

We have concluded a Statutory Pre-Application Consultation (PAC), that ran from 14th August 2023 until 13th September 2023.

What happens next?

We will keep the community up to date through the process and you can register to receive email notifications when this website is updated by using the form on this page.

Contact us

Register here to be notified when this website is updated:

NAME (required)

First Name

Last Name

EMAIL (required)

SUBMIT

E: contact@LanzaDragon.wales

T: Phone our Freephone number 0808 168 8296 and a member of the project team will call you back

A: Write to LanzaTech Consultation Team, 18 Windsor Place, Cardiff, CF10 3BY

The information you provide will be used only for the purposes of keeping you informed and for understanding public opinion on the project. It will be stored securely until completion of the project, after which this information will be deleted. Your information will only be shared with third parties for the express purpose of keeping you informed of the proposals, and with LanzaTech and/or the relevant local authority where there is a legal obligation to do so. It will not be forwarded on to any other third parties. You can contact us at any time to request the deletion of your information. Please contact us at contact@LanzaDragon.wales

Pre-Application Consultation

LanzaTech is seeking the views of local residents and businesses as part of our planning application to build an industrial facility to turn ethanol into sustainable aviation fuel at Crown Wharf, Port Talbot Docks. This is part of a formal Pre-Application Consultation (PAC), which will run until 13 September 2023. During this time, we plan on attending existing local community events to maximise opportunities for feedback. We will update this website when these dates and times are confirmed. We encourage you to register to receive project updates at the bottom of this page.

You can share your feedback and any questions with us by completing the form or using the contact methods provided lower down on this page.

LanzaTech first consulted on its proposals in June, including online and in-person consultation events. The information displayed at these events can be seen on the project website, including a [recording of the live webinar and Q&A event](#).

As part of the PAC, we have provided a summary of the draft planning application documents below. These documents will be finalised following the PAC process and submitted to Neath Port Talbot Council. We have also summarised the key considerations and where this information can be found on the interactive plan in this section where you can click on the information buttons to find out more.

You can share your feedback and any questions with us by completing the form or using the contact methods provided lower down on this page.



Above: Interactive map displaying key information

Draft application documents

You can **download (!)** and view the draft application documents by clicking on the links below.

[Covering Letter](#) – introduces the application that would be submitted.

[Planning Application Forms](#) – provides high-level detail relating to the site and the proposed development.

[Flood Consequence Assessment](#) – reviews the proposed development to assess against the risk of flooding and demonstrates how this would be managed.

[Outline Drainage Strategy](#) – sets out the strategy to manage surface water drainage on the proposed development site.

[Associated Appendices Pt 1](#)

[Associated Appendices Pt 2](#)

[Illustrative Landscape Strategy](#) – details the landscaping proposed as part of the development.

[Odour Note](#) – sets out the assessments and any required management relating to the odour generated by the development.

[Sustainability and Energy Statement](#) – summarises the sustainability and energy considerations relevant to the development, including matters such as energy efficiency / use.

[Preliminary Waste Management Strategy](#) – summarises the methods of waste storage, presentation, and collection for the proposed development once operational.

[Framework Construction Environmental Management Plan](#) – provides detailed plan for managing construction on site.

[Design and Access Statement](#) – sets out the detailed design of the proposed facility, including visualisations to show how this could look and details of how it will be accessed.

[Transport Assessment](#) – summarises the transport impacts resulting from the development and the management proposed (including access plans).

[Lighting Assessment](#) – details the lighting required for the development.

[Fire Safety Design Review](#) – takes into account the proposed development, its design and construction including the compartmentation strategy and means of escape.

[Arboricultural Baseline Note](#) – considers the potential impact of the proposals on the environment, specifically in relation to trees.

[Archaeology and Heritage Assessment](#) – summarises the assessments that have been undertaken into the archaeology on the site.

[Planning Statement including Draft Planning Obligations](#) – sets out the planning case for the proposed development.

[PDZ \(Crown Wharf\) Phase 1 Desk Study](#) – provides a preliminary land contamination assessment and geotechnical assessment of land at the application site.

[PDZ Exploratory Ground Investigation Report \(Phase 1\)](#) – provides a detailed geotechnical and geoenvironmental assessment of the application site.

[Margam Wharf Phase 1 Report](#) – provides a preliminary land contamination assessment and geotechnical assessment of land at the former Margam Wharf.

[Detailed UXO Risk Assessment](#) – provides a risk assessment of the potential for historic unexploded devices at the application site.

Technical Plans – illustrating the site location, design details of proposed plots and visualisations, plus detail of the existing site. We have grouped the technical plans by theme below.

[Site Location](#)

[Proposed Site and Plot Plans](#)

[Existing Site](#)

[External Surface Finishes](#)

[Ownership Boundary](#)

[EIA Study Area Boundary](#)

[Proposed Site Plan PDZ and Temporary Construction Areas](#)

[Proposed Site Fencing Layout](#)

[Existing Site Sections](#)

[Proposed Site Sections](#)

[Proposed Floor Plans, Elevations and 3D Views](#)

Environmental Statement – report that follows the Environmental Impact Assessment Scoping Report (the summary of this can be seen [here](#)) and provides a description of likely significant environmental effects that the proposed development could cause, as well as any enhancement or proposed mitigation to avoid, reduce or offset environment effects. For ease, we have separated the report by chapter number below together with the associated appendices and figures.

[Contents Page](#)

[Chapter 1: Introduction](#)

[Associated Appendices](#)

[Chapter 2: Approach to EIA](#)

[Associated Appendices](#)

[EIA Scoping Report on Neath Port Talbot Council's Website](#)

[Chapter 3: Site Context](#)

[Chapter 4: Development Specification](#)

[Associated Figures](#)

[Chapter 5: Consideration of Alternatives](#)

[Associated Figures](#)

[Chapter 6: Major Accidents and/or Disasters](#)

[Associated Appendices](#)

[Chapter 7: Terrestrial Ecology](#) (unavailable for PAC, with details being available on submission of the planning application)

[Associated Appendices](#)

[Chapter 8: Landscape and Visual](#)

[Associated Figures - Pt 1](#)

[Associated Figures - Pt 2](#)

[Associated Appendices Pt 1](#)

[Associated Appendices Pt 2](#)

[Associated Appendices Pt 3](#)

[Associated Appendices Pt 4](#)

[Associated Appendices Pt 5](#)

[Associated Appendices Pt 6](#)

[Associated Appendices Pt 7](#)

[Chapter 9: Socio-Economics and Human Health](#)

[Associated Appendices](#)

[Chapter 10: Climate Change](#)

[Chapter 11: Air Quality](#)

[Associated Figures](#)

[Associated Appendices](#)

[Chapter 12: Noise and Vibration](#)

[Associated Figures](#)

[Associated Appendices](#)

[Chapter 13: Marine Ecology](#)

[Associated Figures](#)

[Associated Appendices](#)

[Chapter 14: Assessment of Cumulative Effects](#)

[Associated Figures](#)

[Chapter 15: Summary of ES](#)

[Volume 3 – Environmental Management Plan](#)

[Volume 4 – Non-Technical Summary](#)

Contact us

We invite you to share any questions and feedback with us by using the contact methods below. The formal Pre-Application Consultation period will run from 14 August – 13 September 2023.

E: contact@LanzaDragon.wales

T: Phone our Freephone number 0800 168 8296 and a member of the project team will call you back.

A: Write to LanzaTech Consultation Team, 18 Windsor Place, Cardiff, CF10 3BY

NAME (required)

First Name

Last Name

EMAIL (required)

Postcode (required)

Q1. To what extent do you agree with the following statements? a) I am concerned about the effects of climate change.

☐ Strongly Disagree ☐ Disagree ☐ Neutral ☐ Agree ☐ Strongly Agree

b) Sustainable aviation fuel provides a meaningful solution to reducing aviation emissions.

☐ Strongly Disagree ☐ Disagree ☐ Neutral ☐ Agree ☐ Strongly Agree

c) I support proposals to produce sustainable aviation fuel on this site in Port Talbot.

☐ Strongly Disagree ☐ Disagree ☐ Neutral ☐ Agree ☐ Strongly Agree

Q.2. What are the most important considerations for you in relation to the proposed Alcohol-to-Jet facility? Please tick as many options as you feel are applicable to you

- ☐ Air pollution
☐ Climate change
☐ Ecology and biodiversity
☐ Local traffic
☐ Investing in Port Talbot
☐ Safety of the facility
☐ Creation of high-skilled jobs
☐ Visual impact
☐ Construction process
☐ Programme and timescales for delivery

Other (please specify)

Q.3. Has the information provided on this website changed your views? Are you:

Appendix 3: Postcard

Project Dragon: LanzaTech plans to produce sustainable aviation fuel in Port Talbot

LanzaTech

LanzaTech is planning to build pioneering carbon recycling facilities to convert industrial emissions into sustainable aviation fuel. This project will:



Reduce emissions from industry and flying



Enable Neath Port Talbot to play a leading role in creating carbon reduction industries



Create high skilled jobs that are critical to delivering the UK's net zero economy and tackling the climate emergency

LanzaTech is preparing a full planning application for a commercial scale "Alcohol-to-Jet" facility, which would transform ethanol into sustainable aviation fuel that will replace 1% of the fossil fuels used in planes in the UK today. Further information on how you can learn more about the project and share your feedback with us is included overleaf and on our project website at www.LanzaDragon.wales



Approximate Location for the Alcohol-to-Jet facility

Scan here for
more information
about the proposals



Find out more and share your feedback:

Join a live webinar and Q&A event

- Between 6 - 7:30pm on Thursday 15th June. Register to attend on our project website.

Drop-in at one of our community events on:

Monday 19th June

- Between 11:30am - 2:30pm at Taibach Community Centre (SA13 1NA)
- Between 5 - 7:30pm at Blanco's Hotel (SA12 6NT)

Tuesday 20th June

- Between 3 - 5:30pm at St. Paul's Centre (SA12 6DQ)



Further information can be seen on www.LanzaDragon.wales, where you can also register to receive updates. You can also contact us on:



Email **contact@LanzaDragon.wales**



Phone **0808 168 8296** and a member of the project team will get back to you



Write to **LanzaTech Consultation Team, 18 Windsor Place, Cardiff, CF10 3BY**

Scan here for
more information
about the proposals



Appendix 4: Social media adverts



Turley

18,245 followers

Promoted

Find out more as LanzaTech launches the next phase of consultation on its plans to produce sustainable aviation fuel in Port Talbot.

If approved, the facility would produce about 100 million litres of sustainable aviation fuel per year, creating over 150 full-time jobs, including 85 jobs on-site alongside further employment in the supply chain.

Share your feedback at www.lanzadragon.wales/pac-process.



Consultation now open

lanzadragon.wales

[Learn more](#)

[Learn more](#)

Proposed sustainable aviation fuel facility –
consultation now open

Find out more as LanzaTech launches the next phase
of consultation on its plans to produce sustainable
aviation fuel in Port Talbot.

If approved, the facility would produce around 10% of
the sustainable aviation fuel that the UK plans to use
by 2030. When compared with conventional jet fuel,
sustainable aviation fuel reduces the production of
greenhouse gases by more than 70%.

Share your feedback at

www.lanzadragon.wales/pac-process



**Turley Strategic
Communications**

Sponsored · 



Find out more as LanzaTech launches the next phase of consultation on its plans to produce sustainable aviation fuel in Port Talbot.

If approved, the facility would produce around 10% of the sustainable aviation fuel that the UK plans to use by 2030. When compared with conventional jet fuel, sustainable aviation fuel reduces the production of greenhouse gases by more than 70%.

Share your feedback at

www.lanzadragon.wales/pac-process.



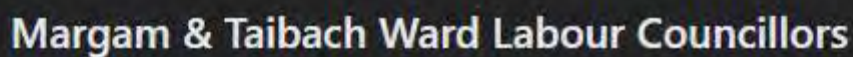
Approximate
the Alcohol

**Consultation
now open**

Learn more

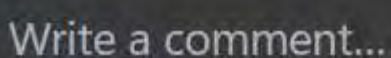
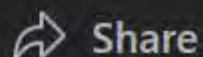
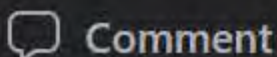
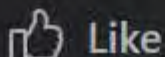
**Proposed
sustainable**

Appendix 5: Social media shares



In-person community events detailed in the picture.

1 ➔





David Rees Member of the Senedd for Aberavon

15 June at 13:00 · 🌐

...

LanzaTech are consulting on a proposal to develop a carbon recycling facility within Port Talbot which will convert industrial emissions into sustainable aviation fuel. If successful, this facility will support reducing emissions from our industries, through aviation and bring high-skilled jobs to Port Talbot.

Neath Port Talbot residents are encouraged to find out more and share feedback locally with LanzaTech, through a live webinar/Q&A session and also in a series of community drop-ins.

✈️ Online webinar, Thursday 15th June between 6pm-7.30pm – To register for this webinar, please follow the link here.

https://us02web.zoom.us/j/7reg.../WN_H1HyfyRuSnyEDRU0kuHCfg

Please note: A recording of the webinar will be available online from 16th June, via www.lanzadragon.wales

✈️ Taibach Community Centre (SA13 1NA), Monday 19th June between 11:30am-2.30pm

✈️ Blanco's Hotel (SA12 6NT), Monday 19th June between 5pm-7.30pm

✈️ St. Paul's Centre (SA12 6DQ), Tuesday 20th June between 2pm-5.30pm

Project Dragon: LanzaTech plans to produce sustainable aviation fuel in Port Talbot

LanzaTech

LanzaTech is planning to build pioneering carbon recycling facilities to convert industrial emissions into sustainable aviation fuel. This project will:



Reduce emissions from industry and flying



Enable Neath Port Talbot to play a leading role in creating carbon reduction industries



Create high skilled jobs that are critical to delivering the UK's net zero economy and tackling the climate emergency

LanzaTech is preparing a full planning application for a commercial scale "Alcohol-to-Jet" facility, which would transform ethanol into sustainable aviation fuel that will replace 1% of the fossil fuels used in planes in the UK today. Further information on how you can learn more about the project and share your feedback with us is included overleaf and on our project website at www.LanzaDragon.wales



Scan here for
more information
about the proposals





Jayne Coleman Lac

6d · 🌐

Find out more and share your feedback:

Join the webinar and Q&A event

evening - 7.30pm on Thursday 29th June. Register
found on our project website.

Be at one of our community events on:

10th June

evening 10.30pm - 2.30pm at Talbot Community Centre
(£2.50)

evening 11 - 2.30pm at Beacon-Hero S&A £400

15th June

evening 11 - 6.30pm at St Marys Centre £400 £600



For more information visit the website www.LanzaDragon.com, email neathporttalbot@lanza.com or register a business opportunity
at info@lanza.com

Or call contact LanzaDragon

Phone: 0900 566 6156 (cost a number
of the project team will get back to you)

Write to LanzaTech Consultation Team,
18 Windsor Place, Cardiff, CF10 3DF

Scan here for
more information
about the proposal



Project Dragon: LanzaTech plans to produce LanzaTech sustainable aviation fuel in Port Talbot

LanzaTech is planning to build plant using carbon
capturing technology to convert industrial emissions
into sustainable aviation fuel. This project will:

Reduce emissions from industry and flying

**Enable Neath Port Talbot to play a leading
role in creating carbon reduction industries**

**Create high skilled jobs that are critical to
delivering the UK's net zero economy and
tackling the climate emergency**

LanzaTech is producing a full planning application for
a new scale "Alcohol-to-Jet" facility, which would
convert industrial emissions into sustainable aviation fuel that will
be used by the local fleet, used in planes in the UK, and
exported. LanzaTech will also be able to take more about this
and share your feedback with us in included council
and project website at www.lanza.com



Approximate Location for
the Alcohol-to-Jet facility

Scan here for
more information
about the proposal



Neath Port Talbot Council

12 June at 19:10 · 🌐

Want to find out more about the plans to produce sustainable
aviation fuel in Port Talbot?

Register for the Zoom webinar being held this Thursday 15th June,
6p... [See more](#)



Margam & Taibach Ward Labour Councillors

12 June at 21:17 · 🌐



Register for the online webinar or drop in to one of the sessions detailed below

Find out more and share your feedback on this webinar and Q&A event!

Webinar: 7.30pm on Thursday 19th June. Register on our linked website.

Drop in at one of our community events on:

July 15th June
Evening 6.30pm - 8.30pm at Talbot Community Centre (11-14th)

July 15th June
Evening 7.30pm at Neath Port Talbot (S&A 800)

July 20th June
Evening 7.30pm at St. Philip's Church (S&A 800)

For a full list of dates go to www.LanzaTech-neath-port-talbot.com you can also request to receive updates by email contact@lanza-tech.co.uk

Or email contact@LanzaDragon.co.uk

Phone: 0300 908 8236 and a member of the project team will get back to you.

Write to LanzaTech Consultation Team, 18 Woodrow House, Cardiff, CF10 2BN

Scan here for more information about the proposal



Project Dragon: LanzaTech plans to produce sustainable aviation fuel in Port Talbot

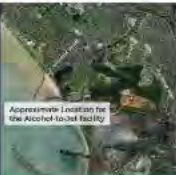
LanzaTech is planning to build pioneering carbon-capturing facilities to convert industrial emissions into sustainable aviation fuel. This project will:

- Reduce emissions from industry and flying
- Enable Neath Port Talbot to play a leading role in creating carbon reduction industries
- Create high skilled jobs that are critical to delivering the UK's net zero economy and tackling the climate emergency

Neath is producing a full planning application for a new purpose-built "Acetone-to-jet" facility, which would be linked into existing infrastructure and the network of the fossil fuels used in planes in the UK today. Information on how you can have more about the project and how your feedback will be used is linked and available on our project website at www.dragonproject.co.uk

Approximate Location for the Alcohol-to-Jet facility

Search here for more information about the project





Neath Port Talbot Council

12 June at 19:10 · 🌐

Want to find out more about the plans to produce sustainable aviation fuel in Port Talbot?

Register for the Zoom webinar being held this Thursday 15th June, 6p... [See more](#)