

Your ref 21/0559/OUT/ P2021/0327
Our ref 264904-00
File ref 4-50

ARUP

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Dear Neil

Outline planning application (with all matters reserved) for the development of a Global Centre of Rail Excellence on land at and surrounding the Nant Helen Surface Mine and the Onllwyn Washery and Distribution Centre.

**Powys County Council Planning Application Reference: 21/0559/OUT
Neath Port Talbot County Borough Council Application Reference: P2021/0327**

I am writing in respect of the above referenced outline planning applications. Following, consultation with NRW and other statutory consultees we wanted to inform you that we have formally submitted the following updated environmental information in respect of the applications:

- ES Chapter 7 – Biodiversity
- ES Chapter 14 – Air Quality

As a result of amendments to the above, it has also been necessary to submit revised versions of the following drawings associated with the application:

- Figure 1.6A -Illustrative Masterplan
- Figure 1.6B – Illustrative Masterplan
- ES Figure 7.9 – Habitat Mitigation and Enhancement.

In addition, all ES Chapter 7 appendices (7A- 7X) have been resubmitted. This, in part reflects changes to habitat calculation figures, but also updates to the appendices to include 2 no. further appendices which were not included at the point of submission, namely Appendix 7A (Sources of Baseline) and Appendix 7B (Existing Baseline).

The updated documents address your written comments in response to consultation on the application, which we received on 30th April 2021. This also follows subsequent discussions on these comments with NRW. For completeness, we have summarised the consultation carried out in the table below.

Table 1: Summary of Arup/NRW post-submission engagement

Action	Date	Outcome
NRW written comments in relation to applications 21/0559/OUT and P2021/0327	30 April 2021	NRW issue a written response to statutory consultation on the planning application. Specifically the following was requested: 1 – amended plans to ensure alignment with previously consented application 20/0738/FUL 2- submission of revised Air Quality ES chapter to include justification of the chosen meteorological data on which the modelling was based upon (Rhoose).
Arup response to NRW written comments	25 May 2021	Arup issued a written response to NRW clarifying general points raised and amending all relevant plans (Figure 1.6A, Figure 1.6B and ES Figure 7.9) in line with the established principles of habitat mitigation/ enhancements agreed under consented application 20/0738/FUL. Within the written response, Arup provided a justification provided for the use of Rhoose meteorological data site (met site) within an Air Quality Technical Note issued 25 May 2021. Agreement was sought from NRW prior to any amendments to ES Chapter 14.
Meeting held between Arup Project Team and NRW representatives	7 June 2021	A meeting was held between the Arup Project Team and NRW representatives on 7 June 2021 specifically to discuss the Air Quality information submitted. NRW confirmed that they had concerns about potential air quality impacts on designated sites in proximity of the proposed development, specifically the SSSI. During this meeting Arup explained that the Air Quality assessment (ES Chapter 14) was based on a ‘worst case scenario’ using heavy diesel locomotives (Class 43 (IC125)) which are now being removed from circulation. It was agreed that given the removal of these trains from operation which occurred post completion of the ES further modelling could be undertaken by Arup air quality specialists to present a more realistic ‘worst case scenario’ in terms of potential air quality impacts. This was justified on the basis that the GCRE will be a centre for new technologies and would be highly unlikely to test Class 43 or similar locomotives. It was agreed that this may also resolve issues in relation to met site.
Follow-up meeting between Arup air quality specialists and NRW	18 June 2021	A meeting was held between Arup air quality specialists and NRW to present updated model findings based on revised information (as above). Arup clarified questions regarding differences between results reported in the Revised Emissions Technical Note and the report ES chapter. Arup explained this is because the contributing baseline results had been revised and this made the results look slightly higher than the ES. However this did not change the process contribution or the contribution due the Proposed Development therefore it did not change how the results compare to the Critical Load. Arup confirmed that the revised emissions scenario for the worst case Sennybridge met data now shows smaller changes in deposition rates than the original ES and that this demonstrated an important direction of travel with regards to the type of locomotives that will be tested at GCRE.
Email correspondence from NRW	21 June 2021	Correspondence received from NRW following internal review of the revised air quality monitoring data stating that the revised modelling data served to address concerns raised in relation to air quality impacts and Arup has updated the ES Chapter accordingly to present the new data.

In light of the above engagement, we have been able to address your concerns in relation to the potential impact of GCRE on designated ecological sites through the updated assessments and associated documentation.

Thank you for your time in consulting further with us on this application and we hope the above provides a useful summary of our discussions.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'D. Brown', with a long, sweeping horizontal stroke underneath.

David Brown
Associate Planner