

Ioanna Gegisian

From: Lewis, Craig <craLewis@valeofglamorgan.gov.uk>
Sent: 19 September 2019 13:56
To: Ioanna Gegisian
Cc: Dickinson, Daniella; Matt Faulkner; Lucy Boulton; Edward Bright; Graeme Blacklock
Subject: RE: Celsa Asphalt Batching Plant - Air Quality Consultation

Hi Ioanna,

To confirm, please utilise a 2018 baseline year understanding.

DT for verification purposes;

DT148
DT49
DT147
DT149
DT159
DT195- 6m to Kerb, Height 1.5m
DT197- 6.5m to kerb, Height 1.5m

Regards,

Craig



Craig Lewis | Specialist Services Officer (Specialist Enterprise Services)

Shared Regulatory Services / Gwasanaethau Rheoliadol a Rennir

Bridgend, Cardiff and the Vale of Glamorgan

Pen-y-bont ar Ogwr, Caerdydd ar Bro Morgannwg

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ACG AWARDS FOR EXCELLENCE DEPARTMENTAL AWARD WINNER 2018

From: Ioanna Gegisian <lgegisian@slrconsulting.com>

Sent: 13 September 2019 16:50

To: Lewis, Craig <cralewis@valeofglamorgan.gov.uk>

Cc: Dickinson, Daniella <Daniella.Dickinson@cardiff.gov.uk>; Matt Faulkner <mfaulkner@slrconsulting.com>; Lucy Boulton <lboulton@slrconsulting.com>; Edward Bright <ebright@slrconsulting.com>; Graeme Blacklock <gblacklock@slrconsulting.com>

Subject: RE: Celsa Asphalt Batching Plant - Air Quality Consultation

Hi Craig,

I believe you tried to call me last week whilst I was on leave. I tried to call today and I have left you a message. I have received your comments on the air quality assessment and I am in the process of setting up the roads model to assess impacts over the Estuary. My main query is around the verification approach for the roads model, considering we are only modelling one road (Rover Way). There are limited diffusion tubes in the vicinity of the site (DT169). I have reviewed the DfT website to identify roads with diffusion tubes where traffic data are available. I have found the following tubes:

- DT159/107
- DT85
- DT164

None of these tubes, including DT169, are ideal. If you can let me know your thought or preferences on the verification approach that would be great. Note I am out of the office until Thursday 19th September.

Regards

Ioanna

From: Lewis, Craig <cralewis@valeofglamorgan.gov.uk>

Sent: 29 May 2019 12:45

To: Ioanna Gegisian <lgegisian@slrconsulting.com>

Cc: Dickinson, Daniella <Daniella.Dickinson@cardiff.gov.uk>

Subject: RE: Celsa Asphalt Batching Plant - Air Quality Consultation

Hi Ioanna,

Sorry for the delay in my response.

Thank you for providing a detailed summary of proposed works. As per our discussion I can confirm acceptance of the proposed works and amendments suggested.

Please find attached the 2018 NO2 datasets. I have also attached the 2018 APR for you to gather site details for the diffusion tube sites.

Regards,

Craig



Craig Lewis | Specialist Services Officer (Specialist Enterprise Services)

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From: Ioanna Gegisian <lgegisian@slrconsulting.com>

Sent: 22 May 2019 15:28

To: Lewis, Craig <crlewis@valeofglamorgan.gov.uk>

Subject: Celsa Asphalt Batching Plant - Air Quality Consultation

Hi Craig,

Following from our chat earlier I have summarised below our revised methodology for the *operational phase* of the air quality assessment in light of more up to date project information. Note that the scope and methodology for the construction phase remains unchanged from what was included in the Scoping Report. I would be grateful if you could confirm that you are happy with the approach and provide, if available, the 2018 diffusion tube monitoring data.

Stack emissions:

The proposed development is not associated with emissions of nitrogen oxides. The main stack at the Asphalt Plant is associated with emissions of particulate matter generated by the drying process. The assessment will follow the

Environment Agency online guidance (referenced in NRW Scoping response) '*Air emissions risk assessment for your environmental permit*' (the AERA guidance). The AERA guidance requires assessment of potential short-term and long-term impacts on both human and ecological receptors (such as SSSIs within 2km and SACs/SPAs within 10km). Impacts will be assessed against relevant Environmental Assessment Levels (EALs) for the protection of human health and against Critical Loads (CLo) and Critical Levels (CLe) for the protection of vegetation and ecosystems.

The assessment of emissions from the site would be undertaken using the staged approach as defined in the AERA guidance, i.e. a screening assessment (known as Stage 1 and 2) to identify those emissions that can be considered insignificant and the requirement (if any) for detailed dispersion modelling. The assessment would entail:

- a review of air quality standards and guidelines of relevance to the additional emission sources;
- a review of the existing air quality in the area on the basis of monitoring data obtained from the local authority and other national networks (no site-specific monitoring is proposed);
- derivation of emission source term for the emissions sources based upon 'manufacturer standard', published emissions factors and any available test data
- followed if necessary by detailed dispersion modelling of the emissions;
- assessment of predicted ground level impacts against Environmental Assessment Levels (EALs); and
- comparison of predicted ground level concentrations and deposition with critical levels and critical loads for protection of sensitive ecological receptors.

Odour

The assessment will be undertaken qualitatively on the basis of the source-pathway-receptor conceptual model following IAQM '*Guidance on the assessment of odour for planning*', i.e. the magnitude of odour emissions will be qualitatively assessed, and the potential dispersion considered on the basis of prevailing meteorological conditions, combined with the sensitivity of receptors address the likely magnitude of impact and significance of effect.

Traffic Emissions

The operational phase will generate additional High Duty Vehicles (HDVs) movements on the local road network. These additional trips have the potential to impact ground level pollutant concentrations at existing receptor locations. However the anticipated trips (maximum of 44 two way trips on individual road links) are low and they will be screened out using the IAQM indicative criteria.

Dust Emissions

The assessment will reference to IAQM '*Guidance on the assessment of dust from construction and demolition*' inline with NRW Scoping response.

Fugitive releases of dust will be assessed using a qualitative approach by consideration of the following:

- the nature, scale and duration of activities undertaken on site in order to determine the potential magnitude of releases;
- the land uses and location of receptors in the surrounding area;
- the local climate and meteorology; and
- existing dust control measures and their effectiveness.

Subsequently, recommendations for any further mitigation measures on site will be undertaken and the residual impacts following the implementation of such measures re-assessed.

Kind regards

Ioanna



Ioanna Gegisian

Associate - Air Quality

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