

**Planning Statement
& Transport Statement**

Installation of Portable Concrete manufacturing plant

**Derwen Plant,
Neath Abbey Wharf,
Neath Abbey,
Skewen,
Neath
SA10 6BL**

Sept 2026 Rev A

PHONE

MOB PHONE

EMAIL

- 1.0 This application seek consent for the retention and completion of a mobile concrete manufacturing plant. The site has an area of 953m². The Plant is freestanding and can be installed or disassembled and moved less than 8 hours. The machinery consists of a sealed hopper which contains dry concrete, three open hoppers which contain sand and two different sizes of aggregate, a mixing vessel and the conveyor to deposit the mixed dry or semi dry cement a vehicle.
- 1.1 The plant can produce up to 1m³ at time and has a maximum output of 39 m³ per hour. It is anticipated that output will be 10-20m³ per day.
- 1.2. Aggregates will be sourced from within the site and cement will be imported approximately once a week.
- 1.3 The plant will provide dry or semi-dry concrete on a self-service, drive through basis as well as for operations within the site.
- 1.4 **Staff** – Initially the plant will be operated by existing staff, it is hoped that one additional member of staff will be required after about 6-12 months
- 1.5 **Hours of operation** - Monday – Saturday - 07:00-17:00
- 2.0 Principle of the development**
- 2.1 The proposal is within an existing industrial site and as such is in principal acceptable.
- 3.0 Visual Impact**
- 3.1 The proposal will be unseen from the public realm and as such will not have a detrimental effect on the character and appearance of the area.

4.1 Highway Safety

- 4.2 As indicated previously the plant can produce up to 1m³ at time and has a maximum output of 39 m³ per hour. It is anticipated that output will be 10-20m³ per day.
- 4.3 The facility will use materials (sand and gravel) that are already processed and on the site therefore deliveries will only relate to dry cement.
- 4.4 Dry cement will be delivered approximately once a week. The supporting plans demonstrate safe maneuver for a delivery vehicle up to 44 tonnes.
- 4.5 The site currently operates as a waste recycling centre and vehicle movements are often linked journeys.
- 4.6 Currently local builders will drop waste within the recycling centre and collect clean sand or aggregates. It is hoped that these linked movements will occur with the proposed development.
- 4.7 It is anticipated that the plant will produce 10-20m³ per day. This, in the absence of linked journeys, will generate 20 (In/Out) additional vehicle movements per day.
- 4.8 Collections are likely to be in 1.5 tonne tippers however, the supporting plans demonstrate safe maneuver for vehicles up to 16 tonnes.
- 4.9 Initially the plant will be operated by existing staff, it is hoped that one additional member of staff will be required after about 6-12 months. Should additional staff be required then the one additional car parking space can be provided within the existing car park
- 4.10 The proposed facility will generate up to 20 additional vehicle movement per day. The supporting documents demonstrate safe maneuvering within demarked areas and any additional car park in demand can be provided within the existing

car park. As such the development will not have a detrimental effect on highway and pedestrian safety.

4.11 On the 22nd June 2026 the applicant received the following highway comments.

*1. The submitted Transport Statement provides only limited information regarding baseline traffic movements against which the proposed 20 two-way vehicle movements per day can be assessed. In addition, the document does not include any assessment of peak period traffic conditions (AM and PM). **Response below***

*2. Whilst a detailed TRICS-based assessment or full junction capacity modelling is not considered necessary in this instance, the Highway Authority would expect the submission of this basic information in order to adequately understand the likely impact of the development on the local highway network. **Response below***

*3. The proposed parking arrangement has been submitted however further information needs to be submitted showing the existing parking arrangement to compare and the amount of people parking in the spaces currently compared to the additional trips and 1 extra person associated to the portable concrete manufacturing plant. **See Plan 1165 - 000- G (Rev A)***

*4. The site will be accessible to the general public; therefore, the layout must ensure safe movement for pedestrians and vehicles. Clear signage should be provided, and pedestrian walkways must be distinctly marked and separated from operational areas and plant equipment **See Plan 1165 - 000- H***

4.12 **Response to Highway Authority Comments**

4.13 The site operates 24 hours a day and therefore a traffic survey was undertaken at the site on using a fixed video camera mounted within the site looking out to the access for a 24 hours period commencing on the 24th June 2026. The recorded vehicles were counted and the data set out in Appendix 1.

- 4.14 Total vehicle movements for the 24 hr. period were 1701 with peak flows at 08:00-09:00 (208 movements) and 17:00-18:00 (189 movements)
- 4.15 The proposed development will therefore introduce a maximum of 20 additional movements per day, which is an increase of 1.175%.
- 4.16 It is submitted that the negligible increase movements will not have a detrimental effect on highway.

5.0 Noise

- 5.1 The proposed development is within an existing industrial area. The nearest dwelling is at Cardonnel Road 228m to the west across the busy A465 and a railway track. The submitted noise model report by *Hunter Acoustics 7942/NIA1* dated 29/4/2026 confirms that the proposed plant will not be audible above existing machinery within the site. As such it is submitted that the proposal will not give rise to any unacceptable noise.

6.0 Drainage

- 6.1 The proposal will be located on a drained hard surface. All surface water within the site will be captured by an integrated grey water system. See Drainage Strategy 11165DS – TEPL Ltd (*Previous drainage statements to be superseded*)

7.0 Flooding

- 7.1 The site is not within a flood zone as it is 3m above the adjacent canal.

8.0 Contamination

- 8.1 The plant is surface mounted on a concrete pad as such there are no ground penetrating works.

- 8.2 The plant will use both a cement retardant and plasterizer. They will be held within 45l sealed drums and will be dispensed into the mix automatically. Additional supplies will be kept with a bunded store in adjacent buildings.
- 8.3 The proposed development is located within an existing waste transfer station. Rejected concrete will be taken to the existing transfer station for recycling.

APPENDIX 1

Traffic Survey for Derwen Plant Ltd
All vehicles entering and leaving Site

Totals			
	ARRIVALS	DEPARTUR	TOTALS
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	13	13
04:00-05:00	0	12	12
05:00-06:00	27	25	52
06:00-07:00	84	20	104
07:00-08:00	102	16	118
08:00-09:00	176	32	208
09:00-10:00	69	29	98
10:00-11:00	57	42	99
11:00-12:00	36	42	78
12:00-13:00	42	60	102
13:00-14:00	43	52	95
14:00-15:00	33	49	82
15:00-16:00	27	63	90
16:00-17:00	26	130	156
17:00-18:00	57	132	189
18:00-19:00	34	61	95
19:00-20:00	28	26	54
20:00-21:00	10	46	56
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily Trips:	851	850	1701

