

**Proposed construction of asphalt plant
with associated infrastructure works on land at
Former Edwards Works
Llandarcy
Neath Port Talbot**

Applicant: G D Harries and Sons Ltd

Project no: T20.170

Document ref no: T20.170.TS.D1

Document issue date: 30th September 2021

Project name: Edwards Works

Offices at:

Unit 9, Oak Tree Court
Mulberry Drive,
Cardiff Gate Business Park,
Cardiff, CF23 8RS
Tel: 029 2073 2652

Suite D, 1st Floor,
220 High Street,
Swansea,
SA1 1NW
Tel: 01792 480535

CONTENTS

1.0	Introduction	1
2.0	Existing situation	3
3.0	Development proposals	10
4.0	Transport Characteristics	12
5.0	Potential impact	15
6.0	Conclusion	16

Figures

Figure 2.1	Site location & local highway network
Figure 2.2	Local cycle network
Figure 2.3	Personal Injury Collision (PIC) plot

Appendices

Appendix A	Pre-App Comments
Appendix B	Collision Data
Appendix C	Site layout
Appendix D	4.5m x 45m Visibility Splays

1.0 INTRODUCTION

1.1 Background

- 1.1.1 Asbri Transport Ltd have been instructed by G D Harries and Sons Ltd to produce a Transport Statement in support of a planning application for the proposed construction and operation of an asphalt plant. The plant is to be located on brownfield land located on the site of the former Edwards works, Llandarcy in the Borough of Neath Port Talbot.
- 1.1.2 The site is located immediately west of the M4 Motorway and to the east of the Tennant Canal. The site is accessed via an unnamed road which forms a priority junction with the B4290.
- 1.1.3 The asphalt plant would be serving the local contracting companies and also providing material to Gerald D Harries & Sons Ltd (GDH) own asphalt contracting division, who provide asphalt laying services to the local government authorities framework schemes and the general market.
- 1.1.4 The target market area is a 40 miles radius of the facility, with aggregates imported from either existing quarries in South Wales or via local independent producers, this to be stored in aggregate storage bays at the site.
- 1.1.5 A site visit has been made to inform and assist with the preparation of this Transport Statement.

1.2 Pre-App Response

- 1.2.1 A pre-application submission was made to the planning officers of the local authority on 9th April 2021. The highways comments received in response to the TS submitted as part of the pre-app are detailed at **Appendix A**. This Transport Statement (Revision A) looks to address the highways comments received from the pre-application advice.

1.3 Purpose of the report

- 1.3.1 The purpose of this report is to detail the likely transport characteristics of the proposed development and to identify the volume of traffic that may result should the proposed development be permitted.

1.4 Structure of the report

1.4.1 Following this introductory section, the report is structured as follows:

- **Section 2** details the existing situation and outlines existing highway safety within the vicinity of the site;
- **Section 3** outlines the development proposals;
- **Section 4** considers the likely travel demand generated by the proposed development; and,
- **Section 5** provides the conclusions of the report.

2.0 EXISTING SITUATION

2.1 Introduction

2.1.1 In order to assess the movement implications of the proposed development, it is necessary to establish the conditions that exist within the surrounding transport network. This section of the report therefore describes the existing transport network within the vicinity of the site.

2.2 Site location

2.2.1 The application site is located to the south of Llandarcy, approximately 3.7km to the south-west of Neath town centre on land formerly occupied by the Edwards Works. The city of Swansea is located approximately 6km to the west of the application site.

2.2.2 Access is currently gained off an unnamed road which provides access to a number of industrial, storage and distribution land uses. This road forms the minor arm of a priority junction with the B4290 distributer road.

2.2.3 The B4290 routes through Jersey Marine village a small settlement located 1.4km to the south of the application site. It links junction 43 of the M4 motorway to the north with the A483 Fabian Way to the south of the application site. The B4290, Fabian Way and the surrounding highway network are described in greater detail below.

2.2.4 The location of the development and local highway network are outlined in **Figure 2.1**.

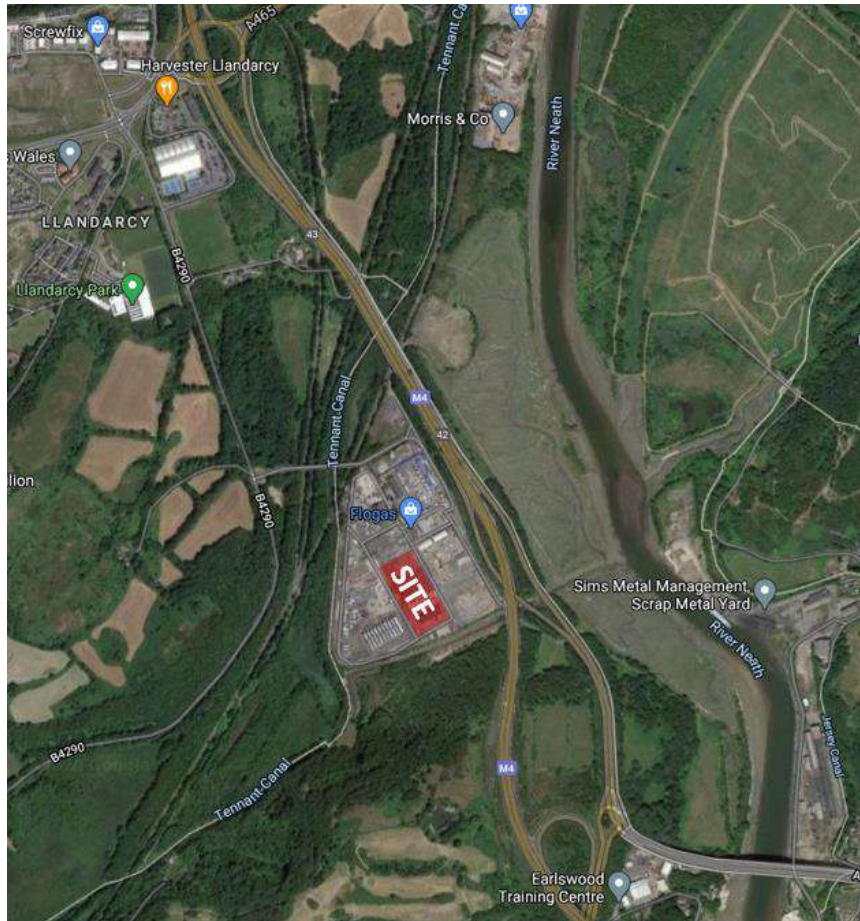


Figure 2.1: Site location

2.3 Pedestrians and Cyclists

- 2.3.1 There is footway provision on the eastern side only of the B4290 once north of the site access junction but there is no footway provision to the south of the site access junction. It is anticipated that a large number of pedestrian trips both to and from the site are unlikely.
- 2.3.2 The Tennant Canal also runs to the east of the site in a north-south direction, providing an off-road pedestrian link to Port Tennant to the south west and Neath to the north east. It runs for approximately 12.8km.
- 2.3.3 National Cycle Network (NCN) route 4 is located approximately 2.6 km to the south of the site. National cycle routes within vicinity of the site can be seen in **Figure 2.2**.
- 2.3.4 NCN Route 4 stretches east to west from London to Fishguard and spans for some 697.8 kilometres. Locally, Route 4 provides access to Swansea City Centre to the west and Port Talbot to the east.

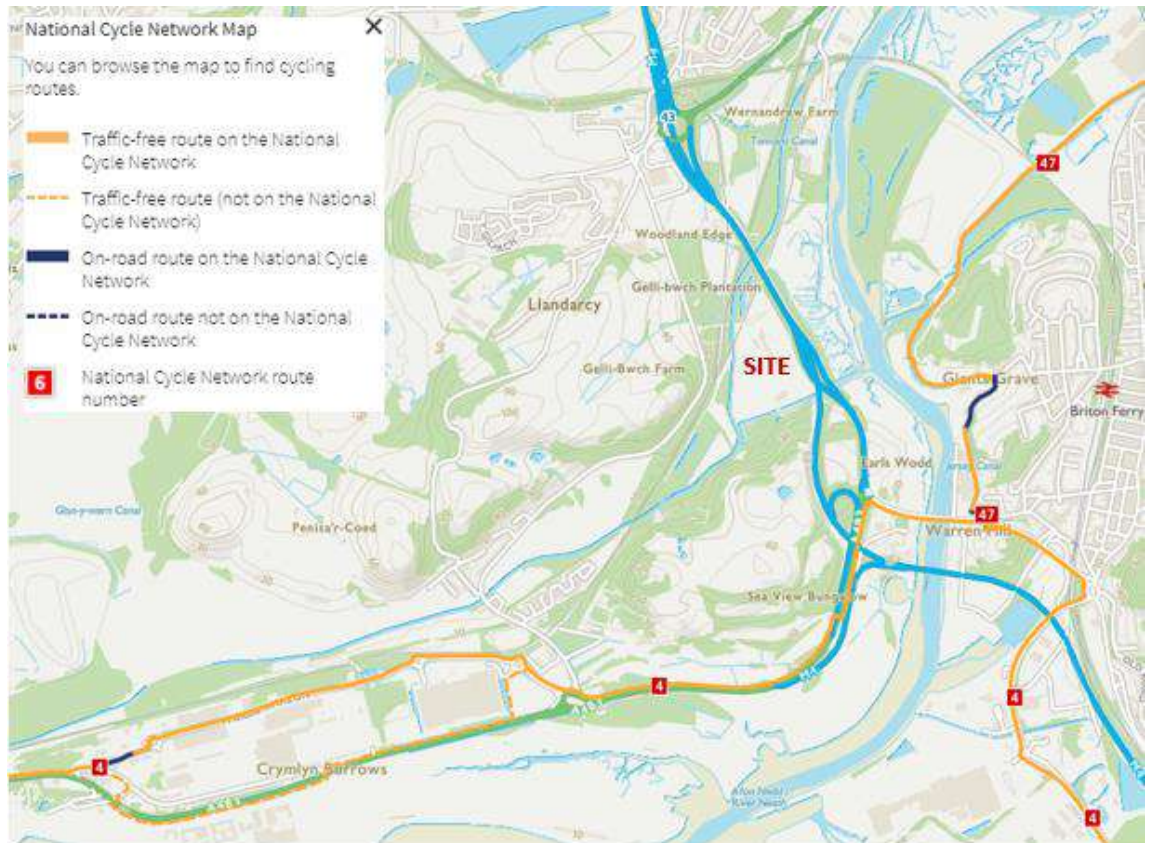


Figure 2.2: Local cycle network

2.4 Local highway network

B4290

2.4.1 The B4290 is a single carriageway distributor road that links Junction 43 of the M4 motorway to the north with the A483, Fabian Way to the south. There is a traffic-signal controlled junction at its northern end that also provides access to the Coed Darcy strategic development and it intersects with the A483 Fabian Way by way of a large traffic signal controlled roundabout junction. It passes through the village of Jersey Marine that is located approximately 1km north of Fabian Way.

2.4.2 Speed limits vary on the B4290 from 30mph to 50 mph. A speed limit of 30mph is present as the road passes through the settlements of Jersey Marine and Llandarcy. In the vicinity of the site access the road is subject to a posted speed limit of 40mph, and a 50mph speed limit is entered when accessing Fabian Way at the southern end of the B4290.

- 2.4.3 HGVs in excess of 7.5 tonne gross vehicle weight are prohibited from travelling through Jersey Marine and there are highway signs alerting HGV drivers to this restriction present in both Llandarcy and near the signalised roundabout junction with the A483.
- 2.4.4 As has been described footway provision in the immediate vicinity of the site access junction but there are footways present in Jersey Marine village and in Llandarcy. There are traffic calming measures present in Jersey Marine and these include carriageway throttling with priority to one-way traffic at both the northern and southern peripheries of the settlement. In addition, there are a number of traffic islands and hatched central carriageway markings.

Fabian Way (A483)

- 2.4.5 Fabian Way is a principal traffic route and a key arterial approach route from M4 Junction 42 into Swansea city centre and is classified as the A483. The corridor has an east-west alignment, running parallel to the coast and stretches for approximately 7km. It links junction 42 of the M4 motorway and the towns of Neath and Port Talbot with Swansea City Centre.
- 2.4.6 Fabian Way is a dual carriageway with two lanes in each direction along its length. Footways and street lighting are present on both sides of the carriageway and Shared use pedestrian and cycle routes are present on the northern side of the carriageway. Signal controlled pedestrian and cyclist crossing provision is present at several locations along Fabian Way.
- 2.4.7 The speed limit along Fabian Way is 30mph between Swansea city centre and Port Tennant, after which it increases to 40mph and then 50mph until the Jersey Marine roundabout. Between Jersey Marine and Junction 42 of the M4, the road is subject to the national speed limit.
- 2.4.8 Over recent years there has been a significant level of development along the Fabian way corridor and this includes Swansea University's Bay campus and an Amazon regional distribution centre. Further development is planned for the Fabian way corridor.

2.5 Public Transport

2.5.1 The bus stop is located approximately 715m to the north west of site along the B4290 within the immediate vicinity of the site access.

2.5.2 **Table 2.1** below displays the number and frequency of bus services at the identified stops.

Route No.	Destination	First/Last	Frequency	
			Mon-Sat	Sun
38	Neath	08:42/18:12	Hourly	Hourly
	Swansea	07:52/17:26	Hourly	Hourly
X7	Glynneath	07:57/18:58	Hourly	No service
	Swansea	07:17/18:08	Hourly	No service
T6	Brecon	19:29/20:29	Hourly	09:19-17:19 bi hourly
	Swansea	18:42/19:50	Hourly	10:45-18:45 bi hourly
X75	Merthyr Tydfil	10:14/17:44	3 services daily	3 services daily

Table 2.1 – Bus Timetable

2.5.3 As identified above, there are hourly services which link the area to the wider region of Swansea and South Wales.

Rail Services

2.5.4 There is no train station within immediate vicinity of the site. The closest station is located in Neath town centre approximately 3.55 km north-east from of the site ‘as the crow flies.’

2.5.5 Swansea Railway Station is located approximately 6.5km to the west of the application site ‘as the crow flies.’

2.5.6 Both Neath and Swansea railway stations provide frequent inter-city services to Cardiff, Newport and on to Bristol Parkway, Reading and London Paddington. Trains also run along the West Wales line which connect with Carmarthen, Pembroke Dock and Milford Haven.

2.6 Highway safety

2.6.1 Personal Injury Collision (PIC) data was obtained from www.crashmap.co.uk for the most recent five-year period (2015-2019) available.

2.6.2 The plot of the collision locations is shown **Figure 2.3** and a summary is presented in **Table 2.3** below.

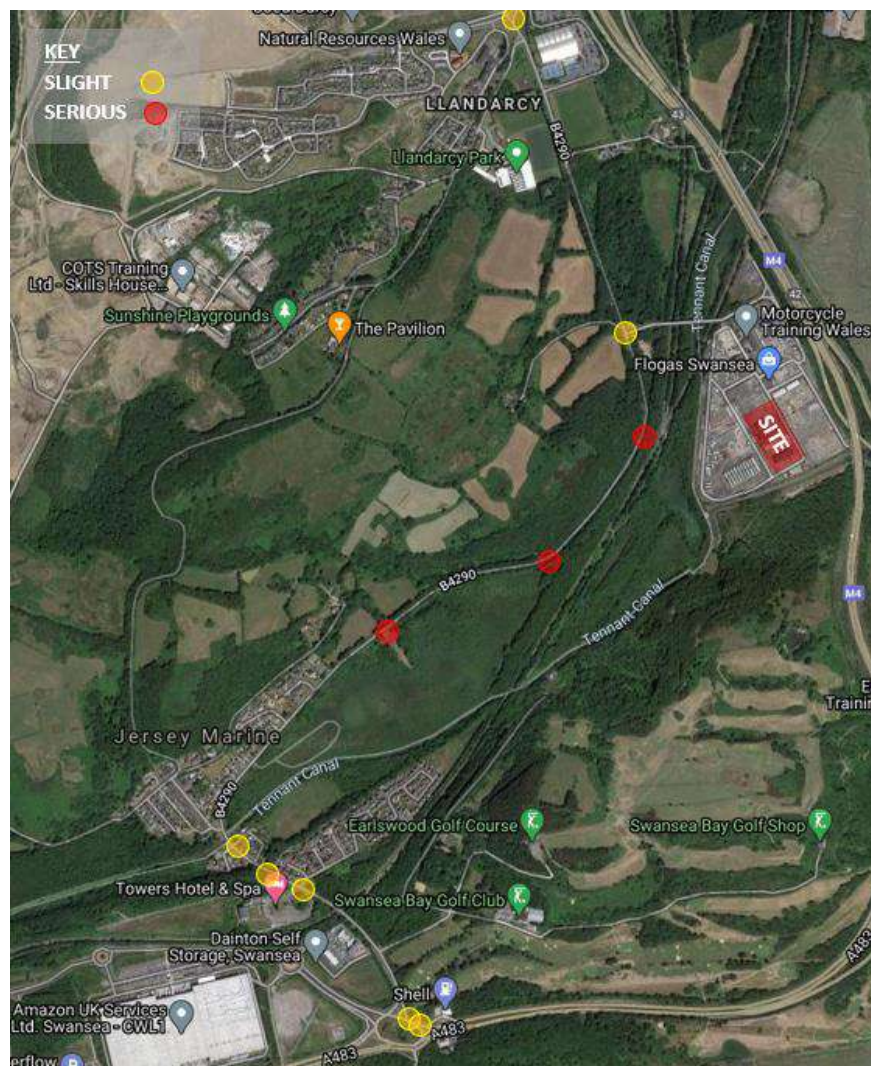


Figure 2.3: Personal Injury Collision (PIC) plot

Year	Personal Injuries			Casualties
	Fatal	Serious	Slight	
2015	0	1	3	4
2016	0	1	2	7
2017	0	1	1	4
2018	0	0	1	1
2019	0	0	0	0
Total	0	3	7	16

Table 2.2: Personal Injury Collision Data

2.6.3 It is evident from Figure 2.3 and Table 2.2 above that there have been 10 collisions within the study area, one of which has occurred at the junction of the site access road with the B4290. This collision resulted in the casualty sustaining slight injuries.

- 2.6.4 Three serious collisions have occurred along the B4290 to the south of the proposed application site. Further detail on the collisions indicated in Figure 2.3 are included in **Appendix B.**

3.0 DEVELOPMENT PROPOSALS

3.1 Land use and development description

- 3.1.1 As outlined in chapter 1, it is proposed to develop the site to construct an asphalt plant on brownfield land located at the site of the former Edwards Works, Llandarcy.
- 3.1.2 Raw materials will be imported to the site by articulated vehicles and asphalt will be exported by road in a variety of tipper-type HGVs.
- 3.1.3 The asphalt plant would be serving the local contracting companies and also providing material to Gerald D Harries & Sons Ltd (GDH) own asphalt contracting division, who provide asphalt laying services to the local government authorities framework schemes and the general market.
- 3.1.4 The proposal would generate employment locally with 5 asphalt plant staff and 5 HGV drivers, plus an estimated further 10 staff within the asphalt contracting and maintenance team as this expands into the area.
- 3.1.5 The target area is a 40 miles radius of the facility, with aggregates imported from either our existing quarries in South Wales or via local independent producers. This is then to be stored in aggregate storage bays.
- 3.1.6 Bitumen and where required Filler would be delivered in tankers and blown or pumped into suitable tanks/ silos.
- 3.1.7 A proposed site layout can be seen in **Appendix C**, which details the site's exact location and point of access.

3.2 Access

- 3.2.1 The site is proposed to be accessed by way of an existing simple priority junction on the B4290 of Neath Port Talbot's classified road network.
- 3.2.2 Access to the strategic and trunk road network, may be obtained in Llandarcy and Junction 43 of the M4 motorway and the A465 'Heads of the Valleys' trunk road.

3.2.3 Internally within the industrial estate, two separate access points are provided, one for staff working at the site and another for the service yard accommodating larger articulated vehicles and HGVs who are importing/exporting materials to and from the site.

3.2.4 The required visibility splays at the site access internally within the wider industrial estate have been detailed in comments received from highways officers of NPTCBC. The officers of the highway authority have requested that 4.5m x 45m visibility splays be indicated from each point of access into the site. The required visibility splays are indicated in **Appendix D**.

3.3 Parking Provision

3.3.1 It is proposed to provide 28 car parking spaces for staff and visitors. Of these 28 spaces, 4 will be for disabled use.

3.3.2 In addition, space will be designated for the parking and circulation of HGVs required to service the land use.

4.0 TRANSPORT CHARACTERISTICS

4.1 Introduction

4.1.1 This section of the Transport Statement quantifies the likely level of HGV movements that will be attracted to the proposed development.

4.1.2 All materials will be imported and exported by HGV by road.

4.2 Material Import

4.2.1 To manufacture asphalt, aggregate and sand is moved into hoppers where they will then be heated and screened. Batches of hot aggregate are weighed into a mixing hopper, then mixed with filler and bitumen in batches to produce Asphalt.

4.2.2 It is proposed to import the following quantities of materials per annum:

- 37,800 tonnes of aggregates and filler - Load per lorry estimated 27 tonnes.
(Noted filler will only be c 500 tonnes of the 37,800 tonnes) and;
- 2200 tonnes of Bitumen - Load per lorry estimated 27 tonnes

4.3 Material Export

4.3.1 As mentioned previously, it is envisaged that the Asphalt Plant will generate 40,000 tonnes of aggregate per annum. This will be exported in a mix of light commercial and HGVs estimated at 30 vehicles per day with an average load of 5 tonnes (vehicles will range from loads of 1 tonne to 20 tonnes, and mostly it is anticipated to be 1-5 tonne range for the bulk of the sales).

4.4 Traffic Generation

4.4.1 In order to assess the impact of the site on the existing transport infrastructure, it is necessary to assess the likely level of vehicular trips generated by the proposed use on the site. This section of the report therefore outlines the methodology used to predict traffic generation for the proposed development.

- 4.4.2 Due to a lack of comparable sites on the TRICS 7.8.2 database, traffic generation for the proposed site has been estimated using information regarding the intended daily operation of the site and from a first principles approach and provided by the plant operator.
- 4.4.3 The site is proposed to operate from Monday to Friday from 05:30 to 17:00 and from 05:30 to 13:00 on Saturday and Sunday.
- 4.4.4 Raw materials in the form of aggregates, filler, sand and bitumen etc. will be imported to the site to allow the production of asphalt. The site has the capacity to produce 40,000 tonnes of asphalt per annum. It is anticipated that the site will import 10 HGVs per day carrying 20t loads of aggregates, filler and bitumen.
- 4.4.5 The plant is expected to be operational approximately 300 days per annum. If operating for 6 full days per week for 50 working weeks. This assumes that the plant at the site will be non-operational to allow maintenance for 2 weeks per annum.
- 4.4.6 Based on the above assumptions, **Table 4.1** below details the likely HGV movements to and from the site on a daily basis. The movements include members of the public with trailers or smaller contractors with tipper trucks etc.

	Daily Vehicle Arrivals	Daily Vehicle Departures	Total HGV Movements per day
Import of raw materials	10	10	20
Export of Asphalt			
Internal Sales	4	4	8
External Major Customer Supplies	2	2	4
Collect Sales	10	10	20
Total	26	26	52

Table 4.1: Total daily HGV movements

- 4.4.7 From Table 4.1, it is anticipated that the proposed development will attract up to 26 vehicle arrivals and 26 vehicle departures on a daily basis. These movements will be spread throughout the course of the day. On the weekend, it is envisaged that the development will operate at reduced hours and will therefore only around 10 vehicle arrivals and departures to the site are expected.

4.5 Traffic movements associated with plant operatives

- 4.5.1 It is proposed that approximately 5 permanent staff will be based at the site when operational. It is expected that most of these will drive to and from work resulting in approximately 10 traffic movements per day.
- 4.5.2 In addition, there will be 5 drivers for the HGVs used for deliveries drivers who are also likely to be based at the site. It is assumed that the majority of these HGV drivers will drive by car to the site. Therefore, a further 10 two-way traffic movements could result from drivers of the heavy goods vehicles associated with the proposed development.
- 4.5.3 The operator estimates that a further 10 staff associated with the asphalt contracting and maintenance team may be present at the site during maintenance operations, however, this will be occasional throughout the year.
- 4.5.4 Therefore, on a daily basis, it is estimated that a total of approximately 30 two-way vehicle movements will be undertaken by staff. It is anticipated that staff arrivals will take place outside of the weekday AM peak hour period as operating hours of the plant begin at 05:30 AM. However, it is likely that the 30 staff departures from the site will be undertaken during the PM peak hour period.
- 4.5.5 In total, including staff movements and the movement generated by the import and export of materials, it is likely that the proposed development will generate up to 82 two-way vehicle movements on a daily basis.
- 4.5.6 It should be noted that the previous use on site would have generated a number of vehicle movements throughout the course of the day, some of which would have been HGV movements.

5.0 POTENTIAL IMPACT

5.1 Introduction

- 5.1.1 This section of the report investigates the development proposals' potential impact on the surrounding network in light of the previous uses on site.

5.2 Potential impact

Vehicular movements – staff

- 5.2.1 It is estimated as a worst-case assessment that the proposed development could generate up to 15 vehicle movements in the AM peak period and 15 vehicle movements in the PM peak period associated with site-based and HGV driver staff based at the site.
- 5.2.2 In reality a proportion of staff arrivals and departures will occur outside the network peak hours.

Delivery/Collection movements

- 5.2.3 It is forecast for 52 vehicle movements per day to be generated by the proposed development it has been assumed that 15% of these movements will occur in the network peak hours. This equates to 7-8 HGV departures in the AM peak period and a similar level of arrivals in the PM peak period.
- 5.2.4 It is envisaged that the proposed development will have a marginal impact on the local highway network during the AM and PM peak hour periods, or throughout the course of the day.

5.3 Summary

- 5.3.1 The increase in traffic is not considered to be significant and will not result in a material impact on the operation of the local road network.

6.0 CONCLUSION

6.1 Summary

6.1.1 Asbri Transport Ltd have been instructed by G D Harries and Sons Ltd to produce a Transport Statement in support of a planning application for the proposed construction and operation of an asphalt plant on brownfield land located at the site of the former Edwards works in Llandarcy in the Borough of Neath Port Talbot.

6.1.2 The application site is located roughly 3.7km to the south-west of Neath town centre on land formerly occupied by the Edwards Works. Access to the site is gained off an unnamed road which forms a priority junction with the B4290.

6.1.3 It is estimated that the proposed development could generate up to 7-8 heavy goods vehicle movements in the AM peak period and a similar level of vehicle movements in the PM peak period.

6.1.4 On the basis of the above, it is considered the impact of the development on the performance of the strategic highway network is negligible.

6.2 Conclusion

6.2.1 In conclusion, it is considered that this development is appropriate and acceptable in traffic and transport terms.

6.2.2 It is considered that the traffic movements associated with the development proposals could be accommodated on the highway network and will not have a detrimental impact on the free flow of traffic due to the existing volumes of traffic using the local highway network.

Appendices

Appendix A



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Date Dyddiad	10th June 2021
Direct line Rhif ffôn	01639 686755
Email Ebost	h.bowen@npt.gov.uk
Contact Cyswllt	Helen Bowen
Your ref Eich cyf	
Our ref Ein cyf	Q2021/0087

Richard Bowen
Asbri Planning
Suite D, 1st Floor
220 High Street
Swansea
SA1 1NW

BY EMAIL ONLY

Dear Sir/Madam

Town and Country Planning Act 1990

Pre-App. Ref.: Q2021/0087
PROPOSAL: Proposed asphalt batching plant (Non statutory)
LOCATION: Land At Llandarcy Neath SA10 6JY

I refer to your correspondence received on 9 April 2021, concerning the above and your request for pre-application advice. Having considered the nature of submission, I respond as follows.

The proposal to use the site as an Asphalt Plant with ancillary development would require planning permission. Whilst the proposed application site area falls below the 1ha threshold of a major development it is noted that access to the site would be via a private road system through Edwards Works. As the red line boundary would need to extend to the public highway this may result in the overall site area increasing to 1ha or above. If this were to be the case then the development would be classified as major development and would require the submission of a Pre-application Consultation Report which would detail the process and results of the required Pre-application Consultation processes which must be carried out for a minimum of 28 days prior to the submission of the application with all relevant information that is to be submitted in support of the application. The application would also require the submission of a Design and Access Statement produced in accordance with the relevant guidance of TAN 12: Design.

Please Note: amendments have been made to the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 and the Developments of National Significance

Amgylchedd ac Adfywio

Environment and Regeneration

Ceri Morris Pennaeth Cynllunio a Gwarchod y Cyhoedd

Ceri Morris Head of Planning and Public Protection

Y Ceiau, Ffordd Brunel, Parc Ynni Baglan, Castell-nedd SA11 2GG

The Quays, Brunel Way, Baglan Energy Park, Neath SA11 2GG

Ffôn 01639 686868

Tel 01639 686868

Croesewir gohebiaeth yn y Gymraeg a byddwn yn ymdrin â gohebiaeth Gymraeg a Saesneg i'r un safonau ac amserlenni.

We welcome correspondence in Welsh and will deal with Welsh and English correspondence to the same standards and timescales.

(Procedure) (Wales) Order 2016 in response to the challenges presented by COVID-19. You would be advised to check current guidance before you start your pre application consultation process. Please see link <https://gov.wales/planning-applications-temporary-modifications-and-disapplication-wales-coronavirus-order-2020>

Local Context and Constraints

- The application site area is located within the TAN15: Development and Flood Risk – Developer Advice Maps – Flood Zone C2. As such any application submitted would have to be supported by a statement of how the development would comply with the tests of TAN 15 the last of which is the submission of a Flood Consequence Assessment produced in accordance with the guidance within TAN15.
- The Council's records show that the development site is located within an area of potential historic ground contamination. As such any application submitted should be supported by the submission of a Desk Top Assessment of ground contamination.
- The site is located within a Coal Authority's Low Risk Area. This issue is usually addressed through the imposition of an informative on any planning consent that may be granted.
- HSE PADHI Installations – based on the information provided with this submission HSE does not advise, on safety grounds, however you are advised that HSE offer a pre application advice service at <https://www.hse.gov.uk/landuseplanning/padhi.htm>

Please note that this information is based on our current records and is, as far as possible, accurate. Nevertheless, we reserve the right to advise you of any additional constraints that may be identified at the time of your application.

Relevant Planning History

From an examination of our records, the application site/ property has the following relevant planning history:

- P2015/0349 – Installation of 20M gas powered standby electricity generation plant and associated works Approved 20/1/16
- P2014/0921 – Application for Hazardous Substances Consent for up to 80 tonnes of natural gas Approved 24/3/15
- P2012/0861 Retention and completion of temporary storage depot (until 24th September 2015) including site support accommodation buildings and storage containers in association with overhead line maintenance project for National Grid. Approved 27/11/12
- N1992/0663 – Erection of OH HV Line Approved 21/12/92

Relevant Planning Policies

In addition to national guidance contained within Planning Policy Wales, any application would be considered against the Policies within the Adopted Neath Port Talbot Local Development Plan, details of which are available on the Council's web site by visiting www.npt.gov.uk/ldp. The relevant policies would include:

Strategic Policies

- [Policy SP1](#) [Climate Change](#)
- [Policy SP2](#) [Health](#)
- [Policy SP3](#) [Sustainable communities](#)
- [Policy SP5](#) [Development in the Coastal Corridor Strategy Area](#)
- [Policy SP10](#) [Open Space](#)
- [Policy SP16](#) [Environmental Protection](#)
- [Policy SP19](#) [Waste Management](#)
- [Policy SP20](#) [Transport Network](#)
- [Policy SP21](#) [Built Environment and Historic Heritage](#)

Topic based Policies

- [Policy SC1](#) [Settlement limits](#)
- [Policy I1](#) [Infrastructure Requirements](#)
- [Policy OS1](#) [Open Space Provision](#)
- [Policy EC3](#) [Employment Area Uses](#)
- [Policy EN6](#) [Important Biodiversity and Geodiversity Sites](#)
- [Policy EN8](#) [Pollution and Land Stability](#)
- [Policy M1](#) [Development in Mineral Safeguarding Areas](#)
- [Policy RE2](#) [Renewable and Low Carbon Energy in New Development](#)
- [Policy W3](#) [Waste Management in New Development](#)
- [Policy TR2](#) [Design and Access of New Development](#)
- [Policy BE1](#) [Design](#)

Supplementary Planning Guidance

- [Parking Standards](#)
- [Pollution](#)
- [Open Space & Greenspace](#)
- [Renewable and Low Carbon Energy](#)
- [Design](#)
- [Biodiversity and Geodiversity](#)

All of the above SPG can be viewed on the [Council's website](#).

Analysis of Proposal

The submission seeks pre application advice ahead of submitting a full planning application for a proposed asphalt plant and ancillary development comprising:

- Aggregate Storage Bays
- Cold Feed Hoppers
- Dryer Drum
- Mixing Tower
- Skip System
- Finished Product Storage Silos
- Bitumen Storage Tanks
- Conveyors
- Motor Control Cabin
- LPG Gas Storage Tanks
- Weighbridge and control Cabin.

In addition to the above it is noted that the existing office and workshop facilities on the site would be used as office/welfare facilities in association with the plant.

at land at Edwards Works, LLandarcy.

The site comprises approximately 0.759 hectares comprising brownfield land, existing hardstanding and building and characterised by previously developed industrial land to the north and east and areas of vegetation/ woodland to the south and the M4 motorway to the east.

The application is supported by an indicative layout together with elevation details.

Principle of development

The site lies outside settlement limits defined in the Local Development Plan and Policy SC1 lists the circumstances under which development would be permitted outside settlement limits. One such exception referred to in the submission is Criterion 10 which states:

‘ it is associated with either agriculture, forestry, minerals or energy generation’

However, for clarification, this relates to the extraction of minerals within the open countryside which is different to the use of a mineral resource in a production process. As such it is considered that the proposal would be contrary to Policy SC1.

Strategic Policy SP11 directs employment uses to the most sustainable and appropriate locations. The proposed site is not located in either an allocated site as defined in Policy EC1, or a safeguarded site as defined in Policy EC2. As such it is considered that the proposal does not comply with these aforementioned policies.

Paragraph 1.2.7 of Technical Advice Note 23 (Economic Development) outlines that a sequential test should be used when determining planning applications. The first preference should be given to sites within settlement limits, second preference to edge-of-settlement sites and as a third preference should be land in the open countryside.

Land may be identified in less preferable locations if the resulting benefits outweigh any adverse impacts of the development. In assessing these benefits, consideration should be made to alternatives, jobs accommodated and special merit.

(a) Alternative: If the land is not made available, is it likely that the demand could be met on a site where development would cause less harm?

The submitted detail does not refer to consideration of alternative sites, an assessment should be made as to whether the applicant has fully considered alternatives or the employment use proposed is considered to provide significant economic benefit to warrant the use of this location.

(b) Jobs accommodated

As the supporting statement suggests that a 5 asphalt plant staff and 5 HGV drivers jobs would be provided together with 10 contractual jobs. It is considered that the proposed development would not make a significant contribution to the wider economy.

(c) Special merit

Whilst the proposal would promote the re-use of previously developed, vacant and underused land, the employment use proposed is not considered to provide significant economic benefit to warrant the location outside of settlement limits.

The site lies in proximity to another site for the same use, and sequentially there appears no justification for an additional development of this type in this general area. Whilst there may be a need in other parts of the borough, there appears no justified need to provide a plant within this location.

It is understood that no alternative sites for this plant have been put forward to justify a localised need together with an assessment of the suitability or otherwise of such sites. As such notwithstanding any issues of a technical nature, and to address the following policy matters, it is considered that in principle the justification in terms of need and demand at this site has not been met.

In addition to the above, the acceptability of your detailed proposals, the development would also need to comply with all the policies detailed in this report, some highlighted below:

Policy BE 1: requires all development proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places.

Policy RE2: requires all development over 1000m² to submit an energy assessment to determine the feasibility of incorporating onsite zero/low carbon technology or/and connect to existing sources of renewable energy, district heating networks. If viable then you would be required to implement such a scheme.

Policy OS1: if the proposed development area is over 1000sqm, amenity space of 5.5sqm would be required for each employee.

Policy TR2: requires proposals to comply with the parking and servicing standards set out in the Parking Standards SPG, and particular regard should be given to adequate provision for cycling/walking access. See Design Guide For Active Travel (WG 2014).

Policy W3: Policy W3 Waste Management in New Development -The policy requires the provision for the design, layout, storage and management of the waste generated by the development both during the construction phase and occupation. Clarification should also be sought as to whether any wasted product is considered as hazardous – the level of coal tar in the asphalt determines if it is hazardous waste. As such, a Site Waste Management Plan would also be required.

Visual amenity

The site forms part of the former Gas works located at a lower level to the adjacent motorway. Whilst it is acknowledged that the site is viewed within the context of the surrounding industrial land uses and appears to be sufficiently large enough to accommodate the development, the submitted information does indicate that the proposed asphalt mixing plant tower would be some 16 metres in height which is considered to be taller than existing structures within the immediate vicinity of the site. Given the prominent location of the site when viewed from the nearby M4 motorway, it is considered that this element of the proposal in particular would result in the unacceptable introduction of visually incongruent feature into the wider landscape. In addition, careful consideration would need to be taken in terms of the design/layout/appearance/ and choice of materials of any proposed buildings along with careful consideration of landscaped areas, outside storage areas and positioning and size of stockpiles to minimise any impacts where possible.

Whilst it is acknowledged that the submission is accompanied by a Preliminary Landscape and Visual Assessment it is considered that this also needs to include additional viewpoints/photomontages/wireframes from the adjacent M4 motorway.

Residential Amenity

There are no residential properties in close proximity to the site, as such the development is unlikely to have any unacceptable impact upon residential amenity in terms of overlooking, overbearing or overshadowing.

Environmental Health Issues

A development of this type would be likely to have impacts upon noise, air quality which would need to be fully assessed as part of any planning application. As a consequence, the views of the Environmental Health Officer have been sought and advised that an environmental permit must be applied for and granted prior to any processing taking place on site. As such it is strongly recommended that you discuss environmental health matters such as predictive noise surveys, piling strategies and air quality with the permitting authority prior to the submission of any planning application as they would comment on any matters relating to environmental health when the planning application is submitted.

In addition, it is advised that a Construction Environmental Management Plan is provided with any planning application. This Plan should include the following details:

- Construction methods: details of the extent and phasing of development; details of construction materials or techniques to be used; details for the storage and management of plant and materials used in constructing the development.
- General Site Management: details of the construction programme including timetable; details of site clearance; details for erection and maintenance of security hoarding including decorative displays and facilities for public viewing; details of complaint investigation procedures.
- Control of Nuisances: Identification of the significant construction and demolition noise & vibration sources; details of physical and operational management controls necessary to mitigate noise & vibration emissions; details of dust & odour control measures and measures to control light spill.
- Traffic Management: details of site deliveries; details for the loading and unloading of plant and materials; details of wheel wash facilities; details for the parking of vehicles of site operatives and visitors.
- Hours of working on site, including specified hours for deliveries; details of restrictions to be applied during construction and demolition works (including timing, duration and frequency of works) to prevent noise or nuisance amenity issues to surrounding properties.
- Responsible Persons: details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details

Lighting

There may be the need for external lighting for the safety of staff and for security purposes. Any lighting design would need to ensure that light overspill from the development is acceptable. You would also need to have regard to the biodiversity, neighbouring development and the adjacent motorway when it comes to external lighting design.

Biodiversity

The Local Authority's Biodiversity Officer has assessed the submitted Preliminary Ecology Report and advised that this should be submitted with any planning application together with the following information:

- Details of biodiversity enhancement measures in line with Planning Policy Wales 11 and section 6 of the Environment (Wales) Act 2016.

Landscaping

The submission does not include any specific details of landscaping, however it should be noted informal areas of landscaping would be sought to add visual interest and biodiversity value (these may also form part of your SAB application). From the submitted information trees appear to be

present along its southern boundary or on the application site any planning application will need to be accompanied by a tree survey.

Highway and Pedestrian Safety

Policy TR2 identifies that proposals will only be permitted where there are appropriate levels of parking and cycling facilities are provided and that the development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes.

Policy BE1 requires, amongst other things, that new development has no significant adverse impact on highway safety, with Policy TR2 emphasising that development proposals will only be permitted where all of the stated criteria are satisfied, including that “(1) The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;

The site would be accessed via a private road system through Edwards Works off B4290 which is located approximately 1 mile from Junction 43 of the M4. It is anticipated that the plant would generate 40,000 tonnes of asphalt per annum with a daily 80 HGV movements per day importing raw materials such as stone, sand and bitumen (up to 28t loads) and an average of 30 light commercial vehicle.

The Head of Engineering and Transport (Highways and Drainage) has assessed the proposal and submitted Transport Statement and advised the following:

1. In terms of the Transport Statement submitted it gives details on the trips generated by the large in bound and outgoing HGV's and staff vehicles however no reference is made to smaller vehicles such as members of the public with trailers or smaller contractors with tipper trucks etc. It makes reference in this statement that loads ranging from 1 tonnes up to 20 tonnes will be facilitated and that the client base ranges from G D Harries own use, large contracts and the general market, however no allocation has been provided in terms of trip generation for these smaller loads and how they will be managed.
2. We are of the understanding that the proposed development will encourage an increase of HGV's to and from the site. The bridge which forms part of the access route leading to this development is un-adopted. Confirmation is required of the structural integrity of this bridge and that it can withstand the proposed loading, in addition details of the inspection and management regime for the maintenance of this bridge including when it was last inspected and who is the owner.
3. Visibility splays for the exit point of the development with the industrial estate road shall be at a set-back of 4.5m with a 45m splay in either direction will need to be annotated on the plan.
4. SAB approval will be required prior to any work commencing. To commence work is a breach of SAB approval required under Paragraph 7 (1) Schedule 3 of the Flood and Water Management Act 2010 whereby legal action will be taken by the Authority under The Sustainable Drainage (Enforcement) (Wales) Order 2018. Guidance and applications can be found on www.npt.gov.uk/sab

Sustainable Drainage – Statutory Requirements w.e.f January 2019

Please note that from 7th January 2019, all new developments of more than 1 house or where the construction area is of 100m² or more will require sustainable drainage - built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers - to manage on-site surface water. More information is available in [Schedule 3 of the Flood & Water Management Act 2010](#).

These systems must be approved by the Council's Engineering Service acting in its SuDS Approving Body (SAB) role **before construction work begins**. In this respect it is essential that a developer of any such project gain SAB approval of its surface water drainage alongside any relevant planning permission. **You will not be allowed to start construction until both permissions have been approved.**

If you have not done so already, and your development would not fall into any of the relevant exceptions¹, you are therefore strongly encouraged to request further advice from the SAB. Involving the SAB Officers in pre-application discussions will allow for SuDS drainage matters (to ensure suitability of proposed SuDS design in line with national standards and adequate site layout) to be considered alongside the assessment of planning merits. **There is an additional charge of £250 for this service.** This can be as part of any agreed further pre-application submissions with the Planning Authority (recommended) or independently/ direct with the SAB. You are advised, however, that failing to engage in joint pre-application discussions has the potential to lead to delays and, most notably, the potential need to obtain further planning permission should any agreed SuDS design not be compliant with any relevant planning permission. Further details are available at www.npt.gov.uk/planning.

You are encouraged to contact Dŵr Cymru Welsh Water (DCWW) to seek further pre-application advice – see note below for details of their pre-application services.

Flooding

As stated above, the application site is located within the TAN15: C2 Flood Zone. Therefore any application submitted would have to be supported by a statement that sets out how the proposed development would comply with the Tests of TAN 15, the last of which is the submission of a Flood Consequence Assessment produced in accordance with the guidance within TAN15. Such an assessment would have to take into consideration the amount of plant, machinery, buildings and material that is to be placed or stored on site, as this would, particularly in the case of significant stockpiles has the potential to displace flood water from the site increasing the risk of flood to third parties. Due to the risks associated with wind-blown particles dust suppression measures are highly likely to be required on the site. This together with the potential requirement for the storage of significant amounts of material on site and the potential for flooding, would

¹ Exceptions and exemptions, in summary, relate to:-

- Existing sites and developments with planning permission granted or deemed to be granted (whether or not subject to any conditions as to a reserved matter) or for which a valid application has been received but not determined by 7 January 2019. However, SAB approval will still be required if the planning permission was granted subject to a condition as to a reserved matter and an application for approval of the reserved matter is not made before 7 January 2020.

mean that any application submitted would have to be supported by a Surface Water Drainage – Pollution Prevention Scheme.

In respect of the justification tests as set out in 6.2 of TAN15 it is considered that the proposal does not meet all of the required tests.

You are encouraged to contact Natural Resources Wales (NRW) if you have not already done so to seek further pre-application advice – see note below for details of their pre-application services.

Land Contamination

The Land Contamination Officer has reviewed the submitted Terra Firma Geotechnical and Geoenvironmental Report of Land at Edwards Works, Llandarcy (Issue Date: March 2021, Job No: 16461) and advised that further site investigation works will be required to characterise the site. Any application will need to be accompanied by a Desktop Assessment which must be carried out by or under the direction of a suitably qualified competent person in accordance with BS10175 (2011) 'Investigation of Potentially Contaminated Sites Code of Practice' and shall assess any contamination on the site, whether or not it originates on the site. The report of the findings shall include:

- (i) a desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) which identifies and assesses all identified potential source, pathway, and receptor linkages;
- (ii) an intrusive investigation to assess the extent, scale and nature of contamination which may be present, if identified as required by the desk top study;
- (iii) an assessment of the potential risks to:
 - human health,
 - groundwater and surface waters
 - adjoining land,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,- ecological systems,
 - archaeological sites and ancient monuments; and
 - any other receptors identified at (i)
- (iv) an appraisal of remedial options, and justification for the preferred remedial option(s).

Major Developments

Please be aware that as a 'major' development there is now a statutory requirement (introduced by s17 of the Planning (Wales) Act 2015) for the applicant / developer to consult the community and relevant statutory consultees in advance of formal submission of an application.

Please note that a major application cannot be validated until such consultation is undertaken and a Pre-Application Consultation (PAC) Report submitted with the application.

Detailed advice on Pre-application Consultation can be found on the [Welsh Government website](#).

Required Supporting Documentation

We would encourage you to submit your application electronically via www.gov.wales/planningapplications.

Having regard to the nature of your proposal, it is considered at this stage that in addition to the submission of standard mandatory supporting documentation such as application forms, plans and fee, any application for the above development should also be accompanied by the following additional documentation: -

- Pre-Application Consultation (PAC) Report ('Major' development)
- Design and Access Statement (see TAN 12 Design, Appendix 1)
- Statement of how development complies with TAN15 / Flood Consequences Assessment
- Site selection/Justification Statement
- Tree Survey
- Contaminated Land Desk-top Assessment
- Site survey identifying existing ground levels, plus details of proposed levels including sections / cross-sections
- Transport Statement
- Site Waste Management Plan
- Landscape and Visual Assessment
- Construction Environmental Management Plan
- Lighting Scheme
- Details of biodiversity enhancement measures
- Preliminary Ecology Report
- Landscaping Scheme
- Confirmation of structural integrity of bridge (see highway comments above)
- A Surface Water Drainage Strategy – Pollution prevention scheme
- Air Quality Assessment

If any subsequent application fails to include the information above, there is a chance it may not be registered and, in any event, it is likely that an application will either be refused or will not be able to be progressed until its satisfactory submission.

It is also this Authority's practice to recommend to applicants that detailed information is submitted at application stage to ensure that, in the event of planning permission being granted, that 'pre-commencement' conditions (which require approval of details prior to work starting on site) can be minimised. You are therefore encouraged to ensure that your initial submissions incorporate as much information as possible (for example materials, boundary treatment, ecology mitigation, Construction Management Plan, Travel Plan etc.), and address all matters raised in the advice given above.

Detailed guidance on the use of the national standard application form for planning permission and other associated consent regimes; and the information which must accompany a planning application so that the local planning authority can determine the validity of the application, can be found as follows: -

“Guidance on the use of the standard application form ('1app') and validation of applications”:
<http://wales.gov.uk/topics/planning/policy/guidanceandleaflets/1appguidance>

The Town and Country Planning (Development Management Procedure)(Wales) Order 2012: [http://www.legislation.gov.uk/wsi/2012/801/contents/made \(original Order\)](http://www.legislation.gov.uk/wsi/2012/801/contents/made (original Order)).
(Note subsequent Amendment Orders: [2014](#) ; [2015](#) ; [2016](#) ; and [2017](#)).

How we will deal with your planning application

As part of its emphasis on ‘Delivering Quality Development Quickly’, the Planning department prides itself on the service it offers our customers. Once your application has been received, this will include an allocated case officer making contact with you or your appointed agent within the first week and arranging a visit, following which we will contact you by phone or email to advise of any discrepancies with your application. We will also work with you to address any outstanding concerns, including any amendments required to make your proposal acceptable.

Once we are happy with the validity of your application, we will formally consult neighbours and relevant consultees. Provided there are no significant matters of concern resulting from such consultations, we will then seek to determine your application as swiftly as possible after the expiry of the statutory publicity period, and aim to do so within the 8 week statutory period.

While Officers will endeavour to ensure you are aware of the progress of your application, we would encourage you to contact the case officer should you wish to discuss any matter further.

Development Team Approach – Building Control

The Development Management and Building Control teams work closely to assist developers in improving the quality of their development and ensuring compliance with all appropriate conditions and Regulations. In particular, Building Control provide a competitive and highly professional service and seek to actively engage with developer's at the earliest stage of their project. You are therefore encouraged to contact the Building Control team on 01639 686820 or by emailing building.control@npt.gov.uk to enter into early negotiations and understand the benefits of the Council's Development Team approach.

Requests for Further Advice

Following receipt of this initial advice, should you wish to discuss your scheme prior to formal submission, please contact the case officer on the direct number or email address given above. Further charges may apply.

Yours faithfully

Helen Bowen

If you require this information in larger print, or in an alternative format, please contact the above named officer.

Seeking Pre-Application Advice from External Consultees

Natural Resources Wales (NRW)

Natural Resources Wales has a key role in the planning system and you may wish to hold pre-application consultation with them, utilising their pre-application service, so that environmental considerations are identified and addressed at the earliest opportunity. More information about Natural Resources Wales's pre-application service, including what advice can be sought for free, and what advice is subject to a fee can be found at:

<https://naturalresources.wales/guidance-and-advice/business-sectors/planning-and-development/advice-for-developers/our-service-to-developers/?lang=en>

Dŵr Cymru Welsh Water (DCWW)

Dŵr Cymru Welsh Water has a key role to play in the development and planning process as the services provided are at the forefront of public health and protection of the environment. Dŵr Cymru encourages all developers to engage with them as early as possible in order to address any issues that may arise during the planning/construction process.

To assist, Dŵr Cymru operates a pre-planning service in order to assess the impact of the proposed development. A written response will be provided advising whether the local network(s) can support the proposal, whether off-site water mains and/or sewers will need to be provided, and whether there are any apparatus located within the land you wish to develop and the requirements for these apparatus. This service is provided for a fee of £155+ VAT and can be submitted by post or by completing the online enquiry form at <http://www.dwrcymru.com/en/Developer-Services>. Further information can be obtained from the dedicated team of planning officers on 0800 917 2652.

Coal Authority

In line with many other statutory consultees, the Coal Authority no longer provides responses to pre-application enquiries without a charge. The Coal Authority therefore requests LPAs to direct applicants that are seeking pre-application advice regarding coal mining legacy issues because their site falls within the Development High Risk Area to them, so they may provide a quotation for providing advice.

Should only a small part of your site fall within the High Risk area, we would especially encourage you to engage with the Coal Authority, since they may advise in certain situations that a Coal Mining Risk Assessment is not required.

Further advice may be found at: <https://www.gov.uk/government/organisations/the-coal-authority>

Appendix B



crashmap.co.uk

No

Crash Date: Saturday, July 23, 2016 **Time of Crash:** 11:08:00 PM **Crash Reference:** 2016621601175

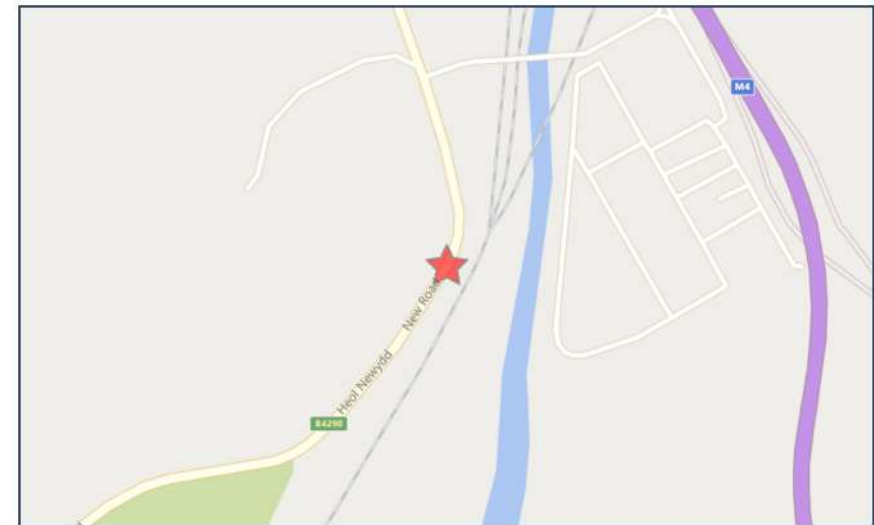
Highest Injury Severity: Serious
Highway Authority: Neath Port Talbot
Local Authority: Neath Port Talbot County Borough
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 60
Light Conditions: Darkness: no street lighting
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: B4290

Number of Casualties: 4

Number of Vehicles: 2

OS Grid Reference: 272235 194825



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		3 Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Car (excluding private hire)		-1 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
1	3	Serious	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Crash Date: Saturday, November 12, 2016 **Time of Crash:** 4:10:00 PM **Crash Reference:** 2016621601874

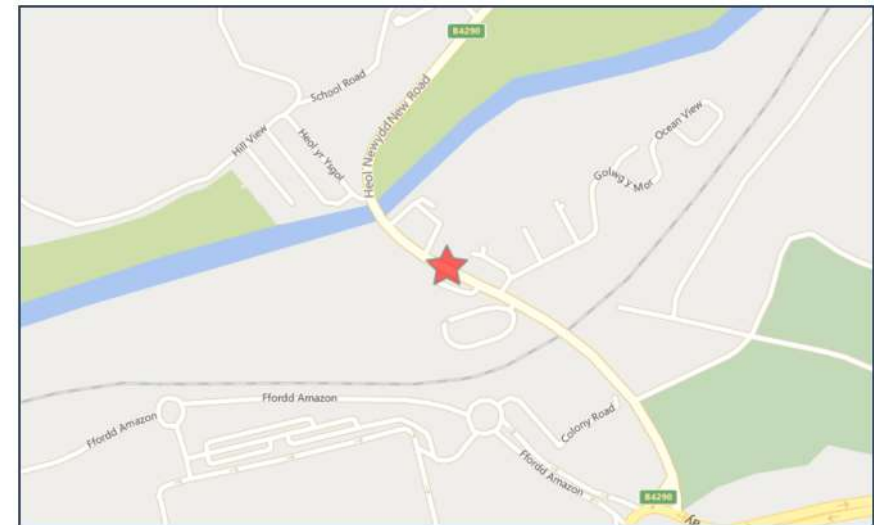
Highest Injury Severity: Slight
Highway Authority: Neath Port Talbot
Local Authority: Neath Port Talbot County Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: B4290

Number of Casualties: 2

Number of Vehicles: 2

OS Grid Reference: 271286 193791



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	5	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Female	26 - 35	Vehicle is in the act of turning right	Front	Other	None	None
2	Car (excluding private hire)	11	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

No

Crash Date: Wednesday, May 24, 2017 **Time of Crash:** 2:54:00 PM **Crash Reference:** 2017621700865

Highest Injury Severity: Serious
Highway Authority: Neath Port Talbot
Local Authority: Neath Port Talbot County Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Other junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B4290

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 271593 194385



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc		2 Male	36 - 45	Vehicle is passing another moving vehicle on its offside	Front	Other	None	None
2	Car (excluding private hire)		2 Male	66 - 75	Vehicle is in the act of turning right	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

No

Crash Date: Saturday, October 13, 2018 **Time of Crash:** 6:52:00 AM **Crash Reference:** 2018621801321

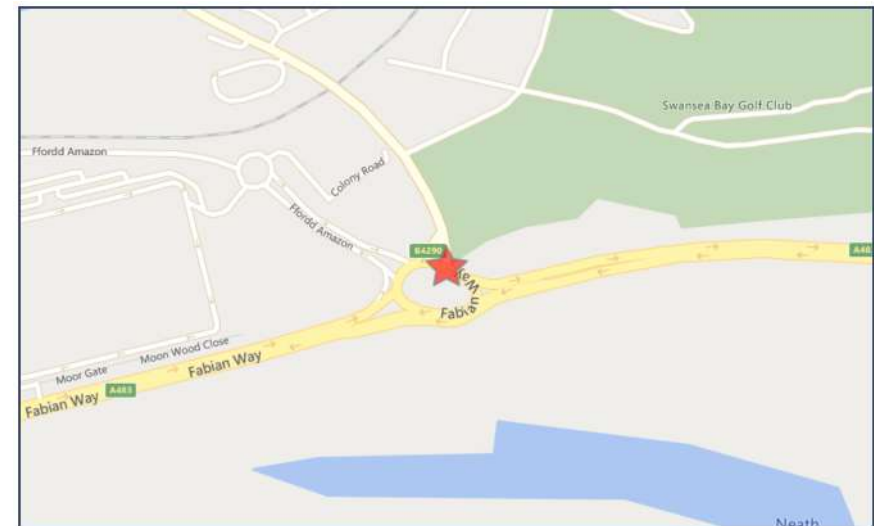
Highest Injury Severity: Slight
Highway Authority: Neath Port Talbot
Local Authority: Neath Port Talbot County Borough
Weather Description: Raining with high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Auto traffic signal

Road Number: A483

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 271620 193415



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	18	Male	66 - 75	Vehicle is moving off	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

No

Crash Date: Wednesday, June 17, 2015 **Time of Crash:** 10:54:00 AM **Crash Reference:** 2015621501020

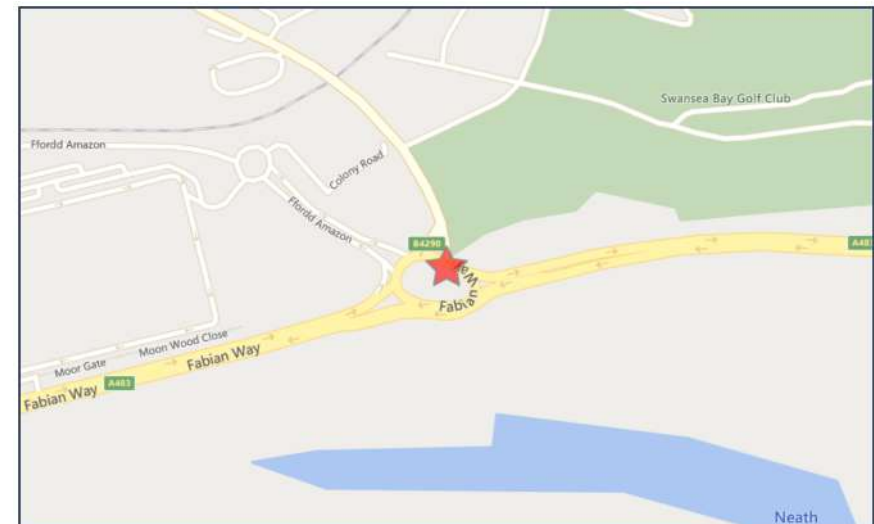
Highest Injury Severity: Slight
Highway Authority: Neath Port Talbot
Local Authority: Neath Port Talbot County Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Auto traffic signal

Road Number: A483

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 271620 193412



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	-1	Female	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

No

Crash Date: Wednesday, July 01, 2015 **Time of Crash:** 8:27:00 AM **Crash Reference:** 2015621501117

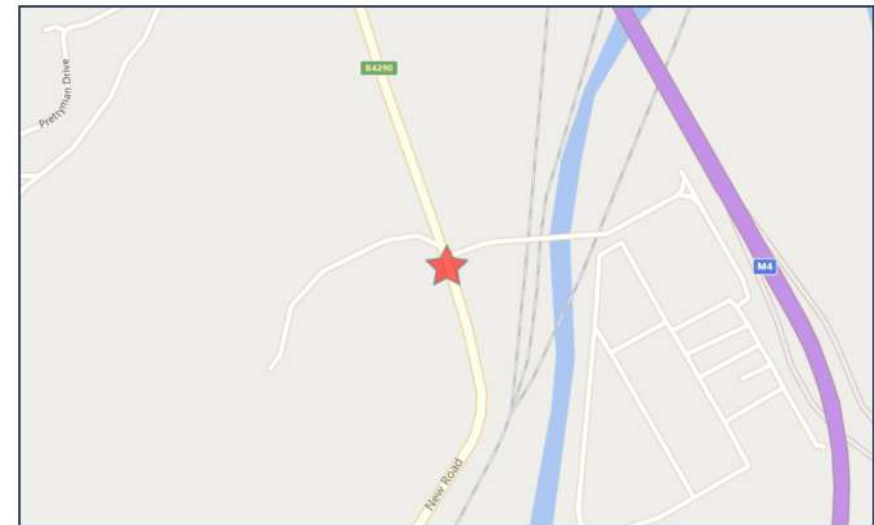
Highest Injury Severity: Slight
Highway Authority: Neath Port Talbot
Local Authority: Neath Port Talbot County Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 272209 195100



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	26 - 35	Vehicle is in the act of turning right	Front	Journey as part of work	None	None
2	Car (excluding private hire)	-1	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Crash Date: Tuesday, August 11, 2015 **Time of Crash:** 1:10:00 AM **Crash Reference:** 2015621501368

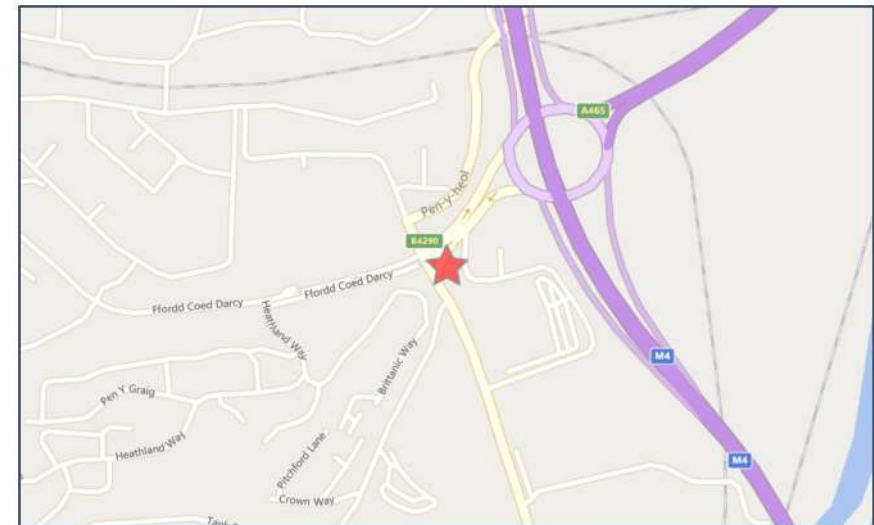
Highest Injury Severity: Slight
Highway Authority: Neath Port Talbot
Local Authority: Neath Port Talbot County Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: no street lighting
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B4290

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 271969 195898



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle 50cc and under	-1	Male	16 - 20	Vehicle is slowing down or stopping	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

No

Crash Date: Sunday, November 29, 2015 **Time of Crash:** 3:25:00 PM **Crash Reference:** 2015621502088

Highest Injury Severity: Serious
Highway Authority: Neath Port Talbot
Local Authority: Neath Port Talbot County Borough
Weather Description: Raining with high winds
Road Surface Description: Wet or Damp
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: B4290

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 271877 194526



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

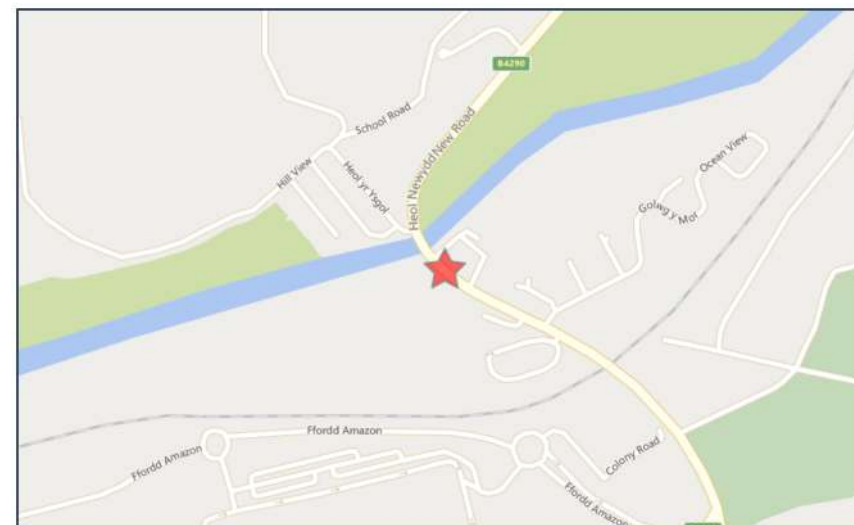
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Crash Date:	Thursday, March 10, 2016	Time of Crash:	12:49:00 PM	Crash Reference:	2016621600483
--------------------	--------------------------	-----------------------	-------------	-------------------------	----------------------

Highest Injury Severity:	Slight	Road Number:
Highway Authority:	Neath Port Talbot	
Local Authority:	Neath Port Talbot County Borough	
Weather Description:	Fine without high winds	
Road Surface Description:	Dry	
Speed Limit:	30	
Light Conditions:	Daylight: regardless of presence of streetlights	
Carriageway Hazards:	None	
Junction Detail:	Not at or within 20 metres of junction	
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres	
Road Type:	Single carriageway	
Junction Control:	Not Applicable	

Number of Casualties:	1	
Number of Vehicles:	2	
OS Grid Reference:	271216	193839



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	11	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Parked vehicle	None
2	Car (excluding private hire)	6	Unknown	Unknown	Vehicle is parked in the carriageway	Back	Other	None	None

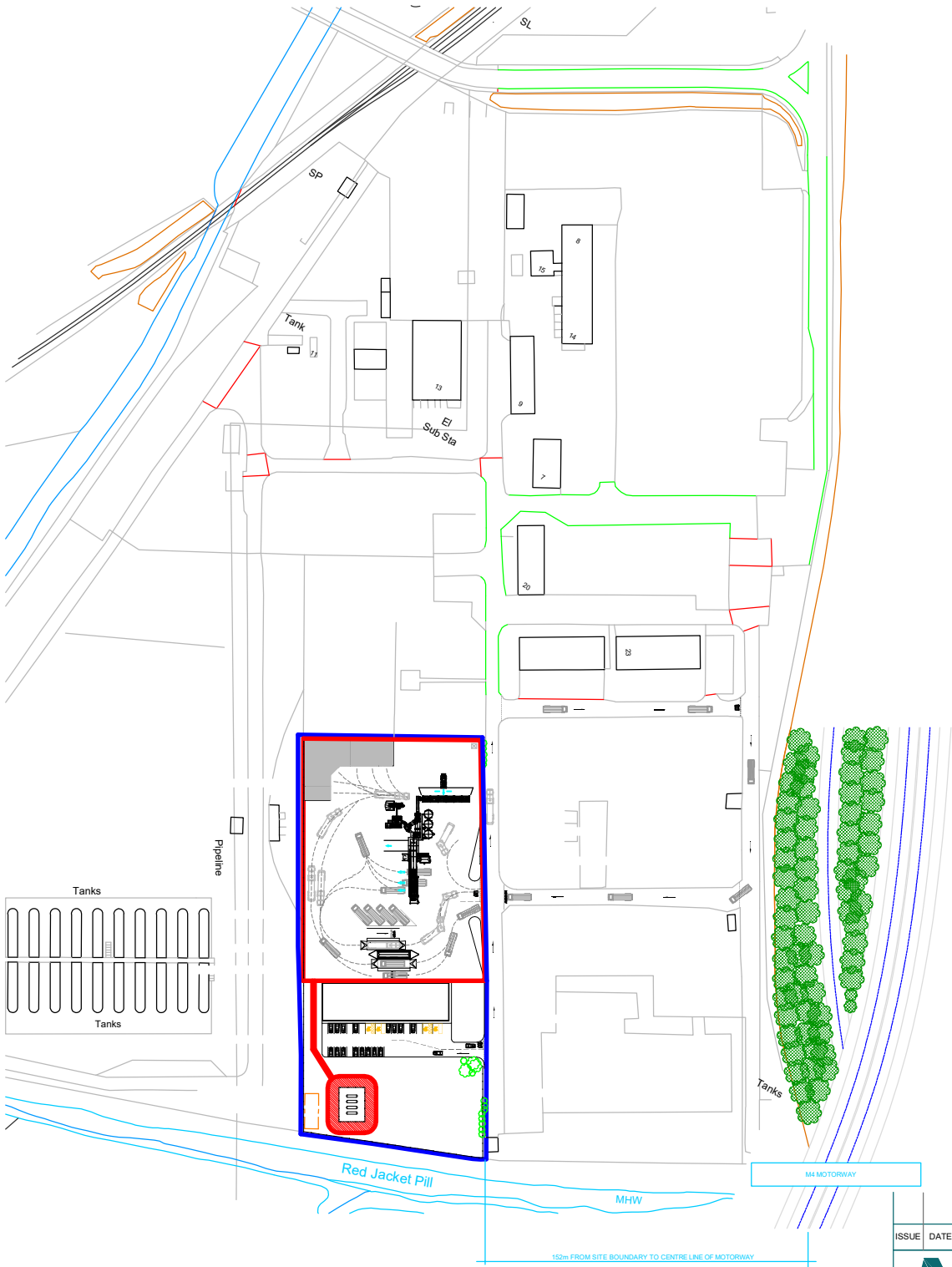
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

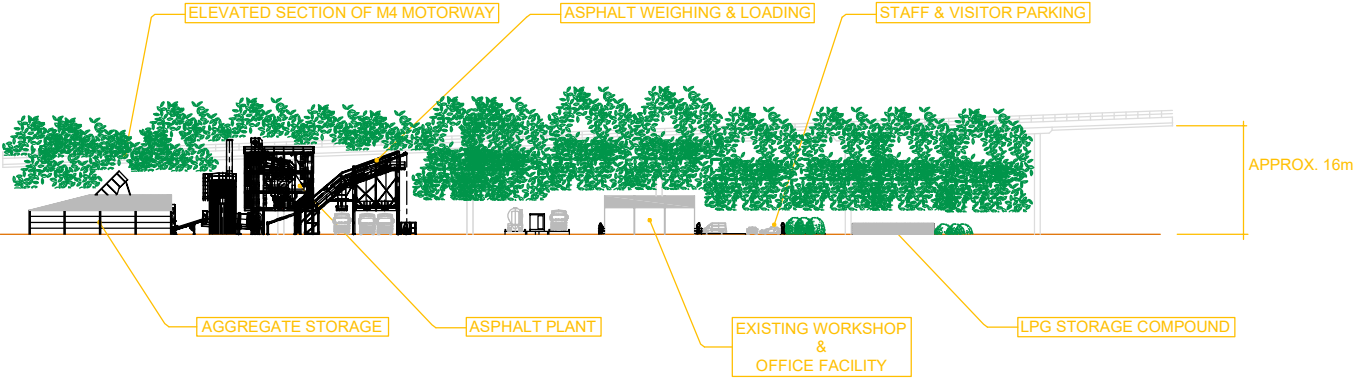
Appendix C



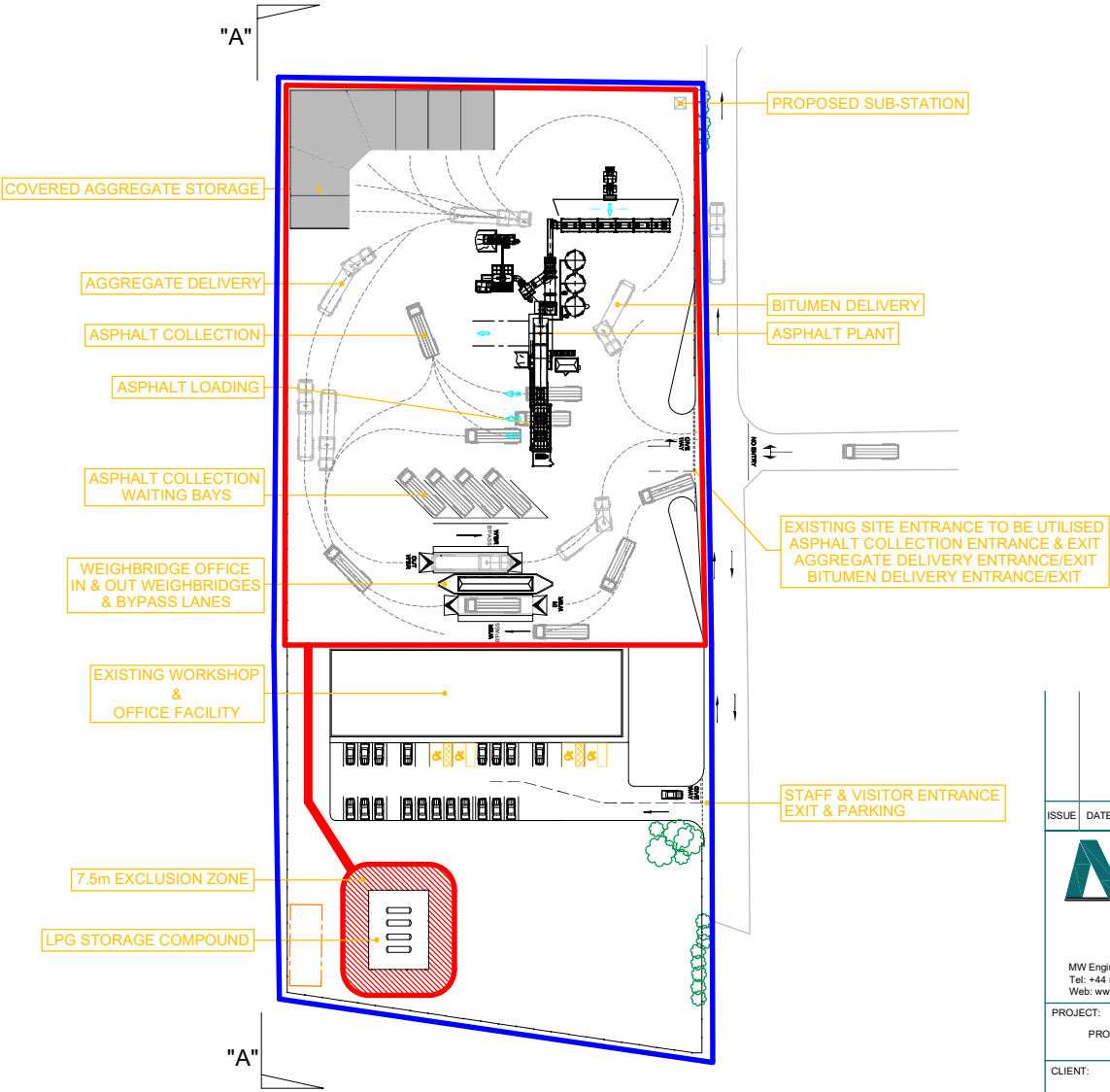
PLAN VIEW

CONSTRUCTION AREA	BOUNDARY AREA
7,586 sq/m	12,157sq/m
1.875 Acres	3.004 Acres
0.759 Hectares	1.215 Hectares

 MW Engineering Solutions Ltd Tel: +44 (0) 7703 193107 Web: www.mwengineeringsolutions.co.uk			DRN BY	APP BY
ISSUE	DATE	REVISION		
PROJECT: PROPOSED ASPHALT PLANT FACILITY (LLANDARCY)				
CLIENT: SIGMAROC LTD				
DRAWING TITLE: SITE DEVELOPMENT DRAWING				
ORIGINATOR: MW	DATE: 16.11.20	SIG:		
CHECKED: MW	DATE: 16.11.20	SIG:		
MWES DRAWING No.: SIGMAROC - LLANDARCY - SITE DEVELOPMENT DRAWING				
CLIENT DRAWING No: N/A			SHEET SIZE A2	
REVISION:	SCALE: 1:1.25		SHEET No. 1 OF ***	



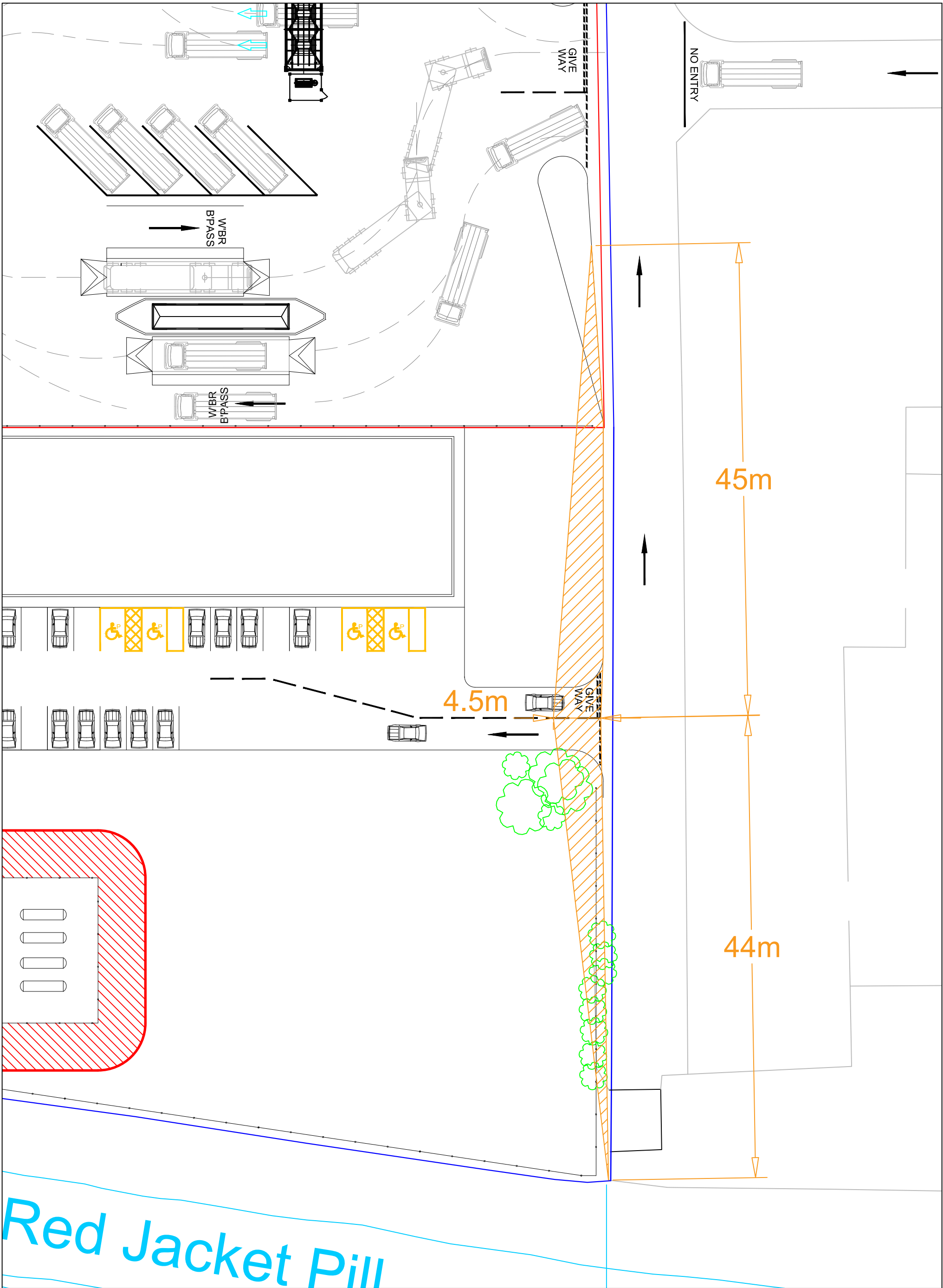
ELEVATION ON "A"- "A"



PLAN VIEW
SCALE FACTOR 2

ISSUE	DATE	REVISION	DRN BY	APPD BY
 MW Engineering Solutions Ltd Tel: +44 (0) 7703 193107 Web: www.mwengineeringsolutions.co.uk				
PROJECT: PROPOSED ASPHALT PLANT FACILITY (LLANDARC'Y)				
CLIENT: SIGMAROC LTD				
DRAWING TITLE: PLAN VIEW AND ELEVATION DRAWING				
ORIGINATOR: MW	DATE: 16.11.20	SIG:		
CHECKED: MW	DATE: 16.11.20	SIG:		
MWES DRAWING No.: SIGMAROC - LLANDARC'Y - PLAN & ELEVATION				
CLIENT DRAWING No.: N/A			SHEET SIZE A2	
REVISION:	SCALE: 1:1.25		SHEET No. 1 OF ***	

Appendix D



Drawing Title 4.5m x 45m Visibility Splay Left 4.5m x 44m (Max) Visibility Splay Right	Client G D Harries & Sons Ltd		 Unit 9 Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff CF23 8RS T 029 2073 2652	Scale: 1:300@A3							
	Job Title Edwards Works			Designed by: KW							
				Drawn by: KW							
				Ckd/Appd: PO'C	Rev.	Date.	Amendment.		Des.	Drm.	
				1st Issued: Aug 2021	Drg No.						Rev
		Job No: T20.170	Appendix D								