



# Transport Statement

**Solar Farm, Pen Caer Lan Farm, Neath**

**Greentech Invest UK (8) Ltd**

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## Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
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## 1.0 Introduction

### Overview

- 1.1 SLR Consulting Limited (SLR) has been appointed by Greentech Invest UK (8) Ltd to provide transport and highways advice in relation to proposals for the installation of a solar photovoltaic farm at Pen Caer Lan Farm, Seven Sisters, Neath, SA10 9EP.
- 1.2 This Transport Statement (TS) sets out the transport and highway matters associated with the scheme and sets out the effect on the local highway network. Neath Port Talbot Council (NPTC) are both the local planning and highway authority.

### Development Overview

- 1.3 The proposed development comprises:

*Installation of a solar farm comprising ground mounted solar PV panels with a generating capacity of up to 25MWp, including permanent grid connection hub, mounting framework, inverters, underground cabling, stock proof fence, CCTV, internal tracks and associated infrastructure, landscaping, biodiversity net benefit and environmental enhancements for a temporary period of 40 years.*

### Report Structure

- 1.4 The TS is structured as follows:
- **Section 2 – Existing Conditions:** Provides a summary of the existing transport conditions within the local area;
  - **Section 3 – Planning Policy Context:** Summarises relevant local and national transport policy;
  - **Section 4 – Development Proposals:** Details the development proposals;
  - **Section 5 – Vehicle Trip Attraction:** Presents the transport impact of the development; and
  - **Section 6 – Summary & Conclusion:** Sets out the summary and conclusion of the report.

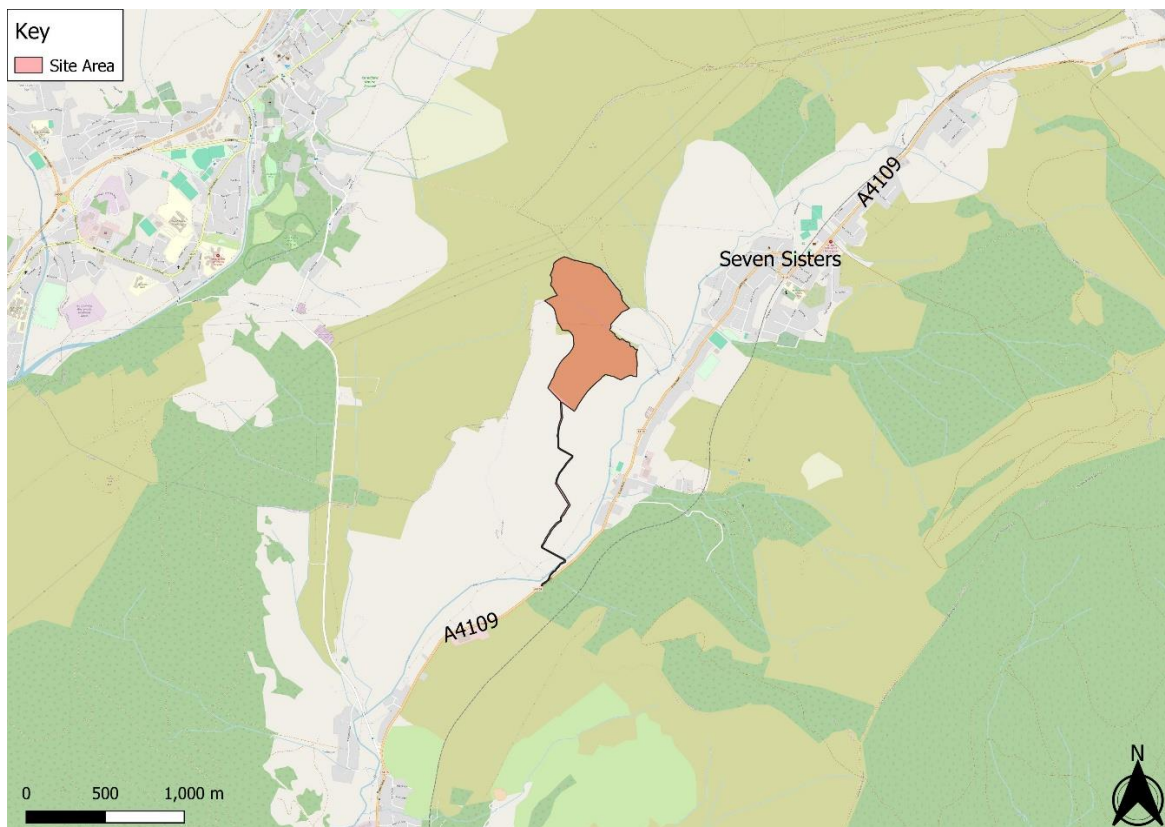


## 2.0 Existing Conditions

### Site Location

- 2.1 The site is located 1km west of Seven Sisters a rural village, within Neath Port Talbot County. The site access is to be taken from Dulais Road (A4109), through an existing farm access.
- 2.2 A site location plan in the context of the local highway network is presented at **Figure 2-1**.

**Figure 2-1 – Site Location and Local Highway Network**

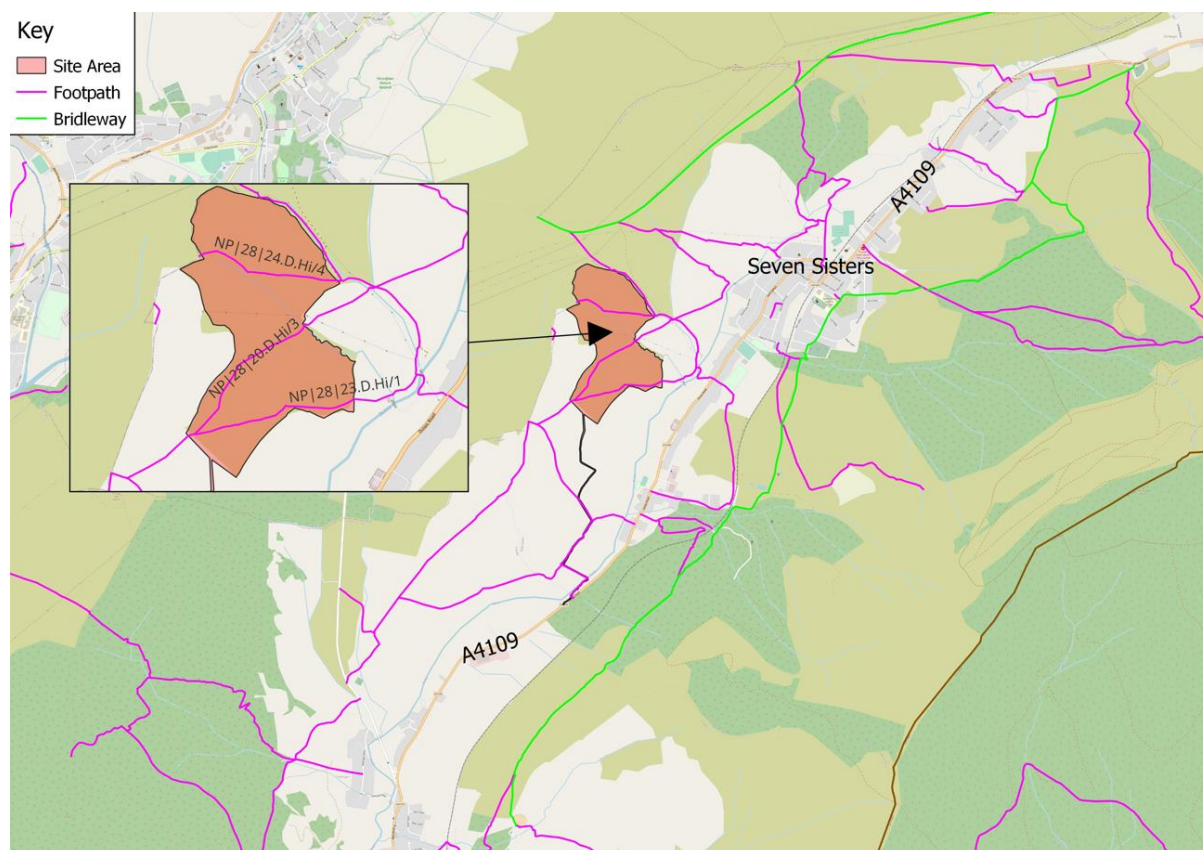


### Sustainable Access

- 2.3 Due to the nature of the development, it is expected that the majority of staff trips to and from the site will be made by car or site minibus. However, it is worth noting that there are a number of designated Public Rights of Way (PRoW) within the vicinity / site boundary, and these could be used for accessing the village of Seven Sisters or the Bus stops that are located approximately 100m northeast of the site access on A4109 Dulais Road.
- 2.4 The site is shown in the context of the surrounding PRoW network in **Figure 2-2**.



**Figure 2-2 – Site Location and Public Rights of Way (PRoW)**



### Bus Access

- 2.5 The 'Ynys Fforch Fawr' bus stops are located on A4109 Dulais Road and provide access to the 58, 907 and X8 bus services. The eastbound bus stop provides a bus shelter.
- 2.6 The X8 and 907 provide a service between Coelbren (School) to Neath Victoria Gardens (Neath Bus station) in the centre of Neath. Neath railway station is located an approximate 350m (5 minutes) walk from Neath Bus Station supporting onward connectivity by rail.
- 2.7 The X8 bus route is illustrated in **Figure 2-3**.





**Figure 2-3 – X8 Bus Route**



- 2.8 The X8 operates on an approximate hourly frequency between 06:55 and 18:46 across week days and Saturday. A full timetable is provided in **Appendix A**.

## Highway Network

- 2.9 The site is accessed by a combination of existing farm tracks and a small section of new access track connecting to this existing route.
- 2.10 Access to the highway network is provided via a priority junction with A4109 Dulais Road. The A4109 provides onward connectivity to the southwest to the A465 and the M4 Junction 43 at Llandarcy.

### A4109

- 2.11 The A4109 is a single carriageway 'A' class road which routes north south and connects with Seven Sisters to the north and the A465 at Aberdulais in the south. In the vicinity of the site access, the A4109 is approximately 6.3m in width. It has a signed speed limit of 40 mph, however where it passes through settlements this is reduced to 30 mph.
- 2.12 An Automatic Traffic Count (ATC) was undertaken on A4109 in March 2024 to measure vehicle composition, volume and speed. The ATC was undertaken between 16<sup>th</sup> – 22<sup>nd</sup> March 2024.
- 2.13 A summary of vehicle speed by direction is provided in **Table 2-1**.

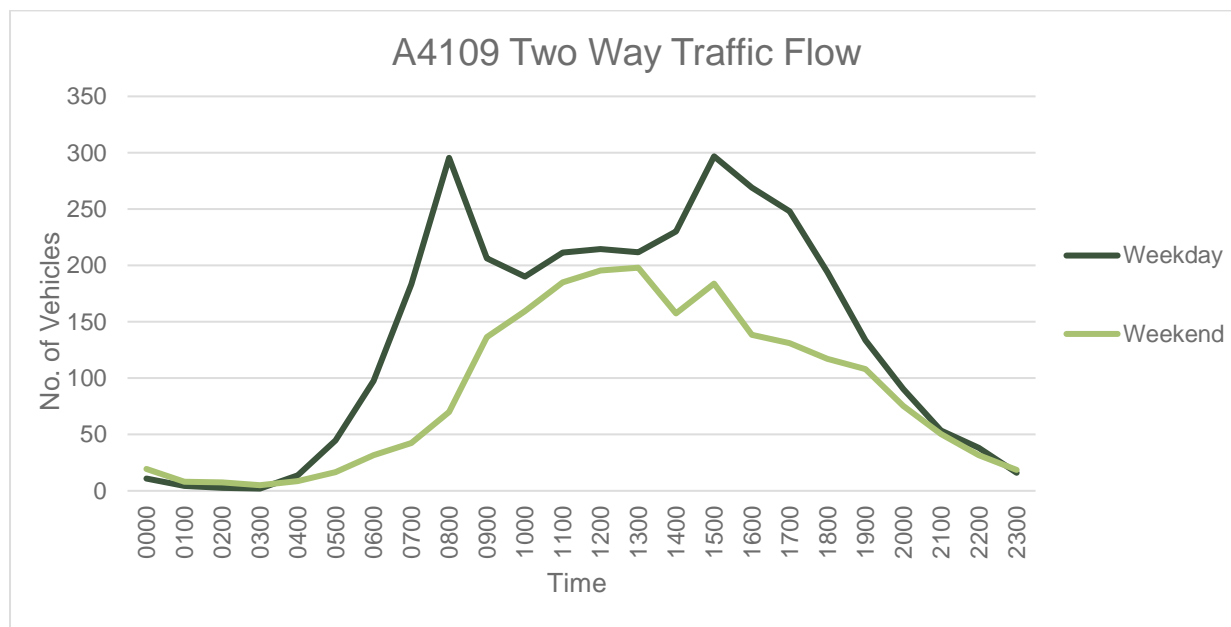


**Table 2-1 – A4109: Vehicle Speed by Direction**

	Direction	
	Northbound	Southbound
Mean Speed	43.6	43.5
85th Percentile	51.0	50.6

2.14 The average weekday and weekend traffic flows are shown in **Figure 2-4**.

**Figure 2-4 – A4109: Two Way Traffic Flow**



2.15 The average weekday two-way traffic flow is 3,259 vehicles across the 24 hour period (based on 5 week days) and the average weekend two-way traffic flow is 2,096 vehicles across the 24 hour period (based on two weekend days).

## A465

2.16 The A4109 continues 9km south where it enters Aberdulais. Here the A4109 connects with the A465. The A465 is a part of the Strategic Road Network (SRN) maintained by the South Wales Trunk Road Agent (SWTRA) on behalf of Welsh Government.

2.17 The A465 routes between Swansea in the west and Monmouthshire in the east and is known as the Heads of the Valleys Road. It has been the subject of an extensive upgrade programme over the last 20 years which has converted the route to a dual carriageway.

## M4

2.18 The A465 continues 5.6km south where it enters Llandarcy. Here the A465 connects to the M4 at Junction 43. The M4 provides onward connectivity towards Carmarthen (via the A48) to the west and to Port Talbot, Bridgend, Cardiff and Newport to the east.





## Collision Analysis

### Overview

- 2.19 A review of Personal Injury Collision (PIC) data for the surrounding highway network has been undertaken using data sourced from CrashMap, an online database of PIC records. The records relate to PICs on public roads that are reported to the police and subsequently recorded, using the STATS19 collision reporting form.
- 2.20 The most recently available five-year period has been analysed between 01/01/2019 and 31/12/2023. A summary of collisions by year is provided in **Table 2-2**.

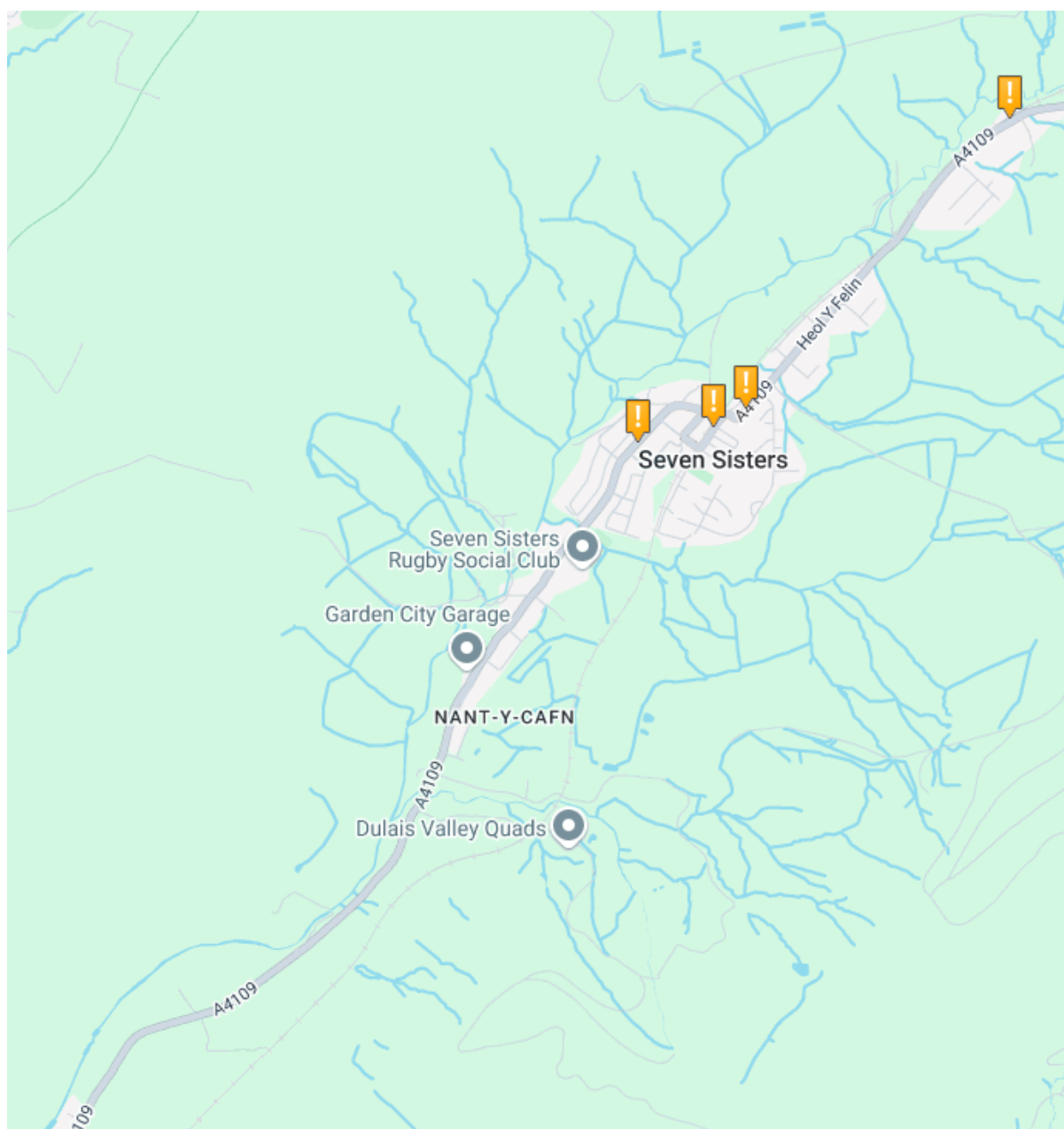
**Table 2-2 – PIC Collision Summary**

Year	Slight	Serious	Fatal	Total
2019	1	0	0	1
2020	0	0	0	0
2021	2	0	0	2
2022	0	0	0	0
2023	1	0	0	1
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>

- 2.21 The location and severity of collisions are shown in **Figure 2-5**.



**Figure 2-5 – PIC Overview**



- 2.22 A total of four collisions have been recorded in the area over the last 5-years. The four recorded collisions resulted in four slight injuries. There were 0 fatal collisions associated with the area over the last 5-years.
- 2.23 Reviewing the collisions, none of the collisions form a pattern or cluster that would suggest a highway design-based safety concern is present. A cluster of incidents would be classified as four incidents within three years and all within 100m of each other in accordance with Statistic for Wales and Welsh Government Guidance. When this is considered, there are no areas where 'clusters' of incidents could be identified.
- 2.24 Of the recorded collisions, all four took place on the A4109 to the north of the site access junction. Three collisions occurred in the settlement of Seven Sisters and one occurred between Seven Sisters and Onllwyn.



## Summary

- 2.25 The review of PIC has not identified any existing highway safety issue that could be exacerbated by the proposed development. The majority of traffic is expected to route to and from the development site via the A4109 to the south and therefore not pass through the settlement of Seven Sisters where records of PIC have been identified.

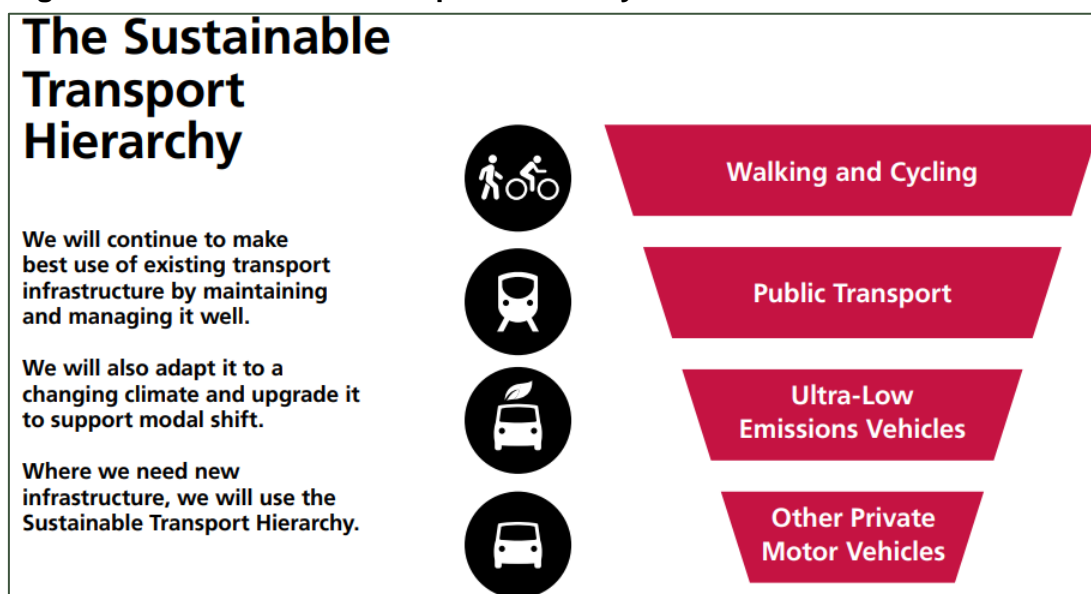


## 3.0 Planning Policy Context

### Overview

- 3.1 This section of the report outlines the relevant policies for development and transport in Wales, which are cognisant of one another and follow a common theme; moving towards carbon reduction in the promotion of communities, virtual and active mobility, followed by public transport with private vehicles at the bottom of the hierarchy. This is shown in **Figure 3-1**.

**Figure 3-1 – Sustainable Transport Hierarchy**



### National Policy

#### Planning Policy Wales (Edition 12) February 2024

- 3.2 Planning Policy Wales Edition 12 (PPW) sets out the land use planning policies of the Welsh Government.
- 3.3 Section 3 of PPW highlights the significance of the planning system in decarbonisation and reducing the impacts of climate change.
- 3.4 Regarding strategic and spatial choices, and specifically accessibility, PPW states that:
- “Spatial strategies should support the objectives of minimising the need to travel, reducing reliance on the private car and increasing walking, cycling and use of public transport.”*
- 3.5 Section 4 of PPW concerns Active and Social places. It asserts that Active and Social Places are those which provide well-connected cohesive communities. It further states that a ‘Resilient Wales’ is supported by promoting well-connected infrastructure.



## Future Wales: The National Plan 2040 (February 2021)

- 3.6 Future Wales: The National Plan 2040 is a National Development Framework for Wales. It influences all levels of the planning system in Wales and will help to shape Strategic and Local Development Plans prepared by councils and national park authorities.
- 3.7 One of the main challenges facing Wales is climate change. The document highlights the importance of reducing emissions to protect well-being and to demonstrate global responsibility. The planning system needs to focus on delivering a decarbonised and resilient Wales through the places that are created, the energy generated and the natural resources and materials that are used and how people live and travel.

## Wales Transport Strategy, Llwybr Newydd (November 2020)

- 3.8 This document is a draft strategy for the future of transport in Wales and sets out the ambitions for the next 20 years and Welsh Government's priorities for the next 5 years. Consultation on the draft strategy ended on 25<sup>th</sup> January 2021.
- 3.9 The long-term ambition for the strategy is for a transport system that contributes to a more equal and a healthier Wales and ensures that there are fewer physical, economic, social, and attitudinal barriers that prevent people from walking, cycling, or using public transport. Priorities include growing public transport use; providing safe, accessible, well-maintained, and managed transport infrastructure; making sustainable transport more attractive and affordable; and supporting innovations that deliver more sustainable choices.

**Figure 3-2 – Wales Transport Strategy Priorities and Ambitions**



## Technical Advice Note 18 (Transport)

- 3.10 Technical Advice Note (TAN 18) elaborates on the relationship between land use planning and transport infrastructure by outlining a range of key accessibility principles that should inform future patterns of development.
- 3.11 As the site is expected to generate minimal maintenance trips during regular operation, TAN 18 also provides consideration for HGVs and freight, which could apply to the construction phase for the development.
- 3.12 TAN 18 states that sites that attract these movements should be located away from congested inner areas and have direct access to the rail network and/or to the local distributor road network, trunk, or principal road network. The site is able to achieve this principal road connection as the site access connects directly to the A4109 which in turn links to the M4 motorway via the A456.

## Well-being of Future Generations (Wales) Act 2015

- 3.13 Wales faces several challenges now and, in the future, such as climate change, poverty, health inequalities, jobs, and growth.
- 3.14 The Well-being of Future Generations Act puts in place seven well-being goals that will help to tackle these challenges. The Act makes it clear the listed public bodies must work to achieve all of the goals, not just one or two.
- 3.15 In terms of the impact of the goals on develop and travel, the first goal of 'A Prosperous Wales' recognises the need for an innovative, productive, and low carbon society and is somewhat all-encompassing of the other goals and the need for sustainable travel options and low carbon communities.



## Local Policy

### Joint Transport Plan for South West Wales (2015-2020)

- 3.16 The Joint Transport Plan (JTP) for South West Wales, represent the local authorities of Carmarthenshire County Council, Neath Port Talbot County Borough Council, Pembrokeshire County Council, and City and County of Swansea. These authorities formed a transport consortium in 1998. This consortium was responsible for working with partners and stakeholders to prepare a Regional Transport Plan (RTP). This plan sets out a vision, objectives and a long-term strategy for a 20-year period and a five-year programme of projects.





- 3.17 This RTP includes policy and guidance including recognition of key gateways into and out of the region. This includes the SRN and the identification of:

*“The M4 motorway, trunk roads and strategic local roads are all vital gateways to the region for freight and passenger movements and are the most commonly used entry/exit routes to South West Wales”.*

### **Neath Port Talbot Local Development Plan (LDP)**

- 3.18 The Neath Port Talbot Local Development Plan (LDP) (2011 – 2026) was adopted in January 2016.
- 3.19 The LDP contains a number of Transport and Access Policies. Of particular relevance to the proposed development, is *“Policy TR 2 – Design and Access of New Development”* which includes:
- “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”.*
- 3.20 Through this TS it is demonstrated that the proposed development does not compromise the safe, effective and efficient use of the highway network.

### **Summary**

- 3.21 Overall, the principles of the proposed development of this site comply with the transport related planning policies highlighted within this chapter, locally and nationally.
- 3.22 The majority of traffic associated with the site relates to the site construction and setup and then the eventual decommissioning. Limited activity is required to support its ongoing operation.
- 3.23 It has been demonstrated that access to the site is available using local bus services and onward connection to the site on foot.



## 4.0 Development Proposals

### Overview

- 4.1 This section of the report sets out the development proposals, including the quantum of development, access arrangements and layout of the site.
- 4.2 The development proposals consist of the installation of a solar farm comprising ground mounted solar PV panels with a generating capacity of up to 25MWp, including permanent grid connection hub, mounting framework, inverters, underground cabling, stock proof fence, CCTV, internal tracks and associated infrastructure, landscaping, biodiversity net benefit and environmental enhancements for a temporary period of 40 years.
- 4.3 The proposed site layout is illustrated in **Figure 4-1**.

**Figure 4-1 – Extract of Development Proposals**



## Site Access

- 4.4 Access to the site will be provided from the A4109 via an existing farm track which will be extended up to the site boundary.
- 4.5 The site access arrangements are shown in **SLR Drawing 237790-D100-A**, a copy of which is provided in **Appendix C**.
- 4.6 From the junction with the A4109, an existing farm track routes parallel to A4109 Dulais Road and the River Dulais for approximately 200m. This track then turns 90 degrees and crosses the River Dulais on an existing bridge. The track then routes approximately 650m to the north following the boundary of existing fields. From this point, a new access track is to be constructed to provide a final connection into the site. This access route is shown in the site masterplan, a copy of which is provided in **Appendix B**.
- 4.7 Vehicle swept path analysis has been undertaken for the site access route and it has been demonstrated that a 7.5t box van and Mobile Crane are able to navigate across the existing bridge. A copy of **SLR Drawing AT\_C01** is provided in **Appendix C**.

## Construction Overview

- 4.8 An overview of the site set up and construction is as follows:
- Creation of the visibility splay followed by the creation of the stone access track through the extension of the existing farm track up to the site. The internal tracks, construction compound and substation compound areas will then be formed;
  - Installation of the perimeter security fencing and entry gates to ensure site security during the construction period;
  - The substations and spare parts containers will then be installed;
  - The delivered material will be unloaded into the compound and then distributed by telehandlers throughout the site, utilising the installed tracks;
  - In the final stage of the process the permanent substation compound can form part of the temporary construction compound.

## Internal Construction Route Management

- 4.9 Only one delivery vehicle will be allowed within the site/construction compound at any one time. An appropriate pitstop area will be designated on the highway network to ensure that no delivery HGV approaches the site until the previous delivery HGV has departed.
- 4.10 Material unloaded from the HGV will be despatched from the compound throughout the site during the unloading process and as soon as the HGV has departed, creating space for the next delivery.



## Construction Traffic Route

- 4.11 A construction route to and from the site access with A4109 Dulais has been identified, with the Trunk Road network accessible via the A465 approximately 11.5km to the south west. This route is detailed In **Figure 4-2**.

**Figure 4-2 – Construction Traffic Route**



- 4.12 The proposed construction route starts on the SRN from M4 Junction 43 before routing along the A465 to Aberdulais. At this point, the construction route joins the A4109 and routes up to the site access junction.





## 5.0 Vehicle Trip Attraction

### Construction Traffic

- 5.1 The construction period is scheduled to last for approximately 6 months. The number of vehicle movements expected during the construction period is presented within **Table 5-1**. The number of movements have been provided/confirmed by the Applicant.

**Table 5-1 – Construction Schedule: Vehicles by Activity and Month**

Activity	Month 1					Month 2				Month 3				Month 4				Month 5				Month 6				Total
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
COMPOUND & ENABLING WORKS																										
7.5t vehicles		13	13																							26
SOLAR PANEL, STRUCTURE & CABLE																										
7.5t vehicles					39	39	39	39	39	39	39	39	39	39	39											429
ACCESS TRACK & CABLE TRENCHES																										
7.5t vehicles		13	26	26		7	0	0	3	3	3	3	3	3	3	3	3	3								97
20ft containerised Inverter/transformer																										
7.5t vehicles																			3	3	3					8
WELFARE FACILITIES & COMMS. OFFICE																										
7.5t vehicles					5																					5
SUBSTATION & SWITCHGEAR CONTAINERS																										
7.5t vehicles																						1	1			3
BATTERY CONTAINERS																										
7.5t vehicles																										
20ft SPARE PARTS CONTAINERS																										
7.5t vehicles																								4		4
GENERAL, DIGGERS, PILING MACHINE etc.																										
7.5t vehicles					5					1			1				3									10
Anticipated Weekly Totals	0	26	39	36	39	46	39	39	42	43	42	42	43	42	42	3	5	3	3	3	3	1	1	4	0	582

- 5.2 There are expected to be a total of 582 trips across the 6 month construction programme. Peak construction traffic movements are expected in Month 2 with up to 165 vehicles arriving at the site.
- 5.3 Construction workers will be brought to the site by minibus, however the location from which these staff will travel from is currently unknown and is dependent on the appointed contractor.
- 5.4 The construction does not require any abnormal loads to access the site, with all components required to construct the solar farm delivered on 7.5t Box Van (8m) (as a maximum length).

**Table 5-2 – Forecast Construction Traffic Movements (Across 6 month Construction Schedule)**

Activity	Total Number of Deliveries	Total Movements (Two Way)
<b>Compound Enabling Works</b>	26	52
<b>Solar Panel, Structure &amp; Cable</b>	429	858
<b>Access Track &amp; Cable Trenches</b>	97	194
<b>20ft Containerised Inverter/Transformer</b>	8	16
<b>Welfare Facilities &amp; Comms. Office</b>	5	10
<b>Substation &amp; Switchgear Containers</b>	3	6
<b>20ft Spare Parts Containers</b>	4	8
<b>General, Diggers, Piling Machine etc.</b>	10	20
<b>Total</b>	<b>582</b>	<b>1,164</b>

- 5.5 As noted, the period in which deliveries are at their highest intensity will take place over a period of 3 months (Month 1 to Month 3 of the programme).



- 5.6 The site construction is expected to take place across 5 days per week (Monday-Friday all day). As such, during the busiest month for construction (Month 3), the 169 vehicle movements across the month are expected to result in a typical 8 vehicle arrivals or 16 two way trips per day during the construction phase.
- 5.7 The average weekday two-way traffic flow on A4109 Dulais Road is 3,259. This would then increase during the development construction to 3,275 (+16 vehicles), an increase of 0.49%. This increase will be for the peak construction period only.
- 5.8 The addition of 16 trips per day is unlikely to be discernible across the local transport network.
- 5.9 Irrespective, this will be a short-term impact and ongoing operational trips will be negligible.

## **Operational Phase**

- 5.10 Upon completion of the construction phase, it is unlikely that regular trips will need to be made to the development. It is anticipated that there will be a maximum of two vehicles per month routing to the site to undertake the maintenance of the equipment.
- 5.11 The level of additional traffic as a result of the proposed development during the operational phase will be negligible.

## **Summary**

- 5.12 Based on the above, the site will generate up to 16 two-way trips during the busiest period of construction.
- 5.13 During the operation of the site this is expected to only see a limited number of maintenance trips that represent less than one trip daily with only 2 scheduled maintenance visits every month. This is considered to be negligible and will be indiscernible on the wider highway network.





## 6.0 Summary and Conclusion

### Summary

- 6.1 SLR Consulting Limited (SLR) has been commissioned by Greentech Invest UK (8) Ltd to provide transport and highways advice in relation to proposals for the installation of a solar photovoltaic farm at Pen Caer Lan Farm, Seven Sisters, Neath, SA10 9EP.
- 6.2 The proposed development comprises the installation of a solar photovoltaic farm, which would generate 23.7MW plus ancillary infrastructure and equipment.
- 6.3 The 'Ynys Fforch Fawr' bus stops are located on A4109 Dulais Road within approximately 100m of the site access junction. These bus stops provide access to the X8 bus service. The X8 operates on an approximate hourly frequency across the day and provides, via an onward walking connection via the site access route, access to the site by public transport.
- 6.4 Access to the highway network is provided via a priority junction with A4109 Dulais Road. The A4109 provides onward connectivity to the southwest to the A465 and the M4 Junction 43 at Llandarcy.
- 6.5 From the junction with A4109 Dulais Road, the site is accessed by a combination of existing farm tracks and new access track connecting to this existing route.

### Conclusion

- 6.6 The review of PIC has not identified any existing highway safety issue that could be exacerbated by the proposed development. The majority of traffic is expected to route to and from the development site via the A4109 to the south and therefore not pass through the settlement of Seven Sisters where records of PIC have been identified.
- 6.7 The existing site access arrangements have been reviewed and it has been demonstrated that access can be provided to the site by a 7.5t box van (8m in length).
- 6.8 The anticipated vehicle movements associated with both the construction and operational phases have been set out. It has been demonstrated that during the peak period of construction, the temporary increase in traffic volumes will result in a 0.47% increase in traffic volumes on the A4109 Dulais Road. This is considered to be indiscernible on the local and wider highway network.





# Appendix A      Bus Timetable

## Transport Statement

**Solar Farm, Pen Caer Lan Farm, Neath**

**Greentech Invest UK (8) Ltd**

SLR Project No.: 425.002241.00001

4 February 2025

## Mondays to Fridays except Public Holidays

Service Number	X8	X8	X8	X8	X8	X8	X8	X8	X8	X8	X8	X8
<b>Moriah Chapel</b>	—	0745	0847	0948	1048	1148	1250	1350	1450	1550	1650	1747
Banwen Rugby Club	0655	0751	0853	0953	1053	1153	1255	1355	1455	1556	1656	1753
Onllwyn Social Club	0701	0756	0858	0957	1057	1157	1259	1359	1459	1601	1701	1758
Seven Sisters Post Office	0711	0805	0907	1005	1105	1205	1307	1407	1507	1608	1708	1805
Crynant Business Park	0721	0818	0920	1018	1118	1218	1320	1420	1520	1620	1720	1817
Aberdulais Falls	0731	0829	0931	1029	1129	1229	1331	1431	1530	1630	1730	1827
Green Dragon	0735	0834	0936	1034	1134	1234	1336	1436	1535	1634	1734	1832
<b>Neath Bus Station</b>	0741	0843	0944	1042	1142	1241	1343	1443	1547	1641	1741	1838

Service Number	X8
Banwen Rugby Club	1846
Onllwyn Social Club	1850
Seven Sisters Post Office	1856
Crynant Business Park	1906
Aberdulais Falls	1916
Green Dragon	1921
<b>Neath Bus Station</b>	1927

## Saturdays except Public Holidays

Service Number	X8	X8	X8	X8	X8	X8	X8	X8	X8	X8	X8	X8
<b>Moriah Chapel</b>	—	0745	0847	0948	1048	1148	1250	1350	1450	1550	1650	1747
Banwen Rugby Club	0655	0751	0853	0953	1053	1153	1255	1355	1455	1556	1656	1753
Onllwyn Social Club	0701	0756	0858	0957	1057	1157	1259	1359	1459	1601	1701	1758
Seven Sisters Post Office	0711	0805	0907	1005	1105	1205	1307	1407	1507	1608	1708	1805
Crynant Business Park	0721	0818	0920	1018	1118	1218	1320	1420	1520	1620	1720	1817
Aberdulais Falls	0731	0829	0931	1029	1129	1229	1331	1431	1530	1630	1730	1827
Green Dragon	0735	0834	0936	1034	1134	1234	1336	1436	1535	1634	1734	1832
<b>Neath Bus Station</b>	0741	0843	0944	1042	1142	1241	1343	1443	1547	1641	1741	1838

Service Number	X8
Banwen Rugby Club	1846
Onllwyn Social Club	1850
Seven Sisters Post Office	1856
Crynant Business Park	1906
Aberdulais Falls	1916
Green Dragon	1921
<b>Neath Bus Station</b>	1927

## No service on Sundays and Public Holidays

**Mondays to Fridays** except Public Holidays

Service Number	X8	X8	X8	X8	X8	X8	X8	X8	X8	X8	X8	X8
<b>Neath Bus Station</b>	0655	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1800
Green Dragon	0702	0803	0903	1003	1103	1203	1303	1403	1503	1604	1703	1808
Aberdulais Falls	0708	0809	0909	1009	1109	1209	1309	1409	1509	1609	1709	1814
Crynant Business Park	0719	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1825
Seven Sisters Post Office	0729	0831	0932	1032	1132	1232	1332	1432	1533	1633	1731	1835
Onllwyn Cemetery	0734	0836	0937	1037	1137	1238	1338	1438	1539	1639	1736	1840
Banwen Rugby Club	0738	0840	0941	1041	1141	1243	1343	1443	1543	1644	1740	1845
<b>Moriah Chapel</b>	0744	0846	0947	1047	1147	1249	1349	1449	1549	1650	1746	—

**Saturdays** except Public Holidays

Service Number	X8	X8	X8	X8	X8	X8	X8	X8	X8	X8	X8	X8
<b>Neath Bus Station</b>	0655	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1800
Green Dragon	0702	0803	0903	1003	1103	1203	1303	1403	1503	1604	1703	1808
Aberdulais Falls	0708	0809	0909	1009	1109	1209	1309	1409	1509	1609	1709	1814
Crynant Business Park	0719	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1825
Seven Sisters Post Office	0729	0831	0932	1032	1132	1232	1332	1432	1533	1633	1731	1835
Onllwyn Cemetery	0734	0836	0937	1037	1137	1238	1338	1438	1539	1639	1736	1840
Banwen Rugby Club	0738	0840	0941	1041	1141	1243	1343	1443	1543	1644	1740	1845
<b>Moriah Chapel</b>	0744	0846	0947	1047	1147	1249	1349	1449	1549	1650	1746	—

**No service on Sundays and Public Holidays**



# Appendix B      Site Layout Drawing

## **Transport Statement**

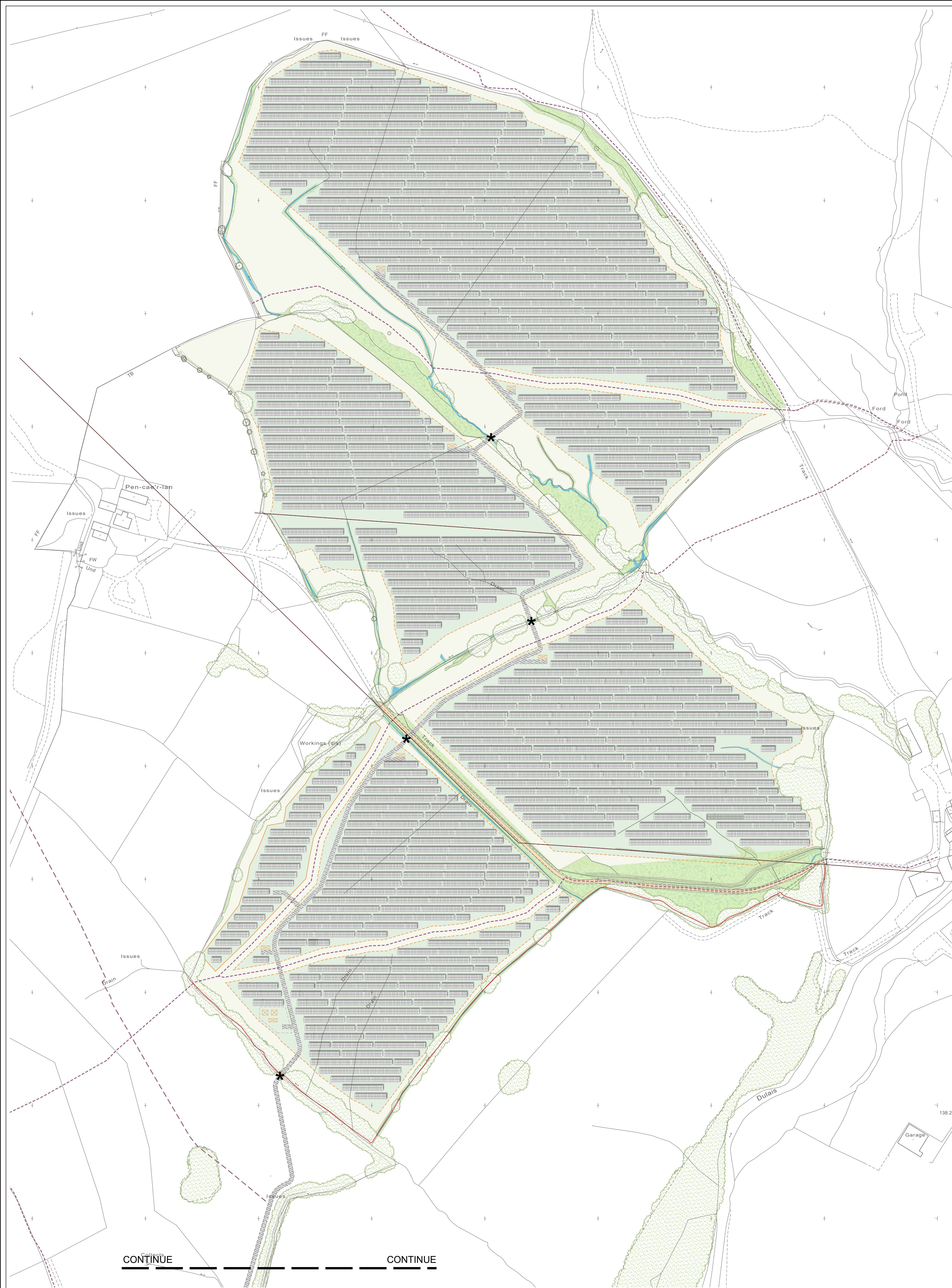
**Solar Farm, Pen Caer Lan Farm, Neath**

**Greentech Invest UK (8) Ltd**

SLR Project No.: 425.002241.00001

4 February 2025





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**Legend:**

- Existing Vegetation Retained
- Overhead Power Lines
- Existing PBoW
- Existing Improved Grassland
- Existing Rough Grassland
- Existing Access Track
- Proposed Solar Panels
- Proposed Internal Access Track
- Proposed Perimeter Security Fence
- Proposed Sub-Station
- Proposed Temporary Bridge Crossing over watercourse
- Proposed Improved Grassland and Species Rich Grass Seed Mix (under arrays)
- Proposed Inverter Cabinets

**Note:**

Unless identified differently within the drawing, the proposed off-set distances have been applied:

- 5m between existing hedgerows and proposed fencelines or solar arrays;
- 5m between proposed fencelines and solar arrays;
- 5m between field drains and fencelines / solar arrays;
- 10m between main water courses (upper edge of embankment) and fencelines or solar arrays; and
- 10m between existing woodland and any element of the proposed development, noting distance is taken from base of identified feature and not the plotted canopy overhang.

Do not scale from this drawing unless for Planning purposes. Illustrated dimensions only are to be used.

All dimensions must be checked on site by the contractor prior to the commencement of any building works.

Where applicable, dimensions and details are to be read in conjunction with specialist consultant drawings or available information, with any discrepancy between drawings brought to the attention of the project managers prior to the commencement of any fabrication or building works.

0m 40m 100m  
1:2000

N

Rev.	Date	Notes	By
1	01/09/2024	FIRST ISSUE - Draft v0.1	ICS
2	16/10/2024	FIRST ISSUE - Draft v0.2	ICS
3	19/10/2024	FIRST ISSUE - Draft v0.3	ICS
4	31/10/2024	FIRST ISSUE - Draft v0.4	ICS
5	31/10/2024	FIRST ISSUE - Draft v0.4	ICS

**Pencaerlan Solar Project**

**lighthouse**  
DEVELOPMENT CONSULTING

Web: <https://www.lighthouse-dc.co.uk/>

Site:  
**Pencaerlan**

Drawing Title:  
**Site Block Plan - Proposed**

Drawing No or Client Ref	Revision	Scale
<b>Figure 2</b>	Draft v0.5	1:2,000 @ A1

Drawn	App By	Date	CAD Ref
ICS	NB	01.09.24	LH-23-07-0002 - Draft v0.5 - Fig 2 Site Block Plan





# Appendix C      SLR Drawings

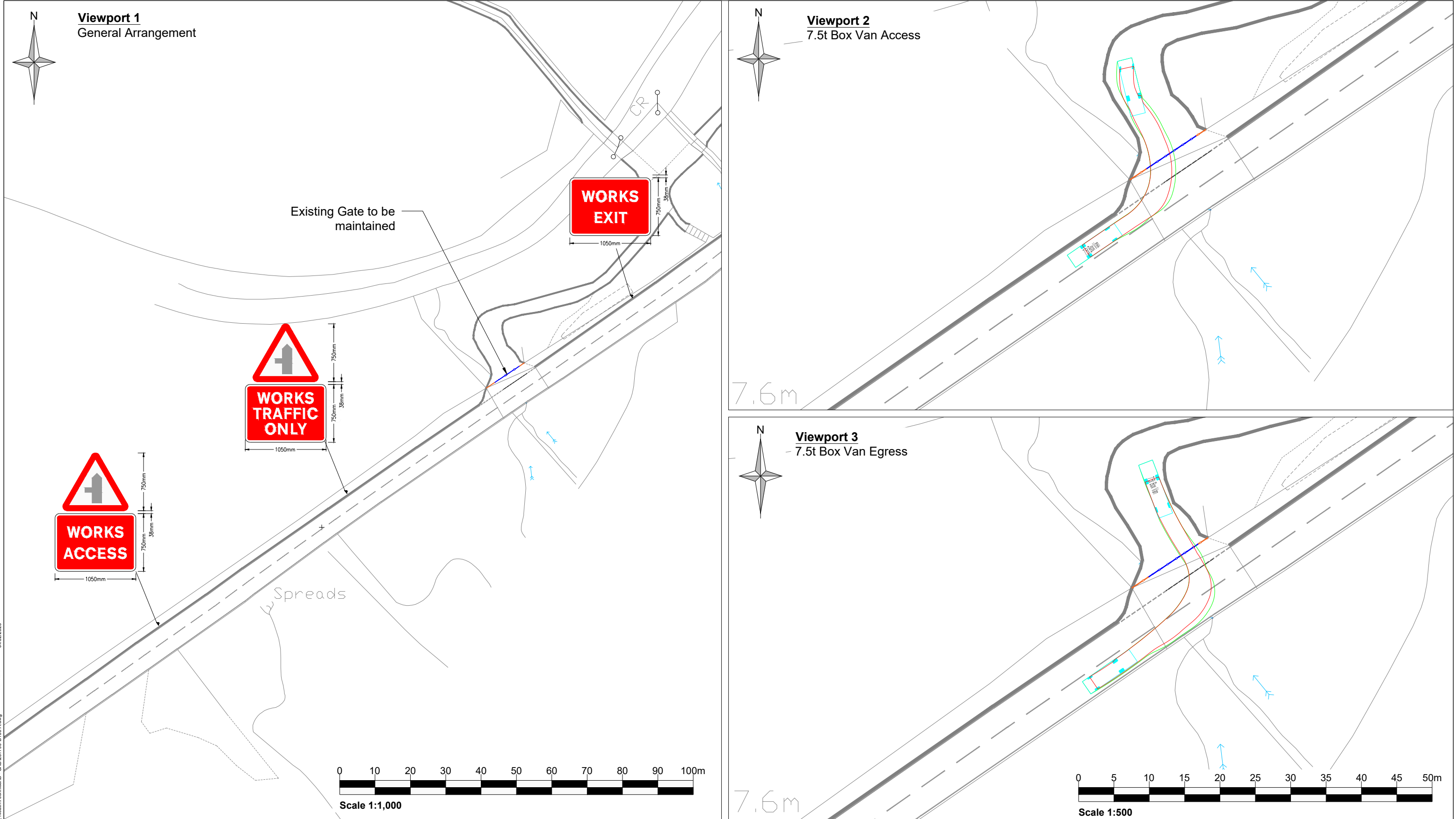
## Transport Statement

**Solar Farm, Pen Caer Lan Farm, Neath**

**Greentech Invest UK (8) Ltd**

SLR Project No.: 425.002241.00001

4 February 2025



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Drawing Status & Suitability Code

ISSUE FOR INFORMATION

Designed	DJR	Checked	SR	Authorised	SR
Date	23/11/23	Date	23/11/23	Date	27/11/23

Drawing Number

237790 - D100

Rev.

A

Client

Project

Solar Farm, Seven Sisters, Neath

Drawing Title

Proposed Site Access Arrangement

A	Design Vehicle Updated	04.02.25	DJR	EW	EW
Rev	Amendments	Date	By	Chk	Auth

Scale

As shown @ A3

SLR Project No.

237790

Notes:

Legend:

7.5t Box Van

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

8.010m

2.100m

3.556m

0.351m

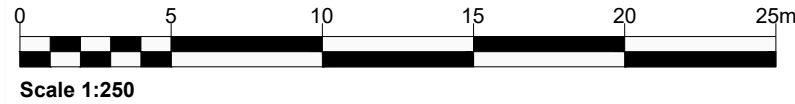
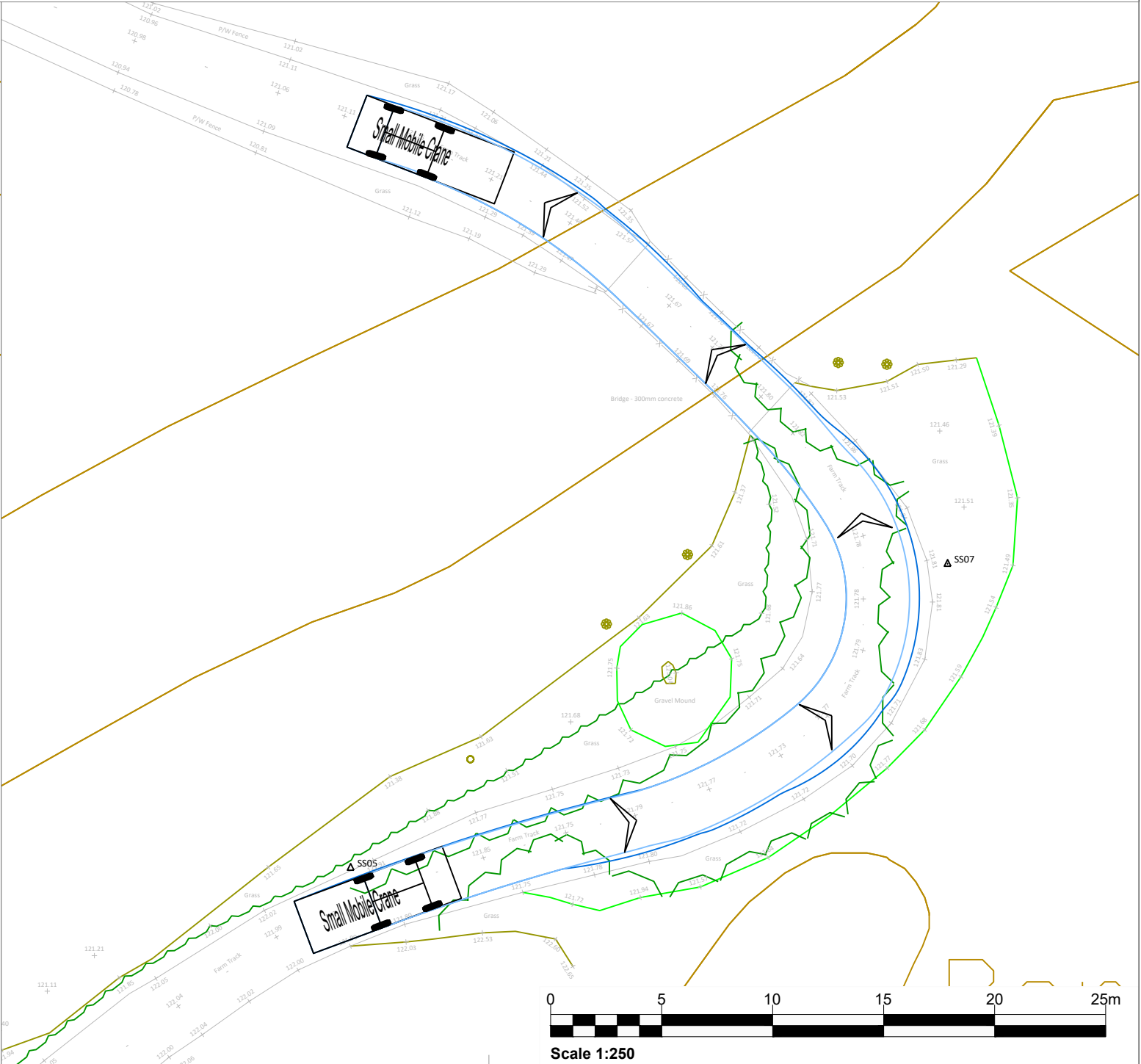
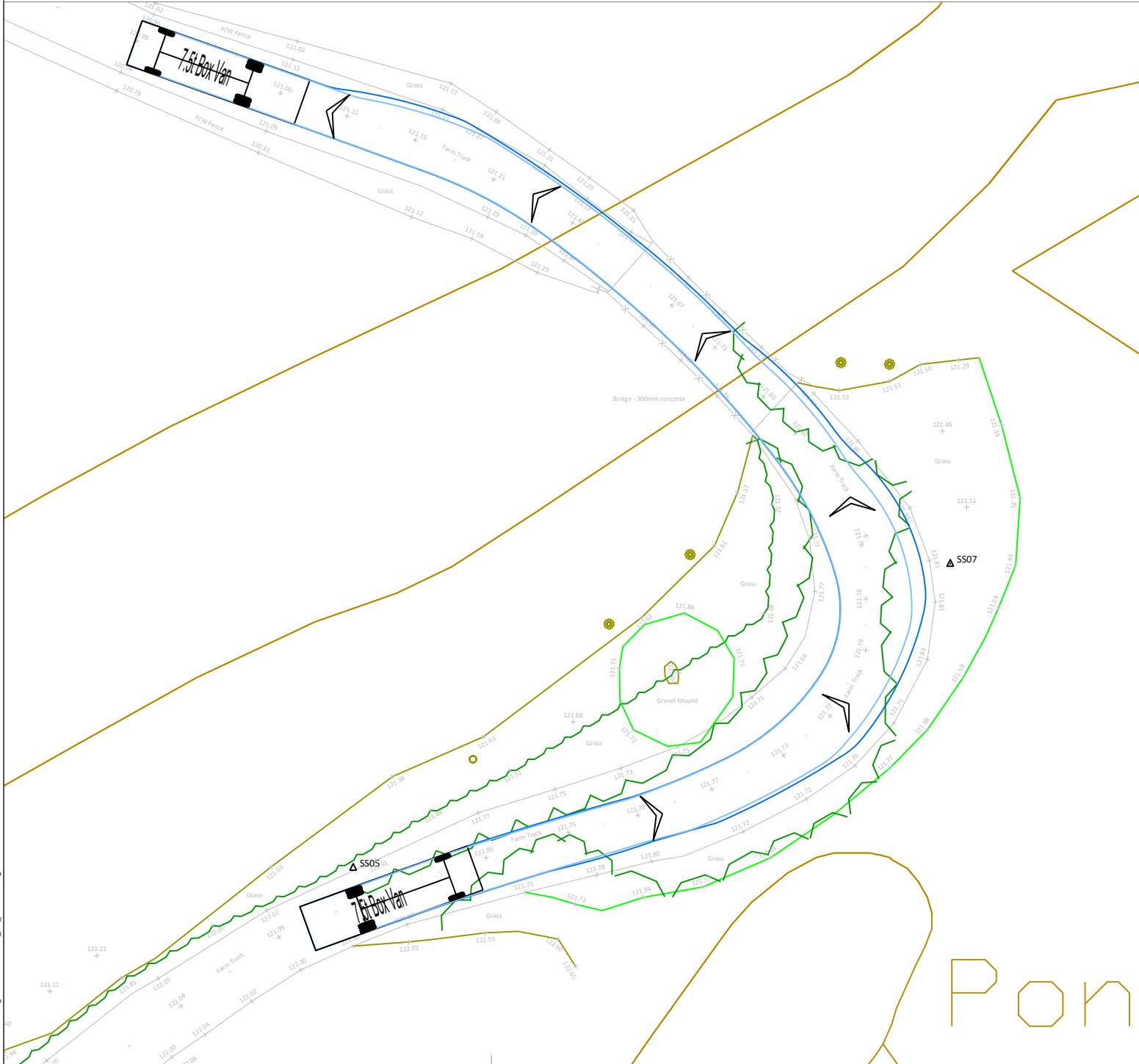
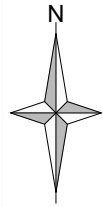
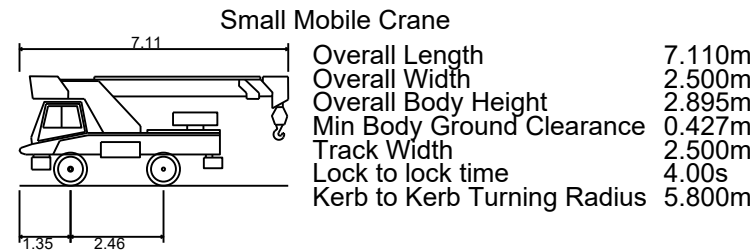
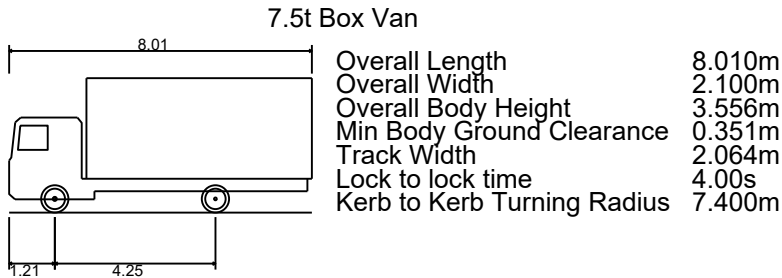
2.064m

4.00s

7.400m

G:\UKCardiff\Videos\CardiffShare\Projects\230000\237790 - Solar Farm, Seven Sisters, Neath\Technical\0 - CAD\237790-D100-A.dwg 04/02/2025

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Drawing Status & Suitability Code  
**DRAFT**

Designed KR	Drawn KR	Checked EW	Authorised EW
Date 06.09.24	Date 06.09.24	Date 06.09.24	Date 06.09.24

Drawing Number  
**AT\_C01**

Client  
Greentech Invest UK (8) Ltd

Project  
Solar Farm, Seven Sisters, Neath

Drawing Title  
Swept Path Analysis  
Existing River Dulais Bridge  
Small Mobile Crane and 7.5t Box Van

Scale  
1:250 @ A3  
SLR Project No.  
237790

Rev	Amendments	Date	By	Chk	Auth
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Rev	Amendments	Date	By	Chk	Auth
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Notes:  
1.

Legend:



Making Sustainability Happen