

Erection and Operation of a Replacement Asphalt Plant, Retention of an Existing Concrete Batching Plant, Workshop, Office, Weighbridges, Aggregate Stockpiling and Ancillary Plant and Machinery at Cae'r Glaw Quarry, Gwalchmai, Anglesey

Planning Application Supporting Statement

Hanson Quarry Products Europe Limited

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Quality information

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Executive Summary

Hanson Quarry Products Europe Ltd (Hanson) are the occupiers of 3.4ha of land at Cae'r Glaw Quarry, which is currently utilised for a number of mineral related developments, including the following:

- an operational concrete batching plant;
- non-operational asphalt plant;
- aggregate storage bays;
- aggregate stockpiling;
- HGV Parking;
- ancillary buildings including a workshop and site offices; and
- ancillary plant and machinery including two weighbridges.

Hanson historically operated the entirety of Cae'r Glaw (Gwalchmai) quarry, however in recent years the main quarry site has been let to Hogan Aggregates Limited, who operate it for the production of aggregates. Hanson no longer undertake quarrying but retain part of the site which is occupied by a concrete batching plant and asphalt plant along with a workshop, weighbridge and other structures and activities retained to facilitate their use.

Due to the 2008-12 recession, the asphalt plant has been mothballed for over 5 years. During this time Hanson's customers have been served from their asphalt plant at Penmaenmawr quarry, Conwy. Due to the improved economic climate and new infrastructure spending on Anglesey, Hanson now wishes to recommence manufacturing asphalt at their Gwalchmai site. Upgrades and repairs to the existing asphalt plant are not cost effective; therefore Hanson wishes to invest in a modern small-scale mobile plant for the longer term.

This supporting statement accompanies a planning application seeking planning permission for the erection and operation of the replacement coated roadstone (asphalt) plant, the retention of an existing concrete batching plant (CBP) and retention of other related ancillary plant and machinery and associated activities on land at Gwalchmai, Ynys Môn (Anglesey).

The CBP has been operational at the site for over thirty years and was erected under permitted development rights for plant and machinery erected at a quarry (for which express planning permission is not required). Isle of Anglesey County Council has requested that express planning permission is now sought to retain the CBP. The CBP comprises largely open plant and machinery, sealed cement storage silos and aggregate storage bays.

In the same application Hanson are applying for planning permission to continue the existing activities on the wider site within their site area including aggregate stockpiling and HGV parking, and retain existing buildings and structures including a workshop, site offices, aggregate storage bays and ancillary plant and machinery including two weighbridges. These have all been on the site for a number of years.

Other than the replacement of the asphalt plant no new building or engineering works are proposed by this planning application.

The proposed development will secure employment for up to 12 full time members of staff.

Photographs of the application site are provided in Appendix A.

This supporting statement includes consideration of potential environmental and amenity impacts including landscape and visual impact, flood risk, traffic and transport, noise and dust. The assessments conclude the development is acceptable and meets the requirements for sustainable development and can therefore be approved without delay.

The application is being made to confirm the planning status of Hanson's operations and activities for the foreseeable future.

1. Introduction

1.1 The Applicant

Hanson Quarry Products Europe Ltd (Hanson) is a private limited company and part of the HeidelbergCement Group, which has leading global positions in aggregates, cement and concrete. The Company is a leading supplier of heavy building materials to the construction industry, producing aggregates (crushed rock, sand and gravel), ready-mixed concrete, asphalt, cement and cement-related materials.

The Company operates under the following divisions: Hanson Asphalt and Contracting, Hanson Concrete, Hanson Quarry Products and Hanson Cement. In the UK, the Company operates around 300 manufacturing sites and employs over 3,000 people.

Hanson operates some 200 quality assured concrete batching plants (CBPs) in the UK. For more information see <u>www.heidlebergcement.com</u>. The Company continues to supply construction materials to very many iconic public and private building projects.

Hanson also operates asphalt plants from over 20 locations in England and Wales. The Company's high quality asphalt solutions have been developed to be the ideal choice for a wide range of surfacing applications, from major civil engineering projects to domestic driveways and footpaths. All of the Company's asphalt solutions are accredited to the environmental standard ISO 14001 and to responsible sourcing standard BES 6001. They are also 'CE' marked in accordance with the Construction Products Regulation. The Company complies with quality management system ISO 9001.

The effective use of resources is at the heart of how Hanson operates. The Company has reduced the amount of primary aggregates it uses in its products and most of its asphalt plants and products now incorporate a proportion of Reclaimed Asphalt Pavement (RAP) recovered when old road surfaces are removed.

1.2 The Application

The application to which this supporting statement relates is for planning permission for the erection and operation of a replacement coated roadstone (asphalt) plant, the retention of an existing concrete batching plant (CBP) and retention of other mineral related activities including ancillary plant and machinery on land at Cae'r Glaw Quarry, Gwalchmai, Anglesey. The proposed development is described in more detail in section 3.

The location of the site is identified on submitted plans 60534922.GWA.01 and 60534922.GWA.02. The application boundary amounts to approximately 3.4 hectares of land which is currently under the full control of Hanson.

Direct highway access is already provided by the existing established quarry access.

1.3 Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 set out the circumstances where an application for planning permission must be accompanied by an Environmental Statement (ES) or where the Planning Authority should decide if one is required.

It is AECOM's consideration that as the proposal does not fall within the developments listed in either Schedule 1 or Schedule 2, it does not constitute EIA development.

Therefore the application does not need to be accompanied by an Environmental Statement. Nonetheless, consideration by AECOM and Hanson of the type of development and site location has resulted in the following environmental aspects being considered within this supporting statement:

- landscape and visual impact;
- traffic and transport;
- noise;
- air quality; and
- flood risk

1.4 Design and Access Statement & BREEAM

1.4.1 Design and Access Statement (DAS)

A requirement for some planning applications to be accompanied by a Design and Access Statement (DAS) was introduced under Article 7 of the Town and Country Planning (Development Management Procedures) (Wales) Order 2012.

Article 9 of the Town and Country Planning (Development Management Procedures) (Wales) (Amendment) Order 2016 (as most recently amended by regulations which came into force on 16th March 2016) sets out the various categories of planning application to where there is a requirement to submit a DAS, which includes:

- "all planning applications for "major" development except those for mining operations; waste developments; relaxation of conditions (section 73 applications) and applications of a materials change in use of land or buildings;
- all planning applications for development in a conservation area or world heritage site, which consist of the provision of one or more dwellings or the creation of floorspace of 100 sq. m. (gross) or more"

Major development is defined within Article 2 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, which includes:

"...(e) development carried out on a site having an area of 1 hectare or more"

Since the planning application area is 3.4 hectares a formal design and access statement is required to be submitted with the planning application (included at Appendix B).

1.4.2 BREEAM

As the development comprises open plant and machinery the Building Research Establishment Environmental Assessment Method (BREEAM) does not apply.

1.5 Pre-application Consultation and Engagement

The 2015 Planning (Wales) Act 2015 introduced a new duty on applicants/developers to carry out pre-application consultation with the local communities and statutory consultees for major developments. The Welsh Government guidance for pre-application consultation (PAC) sets out the engagement process, including who to consult, how to consult and how the responses should be presented in the final PAC report.

Details forming the PAC process for this proposal, including changes made as a result of the PAC consultation, are included in the PAC report which accompanies the planning application at Appendix C.

1.6 Copies

Hard copies of the application are available from AECOM at the following address at a cost of £20 per set. Electronic copies in Adobe Acrobat format on CD are available from the same address at a cost of £5 each. The planning application documents are available for viewing at the MPA offices in Anglesey, and via the relevant council website. A copy will also be kept at the Hanson site office.

Mr Chris Nicoll Principal Planner (Minerals and Waste) Minerals, Waste and Resources. AECOM Royal Court, Basil Close, Chesterfield, Derbyshire, S41 7SL 01246 244856

2. Site Description and its Surroundings

2.1 Location and Description

Cae'r Glaw Quarry is a granite quarry located just north of the A5, approximately 580m to the west of Gwalchmai village, see figure 60534922.GWA.01. The A55 is located approximately 650m to the south of the quarry and RAF Mona is approximately 3.9km to the east.

Hanson are the occupiers of 3.4ha of land within Cae'r Glaw Quarry as identified on figure 60534922.GWA.02. Hanson historically operated the entire quarry however Hogan Aggregates Limited now operate the main quarry site for the production of aggregates.

The area under Hanson's control is currently utilised for a number of uses and operations, including:

- the existing (mothballed) asphalt plant;
- the operational concrete batching plant;
- aggregate storage bays;
- aggregate stockpiling;
- HGV and staff parking;
- ancillary buildings including a workshop, site offices, electrical sub-station; and
- ancillary plant and machinery including two weighbridges

2.2 Application Area

The area that is the subject of this planning application (hereafter referred to as 'the Site') comprises approximately 3.4 ha and is denoted by the red line shown on Figure 60534922.GWA.02.

The existing site layout is shown in Figure 60534922.GWA.03 and the proposed site layout is shown in Figure 60534922.GWA.04 (see section 3 below).

Ground levels lie around 62m above Ordnance Datum (AOD) in the north east, falling to around 53m AOD at the site access onto the A5.

2.3 Surroundings

Key features of the Site and immediate surrounding area include:

- operational quarry working areas (operated by Hogan Aggregates);
- Conwy County Borough Council (CBC) household recycling centre;
- Hogan Aggregates block work factory adjacent the site entrance;
- the A5 located to the south;
- the A55 located approximately 650m to the south;
- the B5112 located approximately 1.4km to the west;
- the nearest local settlements are Gwalchmai approximately 380m to the east and Bryngwran approximately 2.8km to the west; and
- the nearest residential receptors are residential properties along the A5, the closest of which is located approximately 150m from the south east boundary of the Site.

2.4 Access

Road access is gained via the existing quarry access from the A5.

2.5 Statutory Designations

No statutory designations apply to the Site or are located in very close proximity.

As far as statutory designations (affording legal protection) within close vicinity of the Site are concerned, there are;

- no landscape designations within 2km of the Site, the nearest is Anglesey AONB (Cwyfan area) located approximately 5.1km to the south west;
- a number of listed buildings within 2km, the nearest being grade II listed milestone west of Gwalchmai approximately 250m south;
- 1 scheduled monument located within 2km, the nearest being Y Werthyr Hillfort located 1.3km north west of the Site;
- 2 statutory designated ecological sites within 2km of the Site. The nearest is Y Werthyr SSSI approximately 1km north west of the Site and Cors Bodwrog SSSI approximately 1.2km south east of the Site.

2.6 Planning History

The planning history of Cae'r Glaw Quarry is long and well established. In brief the following principle planning permissions are relevant to this application:

- 1. 48/LPA/627A/CC granted June 1993 for the conditions which shall apply to the I.D.O permissions 47/V/14/48 and 55/V/27/48 dated 5th March 1948 and 29th June 1948.
- 2. 48C79F/VAR granted February 2014 is the operative planning permission for the Quarry and relates to the variation of condition 14 (ground vibration) from planning permission 48/LPA/627A/CC so as to be in accordance with current planning policy guidance.

The CBP was erected under permitted developments rights for plant and machinery erected at a quarry (for which express planning permission is not required).

The asphalt plant was erected under permitted developments rights for plant and machinery erected at a quarry (for which express planning permission is not required). The new plant will stand at circa 17m in height and will utilise imported stone from Hanson's high specification roadstone quarries at Penmaenmawr and Craig Y Heag.

2.7 Environmental Regulation

The concrete batching plant operates under an Environmental Permit issued by the Environmental Health Dept. of Gwynedd Council. The Permit regulates the storage and operation of certain substances and industrial processes. In particular it limits the emission of substances to air, and deals with the requirements for monitoring and plant maintenance.

The asphalt plant previously operated under an Environmental Permit. Hanson will re-apply for a new permit if planning permission is granted.

3. Proposed Development

3.1 Introduction

The proposals are described in full below, but in brief they include:

- erection and operation of a replacement small-scale coated roadstone (asphalt) plant;
- retention and operation of the existing concrete batching plant and associated infrastructure;
- continuation of aggregate stockpiling activities;
- HGV and staff parking;
- retention of ancillary buildings including a prefabricated workshop and single storey site offices;
- retention of ancillary structures including aggregate storage bays and two weighbridges;

The proposed layout including activities to be retained is shown in plan 60534922.GWA.04.

3.2 The Replacement Asphalt Plant

3.2.1 Need for the Development

An asphalt plant has been in place at the Site for over 30 years serving Ynys Môn and the North Wales market area. In order to meet the requirements of new infrastructure spending on local highway contracts and wider developments on Ynys Môn Hanson wish to re-establish local asphalt production.

It is no longer cost effective to repair and maintain the existing asphalt plant, there are no longer spares or support available for the existing components and electrical systems. The existing plant is also incapable of manufacturing to the modern specifications required for major highways and other projects. Hanson will demolish the old plant and replace it by constructing a new modern, small-scale plant over roughly the same footprint as the existing plant.

The replacement plant will offer improved environmental performance and will be more energy efficient. It will also include a RAP leg so that the plant can use recycled materials (up to 25%), which the existing plant does not currently allow.

The plant (along with the existing asphalt plant at Penmaenmawr) will provide back-up capacity for major highways projects and therefore will ensure continuity and security of supply to customers.

3.2.2 Asphalt Plant Demolition and Construction

The site area is level surfaced with some concrete hardstanding, virgin bedrock and compacted aggregate so that minimal ground preparation is required. Concrete hardstanding will be cast insitu to provide foundation support for the structures.

The existing asphalt plant will be demolished and the new plant erected by a specialist contractor(s) appointed by Hanson operating under the Construction (Design and Management) Regulations 2015. Recoverable materials e.g. scrap metal will be recycled and reprocessed wherever practicably possible.

The new plant is delivered as a series of pre-fabricated units by standard low-loader lorry that just requires assembly and commissioning by mobile crane.

The full demolition of the existing asphalt plant and construction of the new replacement plant is expected to be completed over a four week period.

There are no soils present within the Site and no soil handling forms part of the proposals.

No below natural ground level excavation is required.

No trees or vegetation lie within the area or will be affected by the construction.

3.2.3 The Asphalt Production Process

The manufacture of asphalt uses a mixture of aggregates, sand and a filler (e.g. stone dust), in the correct proportions, which is heated and then coated with a binder, usually bitumen. The specific formula used ensures that the asphalt produced will provide the performance characteristics for the required road surfacing application (i.e. durability, stability, rut resistance, skid resistance, etc.).

The hot rolled asphalt plant incorporates traditional plant and machinery whereby crushed rock aggregate (and some recycled road planings) are dried and heated in a rotary kiln before being mixed with bitumen (stored in silos) and dispatched via hoppers into tipper and articulated lorries.

Aggregates will be stored in stockpiles adjacent the plant as has taken place within the Site for many years. Bitumen and fuel will be stored in above ground bunded tanks in accordance with the Control of Pollution (Oil Storage) Regulations 2001 and UK / EU industrial best practice.

The operation of the plant, emissions, fuel storage and management of dust will be the subject of a separate Environmental Permit issued by the Isle of Anglesey Council Environmental Health Department.

3.2.4 The Replacement Asphalt Plant

The type of plant to be used at the Site is a Fayat Marini Xpress, and a brochure is included at Appendix D providing summary details. For reference, a photograph of a similar plant installed at Hanson's Sutton Courtenay Site in Oxfordshire is included at Appendix E.

Plant layout and orientation is illustrated on the following plans:

- 60534922.GWA.03 Existing Site Layout;
- 60534922.GWA.04 Proposed Site Layout;
- 60534922.GWA.05 Asphalt Plant Elevations.

The new plant comprises a typical modern asphalt batch mix assembly of plant and machinery, comprising:

- aggregate cold feeders;
- recycled material storage, elevator and metering unit;
- RAP feed in line;
- mobile dryer unit;
- mobile filter/fines hopper;
- hot mix storage silo;
- inclined batch elevator;
- screens;
- hot aggregates storage bin and discharge shoots for loading lorries;
- weighing and mixing unit;
- bitumen tanks; and
- control cabin.

3.2.5 Colour Scheme

It is proposed the steel work for the new asphalt plant will be finished in neutral colour goosewing grey (RAL 7038 / BS10A05), the standard colour used on the majority of quarry plant and machinery in the UK.

3.2.6 Throughput

Maximum output of the asphalt plant is rated at approximately 200 tonnes per hour, but in operation less than 50% utilisation will be realised, with the plant only working to supply orders received i.e. it will not be in operation on a continual basis. Asphalt sales and production fluctuate directly with the level of private and public development expenditure.

The plant is small scale and expected to typically sell up to a maximum of about 125,000 tonnes per annum. Deliveries will be to any location within a radius of about 40 miles. Deliveries will be made by either Hanson lorries or by independent 'collect' traders or hauliers.

3.3 Concrete Batching Plant

3.3.1 Need for the Development

The CBP at Gwalchmai mainly supplies construction projects within a 20 mile radius (approximately 500m³ a month). However the CBP has also supplied the majority of big contracts on Yns Môn, including:

- Holyhead water treatment works;
- Llyn Alaw water treatment works;
- Bryn Cefni water treatment works;
- Holyhead retail park;
- Tesco extension Holyhead; and
- RAF Valley search and rescue training unit (SARTU).

3.3.2 The Concrete Batching Plant

The CBP comprises modular plant and machinery which comprises:

- two upright cement storage silos and piped feeds, maximum height 10m and 100 tonne capacity each;
- cement weigh hopper;
- aggregate loading hopper;
- covered conveyors; and
- enclosed mixing drum;

The wider CBP site comprises:

- aggregate storage bays;
- portable type office/welfare unit and single storey laboratory;
- control cabin;
- washout bay/wedge pit;
- admix tanks;
- services container.

The two cement silos store powdered cement or similar substitutes and are fitted with industry standard safety valves and dust filters to prevent dust escape and discharge. Cement materials are supplied to the silos by road tanker via pipeline. The silos feed cement to the mixer by a sealed system under computer control. Operation of the silos are specified in the Environmental Permit issued and regulated by the Environmental Health Department of Isle of Anglesey County Council.

3.3.3 Concrete Production

The CBP is a dry batch production unit that mixes sand and gravel with cement and various admixtures to regulate colour, setting time, etc. to produce concrete. The electrically powered mixer has a manufacturer's published production capacity potential of 100m³ per hour when operating continuously at maximum load and capacity. However, because the plant is used on an as needed basis in response to actual orders (the plant does not keep RMC in stock once mixed), actual production volumes are substantially less than full production capacity.

Mixing of the materials takes place in a fully enclosed mixer drum located immediately above the vehicle-loading chute. The mixture or 'batch' is then discharged into the lorry for transport to the construction site. Each vehicle usually carries 1 to 3 batches. Three to four mixer vehicles typically operate from the Site.

3.4 Wider Site Activities

The following structures and activities will be retained as identified on plan 60534922.GWA.02 and 60534922.GWA.03:

- aggregate stockpiling areas required to store aggregates to supply the asphalt plant and CBP;
- HGV and staff car parking for up to 10 vehicles;
- a steel framed and steel sheet clad workshop;
- the former Hanson quarry office and welfare building;
- two weighbridges; and
- the importation of aggregates, bitumen, cement, sand and admixtures.

3.5 Traffic and Highways

Access to the Site is via the existing access from the A5. The Site is well situated in proximity to the primary road network and it benefits from an established access which has been demonstrated to be fit for purpose.

Planning Permission 48C79F/VAR contains no restrictions on traffic numbers.

All end products from the asphalt plant will leave by lorry, usually Hanson 6 or 8 wheel with a proportion of independent 'collect' traders.

The asphalt plant layout has been designed so that as far as reasonably possible one way routeing is provided with full turning circles thus minimising the need for reversing and the use of lorry mounted alarms.

If all coarse aggregate is imported to the asphalt plant (rather than from the adjacent quarry), the maximum production rate of 125,000 tonnes per annum will generate some 18 to 22 lorry trips (36-44 movements) per day over a typical 6 day working week. Average day to day sales will be substantially less than the maximum.

Historic practice at the existing CBP shows that the plant is supplying 60-120m³ of RMC per day. Assuming the use of 6m³ mixer lorries (6m³ or 7.5m³ is the usual lorry capacity), this equates to 10-20 RMC loads per day (assuming a 6 day working week).

Table 1 below provides a typical summary of HGV movements for the Site. The figures relate to what an average normal working day's production would generate and the likely maximum throughput. In practice it is unlikely that the maximum throughput required of the concrete and asphalt will coincide, so the maximum figures are very much a worst case.

Vehicle Type	Aggregate / RAP import	Cement import	Admixtures import	Concrete sales	Asphalt sales	Total
HGV deliveries made per day, average / maximum	13/22	1/3	1/2	10/20	11/22	21/42
HGV movements per day average / maximum	26/44	2/6	2/4	20/40	22/44	42/84

Table 1. Heavy goods vehicle numbers (per day), average and maximum (worst case).

A variation in numbers obviously depends on the demand, size of load and delivery time to the construction site. Distribution will be the primary road network to the construction site. The supply distance is usually concentrated within a 20 mile radius for concrete and 40 miles for asphalt.

Parking space is provided on site for at least 10 lorries and 10 cars.

3.6 Drainage

There are no surface water courses within the Site or in very close proximity to it. Rainfall drains to the edges of any concrete hardstanding and percolates into the adjacent underlying strata or migrates as overland flow to an interceptor and sump within the concrete batching plant area, from where it drains by buried pipe to a permitted

surface discharge. It is not proposed to change this arrangement. Rainfall falling on the wider site percolates into the underlying strata or migrates as overland flow to the low level sump in the quarry void to the east of the Site.

All tanks and fuel stores will be appropriately double bunded in accordance with standard industry requirements and as such no contaminated runoff is anticipated.

3.7 Lighting

Lighting is attached to the side of the mixer tower of the CBP to facilitate safe traffic movements, vehicle turning and loading in the hours of darkness. A small number of plant mounted flood lights with telescopic towers will be employed when operating the asphalt plant during the hours of darkness (as with the existing plant).

For both the CBP and the asphalt plant the lighting is angled downwards onto the site and shrouded to prevent unnecessary glare and spillage outside of the working area.

3.8 Control of Noise

Condition 17 of planning permission 48C79F/VAR states:

"All mobile plant, equipment and vehicles under the control of the operator and in use, or calling at the quarry shall be fitted with appropriate noise reduction equipment, which shall be maintained to manufacturer's standards"

All mobile plant, equipment and vehicles associated with the Site will be fitted with noise reduction equipment in accordance with condition 17 in order to reduce noise pollution arising from the proposed development.

The new asphalt plant will be required to operate in accordance with a new Environmental Permit, for which an application will be submitted to Ynys Môn Council. The CBP operates under an existing Environmental Permit. Environmental permits require the use of modern low emission plant and machinery and best practice operating procedures to arrest noise.

Noise is considered further in section 5 of this supporting statement.

3.9 Control of Dust

All powders and dusts utilised by the asphalt plant and CBP will be stored in silos and transported in sealed containers giving minimum potential for fugitive dust emissions.

Crushed rock aggregate will be stored in stockpiles and the existing aggregate bays to the south east of the plant.

The handling of aggregates to and from stockpiles in dry windy weather can allow dust to be generated. However the course natures of the aggregates used and the remote location of the Site from sensitive receptors means the escape of fugitive dust at a level likely to cause a nuisance is highly unlikely.

Condition 16 of planning permission 48C79F/VAR states:

"Measures shall be taken to minimise dust emission and ensure that no operations on the site give rise to dust or wind-blown material being carried onto adjoining property. Particular attention shall be given to dust control on:

- a) quarry plant and equipment
- b) drill rigs
- c) internal haul routes"

Hanson operates all their plants in accordance with an approved management scheme which sets out the measures to be taken to control fugitive dust emissions potentially arising from its operations.

3.10 Employment

The replacement asphalt plant represents an investment by Hanson in the region of £0.5 million and will provide new employment for up to 10 people (4 plant operatives and 6 drivers) both directly and help support others

indirectly in the related supply chain (including upstream e.g. quarrying operations and downstream in the construction industry, etc.).

The retention of the CBP will secure existing employment for approximately 6 members of staff (2 plant operatives and 4 drivers). It will also continue to support associated industry staff and assist the local construction industry in providing high grade materials on an as needed basis.

3.11 Operating Hours

The quarry, existing asphalt plant and CBP have no restriction on operational hours and Hanson wishes to maintain the ability to operate 24 hours a day seven days a week should that be required to supply their customer base which is primarily highway and infrastructure projects which may require night time working.

No record of complaints is known (received by Hanson or Isle of Anglesey County Council) relating to night time or weekend operation.

Whilst both the asphalt plant and CBP will maintain the ability to operate 24/7, the majority of operations will be undertaken during core operating hours, which will be as follows:

Asphalt plant:

- Monday to Friday: 06:00 24:00;
- Saturdays 06:00 17:00.

Concrete Batching Plant:

- Monday to Friday: 06:00 18:00;
- Saturdays 06:00 17:00.

24/7 working reflects the increase in traffic flow on UK roads since 1995 and society's demand for night time working on the strategic road network to ease daytime congestion. It will allow better planning of such works and total production figures are not expected to change significantly. It increasingly forms part of modern construction programmes and highway construction and maintenance contracts, and therefore is required to maintain the company's competitive position.

3.12 Public Rights of Way (PRoW)

There are no public rights of way within the Site or in the immediate vicinity. The nearest PRoW is a footpath located approximately 800m to the east within Gwalchmai village.

3.13 Vegetation and Trees

The Site currently comprises an existing concrete hardstanding at the asphalt plant and CBP. The wider surroundings generally consist of virgin ground devoid of vegetation or trees. No recognisable habitat will be affected by the proposal.

3.14 Environmental Permitting

The CBP currently operates under an Environmental Permit (EP) issued by Ynys Môn Council. The new asphalt plant will operate under a new Environmental Permit (EP) that will require Hanson to operate the facility in accordance with a number of conditions covering e.g. process operations, measures to be taken to avoid pollution and the measures to be taken to preserve amenity, etc.

If planning permission is obtained for the asphalt plant, Hanson will submit a standalone EP application to the Environmental Health Department of Ynys Môn Council.

3.15 Health and Safety

Health and Safety Regulations apply to the storage of cement materials and working with plant and machinery in confined spaces. An existing site health and safety operating plan applies to the site, which has been produced for site specific procedures. The combination of Environmental Permitting and Health and Safety Regulations

means the level of control at the plant in terms of environmental and employee safety is so substantially high that the potential for any wider residual environmental or amenity impact on the surrounding area is very low indeed.

3.16 Restoration

Condition 20 of planning permission 48C79F/VAR states:

Within 12 months of the cessation of quarrying operations or such extended period as may be agreed in writing with the mineral planning authority any items of plant, machinery, buildings and equipment and any stockpiles and waste material within the area of the quarry shall be removed and the site thereof left in a clean and tidy condition to the satisfaction of the mineral planning authority.

The Site will therefore be restored in accordance with the extant planning permission for the wider quarry.

4. Planning Policies

4.1 Introduction

The application for planning permission to which this supporting statement relates falls to be determined by Isle of Anglesey County Council in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, which states that "if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

The 'material considerations' referred to include national planning policies (mainly published in the form of the Planning Policy Wales (PPW) and the relevant Technical Advice Notes (TANs), Mineral Technical Advice Notes (MTANs), and emerging local planning policies and evidential material.

The relevant parts of the development plan in this case comprise:

Anglesey and Gwynedd Joint Local Development Plan 2011-2026 (July 2017);

The application relates to the siting of plant and machinery for which there is little specific planning policy within the development plan. The range of relevant planning policies is reviewed below.

4.2 Development Plan

4.2.1 Anglesey and Gwynedd Joint Local Development Plan 2011-2026 (July 2017);

Gwynedd Council and the Isle of Anglesey County Council have prepared a Joint Local Development Plan (LDP) for Anglesey and the Gwynedd Local Planning Authority Area. The document was formally adopted on the 31st July 2017, and replaces a number of plans and policies, including (specifically relating to Anglesey) the Gwynedd Structure Plan (1993); The Anglesey Local Plan (1996); Anglesey Unitary Development Plan (stopped) (2005); Interim Planning Policy: Large Sites (2011) and Interim Planning Policy: Rural Clusters (2011).

It is considered that the following policies are most relevant to the proposed development:

- Strategic Policy PS 5 Sustainable Development;
- Policy PCYFF 1 Development Boundaries;
- Policy PCYFF 2 Development Criteria;
- Policy PCYFF 3 Design and Place Shaping;
- Policy PCYFF 4 Design and Landscaping;
- Policy PCYFF 6- Water Conservation;
- Strategic Policy PS 19 Conserving and Where Appropriate Enhancing the Natural Environment;
- Strategic Policy PS 22 Minerals
- Policy AMG 3 Protecting and Enhancing Features and Qualities that are Distinctive to the Local Landscape Character;
- Policy AMG 5 Local Biodiversity Conservation;
- Policy PS 20 Preserving and where Appropriate Enhancing Heritage Assets;
- Policy GWA 1 Provision of Waste Management and Recycling Infrastructure;

With particular reference to the Site, Policy GWA 1 – Provision of Waste Management and Recycling Infrastructure identifies Cae'r Glaw Quarry as one potential site considered suitable for waste management facilities. This policy also identifies Cae'r Glaw Quarry as a site that is considered suitable for urban quarries as defined by TAN21:Waste.

Cae'r Glaw Quarry is also identified on the Anglesey and Gwynedd Proposals Map as a "Waste Site – Cylchfa Parth Mwynau" and adjacent Mineral Buffer Zone. An area to the north of the existing Cae'r Glaw Quarry has been identified as a 'preferred area' for future supplies of crushed rock in accordance with Policy MWYN 2 – Preferred Areas, however the site subject of this application is not located within this allocation.

An assessment of the degree to which the proposed development accords with the above planning policies is provided below; from this, it can be seen that the proposal accords with the relevant policies of the plan.

4.3 Assessment

The proposed development is considered to accord with the key relevant policies of the development plan in that:

- the location is an established minerals facility incorporating minerals related development such as the asphalt plant and CBP for over 30 years;
- other than the replacement asphalt plant, the proposed development will retain existing structures and continue existing activities at the Site;
- it is a low level development well screened in the environment;
- the land is considered highly suited for this form of development;
- the development is temporary in nature and can be returned to its former status without delay or legacy impacts;
- once development is completed, the Site will be restored in accordance with the requirements of the minerals planning permission of Cae'r Glaw Quarry;
- there will be no impacts on any sites or properties afforded statutory protection;
- the amenity of residential properties will remain unaffected;
- no trees or habitats will be affected;
- the public rights of way network will not be affected by the proposed development;
- there is no flood risk associated with the scheme;
- the development will provide employment for up to sixteen people; and
- the development will utilise the existing established access onto the A5 and there will be no additional impact to the local or strategic highway network.

4.4 Material Considerations

Material considerations include:

- Planning Policy Wales (PPW) (Edition 9, 2016);
- relevant Technical Advice Notes (TANs), and Mineral Technical Advice Note (MTAN) 1: Aggregates; and
- relevant emerging local planning policy documents (including place plans).

4.4.1 Planning Policy Wales

The Planning Policy Wales (PPW) was first published in 2002 and is the principal and authoritative source of national planning policy in Wales. The PPW Edition 9 was published in November 2016. The policies contained within the PPW which are considered to be most relevant in this case are as follows.

Policy contained within the following chapters is considered particularly relevant in this case.

Chapter 2 – Local Development Plans sets out what Local Authorities should consider when preparing a Local Development Plan.

Paragraph 2.14.4 states "It is for the decision maker, in the first instance, to determine through monitoring and review of the development plan whether policies in the adopted Local Development Plan are outdated for the purposes of determining a planning application. Where this is the case, local planning authorities should give the plan decreasing weight in favour of other material considerations such as national planning policy, including the presumption in favour of sustainable development."

Chapter 3 Development Management sets out detailed guidance on the processes and procedures that should be followed when managing new development.

Paragraph 3.1.3 states "In line with the presumption in favour of sustainable development, applications for planning permission...should be determined in accordance with the approved or adopted development plan for the area, unless material considerations indicate otherwise... All applications should be considered by up to date policies."

Chapter 4 Planning for Sustainability gives a definition of sustainable development and defines sustainability objectives for the planning system.

"Sustainable development means the process of improving the economic, social, environmental and cultural wellbeing of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.

Acting in accordance with the sustainable development principle means that a body must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs."

Paragraph 4.2.4 states "Where there is no adopted development plan or relevant development plan policies are considered outdated or superseded or where there are no relevant policies ...there is a presumption in favour of proposals in accordance with the key principles and key policy objectives of sustainable development in the planning system."

Paragraph 4.9.1 relates to previously developed land and states that "Previously developed (or brownfield) land should, wherever possible, be used in preference to greenfield sites..."

Chapter 5 Conserving and Improving Natural Heritage and the Coast defines objectives and measures for conserving the natural heritage of Wales.

Paragraph 5.1.2 sets out the Welsh Governments objectives for the conservation and improvement of natural heritage, which are to "promote the conservation of landscape and biodiversity, in particular the conservation of native wildlife and habitats; ensure that action in Wales contributes to meeting international responsibilities and obligations for the natural environment; ensure that statutorily designated sites are properly protected and managed; safeguard protected species, and to promote the functions and benefits of soils, and in particular their function as a carbon store."

Chapter 6 The Historic Environment defines objectives for conserving the historic environment in Wales.

Paragraph 6.2.1 sets out the Welsh Governments objectives to ensure that the historic environment is protected, managed and conserved, and should "recognise its contribution to economic vitality and culture, civic pride, local distinctiveness... base decisions on an understanding of the significance of Wales' historic assets; conserve archaeological remains... safeguard the character of historic buildings... preserve or enhance the character or appearance of conservation areas... preserve the special interest of sites on the register of historic parks and gardens in Wales; and conserve areas on the register of historic landscapes in Wales."

Chapter 7 Economic Development sets out objectives for planning for economic development.

Paragraph 7.2.2 states "Local planning authorities are required to ensure that the economic benefits associated with a proposed development are understood and that these are given equal consideration with social and environmental issues in the decision-making process, and should recognise that there will be occasions when the economic benefits outweigh social and environmental considerations."

Chapter 8 Transport sets out the measures to be considered when determining planning applications that have transport implications.

Paragraph 8.7.1 states "When determining a planning application for development that has transport implications, local planning authorities must take into account: the impacts of the proposed development on travel demand...the environmental impact of both transport infrastructure and the traffic generated..."

Paragraph 8.7.2 also states the criteria where a planning application is required to be accompanied by a Transport Assessment (TA). The proposed development falls within "industry" land use, but as the proposed development falls below the threshold of 5,000m2 gross floor area, this planning application is not required to be accompanied by a TA.

Chapter 13 Minimising and Managing Environmental Risks and Pollution sets out considerations that should be taken when determining applications for development in order to avoid or minimise adverse effects of any environmental risks on present or future land use.

Paragraph 13.4.2 relates to flood risk and states "In determining planning applications for development, local planning authorities should... ensure that development does not increase the risk of flooding elsewhere...increase the problem of surface water runoff."

Paragraph 13.12.1 relates to air quality and states "The potential for pollution affecting the use of land will be a material consideration in deciding whether to grant planning permission. Material considerations in determining applications for potentially polluting development are likely to include locations...impact on health and amenity...the risk and impact of potential pollution from the development...prevention of nuisance...impact on the road and other transport networks, and in particular traffic generation..."

Paragraph 13.15.1 relates to noise and states "Noise can be a material planning consideration... Local planning authorities should make a careful assessment of likely noise levels and have regard to any relevant Noise Action Plan before determining such planning applications..."

Chapter 14 Minerals provides guidance for local planning authorities when preparing Local Plans and determining mineral applications. These policies cover the short and long term future use and safeguarding of mineral deposits.

Paragraph 14.1.2 states "The essential role of the mineral planning authorities in relation to mineral working is to ensure a prudent use of finite resources, and the protection of existing amenity and the environment."

Paragraph 14.4.1 relates to Buffer zones and states "Other development, including industry, offices and some ancillary development related to the mineral working, which are less sensitive to impact from mineral operations may be acceptable within the buffer zone."

Paragraph 14.2.2 states "Each mineral planning authority should ensure that it makes an appropriate contribution to meeting local, regional and UK needs for minerals which reflects the nature and extent of resources in the area, subject to relevant environmental and other planning considerations."

4.4.2 Technical Advice Notes (TANs)

Each Technical Advice Note (TAN) provides detailed planning advice on a different subject and should be taken into account by local planning authorities in conjunction with Planning Policy Wales (PPW) in the preparation of development plans.

The TANs relevant to the proposed development are as follows:

- TAN 5: Nature Conservation and Planning (2009);
- TAN 11: Noise (1997);
- TAN 12: Design (2016); and
- TAN 15: Development and Flood Risk (2004).

4.4.3 Minerals Technical Advice Notes (MTAN)

The Minerals Technical Advice Notes (Wales) sets out detailed advice on the mechanisms for delivering the policy for aggregates extraction by mineral planning authorities and the aggregates industry.

MTAN 1: Aggregates (2004)

MTAN 1 sets out detailed advice on providing mineral resources to meet society's needs, current Aggregates production, future demand, future supply, protecting areas of importance, reducing the impact of aggregates production, restoration and aftercare and efficiency of use/recycling.

4.4.4 Emerging Development Plans

There are no relevant emerging development plan documents (DPD) that are currently in preparation.

4.4.5 Place Plans

Following the Planning Act 2015, there is now a requirement for Local Planning Authorities in Wales to work with communities to create Place Plans. Place Plans are still very much in the 'pilot' phase with limited guidance on how they should be prepared and what they should include. Confirmed aspects of the Place Plan are that it will need to conform to the Council's Local Development Plan, and will become a statutory document to be adopted by the Council. From a review of the ACC's website, no Place Plans are currently in preparation.

4.5 Consideration of Planning Policy Issues

4.5.1 Weighting

When determining planning applications in terms of the development plan and material considerations in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the local planning authority can be expected to attach appropriate weight to each, having regard to a number of factors.

4.5.2 Conclusions

The application for planning permission should be determined having regard to the Government's support and encouragement for development which will help to achieve the key planning objectives.

The review above shows the development will have minimal impacts and supports the utilisation of an existing minerals site. The development meets all the criteria for sustainable development such that permission can be approved without delay.

5. Environmental and Amenity Issues

5.1 Introduction

The key potential environmental and related impacts of the proposed development have been considered, and summaries are provided below.

5.2 Landscape and Visual

The Site is situated within a busy area of existing mineral related development with little natural landscape remaining in the immediate area. The Site is not located within an area of statutory or non-statutory designated landscape.

Local landscape character is defined by the Anglesey Landscape Strategy (2011) as Landscape Character Area 17 "West Central Anglesey". The character description recognises a large area of the rural heathland of Anglesey, including the settlements of Gwalchmai and Llangefni. The topography is generally undulating with a number of rocky outcrops. The A5 and A55 roads pass through this area.

There are various prominent visual features within the landscape surrounding the Site, including:

- the existing asphalt plant at approximately 18m high, with stack at approximately 25m high;
- the operational concrete plant approximately at 15m high;
- existing aggregate stockpiles approximately 5m high (maximum);
- existing workshop approximately 5m high;
- the Conwy County Borough Council (CBC) building to the south west, approximately 10m in height;

The capacity of the local landscape to accept temporary development of the type and scale proposed is therefore considered to be high.

The Site lies at around 54mAOD and is located within the body of Cae'r Glaw Quarry, the topography rises from approximately 49mAOD at the quarry access to the south to a high of 71mAOD at the northern boundary of the mineral extraction area.

There are no residential dwellings within 340m of the development. Gwalchmai village is located approximately 380m to the east of the Site, and is significantly screened by topography and planting schemes already in place for previous quarry development phases.

Given that:

- the CBP and asphalt plant have been in place at the Site for over 30 years;
- the replacement asphalt plant will be a similar height to the existing asphalt plant (approximately 17m high), and located on the footprint of the existing asphalt plant; and
- there are no proposed changes to the CBP, stockpiling activities and existing buildings and structures on the wider site

It is considered that the proposed development will not be incongruous when considered in the context of the existing use of the Site, the surrounding minerals development and limited sensitive receptors. It is considered that the proposed development is unlikely to have any significant visual effect outside of the boundary of the quarry due to the topography of the surrounding area and screening afforded by existing vegetation such that it is concluded that the proposed development is acceptable in terms of landscape and visual impacts.

5.3 Noise

The noise sources generated by the asphalt plant and its use is the unloading and loading of aggregates, the rotary drier, the hoist to load hot asphalt into the storage hoppers and discharge into lorries. AECOMs experience of these plants in operation is that lorry movements and loading are the primary source of noise.

Noise generated by the CBP operations are relatively low level and intermittent and a reflection of the level of mixing and loading activity at any one time. Individual noise sources include the mixing drum and feeds, the

loading of aggregate in the hoppers, material supply, and the use of conveyers and loading. The most regular noise source is from the movement of vehicles and conveyors. The hoppers and conveyors are covered or otherwise enclosed to shield noise (and windblow).

There are few local residential receptors in proximity to the Site and the emissions from the activities at the Site will not be distinguishable between the asphalt plant, concrete batching plant and mineral extraction and processing activities in the area.

The activities are a low scale operation utilising only mobile plant and machinery that is in keeping with other noise sources in the immediate vicinity.

Given the proposed location and context within Cae'r Glaw Quarry, the operational concrete batching plant and related quarry activities that dominate the noise environment, it is considered the proposed development will not give rise to any adverse amenity noise impacts.

5.4 Traffic and Transport

HGVs will access and egress only from the established main quarry access junction onto the A5. This access has been used for many years for importing and exporting aggregates, is over 8m wide and accommodates two way HGV traffic. No highway modifications are considered necessary to facilitate the proposed development.

There are currently no controls on vehicle numbers associated with Cae'r Glaw Quarry, the concrete batching plant or asphalt plant. See section 3.5 for predicted HGV traffic generation.

There will not be a notable increase in the level of traffic generation as a result of the retention of the existing CBP or the restart of asphalt production from the levels which existed prior to the closure of the asphalt plant.

Lorries importing aggregate, cement and admixtures will arrive to the site from junction 5 of the A55 and avoid Gwalchmai village. Typically traffic will depart on the same route unless making local deliveries of concrete and asphalt. It is considered that the A5 Holyhead Road and the A55 operate well under capacity and can readily accommodate this level of traffic generation.

The closest bus stop is in Gwalchmai village some 700m to the east, a number of services use the A5 through the village.

In conclusion it is considered the proposed development will have no significant effects on traffic flows and no modifications to highway infrastructure is required.

5.5 Air Quality/Dust

The Site is not located within an Air Quality Management Area (AQMA).

The main potential concern related to air quality is associated with the CBP and the storage and use of fine powders (cement) which have the ability to cause nuisance and affect amenity. All modern CBPs store dry powder cement in sealed silos with all loading and feed pipes similarly sealed with individual computer managed valve controls. Similarly, sand aggregate (which is intrinsically damp) is loaded into the mixer via shielded conveyor from a small loading hopper. The process is computer automated with raw materials fed into the mixer drum in sequence to produce the (pre-set) mix required. There is little potential therefore for over loading or for the spillage of fine materials that could generate fugitive dust that would carry outside the Site.

The provision of hard concrete surfaces with rainwater drainage for all vehicle turning areas minimises the risk of dirt accumulating which in periods of dry weather could give rise to dust.

The standard operating procedures for the control of dust particulates as applied at all sites operated by Hanson include:

- retaining sand/aggregate stockpiles at an appropriate height within the limit of the stocking bays to prevent windblow;
- retaining adequate drainage and maintaining working surfaces in good repair;
- vehicles transporting materials into the Site will be enclosed or sheeted, as road haulage procedures apply;
- the Site will operate with high standards of housekeeping and vehicles will be maintained to high standards to minimise fugitive emissions;

- in periods of dry weather when the potential for emissions is likely to be increased, dust/ particulate will be suppressed and controlled by periodic sweeping and/or water dowsing on the Site and on the access and egress road (as required);
- a water supply will be made available for cleaning and the suppression of dust via industrial hose pipe; and
- daily inspections will be carried out to ensure that any need for water sprinkling is identified and necessary action taken promptly.

5.6 Flood Risk and Drainage

The Site lies at around 54m AOD and does not lie within an area at risk of flooding as defined by the Natural Resources Wales website¹. The location is some 240m east of the nearest referenced water course, a drain to the west of Cae'r Glaw Quarry.

There are no significant accumulations of standing water in the Site (surface puddles). Precipitation falling onto the concrete hard standing will continue to percolate and migrate as at present i.e. into the underlying fractured bedrock or overland to a catch pit in the concrete batching plant yard area, from where it discharges to the west via pipe under an Environmental Permit. Rainfall falling on the wider site will continue to percolate into the underlying strata or migrate as overland flow to the low level sump in the quarry void to the east of the Site.

The land is not designated by Natural Resources Wales as lying within an aquifer Source Protection Zone (SPZ).

The proposed development meets with the requirements of the PPW and TAN 15 (Development and Flood Risk) in that:

- the Site is not located in an area considered at risk from flooding;
- the proposed development comprises primarily open plant and machinery;
- the land use activity (mineral extraction sites and associated processing facilities) is classed as "less vulnerable development" by Natural Resources Wales; and
- it is not proposed to change the existing surface water drainage arrangements at the Site.

Therefore the risk of flooding to and as a result of the development are considered to be acceptably low. No site specific flood consequence assessment is necessary under the requirements of the PPW and Technical Advice Notes (TANs).

5.7 Pollution Control

The only potentially hazardous material to be utilised by the proposed development that could pose a risk of pollution to ground and surface water is from powdered cement. The pollution risks associated with cement utilised by the process (if not properly handled/managed) are: (i) uncontrolled emissions from the concrete mixing process and (ii) uncontrolled emissions within washout water from concrete batching lorries.

The above risks are already addressed at the Site in order to prevent pollution of the surrounding area as follows:

- the concrete production process is fully enclosed and in an elevated unobstructed position;
- the cement is delivered in enclosed tankers and piped directly into silos;
- the storage and mixing of raw materials (e.g. cement) takes place within the sealed silos to prevent (as far as reasonably possible) the spillage of raw materials.

The combination of these factors should result in no impact upon the water environment as a result of the proposed development.

1

https://maps.cyfoethnaturiolcymru.gov.uk/Html5Viewer/Index.html?configBase=https://maps.cyfoethnaturiolcymru.gov.uk/Geocortex/Essentials/REST/sites/Flood_Risk/viewers/Flood_Risk/virtualdirectory/Resources/Config/Default_

6. Conclusion

This supporting statement accompanies an application submitted by Hanson to Ynys Môn Council for planning permission for the erection of a replacement asphalt plant, retention of the existing concrete batching plant and retention of other mineral related activities including ancillary plant and machinery on 3.4 ha of land on land at Cae'r Glaw Quarry, Gwalchmai.

A CBP and an asphalt plant have been in place at the Site for over 30 years serving Ynys Môn and the North Wales market area.

In order to meet the requirements of new infrastructure spending on local highway contracts and wider developments on Ynys Môn Hanson wish to re-establish local asphalt production. Upgrades and repairs to the existing asphalt plant are not cost effective and therefore Hanson will demolish the old plant and replace it by constructing a new modern, replacement plant. The replacement asphalt plant will be operated in accordance with a new relevant Environmental Permit, issued and regulated by Ynys Môn Council and should have no substantial environmental or amenity impacts.

The CBP has been operational at the site for over thirty years and was erected under permitted developments rights for plant and machinery erected at a quarry (for which express planning permission is not required). Isle of Anglesey County Council has requested that express planning permission is required to retain the CBP.

In the same application Hanson are applying for planning permission to continue the existing activities on the wider site including aggregate stockpiling and HGV parking, and retain existing buildings and structures including a workshop, site offices, aggregate storage bays and ancillary plant and machinery including two weighbridges. These have all been on the site for a number of years.

The proposal has been assessed to be fully compliant with the development plan and Planning Policy Wales in all material respects. The application therefore meets with the requirements of sustainable development and can be approved without delay.

Appendix A Site Photographs



Photograph 1: The out of use asphalt plant viewed from the north (AECOM 2017).



Photograph 2: The out of use asphalt plant viewed from the south (AECOM 2017).



Photograph 3: The concrete batching plant viewed from the south (AECOM 2017).



Photograph 4: The concrete batching plant viewed from the north (AECOM 2017)



Photograph 5: The concrete batching plant viewed from the east (AECOM 2017)



Photograph 6: the concrete batching plant on the left of the image and the asphalt plant on the right of the image viewed from the south (AECOM 2017)

Appendix B Design and Access Statement



Cae'r Glaw Quarry, Gwalchmai

Design and Access Statement

Hanson Quarry Products Europe Ltd

Project Reference: Design and Access Statement

January 2018

Quality information

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1. Introduction

1.1 Planning Application

This DAS accompanies an application for full planning permission under the Town and Country Planning Act 1990 (as amended). The planning application is submitted to Yns Môn (Isle of Anglesey) County Council in its capacity as Local Planning Authority for the following development:

"Erection and operation of a replacement asphalt plant, retention of an existing concrete batching plant, workshop, office, weighbridges, aggregate stockpiling and ancillary plant and machinery at Cae'r Glaw Quarry, Gwalchmai, Anglesey."

1.2 Design and Access Statement

A requirement for some planning applications to be accompanied by a Design and Access Statement (DAS) was introduced under Article 7 of the Town and Country Planning (Development Management Procedures) (Wales) Order 2012.

Article 9 of the Town and Country Planning (Development Management Procedures) (Wales) (Amendment) Order 2016 (which came into force on 16th March 2016) sets out the various categories of planning application to where there is a requirement to submit a DAS, which includes:

- "all planning applications for "major" development except those for mining operations; waste developments; relaxation of conditions (section 73 applications) and applications of a material change in use of land or buildings;
- all planning applications for development in a conservation area or world heritage site, which consist of the provision of one or more dwellings or the creation of floorspace of 100 sq. m. (gross) or more"

"major development" is defined within Article 2 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 as (inter alia):

"development involving any one or more of the following...

(e) development carried out on a site having an area of 1 hectare or more"

Since the planning application area comprises an area of 3.4ha, it follows that a design and access statement is required to be submitted with the planning application.

This document constitutes the Design and Access Statement for the proposed development at Cae'r Glaw Quarry and, in accordance with the requirements of the 2016 regulations, provides information about:

- the design principles / concepts that have been applied to the development;
- the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- the policy or approach adopted as to access, and how policies relating to access in the development plan have been taken into account; and
- how issues relating to access to the development have been dealt with.

1.3 Guidance

This document has been prepared taking into consideration the following guidance:

- Planning Policy Wales (PPW) (2016);
- Technical Advice Note (TAN) 12: Design (2009);
- Site and Context Analysis Guide: Capturing the Value of a Site (2016); and
- Design and Access Statements in Wales (2017).

Technical Advice Note 12 (TAN 12) advises that a DAS does not need to duplicate information provided with a planning application. In order to avoid such duplication of information, this DAS refers to information provided in the planning application supporting statement where relevant.

1.4 Consultation and Engagement

The Planning (Wales) Act 2015 introduced a new duty on applicants/developers to carry out pre-application consultation for major developments with local communities and statutory consultees. The Welsh Government guidance for pre-application consultation (PAC) sets out the engagement process, including who to consult, how to consult and how the responses should be presented in the final PAC report.

Details forming the PAC process for this proposal, including changes made as a result of the PAC consultation, are included in the PAC report which accompanies the planning application.

2. The Proposal

2.1 Site Location

Cae'r Glaw Quarry is a granite quarry located just north of the A5, approximately 580m to the west of Gwalchmai village, see figure 60534922.GWA.01. The A55 is located approximately 650m to the south of the quarry and RAF Mona is approximately 3.9 km to the east.

Detailed information regarding the site and surroundings are included within section 2 of the supporting statement.

2.2 The Proposal

The proposed development is described in full in section 3 of the supporting statement and accompanying drawings, but in brief comprises:

- erection and operation of a replacement small-scale coated roadstone (asphalt) plant;
- retention and operation of the existing concrete batching plant and associated infrastructure;
- continuation of aggregate stockpiling activities;
- HGV and staff parking;
- retention of ancillary buildings including a prefabricated workshop and single storey site offices;
- retention of ancillary structures including aggregate storage bays and two weighbridges.

The proposal takes into account the five objectives of good design as set out in Planning Policy Wales (PPW) and TAN 12: Design, which include:

- Design and Character;
- Access;
- Movement;
- Environmental Sustainability; and
- Community Safety.

2.3 Design and Character

Other than the erection of a replacement asphalt plant, the proposed development is largely to retain existing plant, machinery and structures and to continue existing related activities which have been undertaken at the site for over 30 years serving Yns Môn and the North Wales market area. The replacement asphalt plant has been designed taking into account the context of the site and it is considered that the proposals integrate well within the surrounding area.

The replacement asphalt plant comprises open plant and machinery and will be a new modern, small-scale plant over roughly the same footprint as the existing plant. It is intended that the new asphalt plant will be a like-for-like replacement in terms of size, nature and location. The type of asphalt plant to be used at the Site is a Fayat Marini Xpress, and a brochure and photographs are included within the supporting statement. It is proposed that the steel work for the new asphalt plant will be finished in neutral colour goosewing grey (RAL 7038 / BS10A05), the standard colour used on the majority of quarry plant and machinery in the UK.

2.4 Access

The Site is well situated in proximity to the primary road network and it benefits from an established access from the A5 to the south. The majority of users in connection with the proposal are likely to be construction workers and suppliers. Non-car transportation is available from a bus stop located in Gwalchmai village some 700m to the east, and a number of bus services use the A5 through the village.

The internal quarry access road is 8m wide, can accommodate two way HGV movements and a short section of the road (approximately 80m length) is shared by the site mineral extraction operations to the north and the

Gwalchmai Household Waste Recycling Centre (HWRC) to the south west. Each use is clearly signposted and has its own demarcated access off the internal Quarry road such that each site is independent of one another.

The existing access arrangements have been in place for a number of years and Hanson is unaware of any accidents or incidents concerning vehicles accessing the site and surrounding uses, therefore it is considered that these arrangements are fit for purpose. It is not proposed to change the existing access arrangements at the Quarry.

2.5 Movement

The asphalt plant layout has been designed so that as far as reasonably possible one way routeing is provided with full turning circles thus minimising the need for reversing and the use of lorry mounted alarms.

Parking space is provided on site for at least 10 lorries and 10 cars.

There is no requirement for the general public to access the site.

2.6 Environmental Sustainability

Section 5 of the supporting statement includes considerations of specific environmental factors that are relevant to the proposed development including landscape and visual, noise, traffic and transport, air quality/dust, flood risk and drainage and pollution control.

The existing asphalt plant is over 30 years old and it is no longer cost effective to repair and maintain this plant as there are no longer spares or support available for the existing components and electrical systems. The existing plant is also incapable of manufacturing to the modern specifications required for major highways and other projects.

The replacement plant will offer improved environmental performance and energy efficiency. It will also include a RAP leg so that the plant can use recycled materials (up to 25%), which the existing plant cannot utilise.

2.7 Community Safety

There are no public footpaths in the vicinity of the proposed development and there is no public access to the site itself. The household waste recycling centre is provided with a clearly signposted dedicated access and accessible to the public Wednesday – Friday 10am – 5pm.

The use or transportation of bitumen will only be undertaken by appropriately certified carriers. All tanks and fuel stores will be appropriately double bunded in accordance with standard industry requirements and as such no contaminated runoff is anticipated.

The site benefits from lighting that is attached to the side of the mixer tower of the concrete batching plant to facilitate safe traffic movements, vehicle turning and loading in the hours of darkness.

A small number of plant mounted flood lights with telescopic towers will be employed when operating the asphalt plant during the hours of darkness (as with the existing plant). For both the concrete batching plant and the asphalt plant the lighting is angled downwards onto the site and shrouded to prevent unnecessary glare and spillage outside of the working area.

Due to the location and the distinct lack of public access afforded by the site, it is considered that the proposals will have no impact on community safety.

2.8 Planning Policy

Section 4 of the supporting statement outlines the relevant planning documents and policies. Access to and within the site has been designed to accord with the relevant local development plan policies. The Anglesey and Gwynedd Joint Local Development Plan 2011-2026 (July 2017) sets out (specifically in Strategic Objective 7) that the Council will *"Ensure that all new development meets high standards in terms of quality of design, energy efficiency, safety, security (persons and property) and accessibility, relates well to existing development, enhances public realm and develops locally distinctive quality places."*

In assessing the proposal against the design and access policies, the following is considered particularly relevant:

- Strategic Policy PS 4: Sustainable Transport, Development and Accessibility states (inter alia) "Development will be located so as to minimise the needs to travel. The Councils will support improvements that maximise accessibility for all modes of transport";
- Strategic Policy PS 5: Sustainable Development states (inter alia) "development will be supported where it is demonstrated that they are consistent with the principles of sustainable development. All proposals should...give priority to effective use of land and infrastructure, prioritizing wherever possible the reuse of previously developed land...proposals should also where appropriate:...promote high standards of design that make a positive contribution to the local area, accessible places, that can respond to future requirements..."
- **Policy PCYFF 3: Design and Place Shaping** states (inter alia) *"All proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context…Innovative and energy efficient design will be particularly encouraged…"*;

The proposed development has been designed taking account of the context of the site. The location is an established quarry incorporating minerals related development such as the asphalt plant and concrete batching plant for over 30 years. The proposed development is located on previously developed land and is either to retain or replace existing structures and activities on the Site. The replacement asphalt plant will be a like for like replacement and will be more energy efficient than the existing plant, thereby meeting the requirements of sustainable development. The site has existing satisfactory access suitable for use by HGVs and there will not be a notable increase in the level of traffic generation as a result of the retention of the existing concrete batching plant or the restart of asphalt production from the levels which existed prior to the closure of the asphalt plant.

3. Conclusions

The DAS demonstrates the overall design approach for proposal(s) at Cae'r Glaw Quarry and seeks to achieve a number of objectives.

A comprehensive understanding of the site, locality and existing uses of the site has led to a development which is capable of achieving a practical and sympathetic development approach, yet recognises that the development site already benefits from an existing minerals permission with a relatively long working life, with ongoing restoration works.

Given the overall context, the proposal is considered to provide an acceptable 'access' approach and satisfies the relevant policy tests, subject to any relevant and suitable planning conditions.

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Appendix C PAC Report

Appendix D Asphalt Plant Brochure







XPRESS

The XPRESS mobile batch plant, which has 200 t/h output, is wheel-mounted for easy transport and suitable for short term, itinerant production sites or logistically difficult ones. Whatever your site challenges may be, XPRESS gives you the best in terms of cost/performance.





Introduction

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What makes our plant unique

USER-FRIENDLY

Making a difficult job easy

Added to the advantage of easy transport on wheels, the XPRESS plant benefits from the same effortless use and upkeep that you get with a stationary plant.

MAR

Designed to extend the average lifespan of the components parts and reduce the impact of scheduled and extraordinary maintenance,

XPRESS makes the most out of productivity levels while reducing operational costs to a minimum.

MOBILITY

High quality asphalt wherever needed

XPRESS is the right plant for the client who makes diversification the trump card of his business. Once work on one site has been completed, without compromising the quality of output this travelling plant can be easily moved onto the next site, cutting down on dismantling/assembly time and incrementing production time.

QUICK AND EASY ERECTION

Rapid installation, quick profit

The plant is easily erected with the aid of a small crane. However, for those clients who prefer a self-reliant plant, an XPRESS model with self-erection kit is available.

RECYCLING

The right balance between ecology and profitability

Adding a percentage of RAP into the specs is now an essential practice for all plants, even mobile plants. XPRESS is no exception. It is conceived for use with recycling equipment and high percentages of RAP, right from the start or later on in its working life.

EVOLUTION

Ready to face the challenges of the present and the future

The XPRESS project was designed and set up for the addition of a whole range of optional equipment, such as a RAP feeding line into the recycling ring of the dryer drum or into the mixer and a system for the production of foam bitumen (AQUABlack[®]) for producing WMA at low temperatures.

User - friendly

XPRESS is a mobile plant which can offer the client an experience comparable to working with a stationary plant. In addition to its advantage of easy transport on wheels, XPRESS boasts straightforward flexible handling and easy maintenance similar to operations with a stationary plant.

Straight to work with ultra-rapid erection

XPRESS is designed to satisfy clients who need quick production and flexible operations without sacrificing high level performance. It is the perfect plant for clients producing large quantities of asphalt in short periods of time, in the knowledge that the relocation of the plant is easily carried out once the job has been completed.

High level quality

Designed to extend the average lifespan of the component parts and reduce the impact of ordinary maintenance, the XPRESS mixer has bolted anti-wear arms and paddles. The symmetrical paddles not only make the asphalt mix uniform but also limit damage to the component parts. The anti-wear cast-iron plates bolted in the lower part of the mixer form a highly resistant protection shield which simplifies and reduces maintenance work. The plant itself can be fitted for use with special MARINI ENDURANCE anti-wear plates, which are up to six times more resistant to abrasion than traditional plates.

Easy maintenance

XPRESS is made for the client who lives and works with his plant on a daily basis. Ample space for access to all parts of the plant guarantee increased safety and rapidity in maintenance operations. Several recently registered patents offer quick screen replacement and SMART WIRING technology means rapid intervention on cabin electrics.





Mobility

Mobility is the new way of being on the road. Not only it is important to move a plant quickly from one site to another, but cost reduction also has an important role, and savings are made on the costs of dismantling and erection, on the number of personnel, on the simplicity of site preparation and the reduced use of external support.



Rapid erection wherever

XPRESS is the right plant for the client who makes diversification the trump card of his business. Once work on one site has been completed, without compromising the quality of output this travelling plant can be easily moved onto the next site, cutting down on dismantling/assembly time and incrementing production time.

Farewell to expensive special transportation costs

Transport permits can be costly and complex and are part of the working life of every owner of a middlesize mobile plant. XPRESS makes this problem a mere memory of the past, given that all the components, including the main trailer which is just 3 metres wide, can be transported without special escorts. The remaining plant components are assembled on a trailer narrower in width than 3 metres or transported in regular containers.





Quick and easy erection

The plant is quickly erected with the aid of a small crane. However, for those clients who prefer a self-reliant plant, an XPRESS model with self-erection equipment is available. With this option, the costs and difficulties associated with crane rental are eliminated making the XPRESS plant easy to relocate every time work begins on a new site.

Assembly sequence







4 - Main trailer hydraulically elevated



 $\ensuremath{\mathbf{3}}$ – Screen electrically transported at the top of the tower



 ${\bf 5}$ - Elevator rotated in order to reach the final configuration



6 - Assembly... completed!

Recycling

Asphalt plant designers are constantly researching the use of higher percentages of RAP, not only for ecological friendliness, but also to optimise the costs of production, thanks to the re-use of aggregates and bitumen.



Recycling with mobile plants

Clients pay special attention to these innovations and, even if they decide not to immediately invest in a system of RAP recycling, they are interested in the possibility of conversion at a later stage.

XPRESS is designed for using RAP

Adding a percentage of RAP into the specs is now an essential practice for all plants, even mobile plants. XPRESS is no exception. The project was conceived and set up for use with recycling equipment into the dryer recycling ring or into the mixer, at any moment in time. This means that for the first time it is now possible to use high percentages of RAP in a plant of this nature.



Up to 25% in the recycling ring

XPRESS can be fitted with the traditional MARINI recycling ring. The RAP, which has been crushed and selected, is fed directly into the dryer through the special recycling ring, the result of MARINI's lengthy experience, where it is brought up to the right temperature in the final part of the drum, in order to maintain the elastic properties of the bitumen contained in the RAP. Thanks to its innovative design, this solution avoids any blockage which could occur during the progressive fusion of the residual bitumen contained in the RAP and allows, with just a small investment, to be prompt and ready for use whenever the specifications require the use of RAP. This economic and amply tested solution means that high percentages of RAP can be used: 25% plus in certain circumstances.

Recycling in the mixer

XPRESS can also be fitted for cold recycling in the mixer, where the RAP is fed from a bucket elevator. The RAP is metered in a special weigh hopper before being fed into the mixer.

The water vapour released into the mixer from the contact of cold RAP and hot aggregates has to be expelled. XPRESS is set up with appropriate spaces where the exhaust pipes can be fitted.

Thanks to this solution, the virgin aggregates can be screened, since the RAP follows a separate circuit.

The percentage of RAP can be as high as 25% and, combining this technique with a recycling ring, can reach well over 40% in certain cases.



Evolution

The requests for a plant capable of producing asphalt at low temperatures is increasing. XPRESS is the answer to this market request through the use of foam bitumen, obtained with or without additives, before mixer operations.

The use of foam bitumen has been considerably developed over the past few years and the FAYAT group has formed an international partnership with the American company MAXAM, for the sales of AQUABlack[®] outside North America.

AQUABLACK®: an easily fitted kit

XPRESS can be fitted with the kit at any stage and consists of:

- a unit for pressurized water metering
- a foaming gun for injecting water into the bitumen feed
- a module for total integration of system into the main plant software



Neutral bitumen injection kit



Foam bitumen kit

Metering kit

The metering kit can be installed in the immediate vicinity of the plant. It can be directly connected to the main water network to guarantee a continuous supply (exceptions can be made for winter months).

The metering unit has the job of drawing and filtering the water, as well as checking the capacity and pressure. A compressed air injection line ensures automatic cleaning of the connections between the metering system and the foaming gun, so avoiding damage in case of freezing.

Foaming gun

The foaming gun is the heart of the system. Its characteristics and its easy installation are the key elements of this new method for WMA. The special injectors are designed to ensure the homogeneous penetration of water into the bitumen, in the form of micro bubbles, to render the foam as stable as possible. The foaming gun is installed onto the bitumen line and requires no ordinary maintenance.

A simple flexible solution

The AQUABlack[®] kit is available in various sizes and can be fitted onto all types of plants, XPRESS included. The various versions differ in the pump sizes and the type of injection, both connected to the main bitumen supply. The AQUABlack[®] system is extremely simple to use. The foam is produced on request and it is possible to pass from a warm asphalt formula to a foam bitumen formula by simply selecting the water to inject into the formula.



AQUABlack® system

The kit is fitted onto several batch plants, not only in Europe, where the technique is recognized and highly regarded, but also further afield.

The AQUABlack[®] foam bitumen generator represents a simple solution that has been well tested and adapted to all types of asphalt plant.

Important energy savings made by producing asphalt at a temperature lower than 30°C when compared to traditional production are now possible with this quick and easy solution.



Aggregate cold feeders

Storage of materials and recomposition of the gradation curve.

Five cold feeders or more

XPRESS envisages a basic layout of a mobile wheel-mounted unit with 5 cold feeders (11 m³). Should the client need to add extra feeders for special production requirements or RAP use, the plant can be fitted with extra feeders upon request.

Safety: a fundamental requirement

MARINI, with a history going back for more than a century, has safety at heart, not just for its employees but also for plant workers. So, like all the MARINI plant components, the XPRESS cold feeders are fitted with the best solutions to guarantee the safety of both operators and maintenance workers.



Drying-filtering unit

Reliable and performing units designed for high mobility.

MARINI dryer: a guarantee

Dryers are one of the components that have contributed most to the success of MARINI. A wealth of experience accumulated over many years, in which more than 4000 dryers have been produced, and the design of the internal paddles has been gradually improved, culminating in the most up-to-date solutions available today.

The XPRESS plant dryer has been studied to produce 200 t/h with 3% aggregate moisture and is located on a 2 axle semitrailer. Once on site it is positioned on the ground on 4 supporting legs. The quality European burner can be fed with several types of fuel and can be easily regulated. It functions perfectly with the MARINI dryer and guarantees maximum efficiency.

Mobile bag filter for easy transport

XPRESS 2500 is fitted with a bag filter with more than 663 m² (750 m² for 2500 P) of filtering surface. It is mounted on a 2 axle semitrailer and does not require



special complex permits for road transport. The aluminium chimney, ventilator and the recovered

fines screw conveyor are all located on the same trailer.





Main trailer

The parts that form the real heart of the plant's technology are found in the main trailer: the units for screening, aggregate weighing and mixing, the hot elevator, the recovered fines line, the cabin, the automatics and the pneumatic plant with compressor.



The screen

The quality of screening, a basic necessity for obtaining a high quality mix, is guaranteed by MARINI's lengthy experience in the field and the production of more than 3000 screens. In the XPRESS plant the standard 5-selection screen is placed on the main trailer meaning that the client makes effective cost savings every time the plant moves. The under-screen hoppers have a bypass allocated with the sand compartment, whereas an independent bypass is obtained by bolting separators on the inside.

Metering

For the new mobile XPRESS plant MARINI has designed a filler weigh hopper (recovered or not) with gravity discharge and bitumen metering with discharge pump to always ensure a precise mix. An adequately sized aggregate weigh hopper offers maximum flexibility to suit all the clients' requirements.

An optional kit allows warm/cold liquid additives to be added to the bitumen.

Mixer

The XPRESS plant arms and paddles are characterized by the use of anti-wear components which can be easily unbolted and replaced. The XPRESS mixer is fitted for use with cold recycling and additives in bags and can also be set up for use with AQUABlack[®] for WMA production.



Storage bin

Hot mix storage silo

Trucks can be directly loaded making plant installation and startup of production quick and easy. Upon request, the plant can be supplied with a special 25 m³ finished product storage bin, which requires a small crane for erection. With discharge at 90° to the main trailer, the bin has a feeder under the mixer with heated doors and anti-adhesive liquid spray bar.



Bitumen tanks

Mobile bitumen tanks (on semi-trailer)					
capacity	50,000 l	42,000 l			
width	2,460 mm	2,460 mm			
length	17,500 mm	15,500 mm			
height	3,915 mm	3,915 mm			



Software

Software is a vital part of any asphalt plant. MARINI's extremely versatile software management system can be installed on all asphalt plants currently on the market. Control management system complete & user-friendly.

Every plant can be upgraded with new software to ensure:

- easy plant use and management
- complete traceability
- total automation of production

The software can also:

- memorise and manage production data
- convert files into Excel for plant analysis and production data management

- communicate via modem with MARINI head offices to maximise efficiency of technical interventions
- manage maintenance operations through a specially designed programme
- integrate with CYB-\$AVE Energy Control module to control and manage consumption



Plant lay-out



- 1 mobile cold feeders
- 2 recycled material storage, elevator and metering unit (cold recycling)
- 3 mobile dryer unit
- 4 mobile filter / fines hopper

5 main trailer

- a hot elevator
- b screen
- c hot aggregates storage bin
- d weighing and mixing unit
- 6 binder storage tank trailer
- 7 main trailer control cabin

Total plant capacity	XP 2500	XP 2500
3% moisture	200 t/h	200 t/h
5% moisture	180 t/h	200 t/ł

Screening-weighing-mixing unit

vibrating screen	5 selections	mixer capacity	2,500 kg
screen surface	26.9 m ²	cold recycling in the mixer	yes / 25%
under screen capacity	19 t (optional: separate bypass)	mixer max performance	200 t/h

Mixing tower



length	18.61 m
width	2.99 m
height	4.35 m
weight	47,500 kg

Dryer



	XP 2500	XP 2500 P
length transport	12.45 m	13.85 m
width	2.61 m	2.54 m
height	4.11 m	4.30 m
weight	20,700 kg	25,700 kg
diameter / length dryer drum	2.06/8.5 m	2.2/9.0 m
driving motor	4 x 15 kW	4 x 15 kW
burner power	13.4 MW	15 MW
fuel type	diesel - heavy fue	el oil - natural gas
recycling ring	yes / 25%	yes / 25%

Filter



Cold feeders (n°5)



Storage bin (optional)



Filler (optional)



	XP 2500	XP 2500 P
length	13.80 m	14.40 m
width	2.50 m	2.50 m
height	4.28 m	4.28 m
weight	19,900 Kg	22,000 Kg
filtering surface	663 m ²	750 m ²
filter fun	38,900 Nm ³ /h	55,200 Nm³/h
recovered filler silo (under filter)	9 m³	9 m³

length	20.20 m
width	2.54 m
height	4.29 m
weight	18,040 kg
capacity	11 m ³ - 18 m ³

length	14.12 m
width	2.99 m
height	4.20 m
weight	17,140 kg
storage silo	25 m³

length	8.02 m
width	2.44 m
height	2.70 m
weight	3,300 kg
imported filler silo	29 m ³

Customer service

MARINI offers its customers the experience and professionalism of a team of experts, capable of offering consultancy and finding solutions regarding retrofitting, service, spare parts, training.

We can work together to:

- renovate old plants with the integration of new components
- improve plant efficiency
- increase plant capacity

- bring the plant up to current emission and eco-standards
- add kits and other packages to benefit from recycling
- implement modern technologies for warm mix asphalt





Retrofitting

New technical solutions to existing plants, replacement of obsolete or dated technologies, new life to parts needing replacement, upgrade to improve and complete the asphalt plant to give it a new lease of industrial life: this is the target of retrofitting.

Together with our team of experts and consultants, customers can identify the best solutions to achieve reliability and quick return on investment.



Service

Expertise and professionalism of the MARINI team is the core of service, perfectly integrated in our CUSTOMER SUPPORT programme, with the aim of creating an

ongoing relationship of excellence. Prompt efficiency, competence and knowledge support the day by day work and activities of our customers and plants all over the world.

Spare parts

Thanks to the experience accumulated over many decades and the expertise of its staff, MARINI is in a position to meet the requirements of the most demanding customers. The company can trace and supply spare parts also for plants which are out-of-production and when this is not possible our experts can always provide the best alternative technical solutions.



Customers can access our **online parts catalogues** from MARINI official website and inquire about parts availability and price at any time.

Remember only genuine original MARINI spare parts and accessories guarantee reliability and high performance to your asphalt plant.

Training

Well prepared and competent staff guarantee the productivity and reliability of the plant. This is why we have designed a package of four different training programmes, implemented in the new Training Academy or directly on site.

MARINI training programmes:

- a basic course for asphalt plant operators
- how to manage and run the dryer burner



- how to maintain the Asphalt Plant
- CYBERTRONIC: the MARINI control system

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Non contractual document; please refer to conditions mentioned in the offers. The manufacturer reserves the right to make modifications without any obligation of forewarning - (03/2016)



Appendix E Asphalt Plant Photograph



An asphalt plant of the same type and scale as proposed for Cae'r Glaw Quarry operating at Hanson's Sutton Courtenay Quarry, Oxfordshire, while the main plant was reconstructed (AECOM July 2017).

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