



PRE-APPLICATION CONSULTATION STATEMENT

CONSTRUCTION OF TRADE COUNTER UNIT AND B1 AND B8 UNITS **AT LAND AT CRAMIC WAY, PORT TALBOT** **NEATH PORT TALBOT, SA13 1RU**

On behalf of
Cramic Way Ltd

Our Ref: 1010.h
Date: March 2026
Prepared by: Rhydian Gore

1.0 INTRODUCTION 3

2.0 ON-SITE PUBLICATION.....4

3.0 COMMUNITY AND STATUTORY CONSULTATIONS 8

4.0 RESPONSE TO REPRESENTATIONS RECEIVED 9

APPENDIX 1	COPY OF SITE NOTICE
APPENDIX 2	COPY OF LETTER AND NOTICE TO RESIDENTS, COMMUNITY AND STATUTORY CONSULTEES
APPENDIX 3	COPY OF RESPONSES RECEIVED

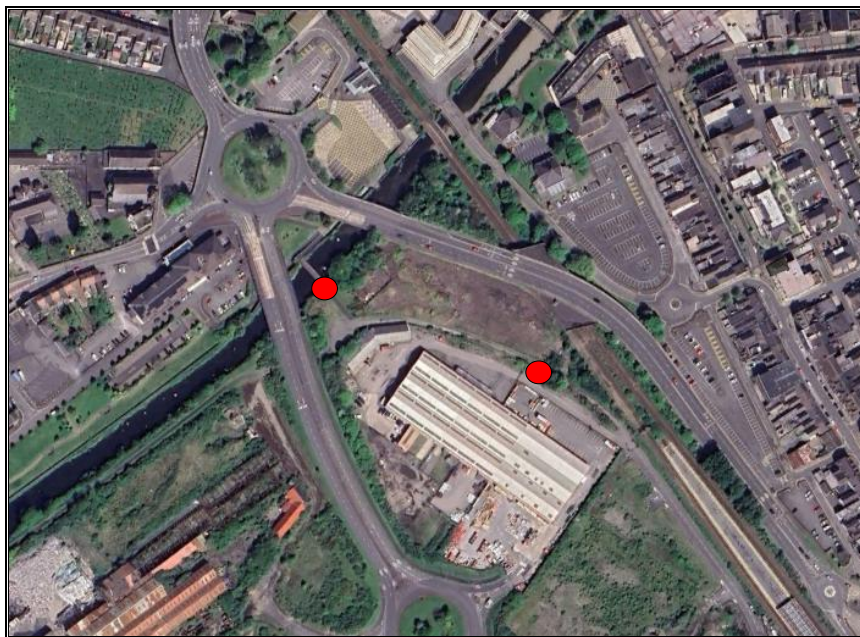
1.0 INTRODUCTION

- 1.1 This Pre-application Consultation Statement (PACS) has been prepared in response to and in line with the guidelines and requirements of the *Planning (Wales) Act 2015* and the *Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016 (the Order)*. It also follows the guidance of Appendix 1 of the letter sent by the Welsh Government to Chief Planning Officers dated 1st February 2016.
- 1.2 The proposal to which this PACS relates is for the proposed construction of trade counter unit and B1 and B8 units on land at Cramic Way, Port Talbot.
- 1.3 This PACS therefore provides information on what consultation measures have been undertaken on behalf of the Applicant by Evans Banks Planning. The responses generated as a result of these various consultation processes have been collated and assessed by the Applicant, and due consideration given as to any impact they may have on the proposed development scheme to which it relates

2.0 ON-SITE PUBLICATION

2.1 SITE NOTICE

- 2.1.1 In line with the requirements of Article 2C of the Order, site notices have been displayed in the immediate locality of the application site since the 12th of February 2026. The Notices remained at the locations indicated by the solid red circles on Plan A below for a period in excess of 28 days and did not require replacement at any time.

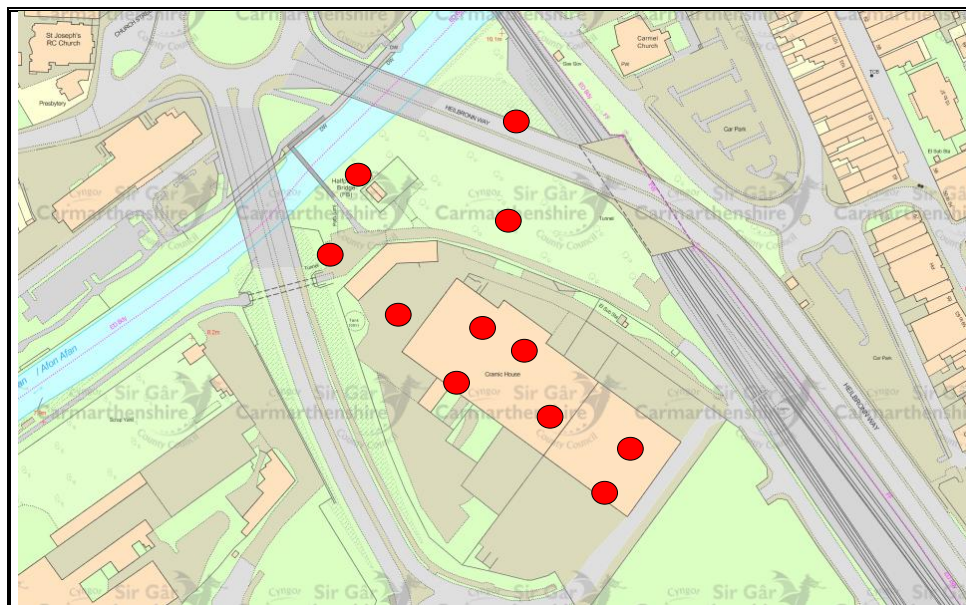


Plan A

- 2.1.2 A copy of the Site Notice is included in Appendix 1 of this Statement.

2.2 NOTIFICATION TO ADJOINING OWNERS AND OCCUPIERS

- 2.2.1 In line with the requirements of Article 2C of the Order, a letter of notification has been issued by post or hand delivered to the occupiers and/or owners of all properties on the date of the 12th of February 2026, as shown in Table 1 below, and indicated by the red circles in Plan B. The notification advised of the intended submission of the planning application in question, where a copy of the draft application submissions could be viewed and by when any representations any person may have, were to be submitted (by the 12th of March 2026).



Plan A

Address	Title Number	Landowner
Land forming the sites of dismantled railways in Afan Valley	WA182802	Neath Port Talbot County Borough Council, Port Talbot Civic Centre, Port Talbot, SA13 1PJ
Land lying <u>south east</u> of Green Park Street, Port Talbot	WA255790	Dominic David & Jane Gwillim-David, Merlin House, Charnham Lane, Hungerford, Berkshire, RG17 0EY as Trustees of The Longford Insurance Schemes Small <u>Self Administered</u> Retirement Benefits Scheme
Land at 1-10 <u>Cramic Way</u> , Port Talbot	WA606343	Neath Port Talbot County Borough Council
Land to the <u>north west</u> of <u>Cramic Way</u> , Port Talbot	CYM526440	Neath Port Talbot County Borough Council
Land lying to the north of <u>Cramic Way</u> , Port Talbot	CYM313515	Neath Port Talbot County Borough Council
Land and buildings lying to <u>south west</u> of Heilbron Way, Port Talbot	WA522289	Victor Herbert Johnson, Michael Johnson, Kenneth Johnson & Robert Allan Johnson, Abbey Site, Neath Abbey Wharf, Skewen, SA10 6BL
Land lying to the <u>south west</u> of Heilbron Way, Port Talbot	WA520635	LBS Holdings (UK) Ltd, LBS Builders Merchants Ltd, Station Road, Llandeilo, SA19 6NL
Land adjoining Port Talbot Station	WA106310	Neath Port Talbot County Borough Council
<u>1-10 Cramic Way</u> , Port Talbot	WA258471	<u>Cramic Way Limited</u> , 65a Station Road, Port Talbot, SA13 1NW

Business Name	Address
LBS Builders Merchants	5 <u>Cramic Way</u> , Port Talbot, SA13 1RU
Total Plumbing	5 <u>Cramic Way</u> , Port Talbot, SA13 1RU
Hybrisan Ltd	Unit 2 <u>Cramic Way</u> , Port Talbot, SA13 1RU
Baglan Builders Ltd	Unit 2 <u>Cramic Way</u> , Port Talbot, SA13 1RU
Universal Synergistic Holdings Ltd	Unit 2 <u>Cramic Way</u> , Port Talbot, SA13 1RU
DC Carpentry & Joinery Ltd	Port Talbot, West Glamorgan, SA13 1RU
Baglan Taxi's Ltd	Unit 1 <u>Cramic Way</u> , Port Talbot, SA13 1RU

Table 1

2.2.2 A copy of the letter and notice can be found in Appendix 2.

2.3 DRAFT PLANNING APPLICATION

2.3.1 An indication was provided on the Site Notice and the letters to adjoining landowners/occupiers and Members of the Public that a draft copy of the application could be viewed at Port Talbot Library and Evans Banks Planning website at www.evansbanks.com/consultations. The documentation was placed on this website on 12th of February 2026 and continues to be available to view to this day.

2.3.2 The draft application package included the following:

- Tree Survey
- Transport Statement
- PEA
- Site Location Plan
- Existing & Proposed Block Plans
- Existing Site Layout
- Proposed Site Layout
- Proposed Layouts & Elevations Units 1-5
- Proposed Layouts & Elevations Units 6-12
- Sections
- Drainage Layout
- SW Catchments Proposed
- Drainage Details Sheet 1
- Drainage Details Sheet 2
- Cut and Fill
- Highways General Arrangement
- Highway Long sections
- Highways Levels and Contours
- HGV Tracking
- Refuse Vehicle Tracking
- Surface Water
- Application Forms

- Green Infrastructure Statement (GIS)
- Planning Design & Access Statement (PDAS)
- Tree Constraints Plan

3.0 COMMUNITY AND STATUTORY CONSULTATIONS

3.1 CONSULTATION WITH COMMUNITY CONSULTEES

3.1.1 In line with the requirements of Article 2D of the Order, a letter advising where a copy of the draft application could be viewed was sent to the following on the 12th of February 2026 (a copy of the Notice sent could be found at Appendix 2):

- Cllr. Sharon Freeguard
- Cllr. Saifur Rahaman

3.2 CONSULTATION WITH STATUTORY CONSULTEES

3.2.1 In line with the requirements of Article 2D of the Order, a notice advising where a copy of the draft application could be viewed was sent to the following on the 12th of February 2026 (a copy of the Notice sent can be found at Appendix 2):

- CADW
- Coal Authority
- Dŵr Cymru Welsh Water
- Natural Resources Wales
- Neath Port Talbot County Highways
- Fire and Rescue Authority
- Welsh Government Trunk Roads

4.0 RESPONSE TO REPRESENTATIONS RECEIVED

- 4.0.1 This section of the PACS provides a summary of all points made with regard to the proposed development received to the pre-application consultation process in terms of the three processes outlined in previous sections of this Statement, as well as an indication of any subsequent changes made to the proposed development as a result of them. Copies of any responses received can be found in Appendix 3.

4.1 ON-SITE PUBLICATION

Site Notice and Adjoining Landowners/Occupiers

- 4.1.1 From the notifications issued to the adjoining landowners/occupiers and Site Notices, the following response was received (Please refer to Appendix 3 for copies of responses received, which contain all points – planning or otherwise – raised).

Point Raised	Response
Concern regarding boundary accuracy and protection, including potential encroachment during construction and long-term risk from increased vehicle and HGV movements associated with the commercial units. Requests clarification on boundary safeguarding measures, separation distances, construction management controls, and assurances that no work or oversailing will occur on their land.	Noted. The boundary has been confirmed as correct and unaffected, with construction management ensuring no encroachment. A Transport Statement has been submitted addressing traffic, HGV movements and vehicle tracking

Deposit of Draft Planning Application

- 4.1.2 No responses were received as a result of the deposit of a copy of the Draft Planning at www.evansbanks.com/consultations

4.2 COMMUNITY AND STATUTORY CONSULTATION

Community Consultees

- 4.2.1 From the notifications issued to the required community consultees, no responses were received.

Statutory Consultees

4.2.2 The following provides a summary of the comments received and a response then to each.

Point Raised	Response
Local Highway Authority No Objection	Noted and welcomed.
Fire and Rescue Service No Objection	Noted and welcomed.
CADW No scheduled monuments or registered historic parks and gardens that would be affected by the proposed development.	Noted and welcomed.
DCWW Foul water flows generated by the proposed development can be accommodated within public sewerage system. Water supply system can accommodate proposed development. SuDs approval required for surface water drainage.	Noted, and a full SAB application will accompany any future full planning application.
Coal Authority The site falls within the Development Low Risk Area and on this basis, we have no comments to make.	Noted and welcomed.
NRW NRW have raised concerns relating to potential land contamination and risks to controlled waters, given the site's proximity to the River Afan and historic industrial uses. However, they confirm these matters can be fully addressed through the imposition of planning conditions requiring phased contamination assessment, investigation, remediation and long-term monitoring. They also note that SAB approval will be required for surface water drainage, and that a small part of the site lies within Flood Zone 2, although the proposed buildings are within Flood Zone 1. No comments are made regarding European Protected Species.	Noted. The applicant welcomes NRW's confirmation that the identified matters can be addressed through appropriate planning conditions. A full contamination assessment, site investigation, remediation strategy and SAB application will accompany any future full planning submission.
Welsh Government Trunk Roads The Welsh Government as highway authority for the M4 trunk road does not issue a direction in respect of this application.	Noted and welcomed.

4.3 SUMMARY

4.3.1 From the results received through the Pre-Application Consultation process, additional information is provided as part of the application submission (with further information to be provided during the application determination process if required), together with

any necessary and reasonable modifications to address the points raised.

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Appendices

APPENDIX 1

COPY OF SITE NOTICE

CYHOEDDUSRWYDD AC YMGYNGHORI CYN
GWNEUD CAIS AM GANIATÂD CYNLLUNIO HYSBYSIAD
O DAN ERTHYGLAU 2C A 2D

Pwrpas yr hysbysiad yma: Mae'r hysbysiad yma'n rhoi cyfle i chi gyflwyno sylwadau ynglŷn â datblygiad arfaethedig cyn iddo'u gyflwyno am gais caniatâd gan yr awdurdod cynllunio lleol ("ACL"). Bydd unrhyw gais cynllunio dilynol yn cael ei hysbysebu gan yr ACL perthnasol; ni fydd unrhyw sylwadau darparwyd gennych wrth ymateb i'r hysbysebiad yma yn cyfyngu eich gallu cyflwyno sylwadau i'r ACL ar unrhyw gais cynllunio cysylltiedig. Dylech nodi gall unrhyw sylwadau a gyflwynir cael ei gyfleu o fewn ffeil cyhoeddus.

Datblygiad Arfaethedig: **Tir yn Cramic Way, Port Talbot**

Rwyf yn hysbysu fod: **Cramic Way Ltd**

Yn bwriadu gwneud cais am ganiatâd cynllunio ar gyfer adeiladu uned cownter masnarch ac unedau B1 a B8.

Gallwch archwilio copïau o'r canlynol:

- Y Cais Arfaethedig
- Y Cynlluniau ac;
- Dogfennau cefnogol eraill

Ar wefan Evans Banks Planning www.evansbanks.com

Gellir gweld copïau caled o'r dogfennau cais hefyd yn Llyfrgell Port Talbot 1st Floor, Aberafan Shopping Centre, Port Talbot, SA13 1PB.

Ysgrifennwch at yr Asiant info@evansbanks.com NEU Evans Banks Planning Ltd, 2 Llandeilo Road, Cross Hands, Sir Caerfyrddin, SA14 6NA os ydych am gyflwyno sylwadau ynglŷn â'r datblygiad arfaethedig.

Erbyn: 12 Mawrth 2026

Llofnodwyd: Evans Banks Planning Limited

Dyddiad: **12 Chwefror 2026**

PUBLICITY AND CONSULTATION BEFORE APPLYING
FOR PLANNING PERMISSION
NOTICE UNDER ARTICLES 2C AND 2D

Purpose of this notice: this notice provides the opportunity to comment directly to the developer on a proposed development prior to the submission of a planning application to the Local Planning Authority (LPA). Any subsequent planning application will be publicised by the relevant LPA; any comments provided in response to this notice will not prejudice your ability to make representations to the LPA on any related planning application. You should note that any comments submitted may be placed on the public file.

Proposed development: **Land at Cramic Way, Port Talbot, SA13 1RU**

We give notice that **Cramic Way Ltd**

Is intending to apply for planning permission for the construction of a trade counter unit and B1 and B8 units.

You may inspect copies of:

- The proposed application;
- The plans and;
- Other supporting documents

At Evans Banks Planning's website at www.evansbanks.com or at **Port Talbot Library, 1st Floor, Aberafon Shopping Centre, Port Talbot, SA13 1PB.**

Anyone who wishes to make representations about this proposed development must write to the Agent at info@evansbanks.com or **Evans Banks Planning Ltd, 2 Llandeilo Road, Cross Hands, Carmarthenshire, SA14 6NA**

By: 12th March 2026

Signed: Evans Banks Planning Limited

Date: **12th February 2026**

GORCHYMYN CYNLLUNIO GWLAD A THREF (GWEITHDREFN RHEOLI DATBLYGU)
(CYMRU) 2012
YMGYNGHORIAD CYN CEISIO DERBYN CANIATÂD CYNLLUNIO O DAN ERTHYGL
2D

(i'w ddarparu i ymgynghoreion arbenigol, wedi'i ddiffinio gan Erthygl 2(1) Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012)

Pwrpas yr hysbysiad yma: Mae'r hysbysiad yma'n gofyn yn ffurfiol am ymgynghoriad cyn-ceisio o dan Erthygl 2D Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012.

Datblygiad Arfaethedig: **Tir i'r Gogledd o Parc y Delyn, Caerfyrddin**

Rydyn yn hysbysu fod: **Omnicon Limited**

Datblygiad preswyl dai a gwelliannau ffyrdd

Gallwch ddarganfod copi o'r cynlluniau arfaethedig ar ein gwefan:

www.evansbanks.com/consultations

Yn unol gyda gofynion Erthygl 2E Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012. Gofynnwn fod ymatebion ymgynghori yn ei ddanfod at: info@evansbanks.com

Gellir gweld copïau caled o'r dogfennau cais hefyd yn Llyfrgell Caerfyrddin, 9 Heol San Pedr, Caerfyrddin, SA31 1LN.

Erbyn: **10 Rhagfyr 2024**

Llofnodwyd: Evans Banks Planning Limited

Dyddiad: **5 Tachwedd 2024**

TOWN & COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(WALES) ORDER 2012 (AS AMENDED)
CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION
NOTICE UNDER ARTICLE 2D

(to be served on specialist consultees, as defined by Article 2(1) of the Town & Country Planning (Development Management Procedure) (Wales) Order 2012)

Purpose of this notice: this notice comprises a formal request for a pre-application response under Article 2D of the Town & Country Planning (Development Management Procedure) (Wales) Order 2012.

Proposed development: **Land at Cramic Way, Port Talbot**

We give notice that **Cramic Way Ltd**

Is intending to apply for planning permission for the construction of a trade counter unit and B1 and B8 units.

A copy of the of the proposed application, the plans and other supporting documents can be viewed online at www.evansbanks.com/consultations or at Port Talbot Library, 1st Floor, Aberafon Shopping Centre, Port Talbot, SA13 1PB.

In accordance with the requirements of Article 2E of the Town & Country Planning (Development Management Procedure) (Wales) Order 2012, a consultation response must be sent to:
info@evansbanks.com

By: 12th March 2026

Signed: Evans Banks Planning Limited

Date: **12th February 2026**

Our Ref: PAC/JE/1010.h

Date: 12th February 2026

Universal Synergistic Holdings Ltd
Unit 2 Cramic Way
Port Talbot
SA13 1RU

Dear Sir/Madam,

**Construction of Trade Counter Unit and B1 and B8 Units
At Land at Cramic Way, Port Talbot, SA13 1RU**

Evans Banks Planning Limited has been instructed by Cramic Way Ltd to undertake a Pre-Application Consultation process in respect of the above development. The proposed development will be more than 1000 square metres in combined floorspace, and therefore constitutes a “major” development, whereby the Welsh Government pre-application consultation procedures (PAC) apply (*The Town and Country Planning (Development Management Procedure) (Wales)(Amendment) Order 2016*) (‘the Order’).

Members of the public, statutory bodies, and other third parties, have a minimum period of 28 days within which to make representations in respect of the proposed development, in this instance, **by no later than 12th March 2026.**

At the end of this period, all representations will be carefully considered by Evans Banks Planning prior to finalising the formal planning application. All representations received will be included within the pre-application consultation report that will accompany the submitted planning application. Any representations that you may wish to make within the stipulated time period, should be submitted in writing to –

Evans Banks Planning Ltd., 2 Llandeilo Road, Cross Hands, Carmarthenshire, SA14 6NA,
or preferably, by e-mail to info@evansbanks.com

Copies of the proposed application documentation are available for inspection upon our website at www.evansbanks.com/consultations. Hard copies of the application documents may also be viewed at Port Talbot Library, 1st Floor, Aberafan Shopping Centre, Port Talbot, SA13 1PB.

It is hoped that you will be in a position to forward comments in respect of this proposal in order to inform the final content of the planning application to be submitted.

The document and plan details in respect of the application are as follows: -

Proposed development: Construction of Trade Counter Unit and B1 and B8 Units

Location: Land at Cramic Way, Port Talbot, SA13 1RU

Applicant(s): Cramic Way Ltd

Application Content:

Tree Survey 01.12.25 Cramic Way, Port Talbot	966 TS-v2-FUL Transport Statement
2026-02 PEA Cramic Way, Port Talbot v1	2203 01 Site Location Plan Existing & Proposed Block Plans
2203 02 Existing Site Layout	2203 03 Proposed Site Layout
2203 04 Proposed Layouts & Elevations Units 1-5	2203 05 Proposed Layouts & Elevations Units 6-12
2203 06 Sections	21174 500 r01 Drainage Layout
21174 500 r02 Drainage Layout	21174 509 SW Catchments Proposed
21174 510 r01 Drainage Details Sh 1	21174 511 r01 Drainage Details Sh 2
21174 600 r01 Cut and Fill	21174 700 r03 Highways General Arrangement
21174 701 r02 Highway Long sections	21174 702 r05 Highways Levels and Contours
21174 900 r04 HGV Tracking	21174 901 Refuse Vehicle Tracking
21174 Surface Water r02	Application Forms
Green Infrastructure Statement (GIS)	Planning Design & Access Statement (PDAS)
Tree Constraints Plan	

Finally, you are reminded that this exercise is simply a precursor to the submission of a formal planning application in respect of this proposal. Any constructive comments that you are prepared to offer at this stage would be gratefully received, however, you will also have opportunity to comment directly to the Local Planning Authority, Neath Port Talbot County Borough Council, at the appropriate stage.

Yours faithfully,

Jason Evans

Jason Evans
Director

Enc

Ein cyf/Our ref: CAS-300714-N9B5
Eich cyf/Your ref: Cramic Way

Evans Banks Planning Ltd
2 Llandeilo Road
Cross Hands
Carmarthenshire
SA14 6NA

Dyddiad/Date: 12 March 2026

Annwyl Syr/Madam/Dear Sir/Madam,

**STATUTORY PRE-APPLICATION CONSULTATION – TOWN AND COUNTRY
PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES) ORDER 2012
AS AMENDED**

**BWRIAD/PROPOSAL: CONSTRUCTION OF A TRADE COUNTER UNIT AND B1 AN B8
UNITS**

LLEOLIAD/LOCATION: AT LAND AT CRAMIC WAY, PORT TALBOT, SA13 1RU

Thank you for providing a requisite notice to us under Article 2D of the above Order. We received a copy of your proposed application on 12 February 2026.

We have concerns with the application as proposed. However, we are satisfied that these concerns can be overcome by the planning authority attaching conditions relating to land contamination to any planning permission granted.

Please note, without these conditions, we would be likely to object to the planning application. Further details are provided below.

Land Contamination

We consider this site to be of high environmental sensitivity in respect of controlled waters. The site is underlain by a 'Secondary A' bedrock aquifer, and the Main River Afan forms the north west boundary.

We are also aware that there are potentially contaminative historical industrial land uses within close proximity to the site. For example, tin plate works/iron foundry/steel works/engineering works/tanks etc. Local historical maps also indicate that infrastructure associated with these former industries (e.g. railway sidings) may have been present on the application site.

Considering the above, if a full planning application is submitted we recommend that the Local Planning Authority attach the following planning conditions to any planning permission granted for this proposal:

Condition

No development shall commence until the following components of a scheme to deal with the risks associated with contamination at the site, has been submitted to and approved in writing by the Local Planning Authority.

1. A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The remediation strategy and its relevant components shall be carried out in accordance with the approved details.

Justification: To ensure the risks associated with contamination at the site have been fully considered prior to commencement of development as controlled waters are of high environmental sensitivity; and where necessary remediation measures and long-term monitoring are implemented to prevent unacceptable risks from contamination.

Condition

Prior to the occupation of the development a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a long-term monitoring and maintenance plan for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be carried out in accordance with the approved details.

Justification: To ensure the methods identified in the verification plan have been implemented and completed and the risk associated with the contamination at the site has been remediated prior to occupation or operation, to prevent both future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Condition

Prior to the occupation of the development, a long term monitoring plan for water quality and land contamination shall be submitted and approved in writing by the Local Planning Authority. The long term monitoring plan should include:

- Details of the methods and triggers for action to be undertaken
- Timescales for the long term monitoring and curtailment mechanisms e.g. a scheme of monitoring for 3 years unless the monitoring reports indicate that subsequent monitoring is or is not required
- Timescales for submission of monitoring reports to the Local Planning Authority e.g. annually
- Details of any necessary contingency and remedial actions and timescales for actions
- Details confirming that the contingency and remedial actions have been carried out.

The monitoring plan shall be carried out in accordance with the approved details, within the agreed timescales.

Justification: A land contamination long term monitoring plan should be submitted prior to occupation or operation, to ensure necessary monitoring measures are approved to manage any potential adverse impacts as a result of development on water quality.

Surface Water Drainage

Approval of the SuDS Approving Body (SAB) is required for the management of surface water on site.

We advise that infiltration of surface water drainage into the ground should only be permitted for parts of the site where it has been demonstrated there is no resultant unacceptable risk to controlled waters. This should be informed by your ground investigations and/or remediation strategy. If this is not properly controlled, the development may create pathways for pollution to controlled waters.

Flood Risk

The planning application proposes less vulnerable development, industrial units. The Flood Map for Planning identifies a small section of the application site to be at risk of flooding and within Flood Zone 2, TAN15 Defended Zone. However, the proposed buildings appear to be located within Flood Zone 1 of the Flood Map for Planning.

Given the location of flood risk shown to be affecting the application site (and in the absence of a flood consequences assessment) we consider the proposals could be acceptable, subject to the developer being made aware of the potential flood risks to these areas.

The Local Planning Authority may need to assess the potential flood risk when considering access/egress to the site.

European Protected Species

We note that the information submitted in support of the above application ('Preliminary Ecological Assessment' by Ecological Services Ltd, dated February 2026) has identified

that European Protected Species are unlikely to be using the application site. We therefore have no comments to make on this matter.

Other Matters

Please note, if further information is prepared to support an application, it may be necessary for us to change our advice in line with the new information.

The advice in this letter relates to matters which are included on our [consultation topics list](#). We do not rule out the potential for the proposed development to affect other environmental interests that are not included on this list.

In addition to planning permission, you are advised to ensure all other permits/consents/licences relevant to the development are secured. Please refer to our [website](#) for further details.

Further advice on the above matters could be provided prior to your planning application being submitted, however there would be a charge for this service. Additional details are available on our [website](#).

Advice for the Developer

Land Contamination

The treatment and disposal of contaminated soils and groundwater is regulated by waste legislation and requires an environmental permit.

Excavated materials that are recovered via a treatment operation can be re-used on-site under the [CL:AIRE Definition of Waste: Development Industry Code of Practice](#). This voluntary Code of Practice provides a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, Natural Resources Wales should be contacted for advice at an early stage to avoid any delays.

Pollution Prevention

Due to the proximity of the site to the River Afan, all works at the site should be carried out in accordance with Guidance for Pollution Prevention 5 (GPP5); 'Works and maintenance in or near water' [gpp-5-works-and-maintenance-in-or-near-water.pdf \(netregs.org.uk\)](#) and Pollution Prevention Guidelines 6 (PPG6), 'Working at construction and demolition sites' [ppg-6.pdf \(netregs.org.uk\)](#).

During the construction phase the applicant should take any precaution to prevent contamination of surface water drains and local watercourses. Oils and chemicals should be stored in bunded areas and spill kits should be readily available in case of accidental spillages.

If you have any queries on the above, please do not hesitate to contact us.

Yn gywir / Yours faithfully

Ashley Bosomworth

Cynghorydd - Cynllunio Datblygu/Advisor - Development Planning
Cyfoeth Naturiol Cymru/Natural Resources Wales

Croesewir gohebiaeth yn Gymraeg a byddwn yn ymateb yn Gymraeg, heb i hynny arwain at oedi./Correspondence in Welsh is welcomed, and we will respond in Welsh without it leading to a delay.



The Coal
Authority

200 Lichfield Lane
Mansfield
Nottinghamshire
NG18 4RG

T: 01623 637 119 (Planning Enquiries)

E: planningconsultation@coal.gov.uk

W: www.gov.uk/coalauthority

For the attention of: Evans Banks Planning Limited

Neath Port Talbot County Borough Council

[By email: info@evansbanks.com]

12 February 2026

Dear Evans Banks Planning Limited

Re: PRE-APPLICATION Land at Cramic Way

intending to apply for planning permission for the construction of a trade counter unit and B1 and B8 units; Land At Cramic Way, Port Talbot

Thank you for your notification of 12 February 2026 seeking the views of the Coal Authority on the above.

The Coal Authority is a non-departmental public body sponsored by the Department for Energy Security and Net Zero. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.

We have reviewed the site location plan provided and can confirm that the site falls within the Coal Authority's defined Development Low Risk Area. On this basis we have no specific comments to make.

However, in the interest of public safety, it is requested that the Coal Authority's Standing Advice note is drawn to the applicant's attention, where relevant.

Yours

The Coal Authority Planning Team



Gwasanaeth Tân ac Achub
Canolbarth a Gorllewin Cymru
Mid and West Wales
Fire and Rescue Service

Prif Swyddog Tân | Chief Fire Officer

Craig Flannery

Y Pencadlys, Lôn Pisgwydd,
Caerfyrddin, Sir Gâr, SA31 1SP
post@tancgc.gov.uk | tancgc.gov.uk

Headquarters, Lime Grove Avenue,
Carmarthen, Carmarthenshire, SA31 1SP
mail@mawwfire.gov.uk | mawwfire.gov.uk

0370 60 60 699

Evans Banks Planning Ltd.
2 Llandeilo Road
Cross Hands
Carmarthenshire
SA14 6NA

Via Email to: info@evansbanks.com

*Gofynner am/
Please ask for:*

Watch Manager S. Clarke

Rhif Est/Extn. No.

E-bost/E-mail:

bregs@mawwfire.gov.uk

Fy Nghyf/My Ref:

SC/KDT/00362515

Dyddiad/Date:

13 February 2026

Dear Sir / Madam,

**THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(WALES) ORDER 2012**

THE DEVELOPMENTS OF NATIONAL SIGNIFICANCE (PROCEDURE) (WALES) ORDER 2016

**DEVELOPMENT PROCEDURE (CONSULTEES) (WALES) (MISCELLANEOUS AMENDMENTS)
ORDER 2021 – FIRE AND RESCUE AUTHORITIES**

**RE: Construction of a Trade Counter Unit and B1 and B8 Units on Land at Cramic Way, Port
Talbot, SA13 1RU**

REFERENCE NUMBER: N/A

I acknowledge receipt of the notification to the Mid and West Wales Fire and Rescue Authority in relation to the above application.

The site plan(s) of the above proposal has been examined, and the Fire and Rescue Authority would wish the following comments to be brought to the attention of the planning committee/applicant. It is important that these matters are dealt with early on in any proposed development.

- The Fire Authority has no objection to the proposed development and refers the Local Planning Authority to any current standing advice by the Fire Authority about the consultation.

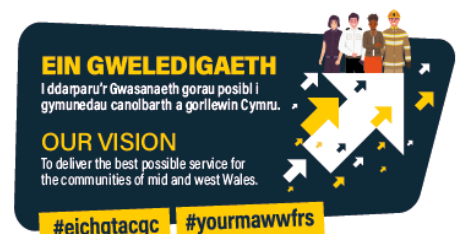
The developer should consider the need to provide adequate water supplies and vehicle access for firefighting purposes on the site and general guidance on this matter is given in the attached Appendix and the following links:

<https://www.water.org.uk/national-guidance-document-provision-water-firefighting>

Furthermore, the applicant should be advised to contact the appropriate Authority responsible for ensuring safety and compliance for these types of developments i.e., Health & Safety Executive / Local Authority Building Control.

Rydym yn croesawu gohebiaeth yn y Gymraeg a'r Saesneg
- byddwn yn ymateb yn gyfartal i'r ddau ac yn ateb yn eich
dewis iaith heb oedi.
Rydym yn croesawu galwadau yn y Gymraeg a'r Saesneg.

We welcome correspondence in Welsh and English -
we will respond equally to both and will reply in your
language of choice without delay.
We welcome calls in Welsh and English.





Gwasanaeth Tân ac Achub
Canolbarth a Gorllewin Cymru
Mid and West Wales
Fire and Rescue Service

The plan(s) has been retained for record purposes.

Yours faithfully

Watch Manager S Clarke
Authorised Fire Safety Inspector
On behalf of the Mid and West Wales Fire and Rescue Authority

Encs.

Rydym yn croesawu gohebiaeth yn y Gymraeg a'r Saesneg
- byddwn yn ymateb yn gyfartal i'r ddau ac yn ateb yn eich
dewis iaith heb oedi.
Rydym yn croesawu galwadau yn y Gymraeg a'r Saesneg.

We welcome correspondence in Welsh and English -
we will respond equally to both and will reply in your
language of choice without delay.
We welcome calls in Welsh and English.

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EIN GWELEDIGAETH
I ddarparu'r Gwasanaeth gorau posibl i
gymunedau canolbarth a gorllewin Cymru.

OUR VISION
To deliver the best possible service for
the communities of mid and west Wales.

#eichgtacgc #yourmawwfrs



MID AND WEST WALES FIRE AND RESCUE SERVICE

Advice on Water Supplies

1. WATER SUPPLIES FOR FIREFIGHTING

The existing output of the statutory water supply network may need to be upgraded in certain parts of the local plan area to care for firefighting needs of new developments. It is recommended that this provision be a condition of planning consent.

Reference to the National Guidance Document on the Provision of Water for Fire Fighting 2007.

Access to Open Water Supplies

Where development of water-front sites takes place, the need for permanent and unobstructed access for firefighting appliances to the water should be made a condition of any planning consent.

Consultation must take place with the Fire and Rescue Authority during the earliest planning stages of any development to ensure access for fire pumping appliances is satisfactory.

1.1. HOUSING

Minimum main size 100 millimetres. Housing developments of units of detached or semi-detached houses of not more than two floors should have a water supply capable of delivering a minimum of eight litres per second through any hydrant on the development.

The Fire and Rescue Authority should be consulted at the outline planning stage of any proposed projects to ascertain the exact requirements.

1.2. TRANSPORTATION

Lorry/Coach Parks - Multi-Storey Car Parks-Service Stations

Minimum main size 100 millimetres. All of these amenities should have a water supply capable of delivering a minimum of 25 litres per second through any hydrant on the development or within a vehicular distance of 90 metres from the complex.

1.3. INDUSTRY

In order that an adequate supply of water is available for use by the Fire and Rescue Authority in case of fire, it is recommended that the water supply infrastructure to any commercial industrial estate is as follows:

Light Industrial/Commercial

Up to one hectare, 20 litres per second - Minimum Main Size 100 millimetres

Up to two hectares, 35 litres per second - Minimum Main Size 150 millimetres



High Risk Industrial

Up to three hectares 50 litres per second - Minimum Main Size 150 millimetres

Over three hectares, 75 litres per second - Minimum Main Size 150 millimetres

In rural areas it may not be possible to provide sufficient mains water. To overcome this, static or river supplies would be considered on site if they are capable of supplying the above flow rates for at least one hour.

The Fire and Rescue Authority should be consulted at the outline planning stage of any proposed projects to ascertain the exact requirements, as high-risk premises may require a greater flow.

1.4. SHOPPING, OFFICES, RECREATION AND TOURISM

Commercial developments of this type should have a water supply capable of delivering a minimum of 20 to 75 litres per second to the development site. The Fire and Rescue Authority should be consulted at the outline planning stage of any proposed projects to ascertain the exact requirements.

1.5. EDUCATION, HEALTH AND COMMUNITY FACILITIES

Village Halls

Should have a water supply capable of delivering a minimum of 15 litres per second through any hydrant on the development or within a vehicular distance of 100 metres from the complex.

Primary Schools and Single Storey Health Centres

Should have a water supply capable of delivering a minimum of 20 litres per second through any hydrant on the development or within a vehicular distance of 70 metres from the complex.

Secondary Schools, Colleges, Large Health and Community Facilities

Should have a water supply capable of delivering a minimum of 35 litres per second through any hydrant on the development or within a vehicular distance of 70 metres from the complex.



1.6. DISTANCES BETWEEN FIRE HYDRANTS

The distance between fire hydrants should not exceed the following:

Residential areas	-	200 metres
Industrial Estates	-	150 metres
Town Centre Areas	-	90 metres
Commercial (Offices & Shops)	-	100 metres
Residential Hostels	-	Adjacent to access
Hotels	-	Adjacent to access
Institutional (Hospitals & Old Persons Home)	-	Adjacent to access
Old Persons Home	-	Adjacent to access
Educational (Schools & Colleges)	-	Adjacent to access

1.7. CONCLUSION

Developers should hold joint discussions with the relevant Water Authority or the Environmental Agency and the Fire and Rescue Authority to ensure that adequate water supplies are available in case of fire.

The Fire and Rescue Authority reserve the right to ask for static water supplies for firefighting on site, as a condition of planning consent, if the supply infrastructure is inadequate for any given risk.

Rhydian Gore

From: Kimber, George <George.Kimber@wsp.com>
Sent: 02 March 2026 09:55
To: info@evansbanks.com
Cc: jason.ingram2; lgc_development_control-south@gov.wales
Subject: Land at Cramic Way, Port Talbot

FAO Evans Banks,

On behalf of Welsh Government Transport,

Land at Cramic Way, Port Talbot Construction of a Trade Counter Unit and B1 and B8 Units

I refer to your consultation of 12/02/2026 regarding the above pre-planning application and advise that the Welsh Government as highway authority for the M4 trunk road would not issue a direction in respect to a future application for full planning.

Welsh Government reserves the right to provide further comments on this proposal at the formal planning application stage, should additional information or clarification be required

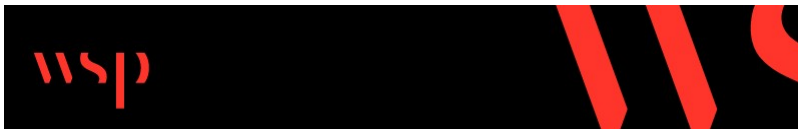
If you have any further queries, please forward to the following Welsh Government Mailbox
lgc_development_control-south@gov.wales

Regards,

George

George Kimber
Graduate Engineer
BEng GMICE

T +442920366344



WSP UK Limited, a limited company registered in England & Wales with registered number 01383511.
Registered office: WSP House, 70 Chancery Lane, London, WC2A 1AF.

Please note I am currently seconded to the Welsh Government.

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mail system and destroy any printed copies.

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Evans Banks Planning Limited

By email

info@evansbanks.com

Eich cyfeirnod
Your reference

Ein cyfeirnod
Our reference

Dyddiad
Date

2 March 2026

Llinell uniongyrchol
Direct line

0300 0252791

Ebost
Email:

cadwplanning@gov.wales

Dear Sir/Madam

Pre-Planning Application - Construction of a trade counter unit and B1 and B8 units, Land at Cramic Way, Port Talbot

Thank you for your letter of 12 February inviting our comments on the pre-planning application consultation for the proposed development described above.

This response is based on the advice provided by Cadw's Historic Environment Planning Officer.

Advice

The following comments are based on information made available to us as part of the pre-application consultation and we will review our comments when we are consulted on the final planning application. Our assessment of the pre-application is given below.

Our records show there are no scheduled monuments or registered historic parks and gardens that would be affected by the proposed development.

We therefore have no comments to make on the proposed development.

The national policy and Cadw's role in the planning process is set out in Annex A.

Assessment

Registered Park and Garden

PGW(Gm)45(NEP) Talbot Memorial Park, Port Talbot

This pre-planning application is for the construction of a trade counter unit on land at Cramic Way, Port Talbot.



The above registered park and garden is located inside 2km of the proposed development, but intervening topography, buildings and vegetation block all views between them. Consequently, the proposed development will have no impact on the setting of registered park and garden PGW(Gm)45(NEP) Talbot Memorial Park, Port Talbot.

There may also be undesignated historic assets that could be affected by the proposed development and, if you have not already done so, we would advise that you consult the Historic Environment Record held by Heneb: The Welsh Archaeology Trust www.heneb.co.uk

Yours sincerely,

Laura Cooper
Historic Environment Inspectorate / Arolygiaeth yr Amgylchedd Hanesyddol

Annex A

Our role

Our statutory role in the planning process is to provide the local planning authority with an assessment concerned with the likely impact that the proposal will have on scheduled monuments, registered historic parks and gardens, registered historic landscapes where an Environmental Impact Assessment is required and development likely to have an impact on the outstanding universal value of a World Heritage Site. We do not provide an assessment of the likely impact of the development on listed buildings or conservation areas, as these are matters for the local authority.

It is for the local planning authority to weigh our assessment against all the other material considerations in determining whether to approve planning permission.

National Policy

Applications for planning permission are considered in light of the Welsh Government's land use planning policy and guidance contained in Planning Policy Wales (PPW), Technical Advice Notes and related guidance.

PPW [Planning Policy Wales - Edition 12 \(gov.wales\)](#) explains that it is important that the planning system looks to protect, conserve and enhance the significance of historic assets. This will include consideration of the setting of an historic asset which might extend beyond its curtilage. Any change that impacts on an historic asset or its setting should be managed in a sensitive and sustainable way.

The conservation of archaeological remains and their settings is a material consideration in determining a planning application, whether those remains are a scheduled monument or not. Where nationally important archaeological remains are likely to be affected by proposed development, there should be a presumption in favour of their physical protection in situ. It will only be in exceptional circumstances that planning permission will be granted if development would result in a direct adverse impact on a scheduled monument (or an archaeological site shown to be of national importance)

[Technical Advice Note 24: The Historic Environment](#) elaborates by explaining that when considering development proposals that affect scheduled monuments or other nationally important archaeological remains, there should be a presumption in favour of their physical preservation in situ, i.e. a presumption against proposals which would involve significant alteration or cause damage, or would have a significant adverse impact causing harm within the setting of the remains.

Historic Parks and Gardens

PPW also explains that local authorities should value, protect, conserve and enhance the special interests of parks and gardens and their settings included on the register of historic parks and gardens in Wales and that the effect of a proposed development on a registered park or garden or its setting should be a material consideration in the



determination of a planning application.

Laura Newcome
Evans Banks Planning Ltd.
2 Llandeilo Road
Cross Hands
Carmarthenshire
SA14 6NA

Date: 04/03/2026
Our Ref: PPA0009947

Dear Sir/Madam,

Grid Ref: 276446 189907

Site Address: Land at Cramic Way, Port Talbot, Neath Port Talbot

Development: 2D - Construction of a Trade Counter Unit and B1 and B8 Units.

I refer to your pre-planning enquiry received relating to the above site, seeking our views on the capacity of our network of assets and infrastructure to accommodate your proposed development. Having reviewed the details submitted I can provide the following comments which should be taken into account within any future planning application for the development.

APPRAISAL

Firstly, we note that the proposal relates to Construction of a Trade Counter Unit and B1 and B8 Units at Land at Cramic Way, Port Talbot, Neath Port Talbot and acknowledge that the site is allocated (Ref: SRA/H1/EC1) within the Local Development Plan (LDP) for part of a mixed-use strategic regeneration area. In reference to our representations during the LDP consultation process, we can confirm that an assessment has been undertaken of the public sewerage and watermains systems to accommodate this development and informs our appraisal as follows.

PUBLIC SEWERAGE NETWORK

The proposed development site is located in the immediate vicinity of a combined public sewerage system which drains to Afan New Works Wastewater Treatment Works (WwTW).

You are also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist you may contact Dwr Cymru Welsh Water on 0800 085 3968 to establish the location and status of the apparatus in and around your site. Please be mindful that under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

SURFACE WATER DRAINAGE

As of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore requires approval of Sustainable Drainage Systems (SuDS) features, in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. As highlighted in these standards, the developer is required to explore and fully exhaust all surface water drainage options in accordance with a hierarchy preferring infiltration (PL2) and, where infiltration is not possible, disposal to a surface water body (PL3), in liaison with the Lead Local Flood Authority and/or Natural Resources Wales, or surface water sewer or highway drain (PL4) in liaison with the riparian owner and/or Local Highways Authority.

Please note, DCWW is a statutory consultee to the SAB application process and will provide comments to any SuDS proposals by response to SAB consultation. Please refer to further detailed advice relating to surface water management included in our attached Advice & Guidance note and our Developer Services website at <https://developers.dwrcymru.com/en/help-advice/regulation-to-be-aware-of/sustainable-drainage-systems>.

In this instance we acknowledge receipt of a drainage plan, which indicates proposals to dispose surface water flows to a watercourse and a sustainable drainage system.

It is therefore recommended that the developer consult with the regulatory body and seek consent from the riparian owner of this system, as well as Neath Port Talbot Council as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features.



Welsh Water is owned by Glas Cymru – a 'not-for-profit' company.
Mae Dŵr Cymru yn eiddo i Glas Cymru – cwmni 'nid-er-elw'.

We welcome correspondence in
Welsh and English

Dŵr Cymru Cyf, a limited company registered in
Wales no 2366777. Registered office: Pentwyn Road,
Nelson, Treharris, Mid Glamorgan CF46 6LY

Rydym yn croesawu gohebiaeth yn y
Gymraeg neu yn Saesneg

Dŵr Cymru Cyf, cwmni cyfyngedig wedi'i gofrestru yng
Nghymru rhif 2366777. Swyddfa gofrestredig: Heol Pentwyn
Nelson, Treharris, Morgannwg Ganol CF46 6LY.

FOUL WATER DRAINAGE – SEWERAGE NETWORK

We have considered the impact of the foul flows generated by the proposed development and concluded that these flows can be accommodated within the public sewerage system. This is consistent with our representations to the forward planning consultation process.

We advise that the 600 mm combined sewer to the northwest is a significant asset. Should a new direct connection to the public sewer be required, we request that the applicant contacts us to establish a suitable connection point. It is also advised that Dŵr Cymru Welsh Water undertakes the connection works.

Should a planning application be submitted for this development we will seek to control these points of communication via appropriate planning conditions and therefore recommend that any drainage layout or strategy submitted as part of your application takes this into account. However, should you wish for an alternative connection point to be considered please provide further information to us in the form of a drainage strategy, preferably in advance of a planning application being submitted.

You may need to apply to Dwr Cymru Welsh Water for any connection to the public sewer under Section 106 of the Water Industry Act 1991. However, if the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com.

If the development will give rise to a new discharge (or alter an existing discharge) of trade effluent, directly or indirectly to the public sewerage system, then a Discharge Consent under Section 118 of the Water Industry Act 1991 is required from Dwr Cymru / Welsh Water. Please note that the issuing of a Discharge Consent is independent of the planning process and a consent may be refused although planning permission is granted.

FOUL WATER DRAINAGE – SEWAGE TREATMENT

No problems are envisaged with the Waste Water Treatment Works for the treatment of domestic discharges from this site.



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We welcome correspondence in
Welsh and English

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Rydym yn croesawu gohebiaeth yn y
Gymraeg neu yn Saesneg

Dŵr Cymru Cyf, cwmni cyfyngedig wedi'i gofrestru yng
Nghymru rhif 2366777. Swyddfa gofrestredig: Heol Pentwyn
Nelson, Treharris, Morgannwg Ganol CF46 6LY.

POTABLE WATER SUPPLY

A water supply can be made available to service this proposed development. Initial indications are that a connection can be made from the 4" diameter UPVC watermain in 276560, 189814 location. The cost of providing new on-site watermain can be calculated upon the receipt of detailed site layout plans which should be sent to the above address.

Dwr Cymru Welsh Water is not responsible for fire protection or for providing suitable fire flows. Providing fire flows and fire protection are the responsibility of the appropriate regional Fire Services. We refer you to the 3rd Edition of the National Guidance Document on the Provision of Water for Fire Fighting published by the Local Government Association and Water UK.

FURTHER CONTACT

If you have any questions about the above response, please contact Amy Marshall who is the Development Planning Officer for Neath Port Talbot at developer.services@dwrcymru.com or on 0800 917 2652. They will be happy to assist you further.

I trust the above information is helpful and will assist you in forming water and drainage strategies that should accompany any future planning application. I also attach copies of our water and sewer extract plans for the area, and a copy of our Planning Guidance Note which provides further information on our approach to the planning process, making connections to our systems and ensuring any existing public assets or infrastructure located within new development sites are protected.

Please note that our response is based on the information provided in your enquiry and should the information change we reserve the right to make a new representation. Should you have any queries or wish to discuss any aspect of our response please do not hesitate to contact our dedicated team of planning officers, either on 0800 917 2652 or via email at developer.services@dwrcymru.com

Please quote our reference number in all communications and correspondence.

Yours faithfully,

Matthew Lord
Planning Liaison Manager
Developer Services

Please Note that demands upon the water and sewerage systems change continually; consequently the information given above should be regarded as reliable for a maximum period of 12 months from the date of this letter.



Welsh Water is owned by Glas Cymru – a 'not-for-profit' company.
Mae Dwr Cymru yn eiddo i Glas Cymru – cwmni 'nid-er-elw'.

We welcome correspondence in
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Rydym yn croesawu gohebiaeth yn y
Gymraeg neu yn Saesneg

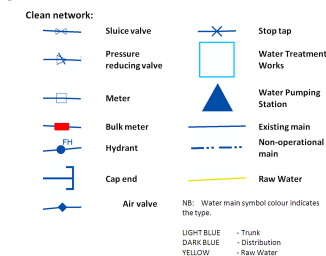
Dŵr Cymru Cyf, cwmni cyfyngedig wedi'i gofrestru yng
Nghymru rhif 2366777. Swyddfa gofrestredig: Heol Pentwyn
Nelson, Treharris, Morgannwg Ganol CF46 6LY.



PPA0009947



LEGEND



Notes:

Whilst every reasonable effort has been taken to correctly record the pipe material of DCWW assets, there is a possibility that in some cases pipe material (other than Asbestos Cement or Pitch Fibre) may be found to be asbestos cement (AC) or Pitch Fibre (PF). It is therefore advisable that the possible presence of AC or PF pipes be anticipated and considered as part of any risk assessment prior to excavation.

Older Cymru Cyllyngedig (The Company) gives this information as to the position of its underground apparatus by way of general advice only and does not accept any liability for the accuracy of the information and does not warrant as to its correctness is relied upon in the event of excavations or other works made in the vicinity of the company's apparatus. The onus of locating apparatus before carrying out any excavations rests entirely on you. The information which is supplied by the Company, is done so in accordance with statutory requirements of sections 193 and 199 of the Water Industry Act 1991. It should be noted that the records that are available to the Company may not disclose the existence of a water main, service pipe, sewer, lateral drain or disposal main and any associated apparatus laid before 1 September 1991, or any other structures or apparatus which are not covered by the provisions of the Act. It should be understood that the furnishing of this information is entirely without prejudice to the provision of the New Roads and Street Works Act 1991, or the Company's right to be compensated for damage to its apparatus.

Service pipes are not generally shown but their presence should be anticipated.

EXACT LOCATIONS OF ALL APPARATUS
TO BE DETERMINED ON SITE.

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Map Ref: 276460,189882
Map scale: 1:2000
Printed by: Hannah Lewis
Printed on: 03 Mar 2026

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

The Town and Country Planning (Development Management Procedure)
(Wales) Order 2015 (as amended)

HEAD OF ENGINEERING & TRANSPORT

OBSERVATIONS

PAC APPLICATION NO: N/4/26/0001/00
APPLICANT: EVANSBANKS PLANNING
LOCATION: LAND AT CRAMIC WAY, PORT TALBOT
PROPOSAL: CONSTRUCTION OF A TRADE COUNTER UNIT AS
WELL AS B1 AND B8 UNITS

The Highway/Drainage Authority, in responding to the above application, provides the following substantive response:

No comment	☐
No objection (subject to any specified conditions below)	☒
Concerns have been identified (see below for how those concerns can be addressed by the applicant)	☐
Objection – on the grounds set out below	☐
SAB (SAB approval is required)	☒

MY OBSERVATIONS ON THIS PAC ARE AS FOLLOWS:-

The following documents are applicable to this submission:-

- Neath Port Talbot County Borough Council - Parking Standards (Oct 2016).
- Neath Port Talbot Highway Technical Design Guide for Residential, Commercial & Industrial Developments.
- Planning Policy Wales Technical Advice Note 18: Transport
- Schedule 3 of the Flood and Water Management Act (FWMA) 2010 requires surface water drainage for new developments to comply with Mandatory National Standards for Sustainable Drainage (SuDS). Reference to the Non-Statutory Ministerial National Standards and the CIRIA 753: The SuDS Manual is recommended.
- Welsh Government's Active Travel Guidance

Highway Comments:

Cramic Way consists of adopted, unclassified highway stretching from the turning off the Harbourside Way roundabout, prior to Port Talbot Parkway Train Station to a point prior to a Y-junction, where the road splits to 2 unadopted stretches, with the lower section serving a number of existing warehousing and industrial units, and the upper

section serving the proposed site, as well as being part of an existing stretch of an NPT designated cycle route.

Please note the following conditions relating to highway safety for this scheme:

1. Prior to commencement of any works, a drawing must be submitted annotating the designated use class of each unit, in order for the Highway Authority to determine parking requirements for each unit, per NPTCBC *Supplementary Planning Guidance (SPG) 2016*.
2. No development or associated works shall commence until written evidence of all necessary consents or easements from DCWW, gas, water, and BT statutory undertakers has been submitted to and approved by the Local Planning Authority permitting works over, on, or near their respective assets.

Reason:

To protect existing statutory undertaker infrastructure.

3. The Highway shall be designed to a maximum speed of 20mph, whereby 2.4m by 25m visibility splays shall be provided in either direction at the points of access associated with the site, with nothing over 600mm in height above back of footway level is erected or allowed to grow within these areas in perpetuity.
4. Prior to commencement of any works, a lighting plan must be submitted and approved in writing by the Highway Authority, detailing the design, location and specification (including lighting levels) of all lighting columns.
5. Prior to any works commencing on site including any works of demolition of existing buildings, a condition survey shall be carried out on Cramic Way that connects to the proposed development site and shall be submitted to and approved by the local planning authority. Within one month of the completion of the development and/or occupation of the last unit (whichever is the sooner), a condition survey shall be again carried out of the same roads, the findings of the survey shall be used to identify any damage to the public highway that has been caused as a consequence of the development and a scheme for the rectification of the damage together with a timetable for the completion of the works shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented in full in accordance with the approved details.

Highway Adoption Conditions

No information has been identified within the submitted documents to confirm whether the highway works associated with the scheme are intended for adoption. Please note that the application of the following conditions will differ depending on the adoption status of the proposed highway features:

6. Should you wish to offer the roads to the Council for adoption. Any agreement to adopt the roads relating to this development should be entered into with the Council prior to the commencement of development. Such an agreement will be under Section 38 and/or Section 278 of the Highways Act 1980 relating to the specification, timescale and subsequent adoption of the roads and a Bond

to ensure that the Authority can complete the works if the Developer defaults on the roadworks.

7. Should the roads remain privately maintained. A scheme shall be submitted detailing signs to be erected at the entrance of the development at its existing junction with Cramic Way in English and Welsh 'PRIVATE ROAD WITH NO INTENTION TO DEDICATE UNDER S37 OF THE HIGWAYS ACT 1980', the scheme as approved shall be constructed as such prior to any work commencing on the first unit.

Reason

In the interest of ensuring that visitors and residents are aware they are travelling on private land.

8. No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed road within the development have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. (The road shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under S.38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).
9. Developers' attention is drawn to the provisions of Section 278 of the Highways Act, 1980 in cases where a development would require access or other works to be carried out within the existing highway. Where highway works to benefit a development require land adjacent to an existing highway to be constructed upon together with works on the existing public maintained highway, a hybrid S38/278 shall be used. Works that are to be undertaken within the existing public maintained highway only will require a S278 agreement. No Work shall be undertaken on the existing public maintained highway until the appropriate legal agreement has been entered into.

Any works undertaken on the public highway without the appropriate legal agreement with the Highway Authority, the Highway Authority has the right to request the developer to remove and/or reinstate that part of the highway back to its original condition to the satisfaction of the Highway Authority.

A plan detailing the differences between the existing and proposed highway shall be submitted to form part of the legal agreement, this should be made up of two colours, green for the proposed area to be adopted and brown for the existing highway.

10. Developers are reminded that consent under the Town and Country Planning Act, 1990/91, conveys no approval for works to be undertaken affecting any part of the public highway, including verges and footways. The Developer must:
 - i. Obtain the approval of Neath Port Talbot County Borough Council as Highway Authority for the details of any works to be undertaken in the Public Highway.

- ii. Indemnify the Authority against all claims arising from such works, including claims under the Land Compensation Act.
- iii. Give not less than 1 calendar months' notice in writing of the date of commencement of the works.

As part of this process you are advised that only certain contractors are permitted to undertake the works on the public highway, a list of these contractors are available from the Highway Authority's Highway Development Control Section.

11. Should any approved non-standard materials over and above the standard highway construction materials be proposed, a commuted sum may be required.

Highway Technical Design Guide

Please note the following guidance taken from NPTCBC's latest *Highway Technical Design Guide* that may be applicable to this scheme:

Highway Design Specification

- Industrial and commercial estate roads must be designed specifically to cater for use by large commercial vehicles. In this respect the Freight Transport Association Guide will be heavily relied upon for information regarding vehicle length, width, height, fully laden weight, turning circles and manoeuvring capabilities.
- Industrial and commercial estate roads must also be designed with peak hour vehicle flows and with pedestrians in mind. The vehicle speeds must also be minimised wherever possible to produce safe roads. In order to reduce reversing movements for heavy goods vehicles, turning circles are preferred to reverse turns.

Industrial & Commercial Estate Roads

- Industrial and Commercial Estate roads should include provisions for pedestrians and cyclists in accordance with guidance contained in *Section A paragraph 4.5 & 4.6*.

Allowance must be made on tight bends for increase in the width of the paths described by vehicles when turning. The width of the road will therefore depend on the radius of the bend and the length of the vehicle.

Throughout commercial and industrial developments, swept paths will be required to ensure that road widths and widening on bends is sufficient to allow for the passing of heavy goods vehicles.

The safety margins shall be: -

- 7.3m wide carriageway, 1.1 metres between opposing directions and 0.5 metres from the kerb.
- 6.5m wide carriageway, 0.7 metres between opposing directions and 0.3 metres from the kerb.

The safety margins shall be maintained at all times.

Turning Area

- Turning areas must be able to accommodate the turning manoeuvres of large vehicles. They shall be laid out in accordance with the standard details.

Surfacing

- Bituminous mixtures shall be produced in plants that are registered to the BS EN ISO 9001 'Sector Scheme 14 for the Production of Asphalt Mixes.

Bituminous mixtures shall be laid by contractors registered to and operating in compliance with the 'Sector Scheme 16 for the Laying of Asphalt Mixes.

All mixtures supplied in accordance with BS EN 13108 shall be CE marked.

The use of alternative surface types to those prescribed above, or detailed in Section F, may be considered for adoption by a local Highway Authority. Where designers are seeking to include other surface materials within the adoptable highway they should liaise with the Highway Authority (and the SuDS Approving Body) at the earliest opportunity.

Parking

- Parking areas and loading bays shall be designed in such a manner as to allow for the manoeuvring of vehicles within the curtilage of the site and facilitate access and egress onto a public highway in forward gear.
- Where the carriageway is widened to provide on street parking lay-bys forming part of potential adopted highway, a commuted sum for future maintenance will be required.

Gated Access

- All gates leading into adjoining industrial units shall only open away from the back of the adjoining highway and where possible should be set back 12m.
- Security gates or barriers that are predominantly closed and need to be opened for every vehicle shall, where possible, be set back 20 metres from the edge of the adjoining highway.

Street Lighting

- Councils will have established individual specifications and procedures to accord with local conditions and maintenance strategies therefore equipment specification and any specific design requirements due to local context must be obtained from the Councils Street Lighting Engineer or Network Lighting Manager. NPTCBC's public lighting admin: pladmin@npt.gov.uk

Active Travel

The scheme proposes to integrate with existing active travel routes surrounding the site, per drawing number 21174_700 Rev 03. As such, please see below regarding specifications from NPTCBC's current *Highway Technical Design Guide* for shared cycle and footways (Section 3.10):

Shared Cycle and Footways:

Shared cycle and footways would be acceptable and adopted subject to being designed and built to an adoptable standard. The width of shared pedestrian and cycleway should be 3.0m when abutting a highway and 2.5m when away from highway and comply with the requirements of Active Travel Act Guidance 2021.

SAB Requirement

The scheme exceeds the 100m² threshold for construction area and therefore triggers the requirement for SAB:

1. Prior to any works commencing on site SAB approval will be required. To commence work is a breach of SAB approval required under Paragraph 7 (1) Schedule 3 of the Flood and Water Management Act 2010 whereby legal action will be taken by the Authority under The Sustainable Drainage (Enforcement) (Wales) Order 2018. Guidance and applications can be found on <https://www.npt.gov.uk/sab>
2. Should any springs or ground water seepage be encountered the on site works in that area shall cease until a scheme for collection and disposal of the water has been submitted to and approved in writing by the Local Planning Authority. No ground water shall ever be discharged into the proposed drainage scheme.
3. There must be no interference, alteration or diversion of any ditch, watercourse, stream or culvert crossing or bordering the site, without prior consultation and agreement with the Authority.
4. Unless otherwise agreed in writing by the Local Planning Authority, foul water and surface water discharges shall be drained separately from the site.
5. No surface water or Land drainage run-off shall be allowed to connect, either directly or indirectly, to the public sewerage system unless otherwise approved in writing by the Local Planning Authority.
6. Adequate provision shall be made for the drainage of the site, to ensure that the drainage of any adjoining land is not interrupted or otherwise adversely effected by the development during the life time of construction.

DRAINAGE NOTE TO APPLICANT

Please note that from 7th January 2019, all new developments of more than 1 house, or where a construction area is of 100m² or more, plus if the SAB authority believe

that any redevelopment of land has significant surface water drainage implications. This will require sustainable drainage - built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers - to manage on-site surface water. More information is available in [Schedule 3 of the Flood & Water Management Act 2010](#).

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

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

Prior to commencement of any works within a watercourse, hereby approved permanent and temporary under Section 23 of the Land Drainage Act 1991 must be obtained from the Authority. You are therefore advised to contact the SAB-HDC@npt.gov.uk

Please note such consents can take up to 8 weeks to be processed after registration and early application is advised.

Notwithstanding the necessary consent required under section 23 of the Land Drainage Act 1991. The applicant must note that any culverts/ditches/open watercourses that conveys water through their land are to remain free from obstruction at all times. All tributary watercourses (culverted or not) located within the applicants land would be riparian responsibilities whereby the responsibility to sustain the flow of watercourse would remain with the land owner and subsequently passed on to the respective landowners thereafter should the land be sold.

ACTIVE TRAVEL NOTE TO APPLICANT

Development proposals must seek to maximise walking and cycling accessibility by prioritising the provision of appropriate on-site infrastructure and where necessary off-site infrastructure. Walking and cycling infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established, as per Planning Policy Wales, Edition 11 and Future Wales – the National Plan 2040. All new walking and cycling infrastructure should be built to standards set out in Welsh Government's Active Travel Guidance and off-site infrastructure should link to (where possible) routes on Neath Port Talbot Council's

Active Travel Network Map. This shows where walking and cycling routes already exist (Existing Routes) and where upgrades or brand new routes are anticipated for the next 15 years (Future Routes) in built up areas. Further information on the Active Travel Guidance and Neath Port Talbot's Active Travel Network Map can be found here: www.npt.gov.uk/activetravel.

These observations provided are without prejudice and based upon the information provided at the preliminary stage. However, should further or additional information be submitted thereafter, our observations may change to reflect this information.

SIGNED: N.Evans..... DATE: 11/03/2026.....
pp HEAD OF ENGINEERING & TRANSPORT

PAC Ref: N/4/26/0001/00

Rhydian Gore

From: Gavin Bessant <gbessant@lbsbm.co.uk>
Sent: 12 March 2026 11:41
To: info@evansbanks.com
Subject: Land at Cramic Way Port Talbot Pre Application

Dear sirs,

I am writing to submit a formal representations to the proposed development at Land at Cramic Way, Port Talbot, SA13 1RU

1. Boundary Concern (Title Plan WA520635 - refer to the attached)

Our primary comment relates to the accuracy and protection of the land boundary immediate adjacent to Cramic Way as shown on our registered title plan WA520635. We are concerned that the proposed development may result in:

- Encroachment or physical impairment of the boundary during site preparation, excavation, construction activities, or installation of services.
- Long-term risk of damage or erosion due to intensified use of the site following completion, including increased vehicle movements and HGV access associated with the commercial units.

It is essential that clear assurances and protective measures are put in place to prevent any encroachment or adverse impact on our established boundary line.

2. Increased Traffic and Operational Impact

The proposed development includes commercial units that will inherently generate increased traffic, including heavy goods vehicles and regular trade-related movements. We are concerned that:

- Vehicle tracking and circulation patterns associated with the proposed site uses may place pressure on our boundary over time.
- HGV manoeuvring, turning radii, and increased site traffic intensity could lead to unintentional boundary degradation or physical contact.
- These concerns are heightened given the traffic-related documents listed within the consultation package, which include HGV and refuse vehicle tracking.

We therefore request:

- Confirmation of the measures that will be taken to prevent boundary impacts both during construction and post-development occupation.
- A clear explanation of how boundary protection will be ensured at all development stages.
- Confirmation of the separation distances between the proposed buildings, access routes, and our boundary line.

- Details of any construction management plans which address boundary safeguarding, HGV movements, and site access.
- A commitment that no works, tracking, or over-sailing will occur on or over our land.

I trust that our concerns will be formally noted and considered as part of the Pre-Application Consultation. Please confirm receipt of this email and advise if any further information is required.

Kind regards,

Gavin



Gavin Bessant

Finance Director

T: 01558 824263

M: 07483 650841

LBS Builders Merchants Ltd, L B S Business Centre, Parc Amanwy, Ammanford, Carmarthenshire, SA18 3FE



LBS Builders Merchants Ltd, registered in England & Wales: 00254946. Registered office: LBS Business Centre, Parc Amanwy, Ammanford, Carmarthenshire, SA18 3FE

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