GREEN INFRASTRUCTURE STATEMENT

CONSTRUCTION OF TRADE COUNTER UNITS 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: July 2026
Prepared by: Rhydian Gore **Approved by:** Jason Evans

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1.0 INTRODUCTION

1.1 Evans Banks Planning has been instructed by Cramic Way Ltd to prepare a proportionate Green Infrastructure Statement (GIS) to accompany an application for the construction of a trade counter unit and B1 and B8 units at land at Cramic Way, Port Talbot.

1.2 This proportionate GIS has been prepared with full regard to the guidance as set out in Chapter 6 of *Planning Policy Wales* (Edition 12) (February 2024) and in particular the '**Stepwise Approach**' detailed in Paragraph 6.4.21 and Figure 12, which is reproduced below.

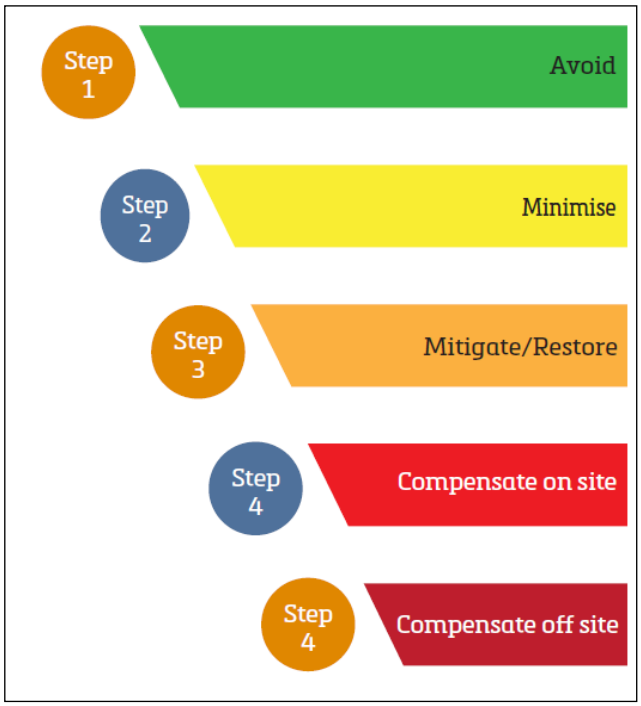


Figure 1 – PPW Stepwise Approach

1.3 This GIS has also, where relevant, given due consideration to the guidance and standards as set out in the document *Building with Nature - Standards Framework*, which are summarised as follows:

CORE Standards

Standard 1 Optimises Multifunctionality and Connectivity
Standard 2 Positively Responds to the Climate Emergency
Standard 3 Maximises Environmental Net Gains
Standard 4 Champions a Context Driven Approach
Standard 5 Creates Distinctive Places
Standard 6 Secures Effective Place-keeping

WELLBEING Standards

Standard 7 Brings Nature Closer to People
Standard 8 Supports Equitable and Inclusive Places

WATER Standards

Standard 9 Delivers Climate Resilient Water Management
Standard 10 Brings Water Closer to People

WILDLIFE Standards

Standard 11 Delivers Wildlife Enhancement
Standard 12 Underpins Nature's Recovery

2.0 EXISTING SITE

2.1 THE SITE

2.1.1 The application site comprises an area of unused land within the Harbourside Strategic Regeneration Area, located off Cramic Way, Port Talbot.

2.1.2 The site is generally level and extends to an area of approximately 0.60 hectares (1.5 acres), with Photograph 1 providing an aerial view of the site.

Photograph 1 – Google Earth Image

2.1.3 The Harbourside SRA is an extensive area of brownfield former dockland, located in close proximity to Port Talbot town centre. It provides an important opportunity for comprehensive mixed-use development in a sustainable central location, and its

redevelopment is being promoted by the Local Authority in conjunction with private sector developers.

2.1.4 The site's perimeter is bounded in its entirety by hedgerows and trees, comprising mostly of scrub and low-quality tree growth confined to the periphery, with sparse scrub running throughout the site. The site, its level topography, and perimeter vegetation is illustrated in Photographs 2, 3 and 4 below.

Photograph 2

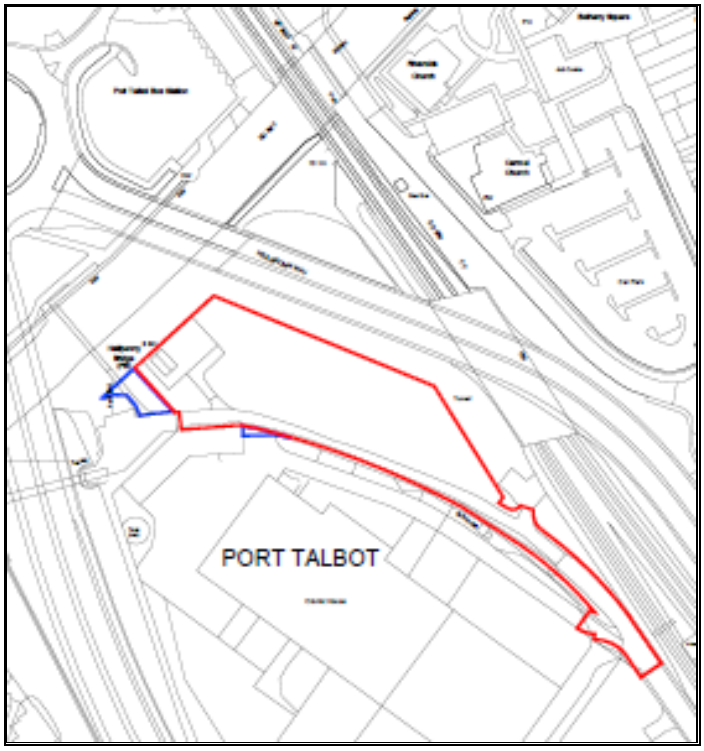
Photograph 3

Photograph 4

2.1.5 Access to the wider highway network from the site is currently achieved via Cramic Way, passing the south-west side of Port Talbot Parkway railway station, continuing along Oakwood Road and connecting to the Harbour Way roundabout.

2.1.6 The existing Cramic Way provides access to a gated industrial building comprising B1 (Business) and B8 (Storage or Distribution) units. There is no access directly from Cramic Way to the large Builders' Merchant to the south, as this facility is served directly from the A4241 roundabout.

2.1.7 This access arrangement is illustrated on the Site Location Plan and Photographs below.



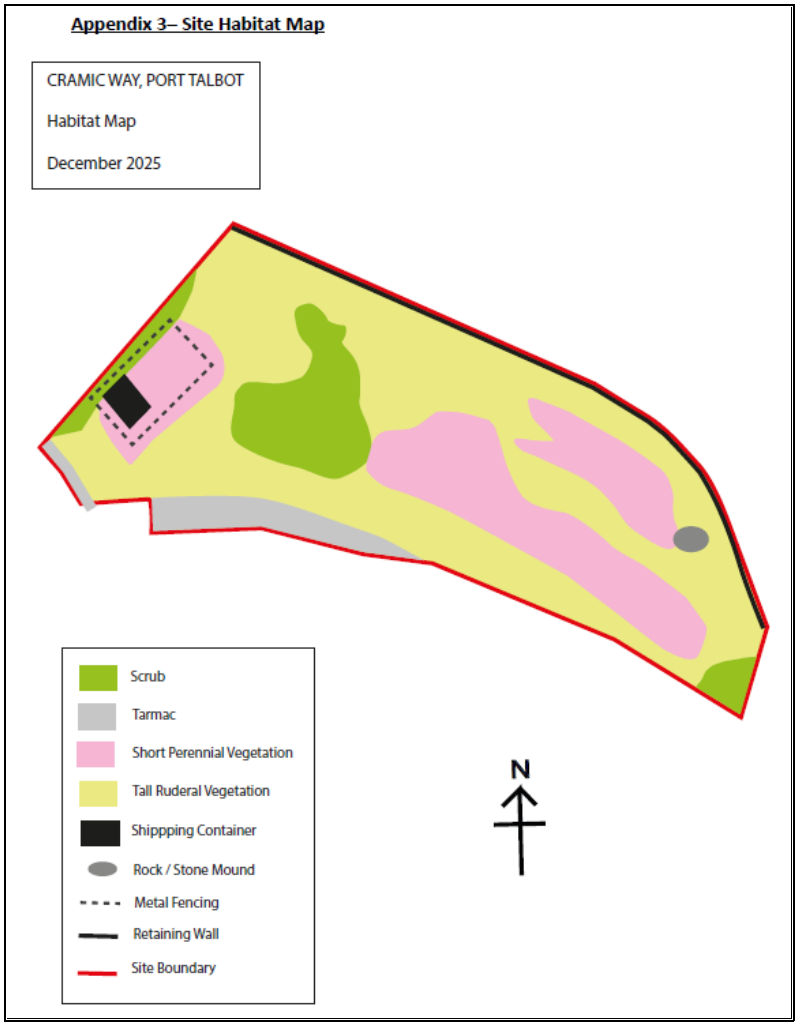
Plan A – Site Location Plan

Photograph 5

Photograph 6

2.2 EXISTING GREEN INFRASTRUCTURE ASSETS

2.2.1 The application site has been the subject of a Preliminary Ecological Assessment (December 2025), with the resultant habitat map reproduced below at Plan B.



Plan B – Habitat Map Reproduced Within PEA

2.2.2 The site is bounded by a tarmac access track to the south and a tall retaining wall to the north, above which lies Heilbronn Way. A railway line forms the eastern boundary, while the land slopes down along the western boundary towards the River Afan, which forms part of the Neath Port Talbot Watercourses SINC.

2.2.3 The majority of the site comprises previously disturbed land supporting a mosaic of tall ruderal vegetation, ephemeral/short perennial vegetation and bramble scrub. Species recorded include broad-leaved dock, cock's-foot, cow parsley, creeping buttercup, dandelion, ribwort plantain, rosebay willowherb, nettle, ragwort, evening primrose and St John's wort species. Japanese knotweed is present in small patches across the site.

2.2.4 Rock and stone piles are present within the eastern section of the site, with taller scrub and scattered trees, including goat willow and butterfly bush, located towards the eastern and western boundaries. Bramble scrub becomes more dominant towards the western edge of the site as it slopes down towards the River Afan. A small fenced-off area containing two derelict metal structures is located in the far western corner, surrounded by tall ruderal vegetation and scrub.

2.2.5 The habitats present are considered to be of local ecological value and provide limited but functional connectivity to the River Afan corridor. The site is urban in character, and much of the vegetation reflects its previously disturbed condition.

2.2.6 Existing vegetation along the western boundary adjacent to the River Afan will be retained where practicable and protected during construction, with appropriate Root Protection Zones (RPZs) established around retained trees in accordance with BS 5837:2012. The retention of vegetation along the river corridor will help maintain ecological connectivity and provide an established framework for biodiversity enhancement, as detailed in the following section.

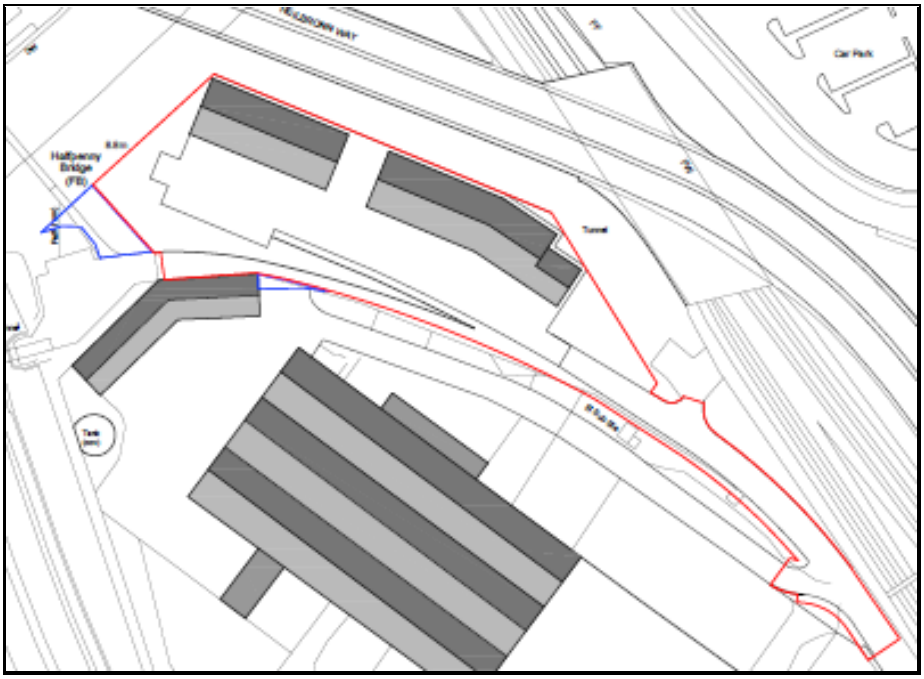
3.0 PROPOSED DEVELOPMENT

3.1.1 The proposal seeks full planning permission for the construction of 12, single storey light industrial B1 and B8 units of flexible employment space, capable of accommodating in the region of 1,424 square metres of floor space. Despite there currently being no confirmed end users, the development will ensure that it remains responsive to all existing and future needs of the businesses in the local and wider area. The following information therefore provides an overview of the scheme and should be read in conjunction with the accompanying supporting documentation and drawings.

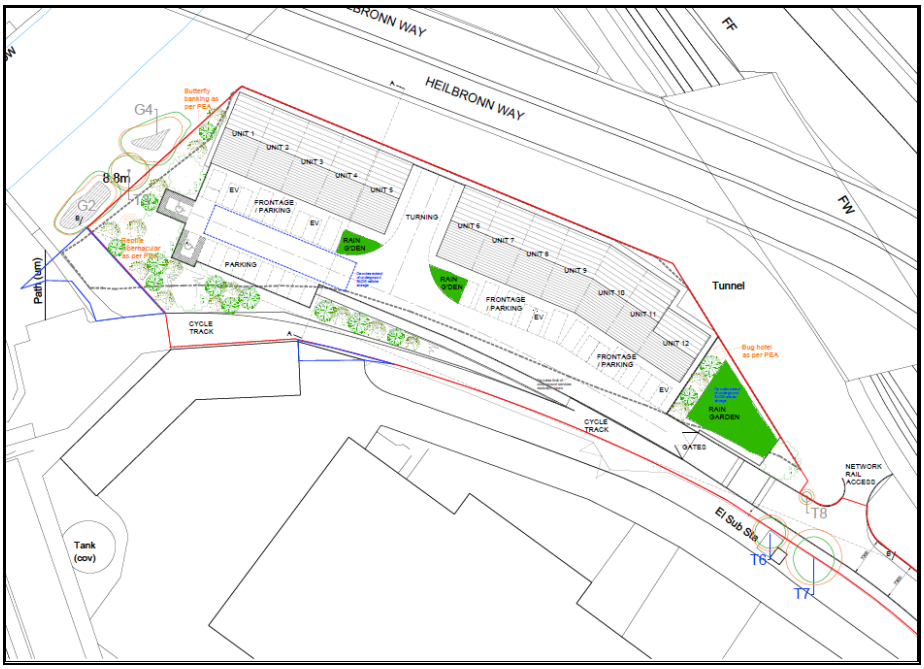
General Siting and Design

3.1.2 The proposed development will provide flexible employment space of 1,424sqm of GFA arranged over 12 units in two buildings of a mix of sizes and all single storey in height, with the proposed use of all units being either for B1 (Business) or B8 (Storage or Distribution) purposes, with two units provided as dedicated Trade Counter, located within either Units 4 and 5 or Units 6 and 7, depending on end-user requirements.

3.1.3 The general layout of the site has been steered by a number of on-site and off-site factors, including SUDS features, topographical levels, and parking and access arrangements. Its point of access will be taken from an improved extension to Cramic Way with the internal access road along the southern border of the site, providing simple priority junctions into the internal car parking and servicing areas, as illustrated below.



Plan C – Block Plan



Plan D – Site Layout Plan

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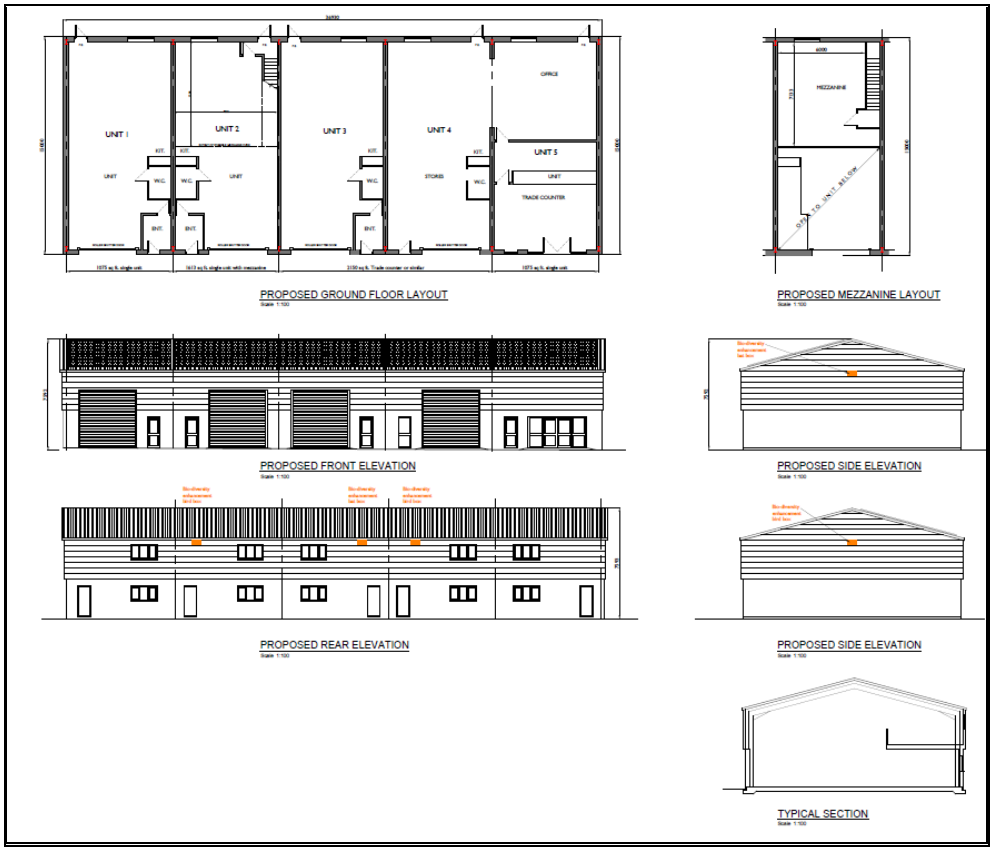
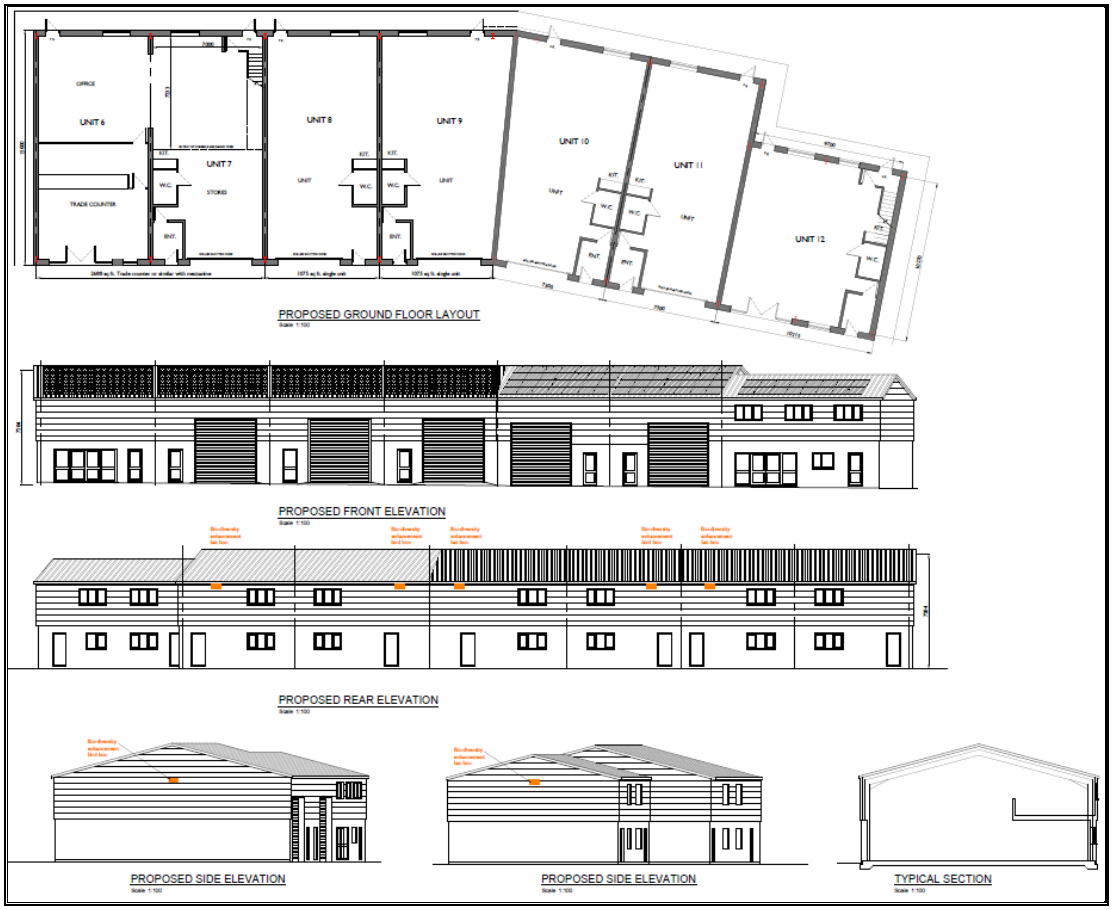
3.1.4 The proposals have sought to use the generally level land to form 12 industrial units over two buildings, that are of a B1 and B8 use class. Access to the wider highway network from the site is currently achieved via Cramic Way, passing the south-west side of Port Talbot Parkway railway station, continuing along Oakwood Road and connecting to the Harbour Way roundabout. This would then serve a newly created road that enables the appropriate access to all parts of the site, for its occupiers and any construction vehicles or future maintenance operatives that may need to access the site.

3.1.5 The proposed units will be constructed over one floor, with mezzanine floors provided in Units 2 and 6. The development will include two dedicated trade counter units, located within either Units 4 and 5 or Units 6 and 7, together with office space and W.C facilities provided within each unit. The proposed elevations and floor plans are illustrated in detail below.



Plan E – Floor Plans and Elevations of Units 1-5



Plan F – Floor Plans and Elevations of Units 6-12

Drainage

3.1.6 All foul water will be disposed of via a new connection to the existing public sewer network.

3.1.7 All surface water will be captured and dealt with in line with current surface water regulations, which will include a mix of on-site measures.

Access and Parking

3.1.8 The direct site access will be taken from an improved extension to Cramic Way with the internal access road along the southern border of the site, providing simple priority junctions into the internal car parking and servicing areas. The proposals will include a

new car parking area to the front of the buildings which will provide 10 van parking spaces and 27 car parking spaces, including disabled parking bays and electric vehicle charging bays.

3.1.9 Segregated pedestrian accesses will be provided along the access road, while the internal access points will provide pedestrian routes between the car parking spaces and the units. An internal pedestrian route will also be provided along the frontage of the units, providing permeability for visitors and staff travelling on foot.

3.1.10 The active travel route along Cramic Way leading to the shared use bridge over the River Afan will also be connected via the improved highway.

3.2 PROPOSED GREEN INFRASTRUCTURE ASSETS

3.2.1 The development proposals incorporate ecological mitigation and enhancement measures in accordance with the Preliminary Ecological Assessment (December 2025), *Planning Policy Wales (Edition 12)* and the *Section 6 duty under the Environment (Wales) Act 2016.*

3.2.2 The site lies adjacent to the River Afan, which forms part of the Neath Port Talbot Watercourses SINC. Whilst the development will not directly affect the watercourse, the layout has been designed to safeguard the riparian corridor and integrate proportionate green infrastructure measures appropriate to the scale and nature of the industrial development.

Ecological Buffer

3.2.3 A minimum 5m vegetated buffer will be retained between the top of the River Afan bank and the closest extent of built development. This buffer will protect the SINC designation, maintain habitat connectivity along the river corridor and reduce potential light and noise disturbance.

3.2.4 The buffer will remain free from built development, storage, groundworks and lighting columns. It will be managed as a semi-natural corridor to support commuting and foraging species, including bats and otter.

Pollution Prevention and Drainage

3.2.5 Pollution prevention measures will be implemented during construction and operation to safeguard the water quality of the River Afan. Any storage areas or works compounds will be positioned away from land sloping towards the watercourse.

3.2.6 A Sustainable Drainage Strategy will accompany the development to ensure there is no direct discharge of untreated surface water into the river and to ensure compliance with SAB requirements.

Tree Protection and Planting

3.2.7 Root Protection Zones (RPZs) will be established around all retained trees in accordance with BS 5837:2012. Protective fencing will be erected prior to commencement of works to prevent machinery access, soil compaction or excavation within these areas.

3.2.8 Where tree removal is required, compensatory planting will be undertaken in accordance with paragraph 6.4.42 of Planning Policy Wales, with a minimum 3:1 replacement ratio.

3.2.9 New planting within the site will comprise native species appropriate to local conditions, contributing to biodiversity enhancement and visual softening of the industrial development.

Lighting Strategy

3.2.10 A sensitive lighting scheme will be implemented to prevent light spill into adjacent semi-natural habitats, particularly the River Afan corridor.

3.2.11 Lighting design will accord with BCT Guidance Note 08/23: Bats and Artificial Lighting at Night, ensuring illumination levels are kept to the minimum required for operational safety.

Nesting Birds

3.2.12 Scrub vegetation and existing structures (including shipping containers) have potential to support nesting birds. Clearance works will therefore be undertaken outside of the nesting season (March–August inclusive).

3.2.13 Where this is not achievable, a pre-commencement nesting bird check will be undertaken by a suitably qualified ecologist. Any active nests identified will be protected by an appropriate buffer until chicks have fledged.

Invasive Species Management

3.2.14 Japanese knotweed is present within the site boundary. An Invasive Non-Native Species Management Strategy will be implemented to ensure appropriate treatment and biosecurity measures during site works, preventing spread on or off site.

Biodiversity Enhancements

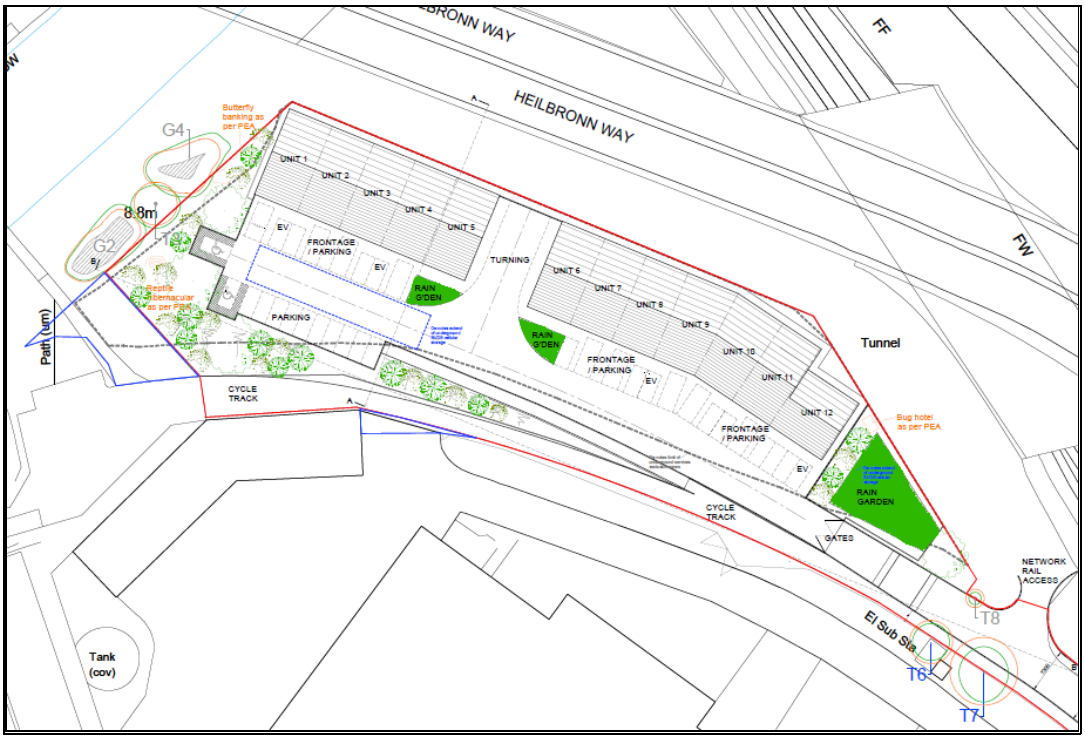
3.2.15 In accordance with Planning Policy Wales and the Section 6 duty, the development will incorporate proportionate biodiversity enhancements within the site.

3.2.16 Measures will include:

- Integrated bird and bat boxes within new buildings (positioned at least 2m above ground and away from light spill).
- Hedgehog-friendly fencing allowing permeability across the site.
- Creation of at least one butterfly bank using native seed mix.
- Provision of reptile hibernacula utilising suitable on-site materials; and
- Installation of bug hotels and pollinator-friendly planting within landscaped areas.

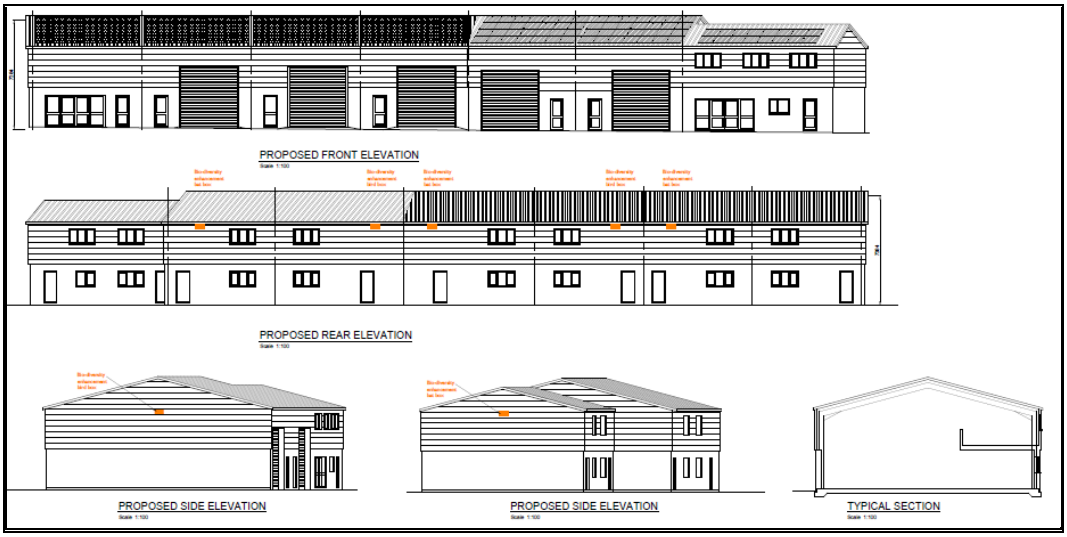
3.2.17 These measures will contribute to habitat diversification within the urban context and enhance ecological connectivity alongside the retained riparian corridor.

3.2.18 Plans G, H, and I below illustrate the locations of the proposed biodiversity enhancements.



Plan G – Site Layout Showing Butterfly Bank, Reptile Hibernacula, Bug Hotel and SUDS Features

Plan H – Elevations Showing Proposed Bat and Bird Boxes



Plan I – Elevations Showing Proposed Bat and Bird Boxes

4.0 GREEN INFRASTRUCTURE ASSESSMENT

4.1.1 This Green Infrastructure Statement provides an overview of the existing Green Infrastructure present on the application site at Cramic Way, Port Talbot, identifying those features to be retained as part of the proposed industrial development, together with the biodiversity mitigation and enhancement measures to be incorporated in accordance with the Preliminary Ecological Assessment (December 2025).

4.1.2 As detailed herein, the current Green Infrastructure assets comprise predominantly tall ruderal vegetation, ephemeral/short perennial vegetation, bramble scrub, scattered trees and vegetation associated with the River Afan corridor to the western boundary. Whilst the majority of the previously disturbed habitats within the site will be removed to facilitate development, a minimum 5m vegetated buffer adjacent to the River Afan will be retained, together with any suitable trees where practicable. Additional native planting and landscape enhancements will be introduced across the site to strengthen ecological connectivity and soften the built form within this urban context.

4.1.3 Biodiversity enhancement measures will include the provision of integrated bird and bat boxes within new buildings, hedgehog-friendly fencing, reptile hibernacula constructed from on-site materials, bug hotels, and the creation of a butterfly bank, alongside pollinator-friendly native planting.

4.1.4 In response to the above, the loss of existing Green Infrastructure has been **minimised** where practicable through sensitive site design, with impacts **mitigated** and **compensated** via the retention of the riparian buffer, implementation of tree protection measures in accordance with BS 5837:2012, and the delivery of proportionate on-site biodiversity enhancements in line with *Planning Policy Wales* and the *Section 6 duty under the Environment (Wales) Act 2016.*