PLANNING, DESIGN AND ACCESS 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
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1.0 INTRODUCTION

1.1 Evans Banks Planning has been instructed by Cramic Way Ltd to prepare this Planning, Design and Access Statement to accompany a full planning application for the construction of light industrial units (B1 and B8) at land at Cramic Way, Port Talbot.

1.2 This Statement therefore forms part of the submissions of the application to be considered by the Authority, and in compliance with the requirements of TAN12 provides information on the following points:

- A brief description of the site and surrounding area
- A description of the proposed development
- Consideration of relevant local planning policy
- Accessibility
- Character
- Community Safety
- Environmental Sustainability
- Movement to, from and within the development

1.3 This Planning, Design and Access Statement has been prepared following the guidance set out in *Planning Policy Wales* (12th Edition) (February 2024) and *Technical Advice Note 12*: *Design (2014)*, particularly the objectives of TAN 12 for facilitating 'good design', summarised in the diagrams below.

Figure 1 – Objectives of Good Design

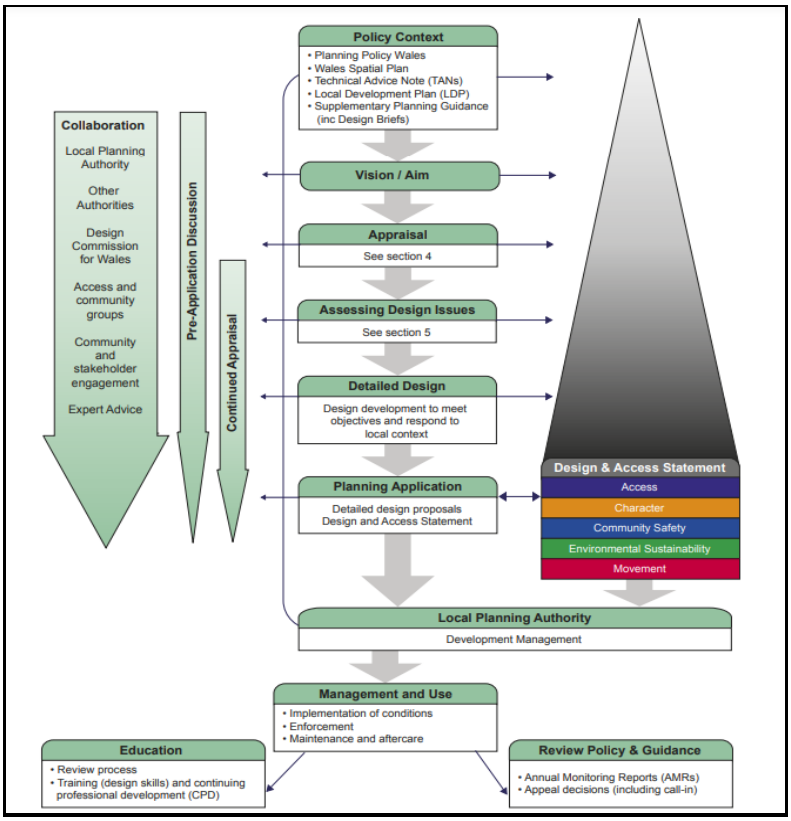


Figure 2 - The Stages Required to Achieve Good Design

2.0 SITE DESCRIPTION

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

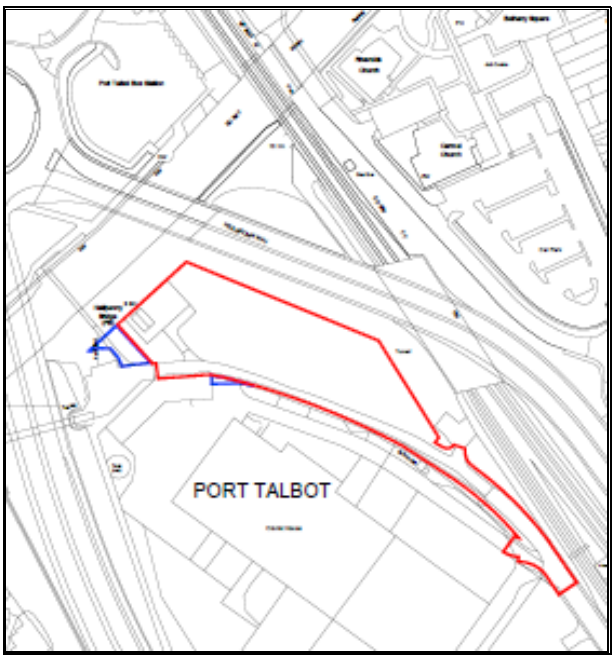
Photograph 3

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 – Access Road Along South of Site

Photograph 6 – Access Road Along South of Site

2.2 THE SURROUNDING AREA

2.2.1 As mentioned previously, the application site comprises an area of unused land within the Harbourside Strategic Regeneration Area off Cramic Way, Port Talbot. The Harbourside SRA is an extensive area of brownfield former dockland close 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. There are a number of large-scale industrial units located to the south of the site, with a mix of residential and commercial properties situated to its north, east and west, forming Port Talbot's Town Centre.

2.2.2 Within the town of Port Talbot there is a wide range of local amenities and services that serve the daily needs of residents, employees and visitors. These include public open spaces and recreational facilities, local convenience and comparison retail provision, cafés, public houses and other food and drink services, together with community facilities and places of worship. The town centre also accommodates a range of essential services, including healthcare facilities, educational establishments and employment uses, contributing to Port Talbot's role as a key service centre within the wider Neath Port Talbot area.

2.2.3 Port Talbot is well connected to surrounding settlements and neighbourhoods, including Baglan to the north, Aberavon to the east and Margam to the south and west. Collectively, these areas provide an extensive range of additional facilities and amenities, including primary and secondary schools, medical practices, leisure facilities and a variety of retail and service uses. This close relationship between Port Talbot and its surrounding communities ensures that the site is well placed in terms of access to services, employment opportunities and the wider transport network.

2.2.4 The A-Roads known as Heilbronn Way and Roundabout, Harbourside Road, and Water Street immediately surround the site, while the M4 Motorway is just a matter of metres further north.

2.2.5 The site is in immediate proximity to a number of bus stops, such as 'Port Talbot Bus and Coach Station', 'Health Centre' and 'Port Talbot', which are all situated within a

matter of metres of the site and serve the 7, 9, 66, 81, 82, 83, 84, 87, 202, 900, 901, 902, FlixBus, National Express, T1C, X1 and X3 services to Neath, Swansea, Bridgend and beyond.

2.2.6 The site is also located in close proximity to the South Wales Main Line at Port Talbot Parkway Railway Station. Great Western Railway and Transport for Wales serve the station, with services westbound to Neath and Swansea and West Wales Line and eastbound to Bridgend, Cardiff Central and London Paddington. Trains also run via Hereford and Shrewsbury to Crewe and Manchester Piccadilly.

2.2.7 The site is located just a matter of metres from National Cycle Routes 4 (London to Fishguard) and 887 (Port Talbot to Afan Forest Park), which are illustrated in Figure 1 below.

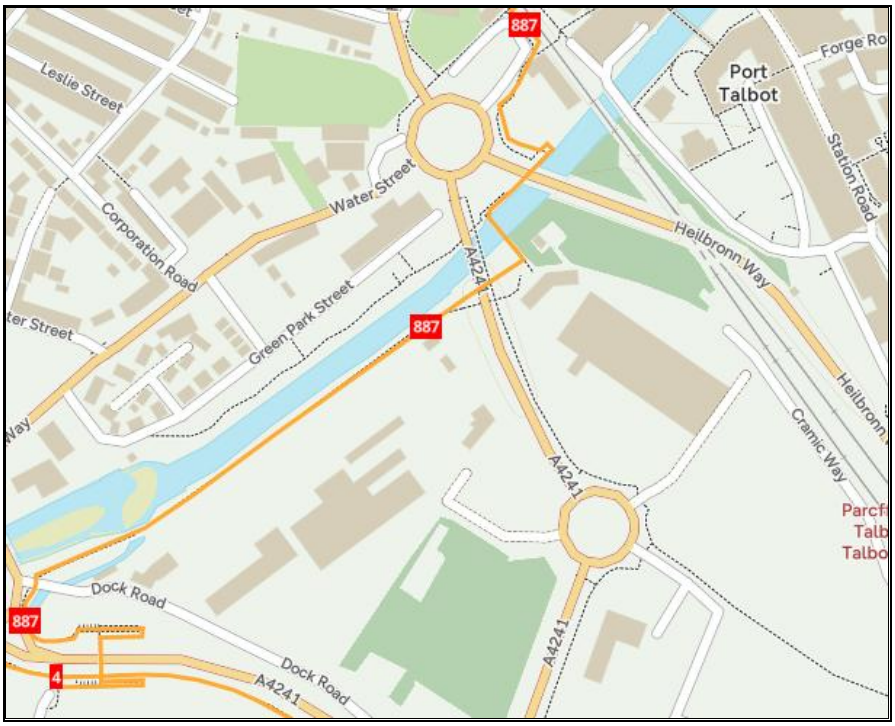


Figure 1 – National Cycle Network Map

2.2.8 It should also be noted from Figure below that the **Afan Valley Trail (TR1/8)** and the **Wales Coast Path (TO4/1)** also run alongside the side, providing excellent pedestrian links, and are illustrated in Figure 2 below.

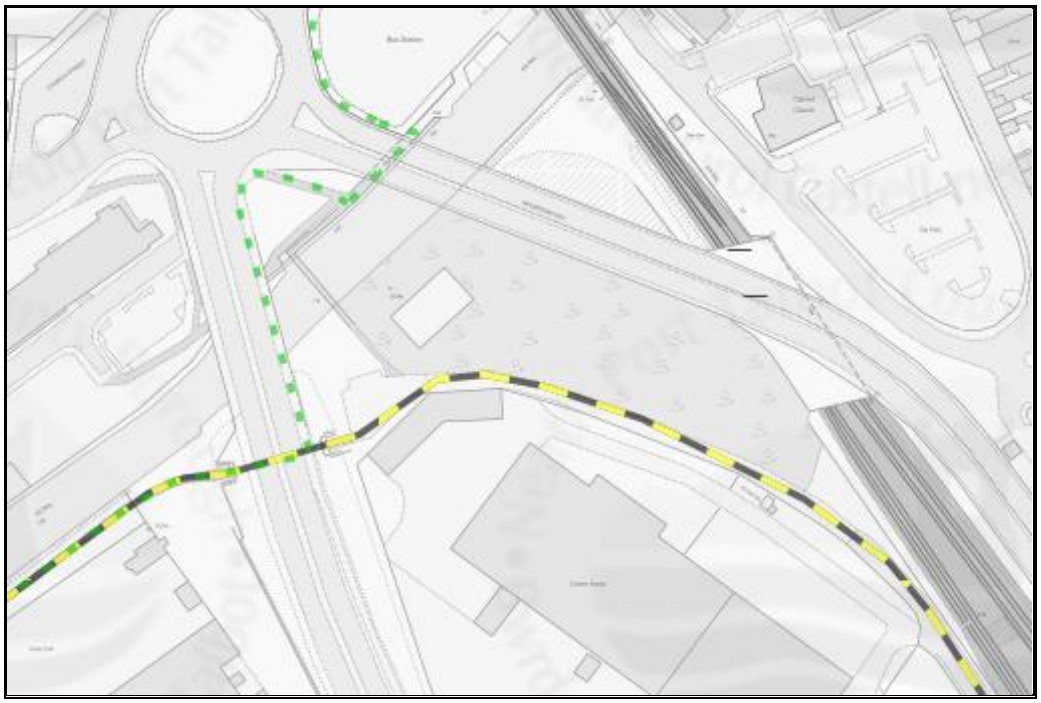


Figure 2 – Afan Valley Trail (Green) and Wales Coast Pat (Black and Yellow)

2.3 PROJECT DESIGN PARAMETERS AND PRINCIPLE

2.3.1 As a result of the above, the following design principles and parameters have influenced the design subject of this planning application:

- ***Density*** – The proposal represents a balance between making efficient use of a Harbourside Regeneration site, whilst ensuring that the development is respectful and sympathetic to the existing adjoining-built form of the settlement the site forms part of.

- ***Layout –*** The proposal has been steered by existing adjoining development and land uses, together then by the site's topography, its means of access and any relevant biodiversity assets present on and adjoining the site.
- ***Scale*** – The proposal is for light industrial B1and B8 units.
- ***Biodiversity*** – The proposal will avoid any ecological assets of value, whilst taking advantage of any opportunities to enhance those present within the application site boundary where relevant.
- ***Surface Water Drainage*** – All surface water generated by the proposed development shall be managed in a sustainable manner in line with current regulatory requirements.

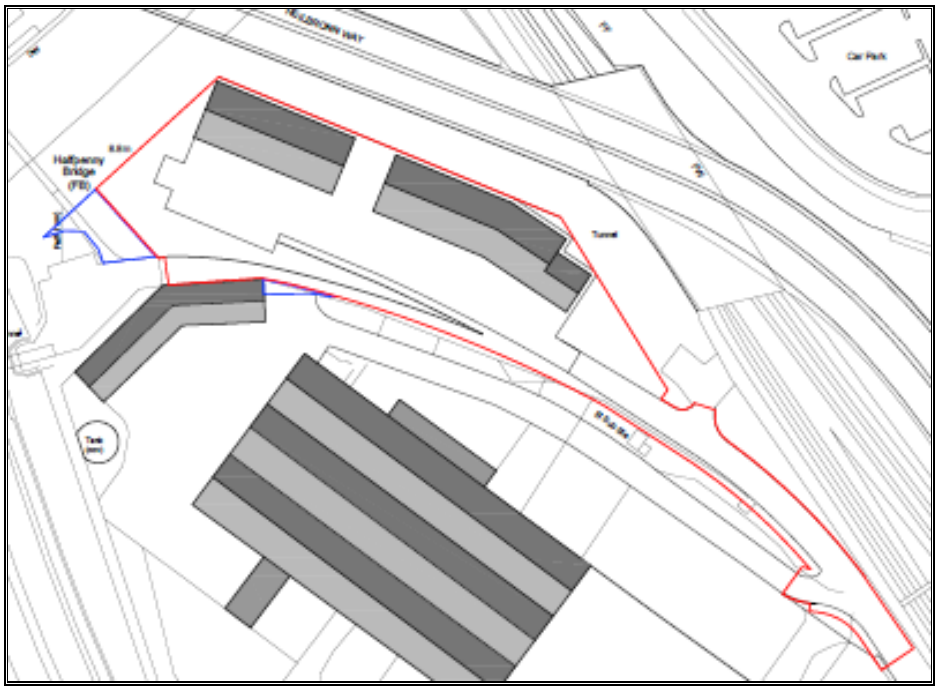
3.0 THE PROPOSED DEVELOPMENT

3.1 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.

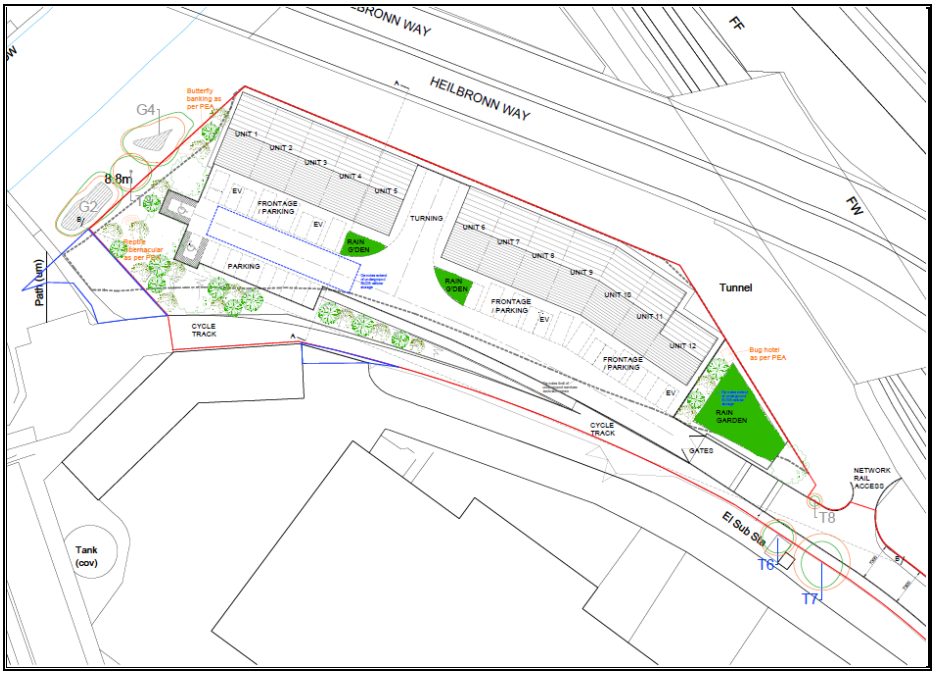
General Siting and Design

3.2 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.

3.3 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.



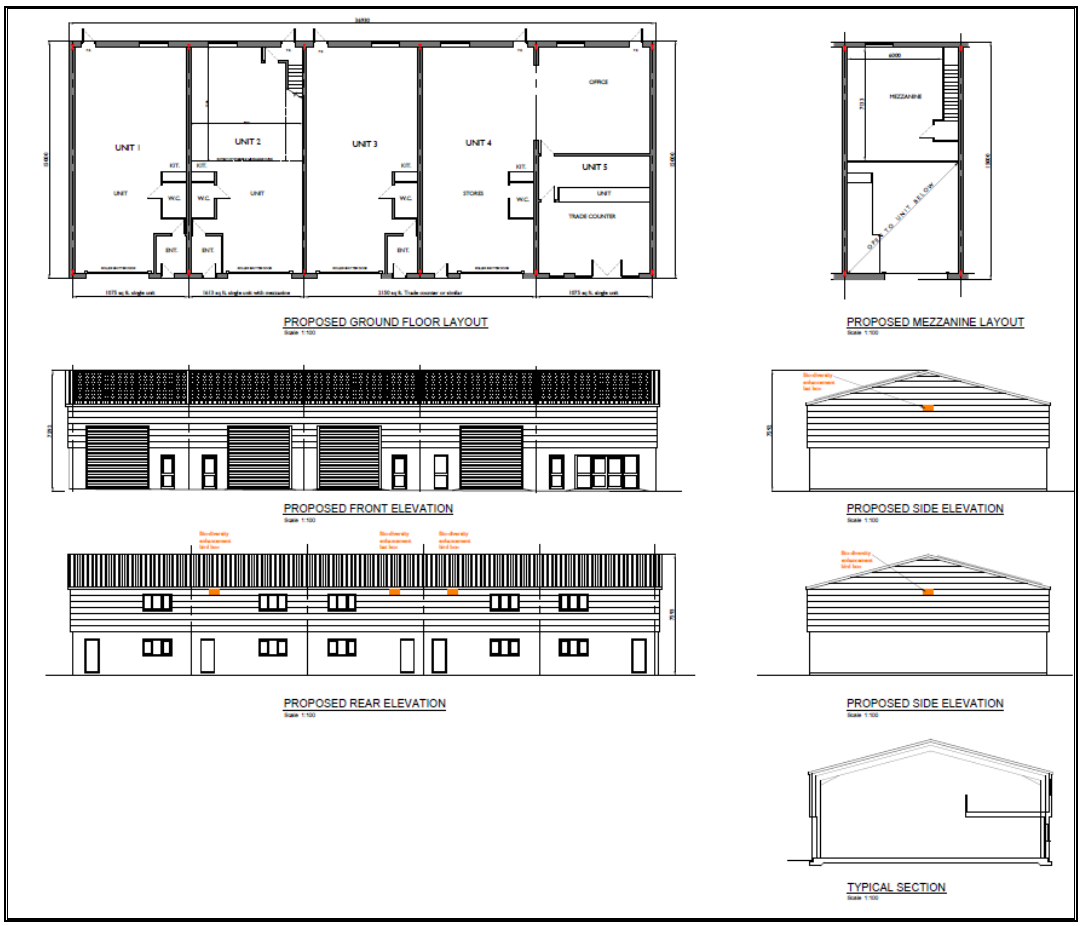
Plan B – Block Plan



Plan C – Site Layout Plan

3.4 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.

3.5 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 C – Floor Plans and Elevations of Units 1-5

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

Drainage

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

3.7 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

3.8 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.

3.9 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.

3.10 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.

Biodiversity

3.11 The application submission is accompanied by a full Tree Survey and Tree Constraints Plan, as well as a Preliminary Ecological Appraisal. As can be seen, the proposed development will not require the removal of any Class A, B or C categorised trees, nor will it involve the removal of any Priority Habitat.

3.12 Notwithstanding the above, the application proposal includes a suite of measures that will increase the biodiversity value of the site, which in summary include the following:

- Integrated bird and bat boxes.
- Hedgehog-friendly fencing.
- 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.

4.0 PLANNING POLICY

4.1 LOCAL PLANNING POLICY

4.1.1 In terms of *Section 38(6) of the Planning and Compulsory Purchase Act 2004*, the adopted development plan for the area within which the application site lies is the *Neath Port Talbot County Borough Council Local Development Plan (LDP).* It is therefore the policies of this document that have been referred to in the preparation of the proposal subject of the planning application in question, including the following:

- Policy SP 3 – Sustainable Communities
- Policy SP 6 – Development in the Valleys Strategy Area
- Policy SP 20 – Transport Network
- Policy SRA 2 – Harbourside Strategic Regeneration Area
- Policy SC 1 – Settlement Limits
- Policy EC 1 – Employment Allocations
- Policy EC 5 – Employment Uses in the Valleys
- Policy TR 2 – Design and Access of New Development
- Policy SP 15 – Biodiversity and Geodiversity
- Policy BE 1 – Design

4.1.2 In terms of the LDPs Proposals Map, as can be seen from the extract below, the site (red circle) lies within the defined Settlement Limits (SC 1) of the Sustainable Community (SP 3) of Port Talbot, with towns described in the LDP as being *"regionally important settlements providing the widest and most diverse range of functions. Located on the strategic road network, they are fully accessible by a range of transport options".* The land at Cramic Way is also located within an allocated employment site (EC 1), referred to as *'Land within Harbourside SRA'* (EC1/4).

4.1.3 The site is also located within the *'Harbourside Strategic Regeneration Area'* (SRA 2), forming an extensive area of brownfield former dockland close 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.

Plan E – LDP Proposals Map extract

4.1.4 As the development is for an industrial unit of the B1 and B8 use classes, it can be deemed that is in accordance with the industrial uses set out by the Council in their LDP for this site. Therefore, the proposal represents an appropriate development of the parcel of allocated employment land in which it is proposed to be situated.

4.1.5 With the principle of the proposal therefore supported by Policies SP 3, SC 1, EC 1 and SRA 2 of the LDP, the more detailed policy related requirements are now considered.

Policy SP 3 – Sustainable Communities

4.1.6 Policy SP 3 (Sustainable Communities) states that the delivery of *"sustainable, healthy and cohesive communities and the conservation of the countryside"* will be promoted through *"the identification of a settlement hierarchy that reflects the role and function of settlements"*. New development will therefore be steered towards the most sustainable locations within the County Borough.

4.1.7 The proposed development is located within Port Talbot, which is identified within Table 3.1 of the Neath Port Talbot Local Development Plan *'Settlement Hierarchy'* as a *'Town'*. Port Talbot is a regionally important settlement that provides a wide and diverse range of services, employment opportunities and facilities, supported by strong accessibility and comprehensive public transport links. Its position within the highest tier of the settlement hierarchy highlights that it is considered to be a highly sustainable location for new development by the Authority.

4.1.8 In light of the above, the application site is clearly well positioned within the Settlement Hierarchy, and the proposed employment development will make effective use of a sustainable, brownfield Harbourside Regeneration site, fully in accordance with the objectives and requirements of Policy SP 3.

Policy TR 2 (Design and Access of New Development)

4.1.9 Policy TR 2 (Design and Access of New Development) provides the overarching framework for ensuring that development proposals achieve safe and appropriate access arrangements. For development proposals to be permitted they must accord, where relevant, with four criteria. Taking into account the nature and form of the application proposal, it is considered that three are of relevance to the proposed development and an assessment against each is set out below.

4.1.10 Criterion 1 requires that the development *"does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation"*. As detailed within the

accompanying Transport Statement, vehicle access will be taken from an improved extension of Cramic Way, providing a priority junction into the internal car parking and servicing areas. The scale and nature of the proposed B1 and B8 units will generate an appropriate level of vehicular movements for this established employment location and will not adversely affect the operation or safety of the surrounding highway network.

4.1.11 Criterion 2 requires that the development provides *"appropriate levels of parking and cycling facilities"* and that access arrangements allow for the safe manoeuvring of service vehicles. The accompanying Transport Statement confirms that the proposals include a new car parking area to the front of the buildings, providing 10 van parking spaces and 27 car parking spaces, including disabled parking bays and electric vehicle charging bays. Shared internal loading bays are also proposed which are proportionate to the scale of development and the types of occupiers anticipated at the site. Swept path analysis has also been undertaken and demonstrates that service and delivery vehicles can safely access, manoeuvre and exit the site in accordance with adopted standards.

4.1.12 Criterion 3 requires that the development is *"accessible by a range of travel means, including public transport and safe cycle and pedestrian routes"*. As set out within the Transport Statement, the site is located just a matter of metres from National Cycle Routes 4 (London to Fishguard) and 887 (Port Talbot to Afan Forest Park), as well as the Afan Valley Trail (TR1/8) and the Wales Coast Path (TO4/1), all of which provide high-quality cycle and pedestrian connections. Any proposals accompanying a full Planning Application will include the provision of high-quality cycle parking in accordance with Neath Port Talbot standards, segregated pedestrian routes along the access road, and internal pedestrian links between parking areas and the units. An internal pedestrian route along the frontage of the units will further enhance permeability for staff and visitors, while the active travel route along Cramic Way leading to the shared-use bridge over the River Afan will be connected via the improved highway infrastructure.

4.1.13 In conclusion, it is therefore considered that the proposed development complies with all relevant aspects of Policy TR 2 (Design and Access of New Development).

Policy BE 1 (Design)

4.1.14 Policy BE 1 (Design) provides the overarching framework for achieving high-quality design within Neath Port Talbot. For development proposals to be permitted they must accord, where relevant, with a series of criteria. Taking into account the nature and form of the application proposal, it is considered that a number of these criteria are of direct relevance and an assessment against each is provided below.

4.1.15 Criterion 1 requires that development *"complements and enhances the character and appearance of the site, building or area in terms of siting, appearance, scale, height, massing and elevation treatment"*. The proposed development has been designed in direct response to its location within the Harbourside Strategic Regeneration Area, an established industrial and employment context characterised by large-scale commercial buildings and infrastructure. The single-storey form, scale and massing of the proposed B1 and B8 units are appropriate to this setting and ensure that the development integrates successfully with adjacent industrial uses. The layout and elevation treatment provide a clear and legible frontage to the internal access road, contributing positively to the visual quality and functionality of the site.

4.1.16 This also satisfies Criterion 2, insofar as the proposal respects the site's generally level topography and its relationship with surrounding development, without giving rise to any adverse effects on townscape, skylines or landscape features.

4.1.17 Criterion 4 requires that the proposal does not have a significant adverse impact on highway safety, the amenity of occupiers of adjacent land or the wider community. The application site is located within an area characterised by employment and industrial uses, and the operational characteristics of the proposed light industrial development are considered entirely compatible with this context. The orientation of the units, provision of on-site servicing and parking areas, and clear separation between

vehicular and pedestrian routes ensure that the development will operate efficiently without giving rise to unacceptable noise, disturbance or safety concerns.

4.1.18 Criterion 5 requires that important local features, including biodiversity and ecological connectivity, are retained and enhanced where possible. While the site itself contains limited existing ecological value, the design of the scheme allows for the retention of perimeter vegetation and incorporates opportunities for biodiversity enhancement within the site layout, including the provision of habitat features and targeted ecological improvements.

4.1.19 The above demonstrates that the requirements of Criterion 5 are fully supported and satisfied by the application proposal.

4.1.20 Criterion 9 states that drainage systems must be designed to limit surface water run-off, manage flood risk and prevent pollution. The proposed development incorporates sustainable surface water drainage measures that have been designed in accordance with current regulatory requirements, ensuring that flood risk is appropriately managed and that no adverse impacts arise on or off site.

4.1.21 Where relevant, technical assessments accompany the application submission and demonstrate that the proposed development can be delivered safely for its lifetime, in accordance with national planning policy and technical guidance.

4.1.22 In conclusion, it is therefore considered that the proposed development complies with all relevant aspects of Policy BE 1 (Design).

<u>Policy SP 15 (Biodiversity and Geodiversity)</u>

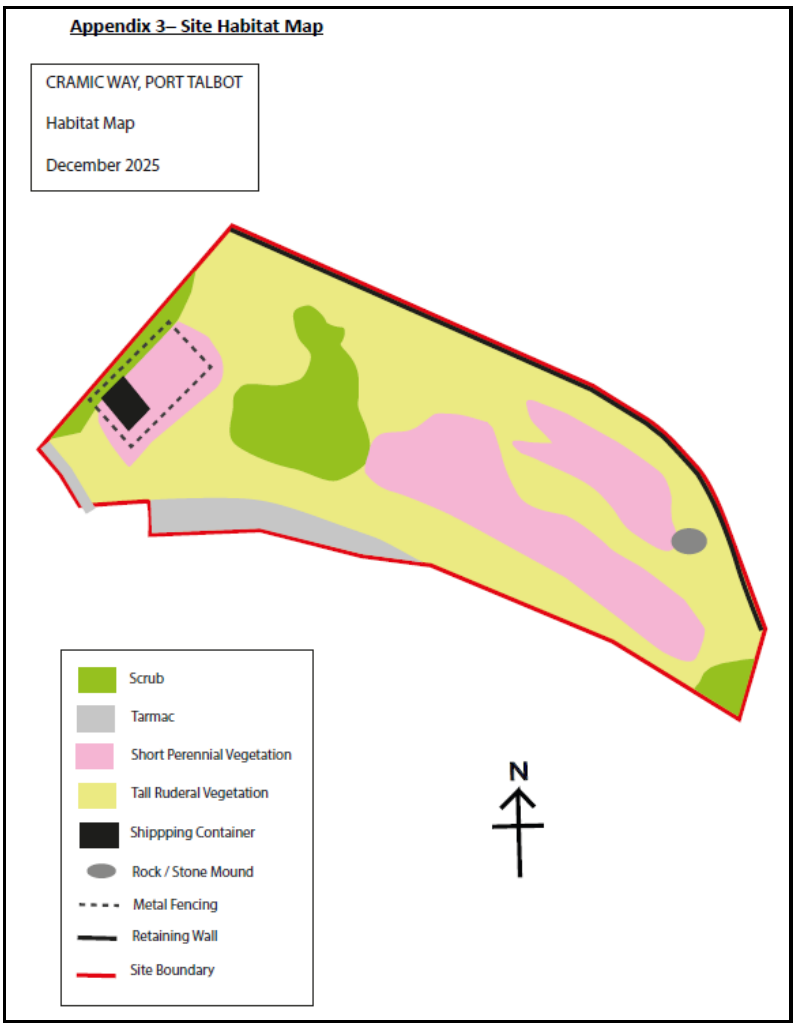
4.1.23 Policy SP 15 (Biodiversity and Geodiversity) states that important habitats, species and sites of geological interest will be protected, conserved, enhanced and appropriately managed. This includes internationally and nationally designated sites, regionally and locally important areas, and key natural heritage features. Development proposals

must therefore demonstrate that they will not adversely affect such interests and, where possible, will provide opportunities for enhancement.

4.1.24 A Tree Survey and Tree Constraints Plan, together with a Preliminary Ecological Appraisal (PEA), accompany this submission and confirm that the application site contains limited ecological value, with no requirement for the removal of any trees of high or moderate quality and no identified Priority Habitat within the site boundary.

4.1.25 A Preliminary Ecological Assessment (PEA) was undertaken in December 2025. There are no statutory designated sites within 1km of the site; however, the site lies within the Neath Port Talbot Watercourses SINC and is adjacent to the River Afan. The habitats on site comprise predominantly tall ruderal vegetation, ephemeral/short perennial vegetation and scrub, and are considered to be of local ecological value. The assessment concludes that no further protected species surveys are required, subject to the implementation of mitigation measures including a minimum 5m vegetated buffer along the River Afan, pollution prevention measures, wildlife-sensitive lighting, nesting bird safeguards and invasive species management for Japanese knotweed.

4.1.26 A Site Habitat Map is illustrated in Plan F below.



Plan F – Habitat Map Reproduced Within PEA

4.1.27 A Green Infrastructure Statement will accompany the application, incorporating the recommendations of the ecologist and demonstrating how the development will protect the riparian corridor, deliver biodiversity enhancements and accord with Planning Policy Wales and the Section 6 duty under the Environment (Wales) Act 2016.

4.1.28 Therefore, the proposed development presented by this application fully complies with the guidance and requirements of Policy SP 15 (Biodiversity and Geodiversity).

4.1.29 In summary, the proposed development presented by this application fully complies with the guidance and requirements of the relevant adopted local planning policy.

5.0 ACCESSIBILITY

5.1 ACCESSIBILITY

5.1.1 All of the inclusive design issues identified have been addressed wholly in compliance with the requirements of the Disability Rights Commission Code of Practice *"Rights of Access: Services and Premises"* and Part M of the Building Regulations, where applicable. Thereafter full compliance will be maintained in perpetuity.

5.1.2 The proposed development is sited over generally level ground, with no discernible differences in ground level from the proposed industrial plots to the proposed public highway. The vehicular access road, parking bays and footways will be significantly wide and reasonably level to allow use by all users regardless of mobility.

5.1.3 The development proposal will ensure, wherever possible, that the maximum gradient of parking areas and footways to the buildings' entrance will be as level as possible, but certainly no more than 1:20, and compliant with Part M of the Building Regulations. The development will be provided with non-slip pathways to the units and laid to a minimum width of 1000mm.

5.1.4 The units will be mixed in nature and the following where relevant will apply to all types:

(a) If individually required, access to an external doorway will be made available via a short, shallow ramp. It is unlikely due to the site topography that handrails will be required as accompanying features on the above ramps. Ramps will be flush with door openings and surrounding ground level wherever possible.
(b) External doorways will be in compliance with Part M of the Buildings Regulations. The entrances shall be clearly identifiable to all users.
(c) All internal doors will be a minimum of 800mm, with corridors to comply with Part M of the Building Regulations.

5.1.5 The proposals therefore ensure ease of access for all.

5.2 MOVEMENT TO, FROM AND WITHIN THE DEVELOPMENT

5.2.1 The application site is located within an urban area with its associated community facilities and local services, many of which are located within walking distance of the site. The remainder then are easily accessible via one of the many regular bus services running in close proximity to the site, as well then as the wider range of community facilities and local services offered by the nearby primary service centres.

6.0 CHARACTER

Landscape Design

6.1.1 It is considered that the site is currently inconspicuous in the landscape, because of the existing perimeter boundary treatments, which dominate the perimeters of the application site, as well as the close proximity of industrial buildings and associated yards to the south of the site.

6.1.2 The selection of photographs contained in this Statement are evidence that the precise location of the application site is one which does lend itself to fit in with the character of the area surrounding the land. The application site is “sandwiched” between significant manufactured structures, generally consisting of large industrial units within the Harbourside Regeneration Area.

6.1.3 The general public are not afforded access into the enclosure, as there are no public rights of way into the land.

6.1.4 The development of the site would complement the existing spatial pattern of the settlement, preserving the character and setting of the locality through retention of wider perimeter vegetation and landscape features. Therefore, this natural landscape is able to provide wholesale landscaping about the site and continue to naturally obscure views into the site from wider public vantage points. For these reasons, the proposals will not pose any detrimental effect upon the landscape quality of the locality at Port Talbot.

Scale

6.1.5 The proposal will deliver 12 industrial units over two buildings of a B1 (Business) or B8 (Storage or Distribution) use class.

Number

6.1.6 The design objective is to provide a density and form that is representative of the site's position discussed above, as well as respecting its topographical form. As a result, the proposal is for 12 industrial units over two buildings.

Layout of Development

6.1.7 The layout of the proposed development has been steered by a number of factors including the site's topography, its physical attributes, its means of access and its relationship with adjoining land uses. As a result, the proposal represents a logical layout that is sympathetic to both its immediate and wider setting, whilst also securing a high level of legibility for both occupants of and visitors to the site.

Appearance

6.1.8 The unit's appearance will match that of the existing industrial units within the regeneration area, to ensure that the proposed development remains in character with its locality and aligns with the requirements of the regeneration area on which it is proposed to be sited.

7.0 COMMUNITY SAFETY

7.1 The proposed units will face the central access road, maximising levels of natural surveillance. In addition, the units will be provided with sufficient off-street parking provision, reducing the conflict with other road users and maximising the level of highway safety for pedestrians.

8.0 ENVIRONMENTAL SUSTAINABILITY

Landscaping/Townscape Setting

8.1 As detailed above, the sensitive design of each of the elements of the application proposal has ensured that the immediate and wider setting of the surrounding land uses are not harmed in any way.

Biodiversity and Local Environment

8.2 As detailed previously, the proposed development will not require the removal of any existing trees or hedge lines. There will also be provision for a wide range of biodiversity enhancement measures.

Energy Efficiency/Carbon Reduction

8.3 The following measures will be undertaken where possible to maximise energy efficiency and carbon reduction of the building and during its construction:

- Maximise use of daylight in key rooms through fenestration
- Use of local suppliers and labour wherever possible
- Use local recycled products wherever possible
- The unit will be insulated to current targets
- All fenestrations will be insulated to current targets.
- Energy efficient internal and external lighting units will be installed.

8.4 The development will adhere to the energy hierarchy in TAN 12, as shown in Figure 3 below, through the use of renewable energy alternatives where appropriate, thus improving the carbon footprint of the units.

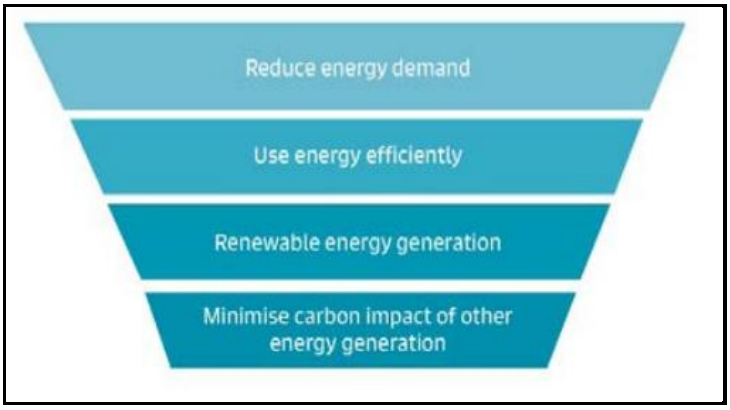


Figure 3 – Energy Hierarchy in TAN 12

Sustainable Materials

8.5 It is understood that recycled or reclaimed products will be used in the construction of the proposed development wherever possible

Water

8.6 It is understood that a mains supply will be utilised. In line with this, we would propose that the water and any heating system of the units be designed to reduce water wastage, through a range of measures including low water consuming fittings in the bathroom and kitchen.

Waste Management

8.7 It is understood that the buildings will have access to commercial recycling facilities.

8.8 It is understood that connections will be made to the public sewer for the disposal of foul waste.

9.0 CONCLUSION

9.1 The proposal is for the construction of 12 single-storey light industrial units (B1 and B8 use, including two Trade Counter Units) together with associated infrastructure, including internal access roads, parking, servicing areas, and sustainable drainage features.

9.2 The application relates to the development of a previously unused parcel of land within the Harbourside Strategic Regeneration Area off Cramic Way, Port Talbot. The proposed layout seeks to make efficient use of the 0.60-hectare site while responding sensitively to the existing industrial context, including the adjoining B1/B8 units, and maintaining a coherent relationship with the wider urban environment and the Harbourside regeneration objectives.

9.3 The proposed development complies with the relevant policies of the *Neath Port Talbot County Borough Council Local Development Plan*, as detailed in Section 4 of this Statement. In particular, the scheme reflects the site's allocated employment and industrial use, providing a design that satisfies the requirements of Policies SP 3, TR 2, and BE 1, including considerations of scale, layout, accessibility, and integration with the existing built form.

9.4 The development has been designed to avoid impacts on any ecological assets, with all existing perimeter vegetation retained in accordance with the Preliminary Ecological Appraisal and the Tree Survey and Tree Constraints Plan. Opportunities for biodiversity enhancement are also incorporated, including wildlife-friendly landscaping and habitat features, ensuring that the scheme contributes positively to the ecological value of the site.

9.5 The proposed units deliver modern, flexible employment space capable of accommodating a range of B1 (Business) and B8 (Storage or Distribution) activities, and two Trade Counter Units. The development makes efficient use of a previously

underutilised site, supporting local business growth, creating employment opportunities, and contributing to the economic regeneration of the Harbourside area and the wider Port Talbot community.

9.6 In conclusion, the proposal represents an appropriate, sustainable, and policy-compliant form of development. It optimises the potential of a strategic employment site, respects the surrounding industrial and urban context, safeguards ecological features, and contributes positively to the local economy, employment, and regeneration objectives for Port Talbot.