

PLANNING STATEMENT

**Land off Pen-Y-Bryn
& Menai Avenue,
Croeserw,
Port Talbot**

August 2026



Summary

Proposal

Full planning application for the construction of 25 no. residential units with associated works.

Location

Land off Pen-Y-Bryn & Menai Avenue, Croeserw, Port Talbot.

Date

August 2026

Project Reference

S24.176

Client

Tai Tarian

Product of

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Report Revision No.

Revision A

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Introduction

- 1.1 Asbri Planning is appointed as planning agent to Tai Tarian to prepare this Planning Statement to accompany the proposed construction of 25 no. residential units with associated works at land off Pen-Y-Bryn & Menai Avenue, Croeserw, Port Talbot.
- 1.2 The purpose of this Planning Statement is to provide a clear and logical document to outline the planning considerations and planning policies relevant to the proposal. The document also acts as a method of demonstrating the details of the planning application in a way that can be read both by professionals and the public.
- 1.3 The Planning Statement acts as a supporting document to the accompanying planning application and should be read in conjunction with all other elements of the application. The following drawings prepared to accompany the application:

Drawing Name	Drawing Reference
Location Plan	2754-00(03)103
Site Layout	2754-00(03)102-RevB
HT 211 Floor Plans	2754-211(03)200
HT 211 Elevations (Render)	2754-211(03)300-02
HT 212 Floor Plans	2754-213(03)200
HT 212 Elevations	2754-212(03)300
213 Floor Plan	2754-02(02)200
213 Block 1 North & West Elevation	2754-00(03)301-RevA
213 Block 1 South & East Elevation	2754-00(03)300-RevB
HT 421 & 422 Floor Plans	2754-421(03)200
HT 421 & 422 Elevations	2754-421(03)300
Proposed Ground Floor Plan	2754-PL(03)200-RevB
Proposed First Floor Plan	2754-PL(03)201-RevB
Bin & Bike Store Plans & Elevations	2754-BS(03)300
Footpath Diversion Plan	2754-00(03)103
Proposed Visuals - View 1	2754-00(02)500-RevA
Proposed Visuals - View 2	2754-00(02)501-RevA
Proposed Visuals - View 3	2754-PL(02)502
Proposed Visuals - View 4	2754-PL(02)503
Proposed Visuals - View 5	2754-PL(02)504
Proposed Visuals - View 6	2754-PL(02)505
Proposed Visuals - View 7	2754-PL(02)506
Proposed Visuals - View 8	2754-PL(02)507
Proposed Visuals - View 9	2754-PL(02)508
Proposed Visuals - View 10	2754-00(02)509
Proposed Visuals - View 11	2754-00(02)510

Soft Landscape Proposals	1263.02 Rev A
Tree Constraints Plan	N/A
Arboricultural Impact Assessment	N/A
Engineering Appraisal	2754-507-RevC
Site Sections	2754-630-3
Parking Provision Plan	2754-(03)104-RevA

1.4 In addition, the following supporting documents are submitted.

Document Name	Prepared By
Planning Application Forms	Asbri Planning
Planning Statement	Asbri Planning
PAC Report	Asbri Planning
Design and Access Statement	Spring Design
Energy Strategy Statement	Spring Design
Thermal Comfort Report	Viro
Green Infrastructure Statement	DP Landscape Architecture
Landscape Management Plan	DP Landscape Architecture
FCA & Drainage Strategy	Spring Design
Preliminary Ecological Appraisal	Hawkeswood Ecology
Habitats Assessment and Reptile Presence – Absence Survey	Hawkeswood Ecology
Noise Impact Assessment	Acoustic Consultants Ltd
Transport Statement	Acstro
Parking Matrix	Spring Design
Tree Survey	Treescene
Arboricultural Impact Assessment	Treescene
Desk Study Report (6)	Integral Geotechnique

1.5 This Planning Statement presents the planning case for the proposed development having regard to the site and its surroundings, the planning history, and policy context. It considers the key policy issues and planning merits of the proposed development. The statement is structured as follows:

- Section 2: provides a description of the site and its surroundings, including a review of the site's planning history;
- Section 3: summarises the development proposals.
- Section 4: provides an overview of pre-application dialogue undertaken in regard to the emerging scheme.
- Section 5: outlines the relevant planning policy context, at both the national and local level.
- Section 6: addresses the key planning considerations associated with the development proposal.
- Section 7: provides a conclusion regarding the overall acceptability of the application.

Site Description

- 2.1 The site is located within the village of Croeserw, near Cymmer, in the Afan Valley and comprises two parcels of land proposed for residential development. Approximately 11.5km northeast of Port Talbot Town Centre, the site is located in the southwest of Croeserw, along the A4063. The combined size of the site is approximately 0.64ha. This application comprises 2 no. parcels of land located within close proximity to each other. An additional 3rd land parcel associated with a separate application has also been proposed by Tai Tarian. The application is for a 100% affordable housing scheme within close proximity, and was submitted on 1st June 2026. The application is currently pending determination. In the interest of clarity, the sites will be referenced as in Figure 2. This application relates solely to sites 2 and 3.



Figure 1: Site Location (Source : Google Maps)

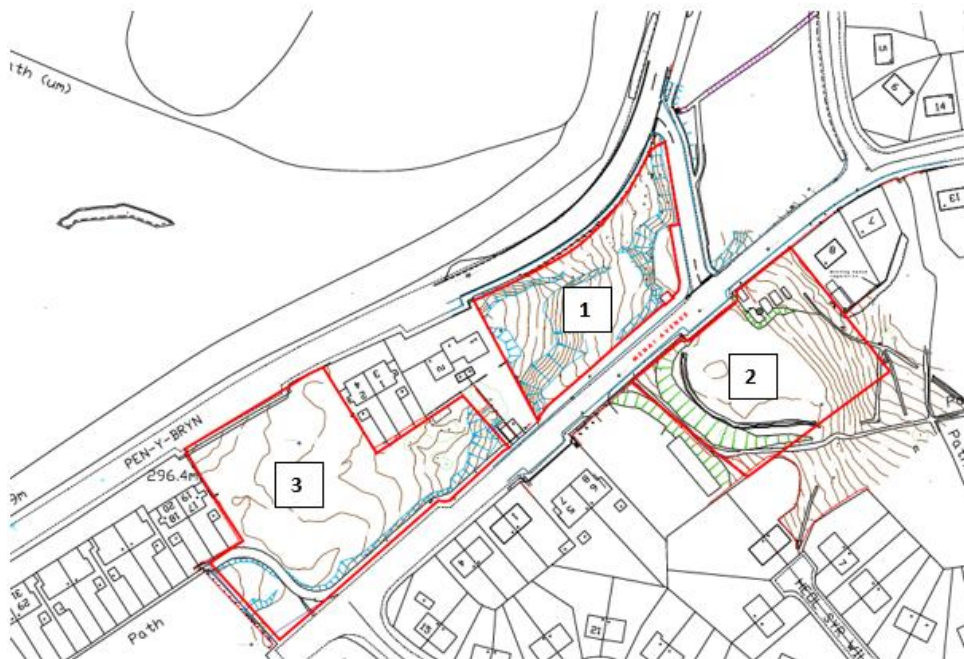


Figure 2: Sites contained within the application



Figure 3: Site 2, Trees and Hedgerows located at the Southern Boundary



Figure 4: Site 2, Uneven Topography of the Site



Figure 5: Site 3, Topography of the Site



Figure 6: Site 3, Trees and Hedgerows located towards the Southeast of the site

- 2.2 Site 2 is approximately 0.3ha in size and is located within the settlement limit. The site is centred on grid reference E:286528, N: 195282, and has an approximate postcode of SA13 3SF. The site is comprised of grassland, with a small number of boundary trees and hedgerows scattered along the southern and

western boundaries. The site can be accessed by Menai Avenue, which runs along the site's northwestern boundary. In terms of the other boundaries, a footpath runs adjacent to the southwest and southern boundaries of the site and a parcel of vacant land is located immediately southwest of the site. There are existing residential dwellings to the south of the site, separated by mature trees and hedgerows that are located outside the site boundary. In terms of topography, the proposed site layout identified areas with extreme level constraints, which are located at the eastern section of the site.

- 2.3 Site 3 is approximately 0.34ha in size and like site 2, is located within the designated settlement limit. The site is centred on grid reference E:286411, N: 195268 and has an approximate postcode of SA13 3SD. The site comprises of grassland with a small number of hedgerows and trees located towards the eastern section of the site. Site 3 can be accessed from Menai Avenue, as well as Pen-Y-Bryn (A4063), which run along the southern and northern boundaries of the site, respectively. Existing residential dwellings bound the site to the east and west, with the eastern properties separating site 3 from site 1. In terms of the topography of the site, it is considered relatively flat with a gentle slope at the east of the site.
- 2.4 The area surrounding the site comprises mostly of semi-detached housing and maisonette apartments dating from the late 1970's. Most of these houses are served from Menai Avenue and Queens Road. The maisonette apartments are served from Pen-Y-Bryn and these have rendered facades and contrasting soldier courses to emphasise window and door openings.
- 2.5 The frontage to Pen-y-Bryn previously contained a row of maisonette apartments that were demolished circa 2009. Situated to the east of site 3 along Pen-Y-Bryn there is one maisonette apartment remaining, the redevelopment of the site in this area will create a new street scene that links the existing dwellings along the street. Further east there are two larger detached houses with hipped roofs, both of which have been extended. All these dwellings have rendered facades.
- 2.6 There is also an area of existing housing based in Queens Road. These are also semi-detached houses of a uniform design. The architectural style here matches the existing buildings in Menai Avenue and gives a sense of continuity to the built form. Apart from those close to the junction with Menai Avenue. Most of the dwellings in Queens Road are hidden from the application site and have no direct visual connection to inform a design solution for the new development
- 2.7 There is an area of development further east of the site in Dwyfor Road. These dwellings comprise of mainly larger detached houses with a smaller number of semi-detached dwellings. They have red brick facades with prominent gable elevations. The density of the buildings here is lower than the proposed site owing to the size of the individual dwellings. These dwellings have large gables fronting the road and are have red brick facades under brown tiled roofs. These houses are set much lower than the site and do not relate visually to the proposed scheme. Thus, meaning that they will have little bearing on a design solution for the site.
- 2.8 There is a larger building at the end of Menai Avenue that is clad in painted white stone and concrete. As existing, this is a premier convenience store, and its architecture is fitting for its functional use. The proposed scheme, comprising of two storey dwellings will fit in well with the vernacular of the area.
- 2.9 Aforementioned, the sites are located within close proximity of each other, within a predominantly residential area. The majority of the existing residential units are two-storey semi-detached houses, which are located along Menai Avenue. Further two-storey walk-up flats are located at the west of site 3. The majority of these residential dwellings have a red brick or render finish. It is therefore considered that the design of the dwellings should be respectful of the design of the surrounding area.

- 2.10 The sites are located within walking distance of multiple local facilities, including local shops, Croeserw Social Club, Croeserw Primary School, and Croeserw Community Hub, which are all within a 15-minute walking distance. In addition, the application site is accessible by public transport, with bus routes 70, 71, and 908 providing links to Bridgend, Cymmer, and Neath College. The nearest bus stops are located along Brynheulog Road, approximately 250m southwest of all three sites, near Croeserw Social Club. The sites also benefit from a well-lit footpath along Menai Avenue, Pen-Y-Bryn, and the roads within Croeserw, which provide opportunities for residents to reduce car reliance and engage in active methods of travel.
- 2.11 As seen in Figure 7, there is a public right of way contained within site 2 (ref: 23/64/1). The public rights of way map highlights a bridleway, which runs along Menai Avenue and throughout site 2 from the northwest to southeast corners.



Figure 7: Public Rights of Way Map (Source: Neath Port Talbot Council)

- 2.12 A review of the Natural Resources Wales (NRW) Flood Map for Planning (FMfP) contained in Figure 8, reveals that isolated parts of the area are subject to small watercourse and surface water flooding. These affected areas are mainly located along Menai Avenue and as a result effect only the southern boundary of site 3, and the northern boundary of site 2.

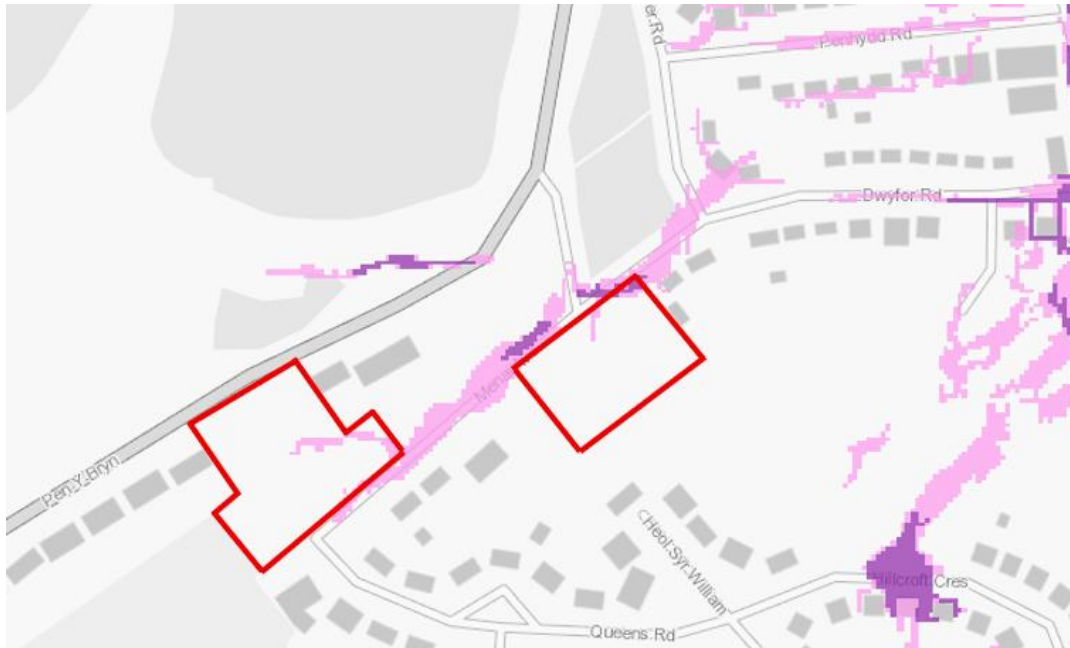


Figure 8: Flood Map for Planning (Source: Natural Resources Wales)F

- 2.13 A review of the Coal Authority Map in Figure 9 shows that site 3 is located within a development high risk area. A Coal Mining Assessment will be provided to accompany the application.

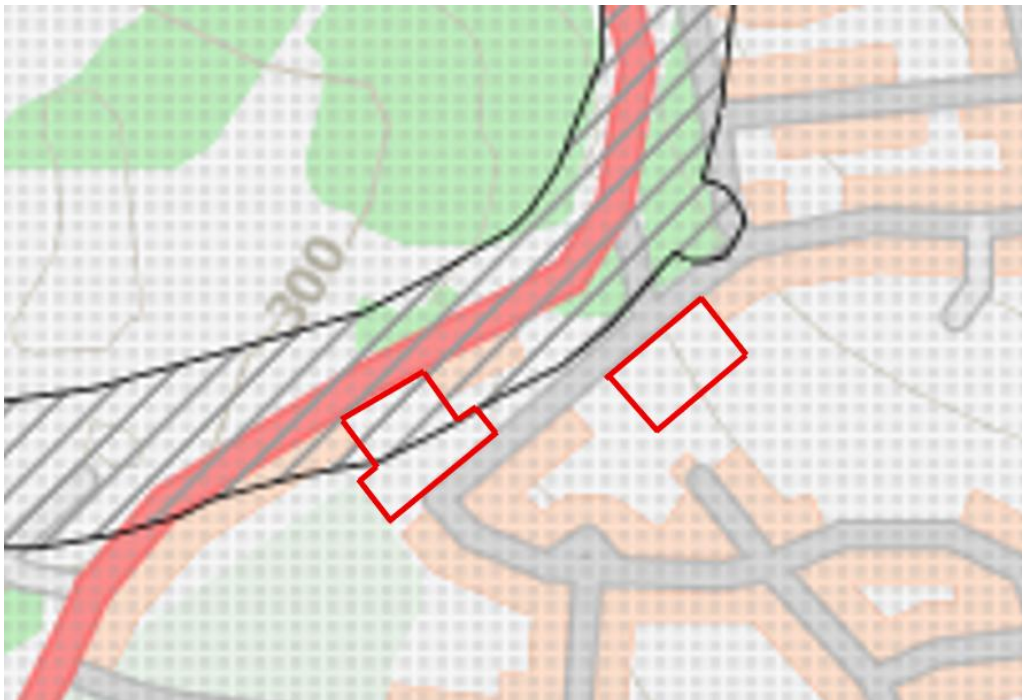


Figure 9: Development High Risk Areas (Source: Mining Remediation Authority)

- 2.14 A review of the Cadw map shows that there are no Listed Buildings and Schedule Monuments located within or adjacent to the site boundary. Additionally, the site is not located within any Registered Parks and Gardens, World Heritage Sites, or Registered Historic Landscapes.
- 2.15 The sites (2 and 3) are both located within designated settlement limits (SC1) as outlined in Figure 10. Moreover, the sites are located within a Settlement Protection Zone (Policy M2/1). The sites are

approximately 20m south of a designated Safeguarded Category 1 Sandstone Resource (M1) and circa 660m west of a Special Landscape Area (EN2).

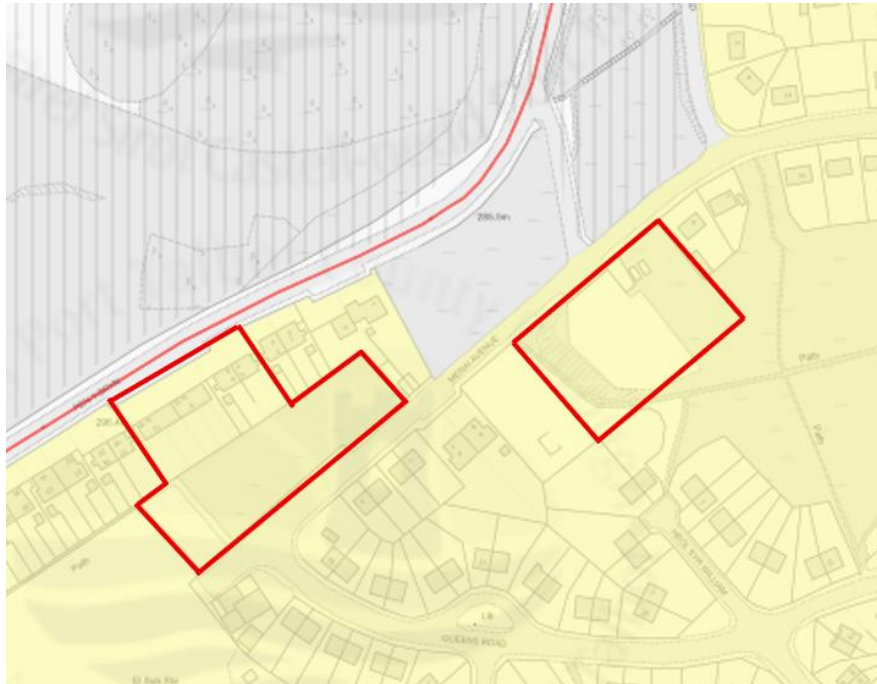


Figure 10: LDP Proposals Map (Source: Neath Port Talbot County Borough Council LDP)

Planning History

2.16 A review of Neath Port Talbot County Council online planning record reveals the site has the following relevant planning history:

Reference	Proposals	Decision / Determination Date
<i>Site 2</i>		
P1992/8897	Civic Amenities Site	Withdrawn
P1996/10340	Demolition of Properties	Approved 22/05/1996
<i>Site 3</i>		
P2002/1294	Demolition of Property	Prior notification approval required Issued on 25/11/2002
P2010/0267	Prior notification of proposed demolition of two detached blocks of flats	Prior notification approval not required Issued on 14/04/2010

In addition to the above, the following application related to the construction of the aforementioned National Cycle Route 885, lying between sites 1 and 3, and 2:

- P2010/1154 – *Section of Combined cycle/footway which will run between Croeserw and Cymmer*
– Approved on 22/02/2011.

Aforementioned, a separate application (ref: P2026/0366) was submitted on 1st June 2026 for the proposed construction of 4 no. residential units with associated works at a separate site in Croeserw. This application is also brought forward by Tai Tarian who are looking to develop the 100% affordable housing scheme within close proximity of this site. The application (ref: P2026/0366) is currently pending determination.

Proposals

- 3.1 This application proposes the construction of 25 no. residential units with associated works across two sites at land off Pen-Y-Bryn & Menai Avenue, Croeserw, Port Talbot. The proposal seeks to provide the following mix of residential dwellings:

Site 2:

- 1 no. 1 Bedroom Visitable Flat
- 4 no. 1 Bedroom Accessible and Adoptable Flat
- 3 no. 1 Bedroom Wheelchair User Flat
- 1 no. 2 Bedroom Flat

Site 3:

- 10 no. 1 Bedroom Walk-up Flat
- 4 no. 1 Bedroom Bungalow
- 2 no. Bedroom Semi Detached House

- 3.2 It's considered that the sites can adequately accommodate 25 no. residential units with the associated access, amenity spaces, parking areas and bin store for the residential block at site 2 without causing detrimental impact to existing or future residents. The dwellings will be offset from the site boundaries to ensure that there are sufficient separation distances between the proposed buildings and the adjacent properties.
- 3.3 The proposed houses will be finished in either brickwork or render with a slate roof. The proposed residential blocks and bungalows will have a mixture of brickwork and white render finishes, as shown on the submitted elevation drawings with similar slate roofs as the other buildings proposed. PV panels and Air Source Heat Pumps are proposed across all the buildings on site with the exception of the proposed residential block at site 2.
- 3.4 In terms of access, the proposed dwellings at site 3 will be accessed via Menai Avenue and Pen-y-Bryn, which also provide access to the parking area. The parking area is provided in the form of parking bays on the basis of 1 no. parking space per bedroom. For site 2, a residential road is proposed off Menai Avenue to provide direct access to the proposed residential block. 10 no. parking spaces are provided in the form of parking bays, which equals to 1 no. space per bedroom. In addition, a total of 2 no. visitor parking is provided across the sites with both being located within site 3.
- 3.5 It is also noted that national cycle route that run across Site 3 will remain undisturbed and there is sufficient space at the westernmost boundary of site 2 to allow the bridleway (ref: 23/64/1) to run through the site.
- 3.6 Multiple area across the sites have been identified for proposed SAB features subject to detailed review. Many existing trees across both sites are proposed to be retained with additional tree planting proposed at site 3. Both site layouts have been appropriately designed to accommodate the development and avoid areas unlikely to be developed due to extreme level constraints.
- 3.7 In addition to the above, it should be noted that the proposal is proposed by Tai Tarian, who are a registered social landlord operating within the area of Neath Port Talbot. The proposed dwellings at site 3 would be social housing. The block of flats at Site 2 are proposed to be an 'assisted' type offering in conjunction with NPT social services. It is proposed at this stage that site 3 will be funded by the Social Housing Grant and Site 2 will be funded by Housing with Care Fund. The proposed development has also been included in the Council Housing Delivery Programme for 2026/27 (ref: NEA/24/8273).

Pre-Application Discussions

- 4.1 A pre-application was submitted on 30th June 2025 for the proposed construction of 29 no. residential units with associated works at land off Pen-Y-Bryn & Menai Avenue, Croeserw, Port Talbot.
- 4.2 A pre-application response was provided by Neath Port Talbot Planning Department on 16th September 2025 which confirmed that the principle of development was considered acceptable for sites 2 and 3. Feedback was also provided in relation to housing requirements and affordable housing, transport and access, open space provision, biodiversity and green infrastructure, and other material considerations. The response concluded with a recommended list of supporting documentation to accompany the planning application.
- 4.3 In design terms, the pre-application response stated that material choice and house type are generally acceptable. It's highlighted that limited private outdoor space for upper-floor units has been provided at site 2, and consideration could be given to smaller balconies or communal gardens. For site 3, the developer could consider introducing shared green areas or informal play spaces to support social interaction.
- 4.4 It is noted that site 2 lies within a designated SINC. Policy EN6 of the adopted LDP states that development will only be permitted if they conserve, and where possible, enhance the natural heritage importance of the site. Where harm to biodiversity sites is unavoidable, effective mitigation measures will be required to ensure that there is no reduction in the overall value of the area or feature. Where mitigation is not possible, compensation measures will normally be required to offset harm as far as practicable.
- 4.5 Concerns from a highways perspective included matters such as: drives should have the following dimensions (3.6m x 6m for a single driveway, 6.2m x 6m for a double driveway), houses that derive access from the A4063 should have a turning facility so that vehicles can enter and exit in a forward gear, the proposed junction into 213 is directly opposite an existing junction and as such spacing should be set out in accordance with our design guide, the shared drive serving the parking for flat 213 has no turning facility, parking should be in accordance with the SPG, and bin store locations should be shown on a drawing. These comments have been considered and fully addressed as part of the full planning application. Further access arrangements, visibility splays, and parking provision were all considered acceptable.
- 4.6 Overall, the response is generally positive, where the principle of development, design, access and parking provision are largely acceptable, subject to minor amendments. This application has sought to address these concerns and where possible, incorporate any recommendations.

Planning Policy Context

Introduction

- 5.1 The Well-Being of Future Generations (Wales) Act 2015 (which came into force on 1st April 2016) requires *“public bodies to do things in pursuit of the economic, social, environmental and cultural well-being of Wales in a way that accords with the sustainable development principle”*.
- 5.2 The Well-being of Future Generations (Wales) Act 2015 plays a significant role in shaping the planning system in Wales, embedding sustainable development principles into planning policy and decisions. The Act reinforces the planning system’s shift towards a holistic, sustainable approach, emphasising that planning in Wales must consider not just present needs but also the well-being of future generations.
- 5.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.4 The Development Plan comprises the following:
- National Development Framework: Future Wales – The National Plan 2040 (February, 2021);
 - Neath Port Talbot County Borough Council Local Development Plan 2011 - 2026 (January 2016)
- 5.5 In addition to the Development Plan, the Planning Application has been informed by Policy and Guidance set out in the following:
- Planning Policy Wales Edition 12 (February, 2024), informed by The Well-Being of Future Generations (Wales) Act 2015, and supplemented by Technical Advice Notes;
 - Neath Port Talbot County Borough Council Supplementary Planning Guidance

The Development Plan

- 5.6 The development plan comprises Future Wales and the Neath Port Talbot County Borough Council Local Development Plan (January 2016).

National Development Framework: Future Wales – The National Plan 2040

- 5.7 The National Development Framework: Future Wales – the National Plan 2040 was published on 24th February 2021. ‘Future Wales’ sets out the Welsh Government’s strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy; achieving decarbonisation and climate-resilience; developing strong ecosystems; and improving the health and well-being of our communities. As stated above, the National Development Framework has Development Plan status.
- 5.8 Future Wales sets out its overarching ambitions based on the national planning principles and national sustainable placemaking outcomes set out in Planning Policy Wales by means of 11 Outcomes. As set out on Pages 54-56 of Future Wales, the 11 Outcomes are collectively a statement of where the Welsh Government aspire Wales to be in 20 years’ time, as follows:

A Wales where people live:

- 1 *...and work in connected, inclusive and healthy places*
- 2 *...in vibrant rural places with access to homes, jobs and services*
- 3 *...in distinctive regions that tackle health and socio-economic inequality through sustainable growth*
- 4 *...in places with a thriving Welsh Language*
- 5 *...and work in towns and cities which are a focus and springboard for sustainable growth*

- 6 ...in places where prosperity, innovation and culture are promoted
- 7 ...in places where travel is sustainable
- 8 ...in places with world-class digital infrastructure
- 9 ...in places that sustainably manage their natural resources and reduce pollution
- 10 ...in places with biodiverse, resilient and connected ecosystems
- 11 ...in places which are decarbonised and climate-resilient

Placemaking

5.9 Placemaking forms a key concept upon which many national planning policies are based. It is set out at Page 65 of Future Wales that *“Placemaking is at the heart of the planning system in Wales and this policy establishes a strategic placemaking approach and principles to support planning authorities to shape urban growth and regeneration”*.

5.10 Policy 2 of Future Wales is of key relevance in terms of placemaking, which states the following:

“The growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure. Urban growth and regeneration should be based on the following strategic placemaking principles:

- *creating a rich mix of uses;*
- *providing a variety of housing types and tenures;*
- *building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;*
- *increasing population density, with development built at urban densities that can support public transport and local facilities; establishing a permeable network of streets, with a hierarchy that informs the nature of development;*
- *promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders; and*
- *integrating green infrastructure, informed by the planning authority’s Green Infrastructure Assessment.”*

5.11 Further detail on the Welsh Government’s strategic placemaking priorities is set out at Page 66 of Future Wales. Key placemaking principles are summarised below:

Mix of uses

To create activity throughout the day and enable people to walk and cycle, rather than being reliant on travelling by car, places should have a rich mix of residential, commercial and community uses within close proximity to each other. Urban growth and regeneration should integrate different uses within neighbourhoods.

Variety of housing

To ensure places are socially mixed and cater for varied lifestyles, they should have a mix of housing types and tenures and space that allows for home-working. Urban growth and regeneration should cater for families, couples and single people of different ages, as well as providing a mix of affordable and private housing.

Walkable scale

To enable active and healthy lives, people should be able to easily walk to local facilities and public transport. Urban growth and regeneration should be focused within inner city areas and around town centres, as well

as around mixed-use local centres and public transport. Co-working hubs offering an alternative to home-working are an important feature of the economy, and these should be located in town and local centres.

Density

To support the economic and social success of our towns and cities, including sustaining public transport and facilities, urban growth and regeneration should increase the population density of our towns and cities. New developments in urban areas should aim to have a density of at least 50 dwellings per hectare (net), with higher densities in more central and accessible locations. It may be necessary to take social distancing requirements into consideration when designing public and communal spaces.

Street network

To provide a framework for different uses and types of housing to be integrated within neighbourhoods, urban growth and regeneration should be based on a network of streets that enable social distancing if necessary. The street network should be permeable, with streets primarily connecting at both ends with other streets and providing links into, out of, and through places. The street network should have a hierarchy, with streets that have different characters and functions.

Plot-based development

To create varied and interesting places, which can be developed and change over time, and provide opportunities for people to design and build their own homes and workspaces, as well as open up the housing market to small and local builders, urban growth and regeneration should provide opportunities for the development of small plots. A plot-based approach to development should be promoted, including the subdivision of larger sites to be built in small plots or as a group of plots.

Green infrastructure

To enable urban areas to play their part in supporting ecosystem resilience, the use of innovative nature-based solutions should form part of strategies for urban growth and regeneration. Through Green Infrastructure Assessments, specific opportunities should be identified to ensure that green infrastructure is fully integrated.

Housing

- 5.12 It is stated at Page 73 of Future Wales that *“the planning system has a long-established role in the delivery of affordable housing. We are committed to ensuring that new housing meets the needs of all members of society especially those unable to afford to buy on the open market. Echoing the strategic placemaking principles in policy 2, sustainable places are inclusive and welcoming to all; they do not exclude sections of the community or create ghettos of the affluent and the poor”.*
- 5.13 Policy 7 is of key relevance in regard to the delivery of affordable housing, which states the following *“The Welsh Government will increase delivery of affordable homes by ensuring that funding for these homes is effectively allocated and utilised. Through their Strategic and Local Development Plans planning authorities should develop strong evidence-based policy frameworks to deliver affordable housing, including setting development plan targets based on regional estimates of housing need and local assessments. In response to local and regional needs, planning authorities should identify sites for affordable housing led developments and explore all opportunities to increase the supply of affordable housing”.*

Biodiversity and Green Infrastructure

- 5.14 It is identified at Page 76 that the strategic focus of Future Wales on urban growth requires *“an increased emphasis on biodiversity enhancement (net benefit) in order to ensure that growth is sustainable”* (page 76).
- 5.15 In addition to this, the associated importance of green infrastructure is highlighted:

“As the population of Wales becomes increasingly urban, the opportunity to optimise well-being benefits from green infrastructure will be greatest in and around these areas. Innovative use of nature-based solutions and integrating green infrastructure in and around urban areas can help restore natural features and processes into cities and landscapes. Providing locally accessible, high-quality green spaces and corridors helps to maintain and enhance the strategic functioning of our natural resources and ecological networks and address physical and mental well-being” (page 78).

- 5.16 Policy 9 of Future Wales is of key relevance in regard to green infrastructure and biodiversity enhancement, which states the following:

Policy 9 – Resilient Ecological Networks and Green Infrastructure

To ensure the enhancement of biodiversity, the resilience of ecosystems and the provision of green infrastructure, the Welsh Government will work with key partners to:

- *identify areas which should be safeguarded and created as ecological networks for their importance for adaptation to climate change, for habitat protection, restoration or creation, to protect species, or which provide key ecosystems services, to ensure they are not unduly compromised by future development; and*
- *identify opportunities where existing and potential green infrastructure could be maximised as part of placemaking, requiring the use of nature-based solutions as a key mechanism for securing sustainable growth, ecological connectivity, social equality and well-being.*

Transport

- 5.17 Future Wales identifies that transport in Wales is currently dominated by the car and that *“our reliance on travelling by car is limiting the opportunity for physical activity and social contact to be built into people’s everyday lives and is exacerbating air and noise pollution, particularly along major routes and at busy destinations...This has an adverse impact on people’s health and well-being, contributing to life-limiting illnesses associated with physical inactivity, loneliness and isolation” (page 85).*
- 5.18 The importance of the implementation of policies which require development to be directed towards sustainable locations and designed to make it possible for everyone to make sustainable and healthy travel choices is highlighted in Future Wales, and it is stated that planning authorities will be required *“to refuse planning permission for car-dependent developments which would otherwise encourage car use and undermine sustainable travel” (page 85).*

Local Level

- 5.19 The Neath Port Talbot County Borough Council LDP was adopted in January 2016 and comprises part of the prevailing development plan for the area.
- 5.20 The following LDP policies are considered relevant in the context of the proposed development:

Policy reference	Relating to
SP1	Climate Change
SP2	Health
SP3	Sustainable Communities
SP4	Infrastructure
SP6	Development in the Valleys Strategy Area
SP7	Housing Requirement

SP8	Affordable Housing
SP10	Open Space
SP15	Biodiversity and Geodiversity
SP16	Environmental Protection
SP18	Renewable and Low Carbon Energy
SP19	Waste Management
SP20	Transport Network
SC1	Settlement Limits
I1	Infrastructure Requirements
AH1	Affordable Housing
OS1	Open Space Provision
EN6	Important Biodiversity and Geodiversity Sites
EN7	Important Natural Features
EN8	Pollution and Land Stability
M2	Surface Coal Operation
RE2	Renewable and Low Carbon Energy in New Development
W3	Waste Management in New Development
TR2	Design and Access of New Development
BE1	Design

National Policy and Guidance

Planning Policy Wales Edition 12

- 5.21 Planning Policy Wales (PPW) Edition 12 was published in February 2024. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015.
- 5.22 Sustainable Development is defined at Page 7 of PPW as follows: *“the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals”*.
- 5.23 Paragraph 1.18 sets out that *“Legislation secures a presumption in favour of sustainable development in accordance with the development plan unless material considerations indicate otherwise to ensure that social, economic, cultural and environmental issues are balanced and integrated”*.

Placemaking

- 5.24 In accordance with the National Development Framework, placemaking is also at the heart of PPW – Paragraph 2.1 for example states that *“Everyone engaged with or operating within the planning system in Wales must embrace the concept of placemaking in both plan making and development management decisions in order to achieve the creation of sustainable places and improve the well-being of communities”*.

5.25 It is summarised succinctly at Paragraph 2.3 that *“The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all”*.

5.26 Placemaking is defined at Page 14 of PPW as follows:

“Placemaking is a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area’s potential to create high quality development and public spaces that promote people’s prosperity, health, happiness, and wellbeing in the widest sense. Placemaking considers the context, function and relationships between a development site and its wider surroundings”.

5.27 A set of ‘national sustainable placemaking outcomes’ are outlined on page 17 PPW, which it advises should be used to inform the assessment of development proposals. The national outcomes are defined as follows:

- *Growing our economy in a sustainable manner*
- *Making Best Use of Resources*
- *Facilitating Accessible and Healthy Environments*
- *Creating & sustaining communities*
- *Maximising environmental protection and limiting environmental impact*

5.28 It is highlighted at Paragraph 2.20 that *“Not every development or policy proposal will be able to demonstrate they can meet all of these outcomes, neither can it necessarily be proved at the application or policy stage that an attribute of a proposal will necessarily lead to a specific outcome. However, this does not mean that they should not be considered in the development management process to see if a proposal can be improved or enhanced to promote wider well-being”*.

5.29 The implications of COVID are highlighted in Paragraph 2.22, stating for example that *“We must ensure that a post-Covid world has people’s well-being at its heart. Planning Policy Wales leads the way in this respect and contains the principles and policies needed for us to recover from this situation in a positive manner. In July 2020 the Welsh Government published Building Better Places⁹ which pinpoints the most relevant policy priorities and actions to aid in the recovery”*.

5.30 Paragraph 2.23 confirms that *“Building Better Places recognises the pivotal role that planners play in shaping our society for the future. They must plan for our priorities around placemaking, decarbonisation and well-being. Building Better Places starts to identify action to achieve this and upon which we must build; future reviews of Planning Policy Wales will enable us to further integrate this work. Everyone has a part to play to ensure that the communities of tomorrow benefit from the foresight of today”*.

Good Design

5.31 The importance of good design in development proposals is highlighted at Paragraph 3.3 of PPW where it is stated that *“Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area”*.

5.32 Good design must enable development proposals to address the issues of inclusivity and accessibility for all, and it is highlighted at Paragraph 3.6 that *“This includes making provision to meet the needs of people*

with sensory, memory, learning and mobility impairments, older people and people with young children...Good design can also encourage people to meet and interact with each other, helping to address issues surrounding loneliness. Good design must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car. Design measures and features should enable easy access to services by walking, cycling and public transport”.

- 5.33 In addition, it is highlighted that good design promotes environmental sustainability and contributes to the achievement of the well-being goals - Paragraph 3.7 states for example that *“Developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise sustainable movement, minimise the use of non-renewable resources, encourage decarbonisation and prevent the generation of waste and pollution”.*

- 5.34 The importance of good design in term of ensuring high environmental quality is set out at Paragraph 3.8:

“Landscape and green infrastructure considerations are an integral part of the design process. Integrating green infrastructure is not limited to focusing on landscape and ecology, rather, consideration should be given to all features of the natural environment and how these function together to contribute toward the quality of places”.

- 5.35 Paragraph 3.12 outlines that good design is also about avoiding the creation of car-based developments by minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. It is stated that *“Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links (including active travel networks) within and between developments using legal agreements where appropriate”.*

Sustainable Transport

- 5.36 PPW advises at Paragraph 4.1.10 that the planning system has a key role to play in reducing the need to travel, particularly by private car, and supporting sustainable transport, by facilitating developments which:

- *“are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;*
- *are designed in a way which integrates them with existing land uses and neighbourhoods; and*
- *make it possible for all short journeys within and beyond the development to be easily made by walking and cycling”.*

- 5.37 Paragraph 4.1.11 summarises that: *“Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services”.*

- 5.38 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. Paragraph 4.1.13 sets out that *“The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport”.*

Active Travel

- 5.39 The importance of developing local active travel networks to help mitigate the impact of new development by providing an alternative mode of travel to the private car is highlighted in PPW. It is stated at Paragraph 4.1.30 that *“Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice”*.

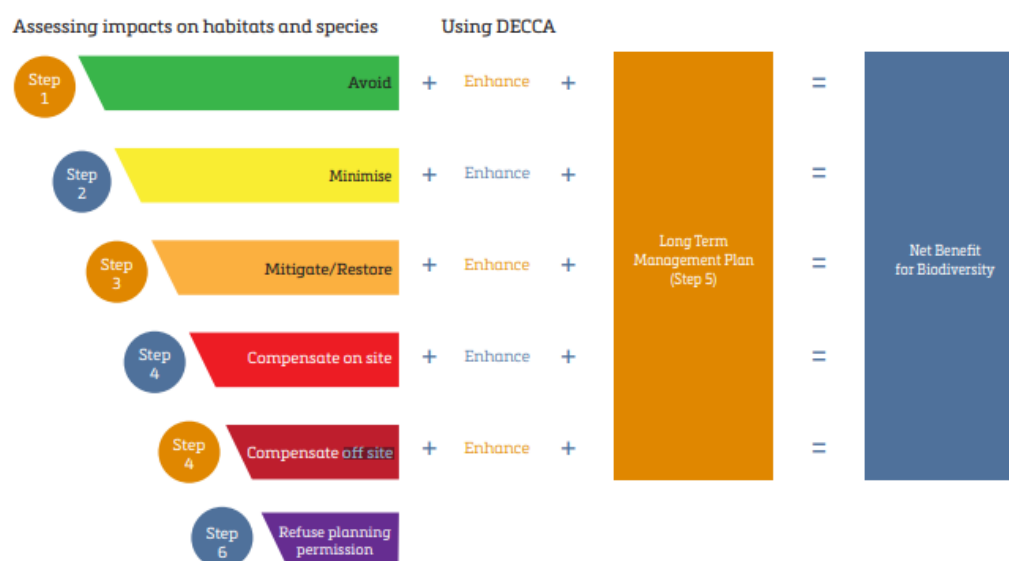
Public Transport

- 5.40 PPW advises that the availability of public transport is an important part of ensuring a place is sustainable. Paragraph 4.1.36 highlights that the planning system should facilitate this *“by locating development where there is, or can be, good access by public transport”*.

Green Infrastructure

- 5.41 The importance of green infrastructure is highlighted throughout PPW. It is summarised at Paragraph 6.2.11 that *“The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes”*.
- 5.42 Paragraph 6.2.12 confirms that *“A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.15) has been applied”*.
- 5.43 The Step-Wise Approach is depicted at figure 12 of PPW 12 and discussed at paragraph 6.4.15 which confirms that the first priority for planning authorities is to avoid damage, if that is not possible then there is a requirement to minimise, mitigate, compensate on site, and then only as a last resort off-site compensation for unavoidable damage must be provided.

Figure 12: Summary of the Step-Wise Approach



Sustainable Drainage Systems (SuDS)

- 5.44 The importance of considering SuDs as an integral part of the development process is highlighted at Paragraph 6.6.18 of PPW where it is stated that *“The provision of SuDS must be considered at the earliest possible stage when formulating proposals for new development”*. It is advised at Paragraph 6.6.19 that *“Design for multiple benefits and green infrastructure should be secured wherever possible and as part of Green Infrastructure Assessments suitable approaches towards the provision of SuDS should be identified”*.

Technical Advice Notes

- 5.45 The following Technical Advice Notes (TANS) are of relevance to the proposed development:

- TAN 2 Planning and Affordable Housing (June 2006);
- TAN 5 Nature Conservation and Planning (September 2009);
- TAN 11 Noise (October 1997);
- TAN 12 Design (March 2016);
- TAN 15 Development, Flooding and Coastal Erosion (March 2025);
- TAN 16 Sport, Recreation and Open Space (January 2009);
- TAN 18 Transport (March 2007); and
- TAN 21 Waste (February 2017).

Local Planning Authority Supplementary Planning Guidance

- 5.46 The following Supplementary Planning Guidance (SPG) adopted by Neath Port Talbot County Council is of relevance to the proposed development:

- Planning Obligations (October 2016);
- Parking Standards (July 2017);
- Affordable Housing (October 2016);
- Biodiversity and Geodiversity (May 2018);
- Pollution (October 2016);
- Open Space and Greenspace (July 2017); and
- Design (July 2017).

Appraisal

Overview

- 6.1 As stated above, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. This section of the Planning Statement aims to identify the main issues of relevance to the determination of the Planning Application, and assess the scheme against the Development Plan.
- 6.2 The key material planning considerations are as follows:
- The principle of development
 - Visual and Residential Amenity
 - Parking and Highways Safety
 - Other material considerations

The Principle of Development

- 6.3 The sites are located within a Small Local Centre, as recognised by Neath Port Talbot County Borough Council's adopted Local Development Plan, however, have no specific planning designation within the LDP. As a result, the sites are considered windfall sites. Policy 7 of Future Wales states that in response to local and regional needs, planning authorities should identify sites for affordable housing led developments and explore all opportunities to increase the supply of affordable housing.
- 6.4 The sites are located within the settlement limit as defined by Policy SC1 (Settlement Limits), which indicates that development within settlement limits, which is acceptable in scale and form to the role and function of the settlement, will be acceptable in principle. In addition, the entirety of the site is located within the Valleys Strategy Area, defined by Policy SP6, where sustainable growth and development will be promoted to benefit the County Borough. The Strategy Area should protect and enhance the areas character and environment, whilst making provision for the majority of new residential development.
- 6.5 Policy H7 (Housing Requirement) states that 7,800 new dwellings are required to be delivered to meet the economic-led growth strategy, it is considered that the proposal will contribute towards achieving the Local Authority's housing targets, which we understand are well below those anticipated in terms of actual delivery.
- 6.6 The pre-app response received from the LPA confirms that sites 2 and 3 would be favoured for residential development due to their location within settlement limits. In light of this, the principle of developing the site for residential units are considered to be established and therefore acceptable.

Sustainability

- 6.7 The sites lie within the existing settlement of Croeserw, and are all located within a short distance from a number of locally available services and facilities. It is subsequently considered that the site occupies a sustainable location.
- 6.8 The site also has great access with public transport, with bus route 70, 71, and 908 providing access towards Bridgend, Cymmer, and Neath College. The closest bus stop is located approximately 250m to the southwest of the site, immediately west of the Croeserw Social Club. The site also benefits from a well-lit footpath along Menai Avenue and the roads of Croeserw, which provide opportunity for residents to reduce car reliance and engage in active travel methods.

- 6.9 Based on site history and site visit, as well as discussion with the applicant, it's agreed that site 2 and site 3 should be considered brownfield land; the redevelopment of which is broadly supported by the sustainability objectives of both national planning policy (PPW 12) and local level planning policy (Neath Port Talbot LDP). The proposal will bring forward an underutilised site for redevelopment and back into beneficial use. The re-use of the site can be seen to represent the most efficient use of land and adheres to the principles of developing sustainable settlement patterns.
- 6.10 An Energy Statement, produced by Spring Design, is submitted alongside this application. The Statement establishes the legislative context of the proposal and outlines the fabric first methodology that has informed the development. It is as a result of this that the proposed dwellings will achieve a meaningful reduction in heating demand as the priority defined by Welsh Government's Energy Hierarchy for Planning. Furthermore, aligning with policy to passively protect occupants from overheating, the Energy Statement demonstrates that the proposed building design suitably mitigates summer heat gains to maintain a comfortable internal environment without recourse to active cooling.

Design and Scale

- 6.11 In order to integrate with the existing community, the proposed development has been carefully considered in terms of the potential impacts upon existing residential occupiers. This included residential amenity impacts arising from the built form in terms of physical overbearing, overlooking from windows and gardens, and overshadowing.
- 6.12 It is considered that the application site is well-related to the existing settlement pattern of surrounding area, with the nearest residential dwellings between site 1 and site 3, and further properties located south of site 3, separated by Menai Avenue. Given that the residential dwellings within close proximity of the site mainly comprise two-storey semi-detached houses and some walk-up flats, it is considered that the proposed two-storey walk-up flats and residential block with a small number of bungalows, are not out of place.
- 6.13 In relation to the proposed dwellings, the properties will be finished in a mixture of render and brickwork, with slate roofs, sympathetic in material palette to the surrounding area. As a result, the design of the building should be considered appropriate within the sites surroundings and character of the area, as outlines in the submitted Design and Access Statement and corroborated by the LPA. The pre-app response states that the buildings reinstate a previously developed frontage and contributes positively to the street scene. Furthermore, the LPA agree that the material palette across both sites is acceptable by being consistent with the local vernacular and neighbouring properties.
- 6.14 The pre-app response also highlights that the bungalows are a positive addition on the site, providing accessible accommodation and offering simple, compact layouts with generous rear gardens and clear front thresholds. In general, defined entrances, active frontages, and a consistent architectural language contributes to creating a sense of place.
- 6.15 As also confirmed in the LPA's pre-app response, the modest two-storey block is designed to resemble a pair of semi-detached dwellings, set within a spacious green curtilage, with a material palette which is acceptable and resonates well with the other developments at sites 1 and 2. Moreover, the building is well-proportioned, with a pitched roof and symmetrical façade, contributing positively to the street scene.
- 6.16 The proposed developments across sites 2 and 3 broadly align with the strategic objectives of the Neath Port Talbot Local Development Plan (LDP), particularly Policies SP21 (Built Environment) and BE1 (Design), as well as national placemaking principles outlined in Planning Policy Wales (Edition 12) and Future Wales: The National Plan 2040.

Highways Considerations

- 6.17 Vehicular access to the parking area will be taken from both Menai Avenue and Pen-Y-Bryn, which are considered suitable, with adequate visibility splay to provide safe access and egress. A residential road is also proposed off Menai Avenue to facilitate site 2, providing access to the residential block and the associated parking area. A Transport Statement is submitted to support this application, to confirm acceptability of the access and traffic generation caused by this proposed development.
- 6.18 Parking is provided on the basis of 1 no. spaces per bedroom, which should be considered appropriate and is in accordance with the adopted Parking Standards SPG. In addition, 2 no. visitor spaces are provided at site 3. Additional parking opportunities for visitors and service vehicles are available along Menai Avenue, which should be considered sufficient and acceptable.
- 6.19 In addition, active travel access to the site is of a high standard. The site benefits from a well-lit footpath along Menai Avenue Pen-Y-Bryn, and roads within Croeserw. Moreover, the national cycle track that runs across site 3 will remain undisturbed. There is also sufficient space at the eastern section of site 2 to allow for the existing bridleway (ref: 23/64/1), which runs across the site. These features can allow residents to engage in active travel methods and reduce car reliance.
- 6.20 It is confirmed in the pre-app response received from the LPA that the proposed development is not expected to generate unacceptable levels of traffic, access points are appropriately designed, and parking provision meets the standards of the relevant SPG.
- 6.21 Moreover, a Transport Statement, prepared by Acstro accompanies this submission. The Statement highlights the strong sustainability credentials of the site as well as the safe means of access of both sites and the alignment of the proposed parking provision with the Council's Parking Standards. Moreover, the statement outlines that the estimated traffic generation of the proposed development is considered to be insignificant and will have no material impact on the operation of the highway network
- 6.22 On this basis, it's considered that the proposal complies with the LDP Policy TR2 (Design and Access of New Development).

Other Material Considerations

Noise

- 6.23 Air Source Heat Pumps (ASHPs) are proposed at site 3. In accordance with Planning Policy Wales, TAN11, and British Standard 4142:2014, Acoustic Consultants Limited have undertaken a Noise Impact Assessment for ASHP plant noise at the proposed development. The submitted report concludes that assessments demonstrated that plant noise is acceptable at the site and no noise control measures are required. As a result, it's considered that the proposed ASHP are acceptable in accordance with TAN 11 and Planning Policy Wales.

Trees

- 6.24 A tree survey has been produced by Treescene to support this application. The submitted plans show that the proposed development seeks to retain all the existing trees on site. It is considered that the proposed development will not lead to a detrimental impact to the trees on site, given that appropriate protective measures (e.g. identifying root protection area) are implemented. The proposed development is therefore considered to be in accordance with LDP Policy EN7 (Important Natural Features)

Ground Condition

- 6.25 A desk study report prepared by Integral Geotechnique is submitted to support the application. Based on the information provided by the geology maps, as well as information from the Mining Remediation

Authority, there is potential for the presence of unrecorded workings beneath the development area, particularly site 3. In addition, it is also noted that the southwestern area of site 3 is likely to require full radon protective measures.

- 6.26 In light of the above, it is suggested that further works may become required if competent ground is not encountered at shallow depths or if significant made ground is encountered that would require a programme of gas monitoring. A programme of gas monitoring may also be required if shallow coal workings are encountered. Allowances should also be made for additional testing, if deemed necessary, based on the findings of the intrusive investigation.

Flood Risk and Drainage

- 6.27 The Flood Map for Planning noted that isolated parts of the site are subject to small watercourse and surface water flooding along Menai Avenue. As a result, a Flood Consequences Assessment is submitted in support of the application.
- 6.28 Regulation adopted on the 7th January 2019, requires all new developments of more than 1 dwelling house or where construction area is 100m² or more to submit a Sustainable Drainage Systems (SuDS) application demonstrating compliance with the Statutory SuDS standards for the design, construction, operation and maintenance of surface water drainage systems serving new developments. It is noted that the drainage strategy for foul and surface water will be developed with regard to Schedule of the Flood and Water Management Act 2010 and will therefore require a separate drainage consent from the Council's SAB Authority.
- 6.29 A Flood Consequence Assessment & Drainage Strategy Report has been produced by Spring Design to accompany this submission. As set out in Section 4.2, soakaway/infiltration is not deemed viable for the Site 2 development. Therefore, in accordance with the drainage hierarchy, it is proposed that storm water runoff from the Site 2 development be conveyed to the existing surface water/highway drainage systems located within Menai Avenue and Pen-y-Bryn/Maesteg Road. However, soakaway infiltration to the existing bedrock layer is deemed feasible for Site 3, subject to fill site investigation, contamination assessment and slope stability analysis.
- 6.30 Welsh Water's Public Sewer Map is provided in Appendix G of the report and indicates a foul water sewer located at site 2. The proposed site layout has been designed to maintain a 3.0m either side easement to this existing sewer. Proposed foul flows are proposed to discharge to the existing foul water sewer, subject to the approval of DCWW. Likewise with Site 3, it is proposed to discharge proposed foul water flows to DCWW's foul water sewer which is located outside the site boundary, to the south. All foul sewerage will be of gravity-type. No pumping station is required and the new foul water sewer network will be adopted by DCWW under a Section 104 Agreement where appropriate.
- 6.31 The report outlines that various SuDS methods including permeable paving, rain gardens and soakaways are proposed as part of the surface water strategy for the development. Moreover, the report concludes that a suitable surface water and foul drainage strategy can be achieved with no adverse impact on the receiving watercourse, storm or foul water networks.

Ecology

- 6.32 This application is supported by a Preliminary Ecological Appraisal prepared by Hawkeswood Ecology. The report determined that both of the sites are generally unmanaged and dominated by rank grassland and scrub. Site 2 is dominated by poor semi-improved grassland on a levelled area of damp ground which is within a designated Site of Importance for Nature Conservation. Whereas, site 3 is a large area dominated by rank poor semi-improved neutral grassland with an area of rush dominated wet neutral grassland. All

of the habitats are developing on land that has been previously disturbed and ongoing disturbance is significant, particularly at site 3.

- 6.33 The appraisal also outlines that whilst site 2 lies within Parc Croeserw Site of Importance for Nature Conservation (SINC) at the current time it does not meet the criteria for designation as a stand-alone are. However, this needs to be measured against the impact of its potential loss to the value and sustainability of the whole SINC.
- 6.34 Following the Preliminary Ecological Appraisal carried out in October 2024, Hawkeswood Ecology was instructed to carry out an updated grassland habitat assessment and reptile presence – absence survey on two plots of land at Menai Avenue, Croeserw
- 6.35 The habitat assessment found no new species that would significantly change the habitat value of the site. The reptile presence – absence survey found no evidence of reptile species at either of the sites and bird sightings were of typical woodland and urban species with no breeding birds.
- 6.36 The Survey concludes that with appropriate measures to address the requirement for biodiversity gain, there are no ecological features that would prevent the proposed development at the sites.
- 6.37 Given the suggested recommendations of both documents are implemented, it is considered that the proposal is in accordance with the LDP Policy EN6 (Important Biodiversity and Geodiversity Sites) and EN7 (Important Natural Features).
- 6.38 The submitted Green Infrastructure Statement produced by DP Landscape Architecture outlines that the impact of the new development will be mitigated by creating new planting zones, grassland meadows and other landscape features which will improve biodiversity, provide important ecological habitats and enhance the amenity value of the site.
- 6.39 Where removal of existing vegetation has been unavoidable, either due to the development or due to other reasons, this has been minimised and then mitigated with new planting and ecological measures to ensure the appropriate restoration of habitats. All of the mitigation measures have been included within the site, demonstrating that all attempts have been made to compensate on site.
- 6.40 The net benefits for biodiversity across the site have been achieved through a range of actions, ranging from installation of bat and bird boxes to the creation of new habitats. The soft landscape proposals are proportional to the extent and impact of the development and contribute to a resilient and biodiverse ecological network. As a result, it's considered that the proposal is in accordance with Policies SP15 (Biodiversity and Geodiversity), SP16 (Environmental Protection), EN6 (Important Biodiversity and Geodiversity Sites), and EN7 (Important Natural Features) as well as the Neath Port Talbot County Borough Council's Biodiversity and Geodiversity SPG.

Affordable Housing

- 6.41 The LDP Policy AH1 (Affordable Housing) noted that a 25% on-site affordable housing requirement will be applied to sites 2 and 3. It is noted that the proposal, brought forward by Tai Tarian, who are a registered social landlord operating within the Neath Port Talbot area, will seek to develop sites 1 and 3 for social housing and site 2 as assisted living. It is therefore envisaged that the scheme will contribute towards achieving the Local Authority's affordable housing targets and fulfilling the LDP Policy's requirement.
- 6.42 In addition, the Drafted Local Housing Market Assessment (December 2023) stated that there will be a need for 2,469 affordable homes in total from 2021 to 2036. It should be noted that the proposed

development has been included in the Council Housing Delivery Programme for 2026/27 (ref: NEA/24/8273) and therefore will contribute to meeting the future demand within the Neath Port Talbot Area

Conclusion

- 7.1 This Planning Statement has been prepared on behalf of Tai Tarian in relation to the proposed construction of 25 no. residential units with associated works at land off Pen-Y-Bryn & Menai Avenue, Croeserw, Port Talbot.
- 7.2 A suite of supporting documentation accompanies this application that demonstrates the site's suitability for residential development of this scale, which will form a major contribution to the authority's housing stock.
- 7.3 The scheme design has been developed following pre-application discussions with the local planning authority in 2025. The discussions at pre-application stage have been referenced within this document and demonstrates that the scheme presented aims to align with the aspirations of the LPA.
- 7.4 Material considerations include PPW12, Building Better Places, TANs and SPG, all of which support the development, as set out above. The content of this statement has demonstrated how the scheme can be seen to comply with prevailing national planning policy, guidance and legislation. This includes compliance with requirements of Planning Policy Wales Edition 12, the inclusion of Sustainable Drainage Systems (SuDS) features that comply with national standards (The Flood and Water Management Act 2010 (Schedule 3)) and compliance with Building Better Places - The Planning System Delivering Resilient and Brighter Futures. The statement has also set out the material considerations considered as part of the proposal, demonstrating the positive weight of those material considerations.
- 7.5 As such, it is concluded that the proposal fully accords with both national and local policies. Substantial weight should be afforded in favour of the proposal given it will deliver a much-needed housing scheme within Neath Port Talbot. Furthermore, there are no material considerations which would prevent the planning application from being determined in accordance with the relevant planning policy framework. In this respect, it is respectfully requested that the Local Planning Authority consider this planning application favourably and grant planning permission for the proposed development.