

PLANNING STATEMENT

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

June 2026



Summary

Proposal

Full planning application for the construction of 4 no. residential units with associated works.

Location

Land off Pen-Y-Bryn & Menai Avenue, Croeserw, Port Talbot, SA13 3SE.

Date

June 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 4 no. residential units with associated works at land off Pen-Y-Bryn & Menai Avenue, Croeserw, Port Talbot, SA13 3SE.
- 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 accompany the application:

Drawing Name	Drawing Reference
Location Plan	2754-00(03)101
Site Layout	2754-00(03)100_RevA
HT 211 Floor Plans	2754-211(03)200
HT 211 Elevations (Brick)	2754-211(03)300-01
Proposed Visuals - View 12	2754-02-511
Bin & Bike Store Plans & Elevations	2754-BS(03)301
Soft Landscape Proposals	1263.01
Tree Constraints Plan	N/A
Arboricultural Impact Assessment	N/A
Engineering Appraisal	2754-506

- 1.4 In addition, the following supporting documents are submitted.

Document Name	Prepared By
Planning application forms	Asbri Planning
Planning Statement	Asbri Planning
Energy Strategy Statement	Spring Design
FCA & Drainage Strategy Report	Spring Design
Green Infrastructure Statement	DP Landscape Architecture
Landscape Management Plan	DP Landscape Architecture
Habitat Assessment and Reptile Survey	Hawkeswood Ecology
Preliminary Ecological Appraisal	Hawkeswood Ecology
Desk Study Report	Integral Geotechnique
Noise Impact Assessment	Acoustic Consultants Ltd
Tree Survey	Treescene
Arboricultural Impact Assessment	Treescene

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. Approximately 11.5km northeast of Port Talbot Town Centre, the site is situated in the southwest of Croeserw, along the A4063. This application comprises of 1 no. parcel of land of 3 which are proposed for development by Tai Tarian. Located within close proximity are the additional 2 no. land parcels which, although associated, are related to a separate application. In the interest of clarity, the sites will be referenced as in Figure 2. This application relates solely to site 1.



Figure 1: Site Location (Source: Google Maps)



Figure 2: Sites contained within both applications



Figure 3: Southern Boundary of site



Figure 4: Northern Boundary of site

- 2.2 The application site is approximately 0.2ha in size and is located outside of the settlement limits defined by Neath Port Talbot County Borough Council in their adopted Local Development Plan. The southern and western boundaries of the site, however, are adjacent to the boundary line of the settlement limit. The site is centred on grid reference E:286503, N: 195320, and has an approximate postcode of SA13 3SE. Trees and hedgerow are present across the site. Access could potentially be obtained from Menai Avenue, which runs along the site's southern and eastern boundaries. Existing residential dwellings adjoin the site's western boundary. It is noted that the site also adjoins a large parcel of agricultural land to the north, separated by Pen-Y-Bryn Road (or the A4063). In terms of topography, the proposed layout identifies areas with extreme level constraints, which are primarily located towards the east of the site.

- 2.3 The site is situated within a predominantly residential area and is within close proximity of the other sites (2 and 3) relating to the separate application for residential development by Tai Tarian. The majority of the existing residential units surrounding the site are two-storey semi-detached houses, located along Menai Avenue. Further two-storey walk-up flats are located to the west fronting Pen-Y-Bryn Road. The majority of the residential dwellings have a red brick or render finish and date from the late 1970's.
- 2.4 Immediately west of the site are two larger detached houses with hipped roofs, both of which have been extended. Beyond these dwellings, to the west, there is one maisonette apartment building remaining, of a row of maisonette apartments that were demolished circa 2009. These apartment buildings and detached dwellings provide frontage on to Pen-Y-Bryn. All these dwellings have rendered facades.
- 2.5 The site is 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 the site, near Croeserw Social Club. The site also benefits 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.
- 2.6 As seen in Figure 5, there is a public right of way running along the eastern boundary of the site (ref: 23/64/1). The public rights of way map reproduced below highlights the bridleway, which runs along Menai Avenue and throughout site 2 from the northwest to southeast corners.



Figure 5: Public Rights of Way Map (Source: Neath Port Talbot Council)

- 2.7 A review of the Natural Resources Wales (NRW) Flood Map for Planning (FMfP) contained in Figure 6, 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 the site.

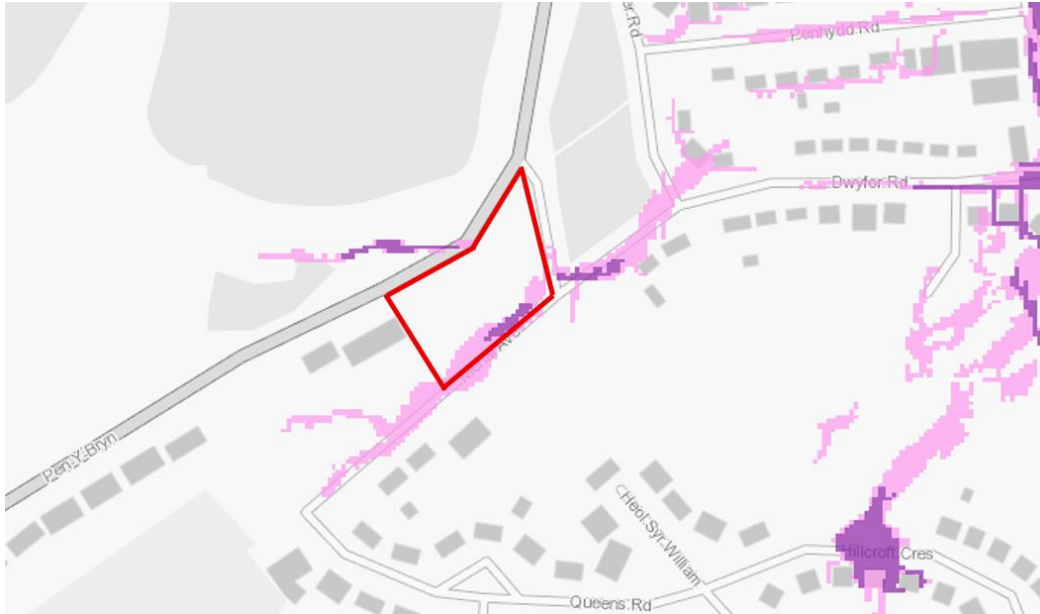


Figure 6: Flood Map for Planning (Source: Natural Resources Wales)

- 2.8 A review of the Coal Authority Map in Figure 7 shows that the site is located within a development high risk area. A Coal Mining Assessment will be provided to accompany the application.



Figure 7: Development High Risk Areas (Source: Mining Remediation Authority)

- 2.9 A review of the Cadw map shows that there are no Listed Buildings and Scheduled 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.
- 2.10 Aforementioned, the site is located outside of settlement limits, as outlined in Figure 8, and within a Settlement Protection Zone (Policy M2/1). The site is approximately 20m south of a designated Safeguarded Category 1 Sandstone Resource (M1) and circa 600m west of a Special Landscape Area (EN2).

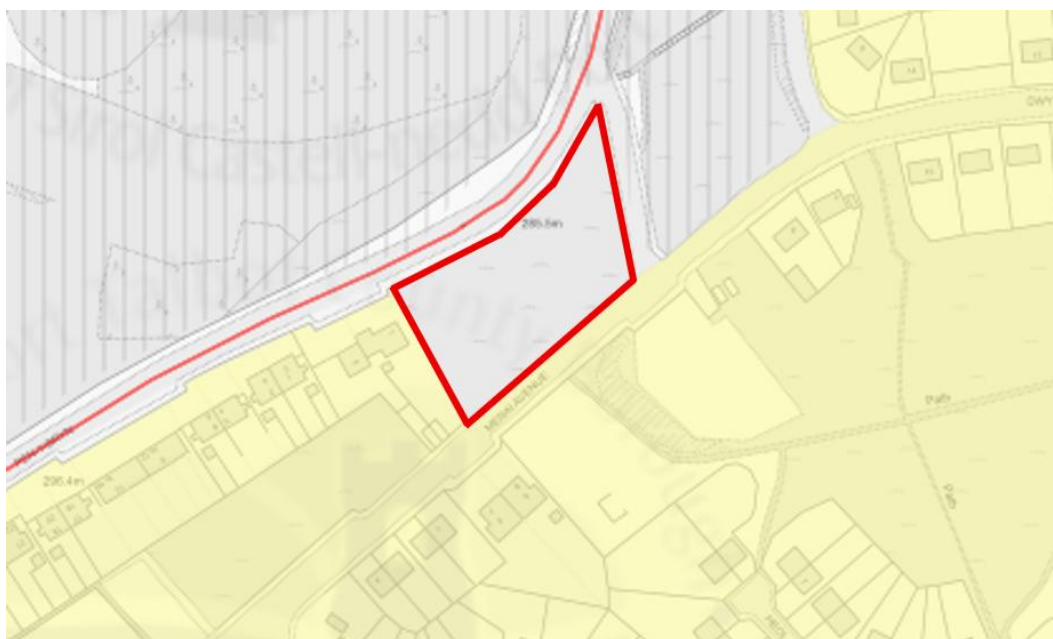


Figure 8: LDP Proposals Map (Source: Neath Port Talbot County Borough Council LDP)

Planning History

- 2.11 A review of Neath Port Talbot County Borough Council online planning record reveals that the site has the following relevant planning history:

Reference	Proposals	Decision / Determination Date
P1990/7832	Variation of Condition 2 of Planning Consent Ref no. 2/4/82/8395/11	Approved 20/09/1990

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.

Proposals

- 3.1 This application proposes the construction of 4 no. residential units with associated works at land off Pen-Y-Bryn & Menai Avenue, Croeserw, Port Talbot, SA13 3SE. The proposal seeks to provide 4 no. 1 Bed Walk-up Flats as part of the development of the site.
- 3.2 The proposed units consist of a pair of semi-detached dwellings with mirrored floorplans. The dwellings would contain two 1-bed units across the ground floor and two first floor 1-bed units. The units front Menai Avenue to the south of the site.

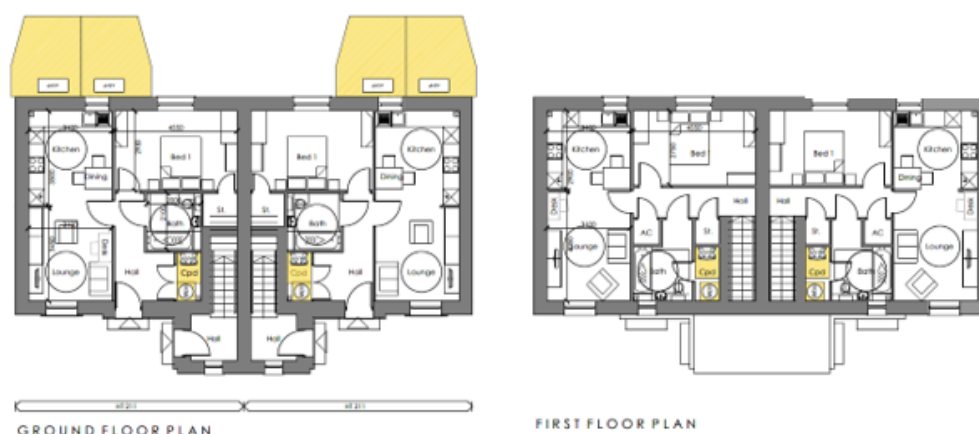


Figure 9: House Type 211 Floor Plan (Source: Spring Design)

- 3.3 The proposed walk-up flat will be finished in either brickwork or render with a slate roof. PV panels and Air Source Heat Pumps are proposed.
- 3.4 It's considered that the site can adequately accommodate this number of residential units with the associated access, amenity spaces, parking areas and bin store without causing detrimental impact to existing or future residents. The dwellings will be offset from its boundaries to ensure that there are sufficient separation distances between the proposed buildings and the adjacent properties. Moreover, layouts have been appropriately designed to accommodate areas unlikely to be developed due to extreme level constraints.
- 3.5 In terms of access, the proposed dwellings will be accessed via Menai Avenue, 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. In addition, 3 no. visitor parking bays are proposed, equating to 7 car parking spaces proved on-site. Cycle and bin storage facilities are proposed on site.
- 3.6 It is proposed that a landscaping screen will be planted at the site's northern boundary along Pen y Bryn Road. The existing dense vegetation present on site will be retained, however, trimmed back, and additional tree planting is proposed.
- 3.7 In addition to the above, it should be noted that the development is proposed by Tai Tarian, who are a registered social landlord operating within the area of Neath Port Talbot. The proposed dwellings at this site would be 100% social housing. It is proposed at this stage that funding will be secured by the Social Housing Grant. 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, SA13 3SE.
- 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 site 1 will be subject to compliance with particular criterion as outlined in the next section of this statement. 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. For site 1, typical density targets cannot be reached due to topographical constraints, and a justification of this will be required. Recommendations for this site include the addition of 2 No. smaller windows to serve the internal stairwell; offering dual benefit, providing natural light to these areas but also improving the architectural rhythm and balance of the principal facade.
- 4.4 Comments from a Highways perspective included that 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.
- 4.5 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
AH2	Affordable Housing Exception Sites
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”*.

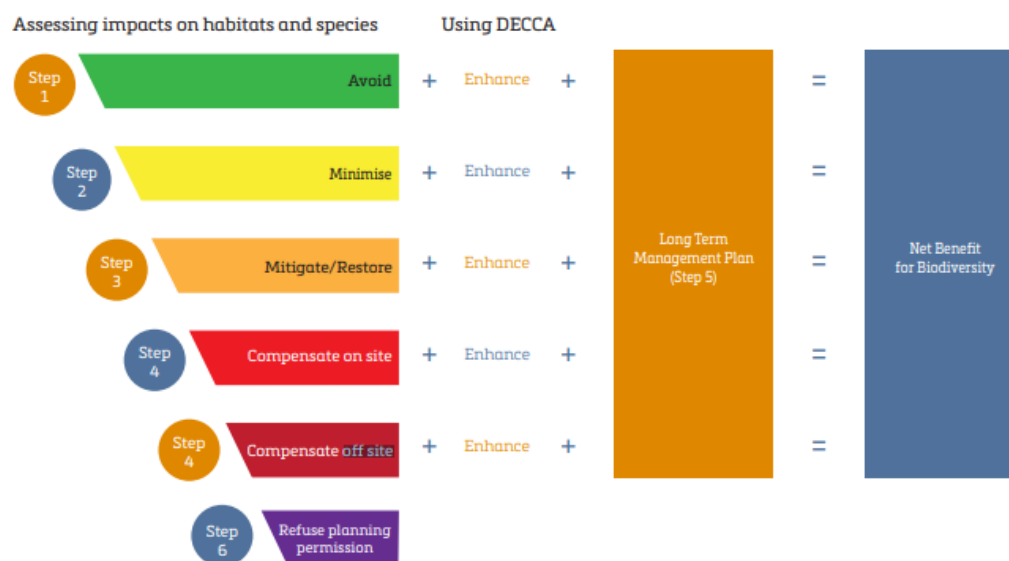
Public Transport

- 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 site is located within a Small Local Centre, as recognised by Neath Port Talbot County Borough Council's adopted Local Development Plan, however, has no specific planning designation within the LDP. As a result, the site is considered a windfall site. 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 site is located outside but adjacent to the settlement limit as defined by Policy SC1 (Settlement Limits). In such locations the policy indicates development will only be permitted where the proposal is for an affordable housing exception site. Furthermore, the supporting policy text indicates where development is permitted outside of settlement limits, new development must be located adjacent to existing buildings or settlements wherever possible, and be of an appropriate scale and form. The proposed development adheres to Policy SC1 due to the location of the site, situated adjacent to the defined settlement boundary.
- 6.5 In respect of exception sites, Policy AH2 indicates that small affordable housing sites of 9 units and below, located outside of the settlement limit be permitted, provided the development can meet a set criterion. The criteria states:
1. *"Evidence exists in the form of a local housing needs survey (or by reference to alternative housing need data) that there is a genuine demonstrable local need for such accommodation;*
 2. *It is demonstrated that the need for affordable housing cannot be satisfactorily met within existing settlement limits and the development is located adjacent to an existing settlement; and*
 3. *The site is solely for affordable housing and there are clear and adequate arrangements to ensure that the benefits of affordable housing will be secured for initial and subsequent occupiers."*
- 6.6 4 no. dwellings are proposed at the site, in accordance with the site layout. It is therefore considered that developing the site as an affordable housing exception site should be acceptable.
- 6.7 In addition to the above, Policy H7 (Housing Requirement) states that 7,800 new dwellings are required to be delivered to meet the economic-led growth strategy. A review of the Council's adopted Local Development Plan fails to identify any proposed housing allocations within the settlement which could be developed to provide any affordable housing units within the plan period. As such it is considered that in the absence of any possible development opportunities, 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. Given the above, it is reasonable to assume at present that the need for affordable housing

is not being met and remains unfulfilled. On this basis, we consider the development of an even a modest number

- 6.8 of affordable homes should be afforded significant weight in the determination process and planning balance.
- 6.9 The adopted LDP indicates a 25% on-site affordable housing requirement, as per Policy AH1, although the proposals brought forward by Tai Tarian will seek to develop a wholly affordable housing development. It is envisaged the scheme will contribute towards achieving the Local Authority's affordable housing targets.
- 6.10 In order to address criterion 1 of Policy AH2. Tai Tarian (the applicant) have provided the below data indicating the high demand for accommodation in the Croeserw area. The data outlines their waiting lists for 1 bed disabled units, 1 bed general needs units, and 1 bed older persons units within the area of Croeserw.

Croeserw Waiting List	
Applicant Category/Band	Count of Category
1 bed disabled	Total = 11
Urgent	2
Silver	3
Bronze	6
1 bed general needs	Total = 233
Urgent	10
Gold	11
Silver	19
Bronze	193
1 bed older persons (55+)	Total = 43
Urgent	1
Gold	1
Silver	3
Bronze	38

- 6.11 This data suggests there is a very high demand from those eligible applicants on the housing register, with 233 cases having expressed an interest in 1 bed general needs accommodation in Croeserw. As such, it's considered that the proposed development would contribute to alleviating pressure on the waiting list by offering much needed affordable general needs housing in the Croeserw area.
- 6.12 In terms of property demand, in 2024-2025 2 no. general needs properties, both 1-bed units, were advertised and received a total of 91 bids. A further 2 no. 1-bed ground floor properties with adapted features open to general needs applicants received 59 and 46 bids, respectively. Thus, further illustrating the major demand for 1 bed general needs accommodation in the area.
- 6.13 Moreover, Neath Port Talbot continues to be under significant strain with circa 250 households in temporary accommodation. Of which, circa 85% require one-bed accommodation. As a result, it has been,

and continues to be necessary for the Council to place large numbers of homeless households in B&Bs. B&B use is not an optimal response for people in need of accommodation, especially those who require degrees of support to live independently. Neath Port Talbot County Borough Council welcome affordable, settled accommodation development proposals to help address the need of those homeless within the County. Circa 6,000 eligible applicants are registered on the waiting list. Moreover, latest data suggests around 55% of these are looking for 1 bed accommodation, albeit, the majority are deemed to have no/low housing need and therefore in the bronze band.

6.14 As such, it's considered reasonable to assume at present that the need for affordable housing is not being met. On this basis, we consider the development should be afforded significant weight in the determination process and planning balance.

6.15 In respect of criterion 2 of Policy AH 2, we are not aware of any sites that are currently available and capable of accommodating the proposed development. Having examined the proposals map published by Neath Port Talbot County Borough Council, there are no designated housing allocation sites in the Village of Croeserw or the nearby area of Cymmer. As set out above in relation to Policy SC 1, the southern and western aspects of the site directly adjoin the settlement boundary. The pre-application advice provided by the LPA confirms that the proposal demonstrates adherence to criterion 2 and that the site is evidently located adjacent to an existing settlement.

6.16 The pre-app response received from the LPA also confirms adherence with criterion 3 of Policy AH 2. It's stated that residential development of an appropriate scale within site 1, which relates to this application, would be accepted, if in line with the following criteria.

1. *"It constitutes a sustainable small scale employment use adjacent to a settlement limit; or*
2. *It constitutes live-work unit(s) immediately adjacent to a settlement limit in the Valleys Strategy Area only; or*
3. *It constitutes the small-scale expansion of an existing business or the suitable conversion of an existing building; or*
4. *It constitutes the appropriate replacement of an existing dwelling; or*
5. ***It is an affordable housing exception site; or***
6. *It is an appropriate rural enterprise dwelling; or*
7. *It is an appropriate 'One Planet Development'; or*
8. *It is a sustainable tourism or farm diversification proposal that is suitable in a countryside location; or*
9. *It is associated with the provision of public utilities, infrastructure and waste management facilities that cannot reasonably be located elsewhere; or*
10. *It is associated with either agriculture, forestry, minerals or energy generation; or*
11. *It relates to the appropriate provision of accommodation for Gypsies / Travellers; or*
12. *It constitutes the provision of open space and small scale ancillary facilities adjoining the settlement limit."*

6.17 The applicant, Tai Tarian, is an affordable housing provider (registered social landlord) and the scheme will provide 100% affordable homes. In summary it is considered the proposed development wholly adheres to the permissance criteria of Policy AH 2. The principle of developing the site for affordable housing is established, and is in line with the demand for the area, and therefore should be considered acceptable. In light of the above, we believe a principle of development has been established at the site to accommodate an Affordable Housing Exception Site.

Sustainability

- 6.18 The site lies within the existing settlement of Croeserw, and is 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.
- 6.19 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.
- 6.20 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

- 6.21 As highlighted above, the policy constraints relating to development in the countryside indicates the scale and form of development should be suitable for its setting. The site does however benefit from a location that adjoins the settlement boundary. The dual facing aspect properties at the entrance to the site will provide enhanced levels of natural surveillance with active frontage and act as a gateway to the development. New planting features in this location will soften the entrance point to the site and reduce the visual massing of the built elements.
- 6.22 Being integrated within an 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.
- 6.23 Additionally, it's considered that the scale and form of the proposal is appropriate for this edge of settlement location, and reflects the role such a development would play, bridging the gap between established urban settlement and peri-rural countryside setting. The dwellings are located towards the south of the site due to level constraints and the significant green infrastructure to the north of the application site. Although a subtle detail, we believe this nuanced design difference also reflects the spatial considerations which contribute towards delivering a proposal which is considerate, appropriate, and one that assimilates to its setting. The scale and form of the development therefore respond to the character of the locality, in direct response to Policies SC 1 and BE 1.
- 6.24 It is considered that the application site is well-related to the existing settlement pattern of surrounding area, with the nearest residential dwellings between immediately west of the site. 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.
- 6.25 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, which

is 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 all three sites is acceptable by being consistent with the local vernacular and neighbouring properties. In general, defined entrances, active frontages, and a consistent architectural language contributes to creating a sense of place.

- 6.26 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.
- 6.27 The proposed developments of the site broadly aligns 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

- 6.28 Vehicular access to the parking area will be taken from Menai Avenue, which is considered suitable, with adequate visibility splay to provide safe access and egress. A Transport Statement is submitted to support this application, to confirm acceptability of the access and traffic generation caused by this proposed development.
- 6.29 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, 3 no. visitor spaces are provided at the site. Additional parking opportunities for visitors and service vehicles are available along Menai Avenue, which should be considered sufficient and acceptable.
- 6.30 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 allowing residents to access active travel infrastructure and reduce car reliance.
- 6.31 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.
- 6.32 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

- 6.33 Air Source Heat Pumps (ASHPs) are proposed at the site. 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

- 6.34 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

- 6.35 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.
- 6.36 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

- 6.37 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. It is concluded within the Assessment 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.
- 6.38 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.

Ecology

- 6.39 This application is supported by a Preliminary Ecological Appraisal prepared by Hawkeswood Ecology. The report determined that site 1 supports secondary scrub woodland (largely planted), heath grassland mosaic habitat, and dense areas of bramble scrub. Himalayan balsam is present in the woodland area. It's stated that the site has been previously developed and is subject to ongoing disturbance.
- 6.40 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 at the site. The recommended surveys were undertaken during 2025.
- 6.41 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 and bird sightings were of typical woodland and urban species with no breeding birds.
- 6.42 The survey concludes that the site has not been shown to support significant habitats or species. The Site supports a species poor recovering habitat best described as Post-Industrial Land which is reverting to species poor grassland habitats, it is, however, largely dominated by scrub or scrub woodland. It is concluded that, with appropriate measures to address the requirement for biodiversity gain, there are no ecological features that would prevent the proposed development of Plot 1 proceeding.

- 6.43 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).
- 6.44 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.
- 6.45 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.
- 6.46 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

- 6.47 Aforementioned, site 1 will need to be developed as a 100% affordable housing site. 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 the site for social housing. 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.
- 6.48 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 4 no. residential units with associated works at land off Pen-Y-Bryn & Menai Avenue, Croeserw, Port Talbot, SA13 3SE.
- 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.