



M4 Junction 38 Business Park Development

Environmental Impact Assessment Screening Report

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Environmental Impact Assessment Screening Report

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MBP-CAP-00-XX-DR-C -0001 – Location Plan
CS/066563/LS01 – Proposed Masterplan

1. Introduction

This screening report has been prepared to support a request for an Environmental Impact Assessment (EIA) Screening Opinion from Neath Port Talbot County Borough Council (NPT) for the proposed construction of a business park (proposed scheme).

This EIA Screening Opinion has been undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017.

The EIA Screening Report contains:

- A description of the project – including the physical characteristics of the whole project and where relevant, of demolition works.
- A description of the location of the project – with particular regard to the environmental sensitivity of the geographical areas likely to be affected.
- A description of the aspect of the environment likely to be significantly affected by the project.
- A description of the measures and/or features which are proposed to avoid or prevent significant adverse effects.
- A description of any likely significant effects, to the extent of the information available on such effects, of the project on the environment resulting from:
 - The expected residues and emissions and the production of waste where relevant.
 - The use of natural resources, in particular soil, land, water and biodiversity.

1.1 Proposed scheme description

The proposed scheme consists of 10 office, storage and distribution units and is located immediately adjacent to Junction 38 of the M4, (approximate national grid reference: SS790864) (See Drawing MBP-CAP-00-XX-DR-C-0001 – Location Plan). The site is south of Margam along the A48 adjacent to the Western Wood Energy Plant to the west and Ty'n-y-caeau house to the east. The approximate footprint of the scheme will be 8.71 ha based on the design of the current option. The current layout is shown in Drawing CS/066563/LS01, and described more fully in Table 1.1. The total floor space is currently anticipated to be 30,101 m².

Table 1.1: Proposed scheme development profile

Plot number	Land use	Floor space (m ²)	Storeys	Plot size (ha)
1	B1 Office	8700	2/3	1.79
2	B1 Office	1626	2	0.56
3	B2 Industrial	865	1	0.57
4	B2 Industrial	865	1	0.62
5	B2 Industrial	865	1	0.44
6	B2 Industrial	865	1	0.69
7	B1 Office	11138	2/3	1.88
8	B8 Storage	2156	2	0.58

Plot number	Land use	Floor space (m ²)	Storeys	Plot size (ha)
9	B8 Storage	2156	2	0.79
10	B2 Industrial	865	1	0.79

The proposed scheme will be situated approximately 420m south of Margam town. The location of the site immediately adjacent to the M4 and A48 allows for good links to surrounding areas. The site will link onto the roundabout situated to the north of the site, which will help traffic flow more freely onto the A48, A4241 and M4.

The site is greenfield which is generally flat and comprises grasses, with small areas of trees and shrubbery in the south-east of the site. In the north-west extremities of the site, the ground is marshy in places, with broad-leaved woodland located at the centre of the site. The eastern boundary, parallel to the A48, is plantation broad leaved woodland. The site also has some open watercourses which run through the south-western part of the site.

1.2 Scheme Objectives

The proposed scheme objectives are detailed below:

- To assist industrial and commercial development in the area;
- To remove local traffic from the M4;
- Increase the free flow of motorway; and
- To provide environmental improvements between Junction 38 at Margam and Junction 41 Baglan.

1.3 Description of the local environment

The proposed scheme lies adjacent to Junction 38 of the M4 on the southern outskirts of Margam. The area covered by the footprint of the proposed scheme is primarily rural and comprises agricultural fields, delineated by hedgerow boundaries, and interspersed blocks of woodland and grassland.

The wider area to the south of the proposed development is also principally rural with land use consisting of agricultural fields, sports pitches, Margam Cemetery and Eglwys Nunydd reservoir approximately 300 m south. The north of the proposed scheme, however, is bordered by residential areas of Margam, located approximately 400 m directly to the north of the proposed scheme at their nearest point. The east of the site is bordered by the A48 road. Immediately to the west is the Margam Green Energy Plant and Western Wood Energy Plant.

2. Environmental Impact Assessment

2.1 Background to EIA

2.1.1 *EU Directives*

In the UK the EIA regime is governed by European Council Directive No 85/337/EEC, as amended by Council Directives 97/11/EC and 2009/31/EC which have been codified by 2011/92/EU. This has subsequently been amended by 2014/52/EU and has been recently transposed into UK law.

Under the EU Directive, certain major projects such as the construction of motorways, major chemical installations etc. are listed as Annex I projects where EIA is mandatory. Projects listed in Annex II of the directive may or may not require EIA dependent on their predicted environmental effects.

Annex II lists the construction of business parks under Section 10 Infrastructure Projects, item (b) “Urban development projects. Including the construction of shopping centres and car parks”. Member states then set relevant threshold criteria. Where a project is Annex II, criteria contained within Annex III should be taken into account, under the following:

- Characteristics of projects;
- Location of projects; and
- Type and characteristics of the potential impact.

2.1.2 *Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (SI 2017 No. 576 (W.136))*

Under the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (hereinafter referred to as “the Regulations”), certain major projects such as the construction of motorways, major chemical installations etc. are listed as Schedule 1 projects where EIA is mandatory. This project does not meet criteria for a Schedule 1 development.

Works listed in Schedule 2 of the Regulations may or may not require EIA dependent upon their predicted environmental effects. Schedule 2 of the Regulations list the construction of urban development projects under “Infrastructure”, section 10 (b). The relevant threshold criteria state that EIA may be required where the area of works exceeds more than 1 hectare of urban development which is not dwelling house development or where works area of the development exceeds 5 ha.

2.2 Screening for EIA

The scheme does not fall within Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017. Schedule 2 of the Regulations identifies the project as an Infrastructure Project under Section 10(b).

Under Schedule 2 10(b), where the development includes more than 1 hectare of urban development which is not dwelling house development or the overall development exceeds 5 hectares (including any area occupied by apparatus, plant/equipment, materials, spoil heaps etc.), then it is considered potential EIA development and requires a Screening Opinion from the local planning authority.

The footprint of the proposed Margam M4 Junction 38 Business Park is over 5 ha, therefore it is concluded that as the proposed scheme satisfies the criteria for EIA Schedule 2 development the scheme must undergo EIA Screening. The three criteria for assessing Schedule 2 projects, noted above in Section 3.1.1, are expanded on below and will form the basis for the assessment.

Characteristics of projects

When screening a Schedule 2 development the following characteristics of the scheme must be considered:

- The size and design of the project;
- Cumulation with other existing and/or approved projects;
- The use of natural resources, in particular land, soil, water and biodiversity;
- The production of waste;
- Pollution and nuisances;
- The risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge; and
- The risks to human health (for example due to water contamination or air pollution)

Location of projects

The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:

- The existing and approved land use;
- The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and underground;
- The absorption capacity of the natural environment, paying particular attention to the following areas:
 - Wetlands, riparian areas, river mouths;
 - Coastal zones and the marine environment;
 - Mountain and forest areas;
 - Nature reserves and parks;

- European sites and other areas classified or protected under national legislation;
- Areas in which there has already been a failure to meet environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;
- Densely populated areas; and
- Landscapes and sites of historical, cultural or archaeological significance.

Type and characteristics of the potential impact

The impact of a development on the environment is a product of an assessment of the characteristics of the development against the location of the development. The likely significance of any potential impact (positive or negative) is determined by taking into account:

- The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);
- The nature of the impact;
- The transboundary nature of the impact;
- The intensity and complexity of the impact;
- The probability of the impact;
- The expected onset, duration, frequency and reversibility of the impact;
- The cumulation of the impact with the impact of other existing and/or approved projects; and
- The possibility of effectively reducing the impact.

If potentially significant adverse effects from a proposed development cannot be ruled out, then an EIA will be required.

3. Baseline information and potential impacts

3.1 Air Quality

An Air Quality Management Area (AQMA) is located within 2 km of the site. Neath Port Talbot AQMA is located at the junction of Abbots Close, approximately 480 m north-west of the proposed scheme at its closest point. The area was declared in 2000 due to annual mean Particulate Matter (PM10) concentrations.

Neath Port Talbot County Borough Council's 2019 Air Quality Progress Report showed that PM10 concentrations gradual decrease in exceedance days since the declaration of AQMA. Further improvements to reduce PM10, include completing a Construction Management Plan for any proposed works which may impact the AQMA.

Traffic is highly likely to increase along Harbour Way (A4241) and the A48. However, the AQMA to the north of the proposed scheme is unlikely to be impacted.

The proposed scheme is near to, a number of Sites of Special Scientific Interest (SSSI) and Sites of Importance for Nature Conservation (SINC). Therefore, there is potential for operational air quality impacts upon sensitive habitats. Further investigation is required relating to impacts on receptor sites containing Habitats of Principal Importance. There are no Tree Preservation Orders (TPOs) in the proximity of Junction 38, M4, Margam.

The nearest human receptors to the proposed scheme are the residents of properties in Margam particularly, Heolcae'r-Bont, Abbots Close, Ten Acre Wo and Ty'n-y-caeau house.

During construction localised dust impacts could occur from earthworks and materials storage or movements. However, this is unlikely going to impact the AQMA due to distance from the proposed scheme. There are three residential receptors within 20 m of the proposed scheme and up to 10 residential receptors within 100 m of the roads likely to be used by construction vehicles.

In addition to the above, there are also likely to be temporary effects to air quality due to emissions generated from construction vehicles. An air quality assessment is recommended, in line with Design Manual for Roads and Bridges (DMRB) simple/scoping level and/or as agreed with the County Environmental Health Officer (EHO).

3.2 Cultural heritage

Scheduled Monuments

There are seven Scheduled Monuments within 2 km of the proposed scheme. These are summarised in the table below.

Table 3.1: Scheduled Monuments within 2 km

Scheduled Monument	Approximate Distance (km)	Direction
Half Moon Camp	0.6	NE
Chain Home Low Radar Station	0.5	N
Hen Eglwys	0.8	E
Margam Inscribed & Sculptured Stone	0.7	E
Margam Abbey	0.7	E
Mynydd y Castell Camp	1.2	E
Margam Medieval Bath House	1.1	NE

It is not anticipated the proposed scheme will negatively impact the Scheduled Monuments listed above due to a combination of; the relative geographic separation from the scheme, including the M4, intervening topography and intervening vegetation.

Listed Buildings and Structures

A number of listed buildings and structures are located within close proximity to the proposed business park, mainly centred around the properties and boundary features of Margam Park separated from the proposed development site by the M4 motorway. The exceptions are Margam Crematorium, the Mile Post at Tollgate Park and property and structures at Beulah Chapel.

Table 3.2: Listed Buildings/Structures in relation to the proposed development

Listed Building/Structure	Approximate Distance (km)	Direction
Cwm Cottage (Grade II)	0.4	SE
Margam Cottage (Grade II)	0.4	SE
2 Grove Cottage (Grade II)	0.43	E
3 Grove Cottage (Grade II)	0.43	E
Ornamental Pool (Grade II)	0.55	E
Former Changing Room (Grade II)	0.55	E
Citrus House (Grade II)	0.55	E
Retaining Wall adjoining Citrus House (Grade II)	0.6	E
Kitchen Garden walls including Vinery Glasshouse (Grade II)	0.57	E
Middle Lodge (Grade II)	0.58	E
Almshouses (Grade II)	0.61	E
Ivy Cottage including Façade of former Banqueting House (Grade I)	0.63	E
Terrace with Pools and Flower Beds Fronting Margam Orangery (Grade II*)	0.67	ESE
Margam Orangery (Grade I)	0.65	ESE
War Memorial (Grade II)	0.66	E
Churchyard Walls and Gate Piers to St Mary's Abbey Church	0.66	E
Stones Museum (Grade II)	0.7	E
St Mary's Abbey Church (Grade I)	0.71	E
Ruined Undercroft at St Mary's Abbey (Grade I)	0.75	ESE
Ruins of Chapter House and Vestibule of St Mary's Abbey (Grade I)	0.75	E

Listed Building/Structure	Approximate Distance (km)	Direction
Broadwalk Steps (Grade II)	0.83	E
Arch over Culvert (Grade II)	0.8	E
Milepost near Margam Park Entrance (Grade II)	0.56	SE
Pair of Gate Piers to the Former Margam House (Grade II)	0.67	ESE
Stone Steps in Terraced Garden (Grade II)	0.98	E
Terrace Walls and Screen at Margam Castle (Grade II*)	1.01	E
Margam Castle (Grade I)	1.03	E
Service Buildings including Courtyard Walls at Margam Castle (Grade II)	1.10	E
Margam Crematorium (Grade II*)	0.53	SSE

There will be no direct impact or impact on setting of the listed buildings to the east of the M4, nor to the listed Vestry or Gates, Railings etc. at Beulah Chapel due to intervening development. impacts upon the setting of the Margam Crematorium immediately north of the Eglwys Nunydd Reservoir are also considered unlikely.

Conservation Area

The Margam Park Conservation Area is focused on Margam Castle and contains detached, semi-detached houses, a church, a cemetery, an Orangery and other structures. The Conservation Area is situated approximately 350m south east of the proposed scheme and is separated from the proposed development site by the M4 motorway. Consequently, it is unlikely that the Conservation Area will be adversely affected by the proposed scheme.

Historic Parks and Gardens

Margam Park and Grounds is included within the Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales. The site contains a cluster of 30 listed buildings, ranging from Grade I to Grade II*. The Local Development Plan shows the boundary to run concurrent with A48 from Ten Acre Wood street south-eastwards to a point beyond the Old Park Rd before returning north eastwards.

The separation provided by the M4 motorway and intervening vegetation and topography, suggests that the proposed scheme has limited potential for adverse effects on Margam Park's setting.

3.3 Landscape/Visual/Light

Margam Park is situated in the National Landscape Character Area, of Bae Abertawe/Swansea Bay, which primarily comprises rough grazing, grass cropping, woodlands and hedgerows, the loss/severance of these features may have a negative impact on landscape cohesion, land use and visual amenity for nearby receptors. Alteration of the size, via land-take and severance, for these units may lead to changes in land-use creating additional visual impact.

The most significant visual impacts would be for properties located along Heolcae'r-Bont road to the south and Ty'n-y-caeau house immediately adjacent to the sites footprint to the east of the proposed site.

The loss of the tree along the east boundary (A48), the southern boundary and the central broad-leaved woodland are likely to result in a negative impact on a landscape feature.

3.4 Biodiversity

An ecological appraisal was undertaken by Capita in August 2013 to inform further environmental assessments associated with the proposed scheme. This comprised a desk-based review of designated and local sites in the vicinity of the proposed scheme as well as protected species potentially present in the area. It also identifies the potential ecological impacts of the proposed scheme and makes recommendations for further surveys.

Statutory Sites

There are no International sites of nature conservation interest (Special Areas of Conservation, RAMSAR or Special Protection Areas) within 2 km of the proposed scheme.

The Eglwys Nunydd Reservoir SSSI lies approximately 430 m to the south of the proposed scheme. The site was designated a SSSI due to its fertile environment and diverse birdlife. The proposed site has potential links to the SSSI by a number of ditches that originate within and immediately adjacent to the site.

Margam Moors SSSI is defined by (CCW, 2013) as an area of mesotrophic march, fen meadow and ditch communities that support rare, notable and scarce floral species, which lies approximately 1.2 km south west of the site, comprising 108 ha of marshy grassland and was historically part of a much larger coastal plain. Land is leased to local farmers to manage as traditional summer pasture. The habitat is semi-natural and stores floodwater receiving seepage from south and west bordering sand dunes that develop a species-rich marsh.

It is not anticipated that the two SSSI sites will be directly impacted by the proposed scheme. However, potential impacts could arise during the construction of the proposed scheme, with air pollution potentially increasing. There is also potential for hydrological changes and water pollution to occur from the proposed scheme and its construction.

It is possible that species protected under the Conservation of Habitats and Species Regulation 2017 and the Wildlife and Countryside Act 1981 (as amended) may use the proposed scheme area as part of their range for foraging and breeding.

Non-statutory Sites

One SINC lies within 1 km of the proposed scheme, Margam Country Park SINC. The park lies approximately 300 m east of the proposed scheme and is approximately 343 ha in size. The park is interspersed with pockets of ancient woodland and park land. The M4 motorway however, provides a clear barrier between the proposed scheme and no impacts are anticipated upon the Margam Park SINC.

Graig Fawr woodland lies 140 m east of the proposed scheme and is interspersed with pockets of Plantation on Ancient Woodland Sites (AWS) to the north, east and south-east of the proposed site. The closest AWS is located 337 m north of the proposed site.

Priority Habitats

The proposed scheme has the potential to affect the following habitats listed as Priority Habitats in Wales as set out in Section 7 of the Environment Act Wales 2016:

- Semi Natural Broad-leaved woodland;
- Plantation broad-leaved woodland;
- Poor semi-improved grassland;
- Hedgerows with trees;
- Improved grassland;
- Dense and continuous scrub;
- Improved grassland;
- Marshy grassland;
- Tall ruderal; and
- Ephemeral vegetation.

Protected Species

From previous site knowledge and readily available internet sources it is known that the following European protected species (EPS) occur in the area:

- Bats (including a population of lesser horseshoe bat);
- Great crested newt;
- Dormouse;
- Birds;
- Reptiles;
- Otter;
- Water vole;
- Bank vole; and
- Badger.

Invasive Species

Ten invasive species have been recorded within 2 km of the proposed scheme, including Japanese knotweed and Himalayan Balsam.

Summary of Potential Biodiversity Impacts

In the absence of mitigation, impacts including the following could result from the proposed scheme:

- Mortality, injury or disturbance of protected and notable species, including:
 - Bats;
 - great crested newt;
 - dormouse;
 - otter; and
 - birds.
- Damage or disturbance to sensitive ecological habitats, namely areas of marshy and dry grassland as well as semi-natural woodland;
- Loss, disturbance or fragmentation of priority habitats;
- Loss, disturbance or fragmentation of important ecological connectivity features; and
- Potential to spread invasive plant species during construction works.

There is potential for adverse effects to the Eglwys Nunydd Reservoir SSSI through water and air pollution.

Detailed ecology surveys are planned and results will inform the ecological impact assessment (EclA) and further mitigation measures required to minimise ecological impacts.

3.5 Soils

The underlying geology of Margam is the Middle Carboniferous Coal Measures, all formed of Mudstone, Siltstone, Coal and Sandstone and Coal Seams. The bed rock is likely to be overlain by superficial material comprised of glacial till or Estuarine alluvium (soft clays, silts and fine sands).

The historic mining in the locality may impact on the proposed scheme through potential interaction with unconsolidated spoil, mine entries and shallow mine workings, with past underground workings occurred at a depth of 210 m and 430 m. The site is in an area where there is coal at, or close to the surface and may have been worked at some time in the past.

The site is also within an area where a licence to remove coal using underground methods was granted in September 2007, subject to the applicant securing other grants.

Detailed geotechnical assessment will likely be required to determine the potential for the proposed development to negatively interact with mining features.

3.6 Material assets

Material assets consider the land use and land take, transport and use of materials of the proposed scheme and its area.

The current land use is predominantly a mixture of agricultural land, woodland and rough grassland. The proposed development will connect to existing transport infrastructure. The presence of the proposed development will result in approximately 6 ha of land take based on the current preferred option.

It is anticipated that the construction of the proposed development will require substantial volumes of materials to be brought to site. It is additionally considered that, due to the historic land use beneath much of the development, opportunity to source material within the planning boundary will be limited.

The significant loss of land required for the development footprint, and associated loss of natural resources present, has the potential to affect agricultural land use in the immediate area. As such this will require additional assessment.

3.7 Noise and vibration

The A48 and the M4, running on a north trajectory through or adjacent to the urban developments of Margam, are likely to be the dominant contributors of ambient noise to the town.

In 2014, the Welsh Government confirmed 220 new noise action priority areas for roads throughout Wales and 27 new priority areas for railway noise.

There are three Road Noise Action Priority Areas in the vicinity of the proposed development:

- Approximately 100 m east of the proposed site at the exit slip lane of the M4 to the A48 east bound;
- A Road Noise Action Priority Area lies 400 m north of the site, including both the A48, M4 and Margam town; and
- Another Priority Area lies approximately 4.6 km north-west of the site which further extends the previous Priority Area.

There is one Rail Noise Action Priority Areas in the vicinity of Margam:

- The closest Rail Noise Action Priority Area lies 4.3 km northwest of the proposed site, adjacent to the Harbour Way (A4241), parallel to the W End terrace houses.

It is anticipated construction and operational road noise is likely to increase as a result of the proposed development for properties east of the site with houses along Ten Acre Wood near the exit of the A48 and entrance to the M4 east bound carriageway. The Road Noise Action Priority

Area to the east and north is likely to be adversely affected with a likely increase in vehicles in the area.

It is possible that the Road Noise Action Area to the east at the M4 and A48 slip lane, will be adversely affected by the proposed development increasing traffic and further monitoring is recommended. The Action Area at the northern end of the proposed development will be possibly impacted by the proposed development with the increase volumes of traffic using the A48 to Margam and west bound traffic on the M4.

At the southern extent of the site Heolcae'r-Bont road and Ty'n-y-caeau house is highly likely to be adversely affected by increased traffic noise as properties lie immediately adjacent to the proposed development.

It is likely at this time that the proposed development will result in changes to the number and type of vehicles present. However, it is not possible to determine if the scheme will result in an overall increase in baseline noise and vibration for the area, due to the adjacent M4. It is anticipated however that the creation of the proposed development will result in a change in vehicle movement patterns, therefore affecting different receptors. It is advised that additional baseline data is gathered to allow assessment of the potential for the relative increase in noise and vibration, as a result of the proposed development, to affect these receptors.

3.8 Population and human health

As at the 2011 census Margam had a population of 3,017. The town lies in a relatively strategic location close to the M4 motorway and within commuting distances of Cardiff and Swansea. It is not anticipated that the town will develop into a major population centre.

As the proposed development does not lie within a significantly populated area it is anticipated, at this time, that significant negative effects on population and human health are unlikely. This may need to be revisited after further assessment in relation to noise, vibration and air quality has been completed.

3.9 Water

3.9.1 Hydrology and flood risk

There are no large/main rivers within or in close proximity to the development site, however, there are numerous streams and a large reservoir. The Eglwys Nunydd reservoir is fed by many of them.

Additionally, there are a variety of ponds and drains present to the north and west of the site. The drains will be affected by the proposed development. Whilst these waterbodies are not subject to the WFD, it is likely they contribute to local hydrological connectivity, geochemical processing and are also likely to support biodiversity receptors.

The Natural Resource Wales (NRW) flood maps indicate that the majority of the proposed development lies outside flood zones 2 and 3. Flood Zone 3 intersects the site at the northern extent of the site. Flood Zone 2 is located at the northern extent of the site, furthermore, zone 2 extends further south-westerly along the western boundary of the site, west of Ty'n-y-caeau house. Some of the proposed scheme development is located in close proximity to Flood Zone

2 and 3, however, because no design plans have been finalised, buildings may potentially be located within the flood zones.

Most of the proposed scheme is outside of flood zones. In light of that, so long as suitable mitigation is applied to maintain connectivity and overall quantity of surface water, no significant impacts on the hydrology and flood risk are anticipated.

3.9.2 *Water quality*

Both construction and operation of the proposed development have the potential to cause pollution to enter surface water bodies and drains in the vicinity of the development. The drain to the centre of the proposed site drains to the west of the site, joining the Upper Mother Ditch, before travelling north. However, no major rivers are near the site, therefore the scheme is not proposed to affect them.

The potential for the development to result in negative effects on the water quality in other surface waterbodies remains a consideration. Additionally, negative effects on water quality could materially impact the distribution and abundance of protected and notable species, for example great crested newt, if they are present in waterbodies in proximity to the development. Additional assessment to determine the current status of surface waterbodies likely to be impacted, and their connectivity, is recommended.

3.9.3 *Hydrogeology*

The groundwater body underlying the proposed development, Swansea Carboniferous Coal Measures, currently has a poor overall status, with a good quantitative status and poor chemical status.

The proposed scheme is not within a nitrate vulnerable zone (NVZ).

The proposed scheme is not anticipated to significantly affect the groundwater, and appropriate mitigation will be undertaken to prevent adverse impacts to the groundwater body during construction.

3.10 Land

The current land use is predominantly a mixture of agricultural land, woodland, rough grassland, marshy grassland and semi improved and improved grassland. The proposed business park will connect to existing transport infrastructure. The presence of the proposed development will result in approximately 9.25 ha of land take, resulting in changes to existing land-use.

3.11 Climate – effects on climate

The proposed scheme has the potential to impact on climate change, as it is likely that the scheme itself will potentially increase the amount of traffic emitting greenhouse gas (GHG) emissions in proximity to the proposed scheme, however emission may reduce on a larger scale due to shorter commuting distances to employment. Materials used on the proposed scheme will also aim to be sustainable, thus reducing GHG emissions from materials. All construction will be undertaken in accordance with best practice, such as no vehicle idling, and therefore reducing GHG emissions from plant and equipment.

3.12 Climate – vulnerability of the project to climate change

Aside from a short section at the northern extremity where the proposed development joins the existing A48, the proposed scheme does not lie within a flood risk zone and it is unlikely to become significantly impacted by climate change.

3.13 Major accidents and/or disasters

Major accidents and/or disasters are those that incur community losses, encompassing assets, life, health and livelihoods. Disasters are events that are natural occurrences, whereas accidents refer to human made events. It is not anticipated that disasters will apply to the proposed scheme.

Major accidents that could potentially occur on the proposed scheme include a pollution incident. Established pollution management and response measures will reduce the likelihood of these. Therefore, there are no significant effects anticipated.

3.14 Heat and radiation

The proposed scheme is not anticipated to have significant effects on heat and radiation and therefore has not been considered further.

3.15 Cumulative effects

A search of Neath Port Talbot planning applications was undertaken on 02 December 2019 to assess the potential for cumulative impacts arising from the proposed development in combination with other proposed development. Current planning applications which may have some potential for cumulative interaction with the proposed development are listed in the table below.

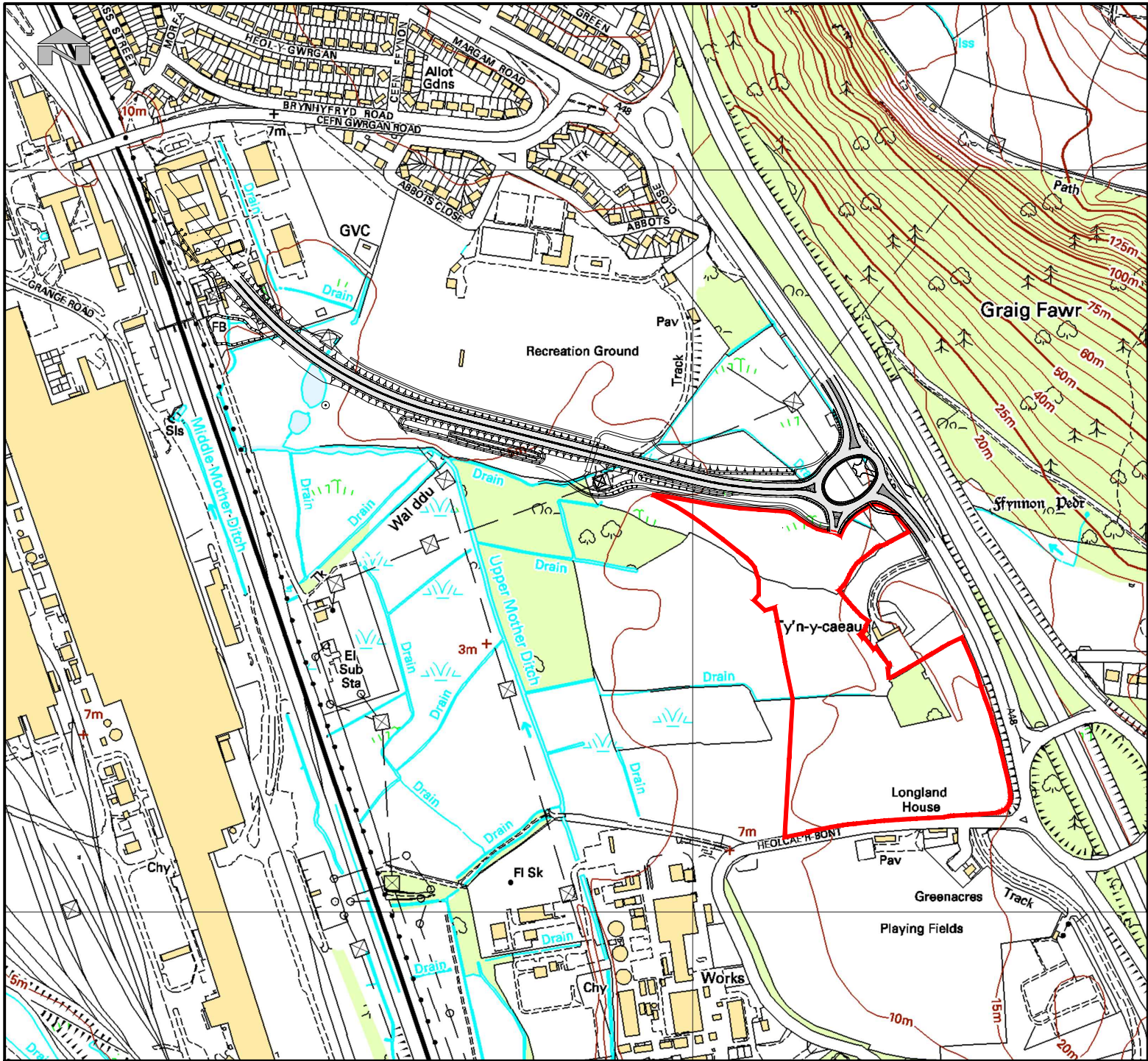
Table 3.3: Current planning applications which may affect the proposed development

Planning Application	Planning Reference & Date	Potential Cumulative Effect
Application for a Stage 1 – Phase 1A Gas Protection Measures for the Turbine Hall of the Port Talbot Steelworks Generating Station Development Consent Order	P2019/5231 Tues 23 July 2019	Increased construction traffic on the local road network. Potential for overlap of temporary storage areas.

4. EIA screening conclusion

The proposed scheme is not located within a 'sensitive area' as defined by the Regulations, however it does exceed the threshold for a Schedule 2 development and is anticipated to potentially have negative effects on multiple receptor groups. There are a number of sensitive areas as defined by the Regulations in close proximity to the site, including SSSI, a landscape of historic interest and Scheduled Monuments. However, it is unlikely that these will be significantly affected. We invite Neath Port Talbot planning authority to screen the proposed scheme under the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 to determine if it requires a statutory EIA.

Drawings



Key:

— Boundary

OS Grid Co-ordinates: 279085, 186434

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Ailgynhychwyd gan caniatâd yr Arolwg Ordnans ar ran Rheolwr Llyfrfa Ei Mawrhydi
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Llywodraeth Cymru. Rhif trwydded 100017916.

P01	NP	YKW	GBW	First Issue	13/01/2020
Rev	Dwn	Chk'd	App'd	Description	Date

Purpose of Issue
S2 - Issued for Information

Classification
Commercial in Confidence

Client

Llywodraeth Cymru
Welsh Government

Project
Site Adjacent to M4 Junction 38
Biomass Powerstation

Drawing
Location Plan

Scale @ A4	Drawn	Checked	Approved
1:7,500	NP	YKW	GBW

Project No.	Date
CS/099051	13/01/2020

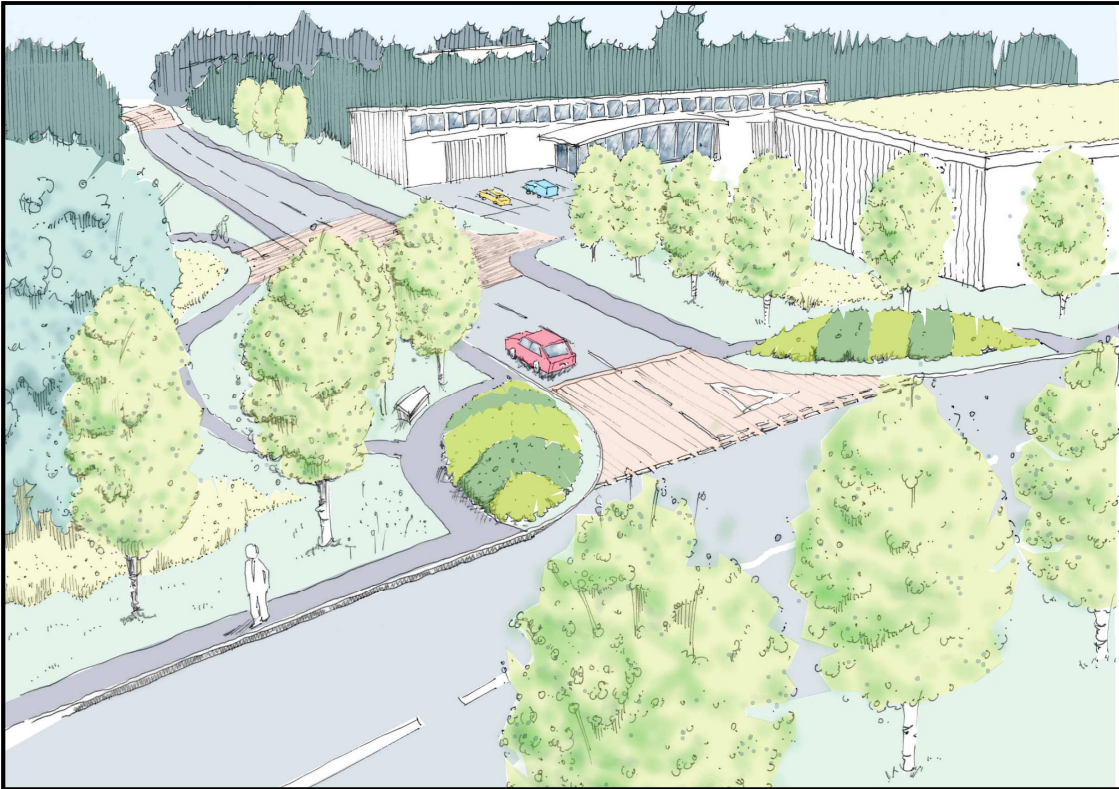
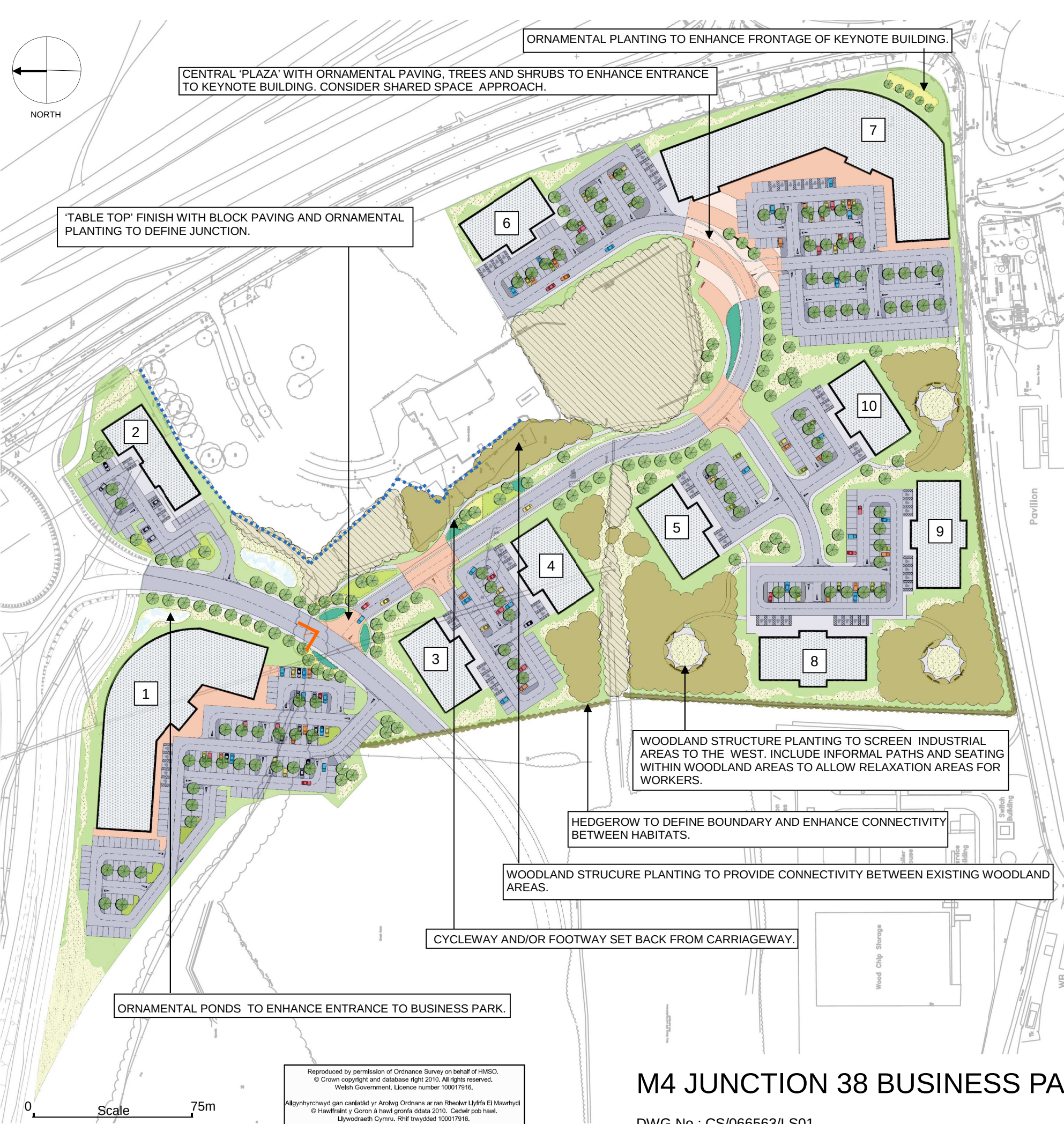
Drawing Identifier	BS1192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number	rev
MBP-CAP-00-XX-DR-C-0001	P01

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Print Date:13/01/2020 10:44:19



BIRDS EYE VIEW LOOKING SOUTH ACROSS MAIN JUNCTION.

LEGEND

- PROPOSED WOODLAND STRUCTURE PLANTING.
- EXISTING WOODLAND RETAINED AND MANAGED.
- PROPOSED FORMAL SEMI-MATURE TREE PLANTING.
- PROPOSED CAR PARKING TO BUSINESS UNITS.
- KEY JUNCTION. TABLE TOP WITH BLOCK PAVING.
- PROPOSED ROAD AND FOOTWAY ACCESS.
- PROPOSED BUSINESS UNITS
- PROPOSED ORNAMENTAL SHRUB PLANTING.
- PROPOSED MIXED AMENITY GRASS AND WILDFLOWER AREAS.
- RETAIN EXISTING STONE WALL AS WILDLIFE HABITAT
- LOCATION OF SKETCH

Development profile GFA

Plot No.	Land Use	Sto-reys	GFA Sq M
1	B1 Office	2/3	8700
2	B1 Office	2	1,626
3	B2 Industrial	1	865
4	B2 Industrial	1	865
5	B2 Industrial	1	865
6	B2 Industrial	1	865
7	B1 Office	2/3	11,138
8	B8 Storage	2	2,156
9	B8 Storage	2	2,156
10	B2 Industrial	1	865
Total			30,101

M4 JUNCTION 38 BUSINESS PARK : PROPOSED MASTERPLAN

DWG No.: CS/066563/LS01

OCTOBER 2013.



Llywodraeth Cymru
Welsh Government

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