



Neath Port Talbot Council
Civic Centre
Port Talbot
Neath Port Talbot
SA13 1PJ

21 May 2026

Dear Sir/Madam,

The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 | Request for an EIA Screening Opinion (Regulation 6) for the Proposed Cymmer Carriageway Realignment Works within the village of Cymmer in the Afan Valley.

This letter sets out a formal request for an Environmental Impact Assessment (EIA) Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (hereafter referred to as 'the EIA Regulations').

Neath Port Talbot County Borough Council (NPTC) (hereafter referred to as 'the Applicant') intend to submit an application for planning permission under the Town and Country Planning Act 1990 (as amended) relating to the improvement works to the carriageway within Cymmer including Avon Street, the A4063 (Maesteg road), Station Road and Railway crescent, including the demolition of Cymmer Health Centre, construction of retaining walls, the implementation of traffic signals, controlled crossing points, potential sewer diversion, refurbishment works to Cymmer Bridge, proposed improved Cymmer Community Library and Tea room parking area, and a proposed 3m width shared footway/cycleway (hereafter referred to as the 'Proposed Development'). A Listed Building Consent will be submitted for the works undertaken on Cymmer Bridge.

The works extend from where Railway Terrace joins Railway Crescent (the Cymmer bridge) in the west to where Maesteg Road and Station Road joins Lloyds Terrace in the east. To the north the works extends along Avon Street which subsequently changes to Avondale Terrace. The Proposed Development will be located in the village of Cymmer, in the Afan Valley, to the north-east of Port Talbot (hereafter referred to as the 'Site'). The Site location is shown in **Appendix A – Figure 1**.

Currently failing structures, load restrictions and other transport constraints require demolition works and the re-design of transport infrastructure within the village of Cymmer, Port Talbot. The realignment scheme has been developed with the aim of ensuring continuity of connection for the villages of Glynccorwg and Abercregan within Cymmer village.

The following information is provided to assist in the determination of the EIA Screening Opinion:

- a figure which identifies the location of the Site (**Appendix A – Figure 1**) and indicative layout of the Proposed Development (**Appendix A – Figure 3**);

- A description of the nature and purpose of the Proposed Development (**Section 2-3**);
- Information regarding the environmental make-up sensitivity of the Site and the surrounding area (**Section 4**); and,
- A description of the potential for environmental effects (**Section 4**).

1.0 EIA Screening

EIA Screening is the process of determining whether a development should be subject to an EIA, by identifying whether it is likely to have significant effects on the environment. The EIA Regulations set out thresholds for Schedule 1 and Schedule 2 developments. An EIA is always required for Schedule 1 developments. An EIA is potentially required for Schedule 2 developments, dependent on its nature, size, location and whether it is likely to result in significant environmental effects.

The Proposed Development does not fall within the categories identified as Schedule 1 development. The Proposed Development is categorised as development falling within Schedule 2, Paragraph 10 (f) Construction of roads (unless included in Schedule 1). The applicable thresholds and criteria presented in Column 2 of Paragraph 10(f), Schedule 2 states 'The area of the works exceeds 1ha'. The Proposed Development Site is approximately 3.15 hectares (ha), and therefore exceeds the threshold in Schedule 2 10(f), and could therefore be defined as 'EIA development' under Schedule 2 of the EIA Regulations.

The following sections of this letter fulfil the requirements of Schedule 3 of the EIA Regulations and will assist the Consenting Authority in reaching a decision on whether the Proposed Development constitutes EIA development.

2.0 The Site and Surroundings

2.1 SITE DESCRIPTION

The Site is located within the administrative boundary of Neath Port Talbot County Borough Council (NPTC), within the village of Cymmer in the Afan Valley. It lies approximately 437m northwest of Croeserw, 2.4km west of Blaengwynfi, and 1.86km east of Duffryn Rhondda. The Scheme is centred around Station Road and Maesteg Road, together with the intervening land where the proposed relief road will be constructed. The Site also incorporates Cymmer Bridge and Avon Street to the north. The total Site area measures approximately 3.15 ha.

The Site location is presented below in **Appendix A - Figure 1**.

2.2 SITE SURROUNDINGS

To the north, the Site is bounded by the River Afan, a designated Main River, which flows beneath the existing Cymmer Bridge. To the west lie the Cymmer Community Library and Refreshment Rooms, while to the south the Site adjoins existing residential areas along School Road, and the Cymmer Community Swimming Pool is located to the southwest. To the east, the Site is enclosed by an area of established woodland.

The wider context is characterised by a mix of community facilities, residential properties, and steeply sloping valley landform typical of the Afan Valley settlement pattern.

The Site is currently accessed via a number of existing roads within Cymmer, including School Road, Station Road, Maesteg Road and Avon Street, all of which connect into the wider Afan Valley highway network. These roads provide access to residential properties, community facilities, and key local services within the village. Railway Crescent also forms part of the access network, crossing the Cymmer Bridge over the River Afan.

There are no statutory ecological designations located within 2km of the Site. The nearest nationally designated site is the Mynydd Ty-isaf, Rhondda Site of Special Scientific Interest (SSSI), situated approximately 5.6km east of the Site.

The existing pedestrian environment in and around the Site is characterised by a combination of narrow footpaths along Station Road and Maesteg Road, as well as informal pedestrian routes that serve the surrounding residential areas and community uses. Public transport is available locally, with bus stops situated along Maesteg Road and Lloyds Terrace to the southeast of the Site, and additional stops on Station Road to the south, and School Road to the southwest, providing connections to neighbouring settlements within the Afan Valley. The Cymmer Realignment Scheme will alter existing access arrangements by introducing a new relief road between Station Road and Maesteg Road, as well as a new Fire Station Access Road that will improve access to the facility.

A number of recreational and community assets are located in close proximity to the Site, including the Cymmer Community Library and Refreshment Rooms, Cymmer Community Council, and the Cymmer Community Swimming Pool, which lies to the southwest. These facilities are accessed primarily via Station Road, Maesteg Road, and School Road. The wider area contains several informal walking routes, National Cycle Routes (NCN 885 and NCN 887) and recreational destinations, including riverside paths adjacent to the River Afan and woodland walks within the steeply vegetated valley slopes to the east of the Site. In addition, a formal walking and cycling route runs west to east along the former railway alignment, which will be directly affected by the Proposed Development.

The Site contains a range of existing utilities and infrastructure associated with the established settlement of Cymmer. Above ground electricity poles, some of which have street-lighting units mounted on them, alongside signage, and existing highway drainage features are present along Station Road, Maesteg Road (A4063), and Avon Street. Several overhead electricity lines cross parts of the Site and provide power to nearby residential properties.

Please refer to **Table 1** for a full description of existing baseline within and in proximity to the Site (see **Appendix A – Figure 2** for Environmental Constraints Map).

3.0 THE PROPOSED DEVELOPMENT

The Applicant will be seeking planning permission from the Council for the realignment of the existing A4107 highway corridor at Cymmer, including the construction of a new relief road between Station Road and Maesteg Road, associated junction improvements, active travel infrastructure, and the provision of a new access road to serve the existing Fire Station. The exact construction phasing and final engineering details continue to be refined as part of ongoing design development.

The main features of the Proposed Development comprise the following:

- New Relief Road connecting Station Road and Maesteg Road (A4063), including carriageway construction, new junction arrangements, and realigned traffic movements to improve safety, accessibility, and forward visibility.
- New Fire Station Access Road, extending northwards from the relief road and connecting to Railway Crescent, providing improved emergency service access and operational efficiency.
- Highway Improvements along sections of Station Road, Maesteg Road, Lloyds Terrace, Avon Street, and Railway Crescent, including carriageway widening, resurfacing, upgraded visibility splays, and improved pedestrian crossing points.
- Active Travel Infrastructure, comprising a 3m-wide shared footway/cycleway

The Applicant will also seek Listed Building Consent in respect of works to the Cymmer Bridge, comprising of the following:

- Improvement works to Cymmer Bridge, including the installation of cathodic protection or sacrificial anodes. This is intended to prevent further corrosion of the reinforcement. There would also be the replacement of any spalled concrete and render, replacement deck waterproofing and the carriageway reconstruction.

An indicative layout of the Proposed Development is illustrated in **Appendix A- Figure 3**.

It is anticipated that the construction of the Proposed Development will commence in Q2 2027 subject to the granting of consent and take a minimum of 2 years to complete. A 3-year construction period has been allowed for, with the final year accounting for over run and a 1 year 'defects period'.

4.0 TYPES AND CHARACTERISTICS OF POTENTIAL IMPACTS

The screening assessment presented in **Table 1** considers potential construction and operational phase impacts of the Proposed Development.

Table 1. Review of Proposed Development against Environmental Sensitivities as identified within Schedule 3 of the EIA Regulations¹

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
Agriculture and Land Use	The Site is within an area classified as urban with a small area around Maesteg Road classified as Grade 5 (very poor-quality agricultural land) according to the predictive Agricultural Land Classification map². There is no Best and Most Versatile (BMV) agricultural land within the Site. The land surrounding the Site is classified as mostly 'urban', 'non-agricultural' or Grade 4/5 (poor/very poor quality agricultural land), and includes a mix of residential and steep sided valleys. To the immediate north of the Site the River Corrwg flows south and joins the river Afan flowing in an east to west direction. The river Afan crosses site in the north. A number of recreational and community assets are located in close proximity to the Site, including the Cymmer Community Library and Refreshment Rooms, Cymmer Community Council, and the Cymmer Community Swimming Pool, which lies to the southwest. These facilities are accessed primarily via Station Road, Maesteg Road, and School Road. The National Cycle Routes (NCN) 887 runs in an east/west direction to the west of the Site. The NCN 885 traveling in a southeast direction approximately 120m south of the Site.	<u>Construction</u> During the construction phase, it is expected that there will be potential impacts on existing land use at the Site, as result of the proposed earthworks and construction activities and the temporary closure/diversion of active travel routes throughout the Site. Impacts on existing active travel routes in the Site will be temporary (for the period of construction) and safe access into and through the Site will be managed through the measures included within the Construction Environmental Management Plan (CEMP). Therefore, the Proposed Development is not anticipated to result in any likely significant effects to best and most versatile agriculture and land use during the construction phase. <u>Operation</u> The Proposed Development will extend across an area classified as urban or of very poor quality

¹ The Town and Country Planning (Environmental Impact Assessment) Regulations 2017

² Predictive Agricultural Land Classification (ALC) Map 2, 2021. [online] Available at: https://datamap.gov.wales/layers/inspire-wg:wg_predictive_alc2

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Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
		agricultural land. Areas of shrub and hedgerow will be extended into however this will be reinstated in compensatory planting and landscape design. The cycle ways and footways will be improved and reinstated, which is likely to result in positive impacts to users through improved access. The Proposed Development will also improve access and parking locations to the retained Fire Station and Library. The overall quantity of land take and change in land use is not considered to significantly affect the function of the existing land use. Therefore, the Proposed Development is not anticipated to result in any likely significant effects to agriculture and land use during the operation phase.
Cultural Heritage and Archaeology³	There is one listed building within the Site Boundary comprising: ■ Cymmer Bridge (Record No. 23842, Grade II), which spans the River Afan approximately 300m northwest of Cymmer centre and carries an unclassified road linking Cymmer with Abercregan and Glyncoirwg. There are three additional Listed Buildings within 500m of the Site: ■ Hebron Chapel (Record No. 23866, Grade II), prominently positioned on elevated ground at the northern end of	<u>Construction</u> The only designated heritage assets located within the Site boundary is Cymmer Bridge. The Proposed Development will have a direct impact on the bridge, as a result of construction activities, however these repairs to the structure are needed in order to prevent further degradation and restore the integrity of the structure.

³ <https://archwilio.org.uk/her/chi3/arch.php?county=Newport&lang=eng>

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
	Cymmer, overlooking Avon Street and the River Afan. It is located approximately 80m northwest of the Site. ■ Cymmer Viaduct (Record No. 23843, Grade II), spanning the River Afan approximately 0.5km west-northwest of Cymmer centre, located around 180m southwest of the Site. ■ Croeserw Viaduct (Record No. 23844, Grade II), spanning the River Afan approximately 200m east of Cymmer centre, located around 115m east of the Site. There are no Scheduled Monuments located within the Site or within 500m of its boundary. There are no Registered Historic Parks and Gardens within the Site boundary or within 2km of the Scheme.	The proposed works to Cymmer Bridge include concrete repairs, reinforcement treatment, waterproofing, and surface treatments. The works would be confined to areas of existing damage and rendering with like-for-like materials or modern equivalent of the existing concrete render where possible. The works to Cymmer Bridge will be dealt with through a separate Listed Building Consent. The works would require a low degree of physical intervention to the original fabric of the bridge, where that fabric is failing. The approach of the proposed works adopts a balance of minimal intervention, material compatibility, and visual continuity, and are designed to maintain the bridge's architectural and historic character. These design choices align with the principles of heritage conservation. A Heritage Statement will be prepared as part of the planning application and addresses the harm to the listed asset, and outlines what measures will be put in place to mitigate the harm. The closest listed building (Hebron Chapel) is located approximately 80m northwest of the Site. Due to distance from the Proposed Development, no direct or indirect impacts on the setting of any above ground heritage asset in the surrounding area are anticipated during the construction phase.

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
		Where earthworks are proposed in previously undisturbed land there may be the potential to impact unknown buried archaeological assets. If unburied archaeology resources are found during excavation works, the works must stop and advice from Neath Port Talbot County council officer will be sought to confirm the requirement for mitigation measures, such as an Archaeological Watching Brief. An Archaeological Desk Based Assessment (ADBA) will be produced to support the planning application. Therefore, the Proposed Development is not anticipated to result in any likely significant effects to cultural heritage and archaeology during the construction phase. <u>Operation</u> The proposed refurbishment works and removal of motorised vehicles on the Grade II listed Cymmer Bridge will be positive and arrest further deterioration of the structure. Given the nature of the Proposed Development, including the removal of motorised vehicles on Grade II listed Cymmer Bridge, and the separation distance from the other identified Cultural Heritage and Archaeological features, it is anticipated that there will be no significant effects to cultural heritage

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
		and archaeology during the operational phase of the Proposed Development.
Biodiversity	Preliminary Ecological Appraisal A Preliminary Ecological Appraisal (PEA), inclusive of a desk study and field survey, was undertaken for the Proposed Development in February 2025. The ‘Survey Area’ assessed an iteration of the Site Boundary that includes a 50m radius. This included the area of woodland located to the east. The findings of the PEA are set out below. Designated Sites There are six non-statutory statutory designated sites located within 2km of the Site, all of which are Sites of Importance for Nature Conservation (SINCs), including: ▪ Afan Mineral Railway SINC, 50m west; ▪ Cymer Tip SINC, 115m north; ▪ Nant Y Wern SINC, 715m southeast; ▪ Parc Croeserw SINC, 735m southeast; ▪ Caerau North SINC, 945m southwest; and,	Construction The Proposed Development has the potential to indirectly impact the Afan Mineral Railway SINC, Cymer Tip SINC, Priority habitat River Afan (partly within Afan Mineral Railway SINC), the hydrologically connected River Corrwg (partly within Cymer Tip SINC), and nearby Ancient Woodland (15m north of the Site). No habitat loss is anticipated to impact these non-statutory designated sites and/or Priority habitats Ancient Woodland and ‘river’. Indirect impacts could however occur via air or water pollution arising from dust, run-off from materials and machinery, and/or fuel spills that could enter river courses through the road drainage network. However, this is reduced by the implementation of a drainage strategy and environmental best practice will be implemented during the works and further detail on prevention of hydrological pollution should be set out and implemented via the Constructional Environmental Management Plan (CEMP).

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
	Caerau West SINC, 1.7km southwest. No statutory designated sites e.g., Ramsar sites, Special Protection Areas (SPAs) or Special Areas of Conservation (SACs) were identified within the 2km buffer (10km for those with Bats as the qualifying feature). Habitats Seven areas of Ancient Semi Natural Woodland are located within 200m of the Site, the closest of which are parcels of Ancient Semi Natural Woodland located approximately 15m north (AWI ID: 18296) and 30m north (AWI ID: 10093), respectively. Including: Several areas of Plantation on Ancient Woodland Site are located within 2km to the west of the Site. Two areas of Restored Ancient Woodland Site, two of Plantation on Ancient Woodland Site and one small area of Ancient Woodland are located within 2km to the east of the Site. Afan Forest Park, which includes extensive areas of coniferous plantation woodland, is on hillsides north of the Site, approximately 840m northwest. Protected Species Bats A total of 336 records for bats were returned from 5km data searches. The closest record was for two common pipistrelle (<i>Pipistrellus pipistrellus</i>) recordings approximately 580m north of	Protected species potentially impacted by the construction works as a result of habitat disruption comprise: bats, breeding birds, small mammals (including dormouse albeit limited potential), reptiles, amphibians, and invertebrates. The Proposed Development is anticipated to directly impact semi-natural broadleaved woodland through the removal of trees to facilitate the scheme. The Proposed Development may also directly impact Priority habitat lowland mixed deciduous woodland should tree removal be required to necessitate an outfall drainage channel into the River Afan. The implementation of 3:1 replacement tree planting (likely in an off-site location) as per Planning Policy Wales 12 guidance is expected to mitigate for any adverse impacts to semi-improved broadleaved woodland/ lowland mixed deciduous woodland. The following surveys are proposed to further understand the potential impacts of the Proposed Development, these consist of: A Potential Roost Assessment (PRA), on structures with potential to be impacted by the works will be undertaken, this work must be undertaken by a suitably licenced bat

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
	the Central Grid Reference (CGR). The closest roost record was also for a common pipistrelle, a solitary bat located on Sunnyside Terrace, approximately 600m north of the CGR. Habitats within the Survey including woodland, scrub, mature scattered trees, grassland and running water were suitable for commuting and foraging bat species. Otter No records for otter (<i>Lutra lutra</i>) were returned from the 2km data searches although Afan Mineral Railway SINC approximately 50m west of the Site includes a section of the River Afan and is known to support otter. Hazel dormouse No records for hazel dormouse (<i>Muscardinus avellanarius</i>) were returned from the 2km data searches. There was limited potential for dormouse to be present within woodland parcels on Site. Badger One record for badger (<i>Meles meles</i>) was returned from the 2km data searches. An adult male was observed through a night vision camera approximately 600m north of the CGR in December 2023. Habitat within the Survey Area was sub-optimal for badger. Other Mammals	ecologist as soon as possible to determine if emergence surveys are required. ▪ A Ground Level Tree Assessment (GLTA), on all trees potentially impacted by the works. ▪ An otter survey is recommended. ▪ In September 2025 an emergence survey for bats was undertaken. Roosting bats were confirmed and a further emergence survey will need to be undertaken (scheduled for June 2026) to classify the roost type. After issue of the PEA and following a meeting with NPTC Ecologist (April 2026) the following surveys were also recommended: • Invasive non-native species survey / mapping within the Site; and • Bryophyte survey of walls / quarry faces within the Site. Provided the Proposed Development follows the implementation of the mitigation measures suggested in Section 5 below, it is not anticipated to result in any likely significant effects to biodiversity during the construction phase. <u>Operation</u>

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
	Eight records for small mammal species were returned from the 2km data searches, seven records for West European hedgehog (<i>Erinaceus europaeus</i>) and one record for polecat (<i>Mustela putorius</i>). The closest records were for two adult West European hedgehogs, both road casualties approximately 50m from the CGR. One was recorded north on Avon Street around the hairpin bend (2020), and the other was recorded south-east of the CGR on Station Road (2022). Habitats within the Survey Area such as woodland, scrub, grassland, and potentially residential gardens were likely to offer some suitability for commuting, foraging, sheltering, and breeding small mammals, including West European hedgehog. Breeding Birds A total of 245 records for 31 protected and priority bird species were returned from the 2km data searches. Species noted during the surveys included S7 (20 Environment (Wales) Act 2016 Section 7 S7) species starling (<i>Sturnus vulgaris</i>), house sparrow (<i>Passer domesticus</i>), and song thrush (<i>Turdus philomelos</i>). Other species included treecreeper (<i>Certhia familiaris</i>), nuthatch (<i>Sitta europaea</i>), siskin (<i>Carduelis spinus</i>), and goldcrest (<i>Regulus regulus</i>). Grey wagtail (<i>Motacilla cinerea</i>) was seen on rocks in the River Afan and dipper (<i>Cinclus cinclus</i>) was heard calling. Woodland, scrub, riparian habitats, and cavities in walls were suitable to support breeding, nesting, roosting, and commuting	During the operational phase, there may be an impact on biodiversity due to the fact the loss of habitat and habitat recovery may take a while to reestablish, however this will be mitigated via the planned compensatory planting, therefore no significant effects on biodiversity from the operational phase are expected.

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
	bird species. Residential, commercial and public buildings within the Survey Area had suitability to support birds that readily use cavities and roof spaces in buildings to nest e.g., house sparrow, starling, jackdaw (<i>Coloeus monedula</i>), and swift (<i>Apus apus</i>). The public library building supported several different nest boxes for birds. House sparrows were seen inspecting a hole-fronted nest box, and swift and house martin (<i>Delichonu rbicum</i>) boxes were also present. An old woodpigeon nest was found just north of the public footpath leading to the viaduct at the eastern extent of the Survey Area (TN6). Reptiles A total of 35 records for four reptile species namely adder (<i>Vipera berus</i>), grass snake (<i>Natrix helvetica</i>), common lizard (<i>Zootoca vivipara</i>) and slow-worm (<i>Anguis fragilis</i>) were returned from the 2km data searches. The closest record was for an adder in Cymmer, approximately 320m west of the CGR. The eight-figure grid reference provided appears to indicate that the individual was on a grass verge further west and adjacent to the public footpath that cuts through the central extent of the Survey Area. Habitat within the Survey Area including north-facing, often heavily shaded woodland and quarry stone slopes was sub-optimal for reptile species. Grassland was mostly open and	

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
	exposed and subject to high levels of disturbance from human activity. A wood chipping pile, sometimes used as refugia by reptile species e.g., grass snake, was noted near the Albion Bend (hairpin) during the site visit. Amphibians A total of 36 records for three amphibian species were returned from the 2km data searches. This included 20 records for common frog (<i>Rana temporaria</i>), four for common toad (<i>Bufo bufo</i>) and 12 for palmate newt (<i>Lissotriton helveticus</i>). The closest record was for a male and female common toad found under a plastic bag in a lean-to shed on Sunnyside Terrace approximately 580m north of CGR. Terrestrial habitats such as woodland, grassland, scrub as well as residential gardens were suitable to support common amphibian species. Invertebrates A total of 111 records for 36 protected and priority invertebrate species were returned from the 2km data searches. Small heath was the closest record, recorded along the footpath north of the River Afan, approximately 240m northeast of the CGR. Woodland, scrub, grassland and riparian habitats within the Survey Area were suitable to support a range of both common terrestrial and aquatic invertebrates. The mosaic of habitats in the wider landscape was suitable to support a range of invertebrate species. In 2017 the Colliery	

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
	Spoil Biodiversity Initiative found a diverse range of invertebrates at Afan Mineral Railway SINC, approximately 50m west of the Site, including at least seven species of conservation importance Fish Seven records for three distinct fish species were returned via data searches within 2km. Species comprised Atlantic salmon (<i>Salmo salar</i>), brown/sea trout (<i>Salmo trutta</i>), and eel (<i>Anguilla anguilla</i>). The closest record was for brown/sea trout located on the River Corrwg (hydrologically connected to the River Afan), north of the Survey Area. The River Afan at the northern extent of the Survey Area was suitable for a range of fish species including protected and priority species. Notable plant species Three records for notable plant species were returned via the 2km data searches. Two records for bluebell (<i>Hyacinthoides non-scripta</i>), one record for pennyroyal (<i>Mentha pulegium</i>), and one record for the bryophyte, Irish daltonia (<i>Daltonia splachnoides</i>). The closest record was for bluebell 1.4km south-southeast of the Site CGR. No protected/priority plant species were noted during the PEA although woodland habitat had some potential to support native bluebell. Invasive non-native (plant) species (INNS) A total of 37 records for 12 invasive non-native plant species were returned from the 2km data searches.	

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
	INNS on Site included Indian balsam <i>Impatiens glandulifera</i>, wall cotoneaster <i>Cotoneaster horizontalis</i>, rhododendron <i>Rhododendron ponticum</i> and Himalayan cotoneaster <i>Cotoneaster simonsii</i>.	
Hydrology, Hydrogeology and Soils	There are two designated main rivers located within 1km of Site. These include: ■ The River Afan, located within the Site (flows beneath Cymmer Bridge); and, ■ The River Corrwg, located 30m northwest of the Site; The Site is not situated within a classified flood risk zone, due to its elevated topography. The land surrounding the River Afan and River Corrwg corridor is at high flood risk from rivers due to its location. The bedrock geology underlying the Site consists of Rhondda Member-Sandstone. The aquifer is South Wales upper coal measures formation, a moderately productive aquifer. With regional, cyclic multi-layered aquifer with moderate yields from sandstones and many springs. Mine water quality poor but elsewhere reasonable. The study area is not located within a Source Protection Zone. Source Protection Zones are designated by NRW to protect areas from pollution where groundwater is used as a strategic source of drinking water.	<u>Construction</u> The proximity of the Site to the River Afan presents a potential pathway for effects on surface water quality during construction, particularly in relation to sediment mobilisation and accidental spillages associated with site activities. The Site and surrounding area are situated above moderately productive aquifer; however this is poor quality water and is unlikely to support local water supplies. The works are likely to involve groundworks which could create pathways for pollution from the site to the ground water. However, the potential for effects will be managed through the implementation of a Construction Environmental Management Plan (CEMP) incorporating best practice pollution prevention measures (e.g. CIRIA guidance and GPPs), appropriate storage and handling of materials, and site drainage controls to manage runoff. In addition, the drainage strategy, Water Framework Directive (WFD) assessment, and requirement for a NRW discharge permit will ensure that risks to both

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
	No historic landfill sites are located within the Site, the closest is located 1.6km to the southeast.	surface water and groundwater receptors are identified and controlled prior to construction. Given the limited extent of groundwater interaction anticipated and the implementation of embedded mitigation and regulatory controls, the potential for significant effects on hydrology, hydrogeology and soils during construction is considered unlikely. The construction activities will also be subject to a Flood Risk Activity Permit (FRAP). <u>Operation</u> During operation, surface water runoff from the Site will be managed through a sustainable drainage system (SuDS), designed in accordance with the drainage strategy and subject to approval by the Sustainable Drainage Approving Body (SAB). The SuDS design will control runoff rates and volumes, improve water quality prior to discharge, and maintain greenfield hydrological conditions where practicable. Compliance with the Water Framework Directive (WFD) will be demonstrated through a WFD assessment, and any discharges will be regulated through a NRW discharge permit, as required. With these embedded design measures and regulatory controls in place, no significant adverse

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Landscape Character and Visual Amenity	<u>Landscape Character</u> The Site is located within the South Wales Valleys (ID:37) National Landscape Character Area. At a local level, the Site is located within Character Area 11: Cwm Afan and Cwm Pelenna, as identified by Neath Port Talbot Council landscape assessment, based on LandMap information. <u>Visual Amenity</u> The nearest residential dwellings to the Site are located immediately adjacent to the Site, off Avon Street, Margam Street, Station Road, Lloyds Terrace and the A4063. Due to the valley topography, there are also a number of recreational receptors in the surrounding area with views of the Site and potential clear visibility of the Proposed Development.	effects on hydrology, hydrogeology, and soils receptors are anticipated during operation. <u>Construction</u> It is anticipated that the construction phase may have temporary impacts on the local landscape character and visual amenity of nearby sensitive receptors. This is due to the presence of construction vehicles and traffic associated with the construction activities, including the presence and working environment associated with the proposed construction compounds. As the Proposed Development is also situated within the South Wales Valleys National Landscape Character Area it is anticipated that the impacts are likely to be adverse. However, the Site positioning within the valley ensures the long-distance views of the Site are limited due to blocking from the valley sides. Potential loss of vegetation may impact the visual amenity and local landscape character, this could impact sensitive receptors including those in residential dwellings located along Avon Street, Margam Street, Station Road, Lloyds Terrace and the A4063. As part of the design, vegetation clearance will be kept to a minimum, where possible. Landscape planting is proposed within the Site boundary, albeit there will be required off-site planting to mitigate the

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
		potential tree removal. Hoardings may also be used to provide additional screening during the construction phase. Potential construction impacts will be mitigated and managed via measures set out in the CEMP, submitted as a supporting planning document. Due to the sensitivity and proximity of receptors, and scale of mature vegetation removal, the effects on the local landscape character and nearby sensitive receptors such as residential dwellings are considered to be major adverse, however these will be localised and contained and are not considered to give rise to significant adverse effects. The assessment of landscape and visual effects will be included in the Landscape and Visual Appraisal (LVIA) to support the planning application. <u>Operation</u> It is anticipated that the carriageway realignment will include improvements to the existing footpaths, cycleways, and parking areas, and new controlled crossing points. Due to the scale of mature vegetation removal, the effects on the Local Landscape Character and localised area are anticipated to be major adverse, however, these will be localised and contained, and

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
		therefore not considered significant from an EIA perspective. Therefore, it is anticipated that there will be no significant effects to local landscape and visual amenity during the operation phase.
Traffic and Transport	The existing highway network within the vicinity of the Site includes Avon Street, Margam Street, Station Road, Maesteg Road, Railway Crescent, Lloyds Terrace and the A4063. There are three Public Rights of Way (PRoW) within the Site. The National Cycle Network (NCN) 887 runs in an east/west direction to the west of the Site, and NCN 885 travels in a southeast direction approximately 120m south of the Site. 'Station Road' and 'Bethania' bus stops are located within the Site along Station Road. These bus stops serve a number of routes (70,71, 83), to Bridgend.	<u>Construction</u> The Proposed Development may generate a temporary increase in traffic associated with the construction activities. In addition, road closures, and potential diversions may be required. During the Construction Phase, there will be measures implemented in line with a Construction Traffic Management Plan (CTMP), which will include information on construction traffic routing, traffic volumes, and the construction programme which will aim to reduce potential impacts on road users and the wider road network. The Proposed Development will require the temporary closure or diversion of PRoW's and pavement access through the town. However, these impacts will be temporary, and safe footpath access will be managed throughout the construction phase, through measures included in the CEMP. Therefore, the Proposed Development is not anticipated to result in any likely significant effects to Traffic and Transport during the construction phase.

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
		<u>Operation</u> As the Proposed Development involves carriageway improvements and increased safety measures as set out in Section 3 above, it is likely that the Proposed Development will have a positive impact for all users. Therefore, there are no anticipated significant impacts on Traffic and Transport during the operation of the Proposed Development. In addition, the pedestrianisation of Cymmer bridge, is likely to be beneficial and improve accessibility for active travel users.
Population and Human Health	There are several areas of pavements for access through Cymmer these include lining the edges of Maesteg Road, Station Road and Avon Street. The nearest residential dwellings to the Site are located approximately immediately adjacent to the Site, at Avon Street, Margam Street, Station Road, Lloyds Terrace and the A4063. Community assets within the Site and or within proximity include the following: ■ Cymmer Health Centre, on Site; ■ Cymmer Community Library and Tea Room, immediate west of Site; ■ Gilgal Community Church, immediate west of Site;	<u>Construction</u> The Proposed Development may have a temporary impact on Population and Human Health due to the temporary increases in noise, dust levels, air quality emissions and restricted visual amenity associated with construction traffic and works. There may also be impacts on journey times due to potential road closures and potential pavement and cycleway diversions and closures. There will be a permanent loss of community facilities through the demolition of the existing Cymmer Health Centre, located in the centre of the Site. The temporary impacts will be mitigated via measures set out in a CEMP and CTMP which will be implemented during the construction phase.

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
	■ Cymmer Fire station, 10m west of the Site; and ■ Refreshment Rooms, 40m west of Site.	Therefore, no anticipated significant effects on Population and Human Health are anticipated during the construction phase. <u>Operation</u> The Proposed Development is expected to have an increased land take in comparison to the area currently covered by the road, this will involve the demolition of the health centre. The lack of Health centre in the town may negatively impact access to healthcare local people living in Cymmer. However once complete, the Proposed Development has the potential to have a positive impact on human health and wellbeing, as the improvements including to footway, cycleways, visibility on roads, and introduction of controlled crossing points for pedestrians will increase the safety and usability of the road. Therefore, there are no anticipated significant effects on Population and Human Health anticipated during the operation phase.
Air quality and Climate	The Site is not located within or adjacent to an Air Quality Management Areas (AQMA). There are no AQMAs within 10km of the Site.	<u>Construction</u> The Proposed Development is likely to have a temporary impact on sensitive receptors due to the construction activities associated with the earthworks, movement of construction vehicles,

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
	Greenhouse Gases (GHG) emissions occur as a result of human and natural activity, including emissions related to energy consumption, industrial processes, land use and land use change. Since the roads included within this Carriageway Realignment scheme, the greenhouse gas (GHG) baseline for the scheme is expected to be the current emissions resulting from the road's operation. The nearest sensitive receptors are residential dwellings which are located immediately adjacent to the Site, oat Avon Street, Margam Street, Station Road, Lloyds Terrace and the A4063.	transportation of materials and machinery, and members of workforce arriving and leaving the Site. There may also be temporary congestion caused by road closures and diversion routes and the presence of construction vehicles, which may all impact air quality levels temporarily in surrounding areas and result in the production of GHG emissions. However, these impacts will be temporary and will be mitigated by ensuring best practise measures are in place throughout the construction phase, implemented by the CEMP, CTMP and a Carbon Management Plan (setting out details for energy reduction in addition to measures to aim to deliver a reduced carbon footprint during the construction and operational phases). An Air Quality Assessment will be undertaken and submitted as part of the planning application for the Proposed Development. Providing the above measures are implemented during the construction phase there is unlikely to be any significant effects on air quality and climate, during the construction phase. <u>Operation</u>

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
		During the operation of the Proposed Development, traffic numbers are likely to return to pre-development levels, so it is unlikely there would be any change to existing air quality or existing baseline GHG emissions. Therefore, no significant effects to air quality and climate during the operational phase are anticipated.
Noise and Vibration	The Site is not located within or adjacent to a Noise Action Planning Priority Area (NAPPA). There are no NAPPAs within 10km of the Site. There are several sensitive receptors located in proximity to the Site, including residential dwellings, active travel routes, and community facilities (set out under Population and Human Health above).	<u>Construction</u> There is potential for sensitive receptors located in proximity to the Site (including nearby residential properties) to experience a temporary increase in noise and vibration due to the operation of plant, machinery, and construction activities associated with the proposed carriageway realignment, including earthworks. Construction activities will be temporary and are anticipated to be undertaken in phases, and primarily during standard daytime working hours. A Noise and Vibration Management Plan will be prepared prior to construction and will include standard best practice mitigation measures to reduce the potential for noise and vibration effects on nearby sensitive receptors. Such measures are expected to include the control of working hours, selection and maintenance of low-noise plant, and appropriate construction methods.

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
		Consultation with the Local Planning Authority Environmental Health Officer (EHO) is proposed to determine whether a Section 61 agreement will be required during construction of the Proposed Development. Best practice measures in relation to managing noise and vibration impacts during construction will also be set out in the Outline Construction Environmental Management Plan (CEMP), which will be submitted as part of the planning application. Given the temporary nature of the works, the limited duration and use of standard best practice mitigation measures secured through the CEMP and Noise and Vibration Management Plan, significant adverse effects on noise and vibration during construction are not considered likely. <u>Operation</u> During the operational phase, the Proposed Development is not expected to result in a material increase in traffic flows or a substantial change in alignment relative to existing nearby receptors. As such, baseline traffic conditions are expected to remain broadly comparable to the existing situation. The removal of motorised vehicles on Cymmer Bridge has the potential to reduce noise impacts to properties in proximity to this location, however on-going noise modelling is currently being undertaken

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
		to support the planning application, and the findings will be presented within a supporting report. Based on the nature and scale of the Proposed Development, and following confirmation of the above mitigation measures, it is anticipated there will be no likely significant effects on noise and vibration during operation.
Material Assets and Waste	The Proposed Development will require the use raw materials, including aggregates and construction materials, and will generate waste during earthworks, vegetation clearance and the removal of existing materials associated with the carriageway realignment and demolition of the existing health centre. The Site is located within a Safeguarded Category 1 Sand and Gravel resource area, as indicated by the Neath Port Talbot Local Development Plan (LDP) online interactive policy map⁴.	<u>Construction</u> Although the construction of the Proposed Development will result in the production of waste materials, the volume of material resources required to construct the Proposed Development is unlikely to be significant with regional availability. Providing a CEMP is in place throughout the works, and implemented by the Contractor, impacts on materials are expected to be minimal. Potential mitigation measures to reduce impact include: ■ Sourcing all materials required for the construction of the Proposed Development locally, as far as reasonably practical. ■ Any waste produced as a result of the Proposed Development will be managed by following the NPTC recycling guidance;

⁴ Neath Port Talbot LDP online interactive policy map. Available at: https://maps.npt.gov.uk/ldp_final/index.html

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
		■ Adhering to the waste hierarchy (Prevent, Reduce, Reuse, Recycle, Recover and then Disposal); and ■ Implementation of a Site Waste Management Plan (SWMP) by the appointed Contractor, which will reduce the amount of waste produced during construction by setting out how building materials, and any resulting waste, will be managed. Providing the above measures are implemented during construction phase there is unlikely to be any significant impacts from waste production and materials use. <u>Operation</u> Improving the quality and resilience of the pavements, cycleways and roads within the Site has the potential to reduce the need for maintenance during the operational phase and thereby the use of less materials in the long term. Therefore, no significant effects are expected to arise with regards to material assets and waste during the operation phase of the Proposed Development.

Environmental Factor	Environmental Baseline Findings	Potential for Significant Environmental Effects
Major Accidents and Disasters	The nature of the Proposed Development is not unusually complex, and it is considered unlikely it will pose potentially hazardous environmental effects, high risk of accidents or risk to human health.	<u>Construction</u> Good site practice, including the implementation of a CEMP and emergency response plans to potential accidents and disasters (e.g. pollution spills, and flooding) will be implemented during the construction phase. Therefore, no significant environmental effects as a result of major accidents and disasters are expected during construction of the Proposed Development. <u>Operation</u> The Proposed Development is likely to improve the road safety due to the carriageway realignment and improved active travel routes through the Site. Therefore, it is anticipated that the Proposed Development would not increase the risk of Major Accidents and Disasters on the Site.

4.0 Cumulative Assessment

Cumulative effects result from multiple actions on receptors and resources over time and are generally additive or interactive (synergistic) in nature. Cumulative effects can also be considered as effects resulting from incremental changes caused by other past, present or reasonably foreseeable actions together with the Proposed Development.

Committed developments, of sufficient scale and size, within 2km of the Proposed Development have been identified and considered as part of an initial, high level cumulative appraisal.

The following Committed Developments within the immediate vicinity of the Site, include:

- Planning Reference: DNS CAS-03678-M4Y0G7 - Upper Ogmere Grid Connection. A proposed application for a Development of National Significance (DNS) for the installation of 66 kV electricity network infrastructure comprising 4.8km of overhead lines and 4.2km of underground cables to provide a connection between the upper Ogmere Wind Farm and wider National Grid (Foel Trawsnant Grid Connection), located approximately 1km south of the Proposed Development. The DNS application was submitted in April 2026 and is awaiting a decision.
- Planning Reference: DNS CAS-02505-N3T6M4 - Foel Trawsnant Windfarm Connection. The connection will start at Foel Trawsnant Wind Farm in the North, heading South through the Western edge of Maesteg to a connection point with the existing overhead line approximately 2km South-West of Llangynwyd. This scheme is currently under examination.
- Planning Reference: Outline permission P2018/0493, granted January 2022; reserved matters P2022/0776, granted November 2022; and subsequent non-material amendment P2024/0820 – Wildfox Adventure Resort. Relating to a proposed adventure resort comprising 600 no. lodges/apartments, 100-bed hotel with associated spa, central plaza containing restaurants, leisure activities and shops, adventure activities and associated buildings (including X-sports, alpine/ski, forest activities and Trax & Trail), restaurants and associated administration and maintenance buildings and parking for approx. 850 cars, plus associated landscaping, drainage and engineering operations including re-profiling of land, boundary treatment, retaining structures, external lighting and CCTV, and diversion of public rights of way. This development is located approximately 180m southwest of the Site and represents a large-scale leisure and tourism project within the Afan Valley.
- In the wider surrounding area, planning activity has similarly been limited in scope, comprising household extensions, small commercial alterations, and community-facility upgrades. Notable examples include enhancements to the Cymmer Community Library (ref. P2021/0617), minor extensions to the Cymmer Swimming Pool (ref. P2024/0669), and modest residential or parking-related works at Chapel House and other nearby properties (refs. P2022/1012, P2023/0103).

Overall, the planning history for the Site and surrounding area comprises low-impact, small-scale developments that do not materially affect or constrain the Proposed Development. The only notable larger scheme in the vicinity is the Wildfox Adventure Resort, located approximately 180m to the southwest of the Proposed Development. This proposal is unrelated in function and does not impose any constraint on the delivery of the Proposed Development. Initial construction for this development has commenced and therefore while there remains potential for the construction phase to overlap with that of the Proposed Development, standard construction management and mitigation measures (as outlined above) are expected to minimise any such effects and it is therefore considered unlikely there is the potential for likely significant cumulative effects to occur. In addition, the identified National Grid infrastructure projects are separated from the Site and differ in scale and characteristics. On this basis, there is no clear pathway for interaction with the Proposed Development in terms of receptors and therefore it is considered unlikely that significant cumulative effects would occur.

5.0 Mitigation Measures

The layout and design of the Proposed Development have considered the potential impacts on nearby sensitive receptors and features of the surrounding environment. The following mitigation will be captured as part of the design and construction of the Proposed Development:

GENERAL

- An Outline CEMP will be prepared and submitted in support of the planning application. It will include best practice construction management measures to manage risks associated with the Proposed Development on the environment and human health, including those associated with pollution and resource use; and,
- A CTMP will be prepared and submitted in support of the planning application. The CTMP will contain information on construction traffic routing, traffic volumes and the potential for any impacts on the surrounding road network.

NOISE

- A Noise and Vibration Management Plan will be prepared prior to construction and will include standard best practice mitigation measures to reduce the potential for noise and vibration effects on nearby sensitive receptors.
- Consultation with the Local Planning Authority Environmental Health Officer (EHO) is proposed to determine whether a Section 61 agreement will be required during construction of the Proposed Development.

HERITAGE

- If unburied archaeology resources are found during excavation works, the works will cease and advice from Neath Port Talbot County council officer will be sought to confirm the requirement for mitigation measures, such as an Archaeological Watching Brief.

ECOLOGY

- A Potential Roost Assessment (PRA) will be undertaken on structures that could be impacted by the works through noise, vibration or demolition, this work must be undertaken by a suitably licenced bat ecologist as soon as possible to determine if emergence surveys are required.
- A Ground Level Tree Assessment (GLTA) will be undertaken on all trees to be impacted by the proposed works e.g., through removal, noise, vibration or impacts to root protection zones. This would identify the need for further surveys.
- An emergence survey for bats will be undertaken on Cymmer Health Centre building to classify the roost type and identify any further mitigation measures required.
- If a bat is discovered roosting during any works, then work in that area should cease immediately, until advice is obtained from a suitably qualified ecologist or Natural Resources Wales Species Protection Team.
- An otter survey will be undertaken (where access allows) prior to commencement of any drainage works relating to the River Afan.
- As agreed following a meeting in April 2026 with the NPTC Ecologist, further mitigation measures have been recommended, including:
 - Completion of a bryophyte survey will be undertaken prior to works commencing to determine if any further mitigation measures for bryophytes are required.
 - An off-site mitigation area will be acquired for translocation of reptiles from the Site, if required.
 - All habitat loss will be mitigated at a 2:1 ratio to comply with NPTC guidance.
- An INNS survey including location and mapping of extents will be undertaken prior to works commencing.
- Replacement planting of trees on a 3:1 basis will be required if avoidance is not possible to facilitate the works in line with Welsh Government policy⁵. An alternative off-site location will be acquired for replanting of trees prior to works commencing.
- Retained trees will be protected in accordance with British Standard BS5837 Trees in Relation to Design, Demolition and Construction (British Standards Institute, 2012).
- External lighting will be kept to a minimum and night-time work avoided to prevent any unnecessary disturbance to bats, badger and otter. Site compounds/excavations will be securely fenced with badger/otter proof fencing and works will cease and advice will be sought from a suitably experienced ecologist should a badger sett or otter holt be found within 30m of any works on Site.
- A Method Statement will be required for the removal of vegetation/trees on Site – This is applicable to reptiles/amphibians and small mammals (including dormouse although limited

⁵ Welsh Government (2024). Planning Policy Wales. Edition 12. [Online]. [Accessed April 2026]. Available at: <https://www.gov.wales/planning-policy-wales>

potential for presence on Site) and breeding birds if work is undertaken during the nesting season i.e. March to August inclusive, to safeguard protected and notable species.

- Any in-channel works in the River Afan (if required) will be timed to take place outside fish spawning season unless carried out within a dry bed or under a licence issued by Natural Resources Wales
- If bluebells are found to be present in areas where soil excavation is required, the topsoil containing the bulbs (if uncontaminated by non-native invasive WCA9 species such as rhododendron, Indian balsam, wall cotoneaster or Himalayan cotoneaster) will be translocated and placed in areas that are unaffected by the works under the guidance of an ecologist.
- A Method Statement will be provided by the Contractor and implemented on site throughout the duration of construction to prevent the spread of invasive non-native species.

HYDROLOGY

- Best practice mitigation and pollution prevention measures will be implemented and secured via the CEMP to ensure works are managed to reduce runoff and associated impacts on the water environment.
- A Drainage Strategy report will be produced following the initial consultations which will inform the detailed design process.
- Full consultation with the SuDS Approval Body (SAB) is required to discuss further how appropriate SuDS features might be incorporated into the Proposed Development.

AIR QUALITY AND CARBON

- A Carbon Management Plan will be prepared and it will set out details for energy reduction in addition to measures to aim to deliver a reduced carbon footprint during the construction and operational phases.
- An Air Quality Assessment report will be prepared and submitted as part of the planning application. The assessment will identify potential impacts and set out mitigation measures to ensure compliance with relevant air quality standards and planning policy.

6.0 Information to support the planning application

It is acknowledged that there are potential environmental impacts which could arise as a result of the Proposed Development. However, in line with the Indicative Criteria and Thresholds set out within the Screening Criteria set out in Schedule 3 of the EIA Regulations, it is considered that these impacts would not be 'significant' such as to warrant the submission of a statutory EIA.

It is proposed that the following documentation will be submitted to support the planning application:

- Outline CEMP;
- Outline CTMP;

- Planning Statement;
- Pre-Application Consultation Report;
- Design and Access Statement;
- Carbon Management Plan;
- Preliminary Ecological Appraisal;
- Bat Inspection Technical Note;
- Noise modelling and supporting report;
- Archaeological Desk Based Assessment;
- Heritage Statement;
- Drainage Strategy;
- SAB Application;
- Geotechnical / Structural Reports;
- Landscape Visual Appraisal, including landscaping plans; and
- Preliminary Geo-environmental and Geotechnical Risk Assessment.

7.0 Conclusion

The Proposed Development will change the current carriageway alignment within Cymmer, included within these plans is the strengthening works to existing retaining walls, new traffic signals and signs, widening of Albion bend to improve visibility, potential sewer diversion, pavement and cycleway improvements, improved parking areas, introduction of controlled crossing points, new junction and removal of failing structures.

It is anticipated that the Proposed Development is not likely to give rise to significant environmental effects during both the construction and operational phases. Where potential effects have been identified in **Table 1**, the approach to minimising and avoiding these effects through design and mitigation has been outlined. Where required, further investigation and surveys will be carried out.

We trust the foregoing demonstrates that the Proposed Scheme is unlikely to give rise to significant environmental effects and that, accordingly, will not be considered EIA development.

Your response to this formal request for an EIA Screening Opinion is welcomed within the three-week statutory period.

Yours faithfully

Rebekah Thompson
Associate

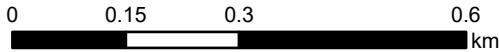


Appendix A – Figures

- Figure 1 – Site Location Plan
- Figure 2 – Environmental Constraints Map
- Figure 3 – General Arrangement Plan



Legend
— Site Boundary

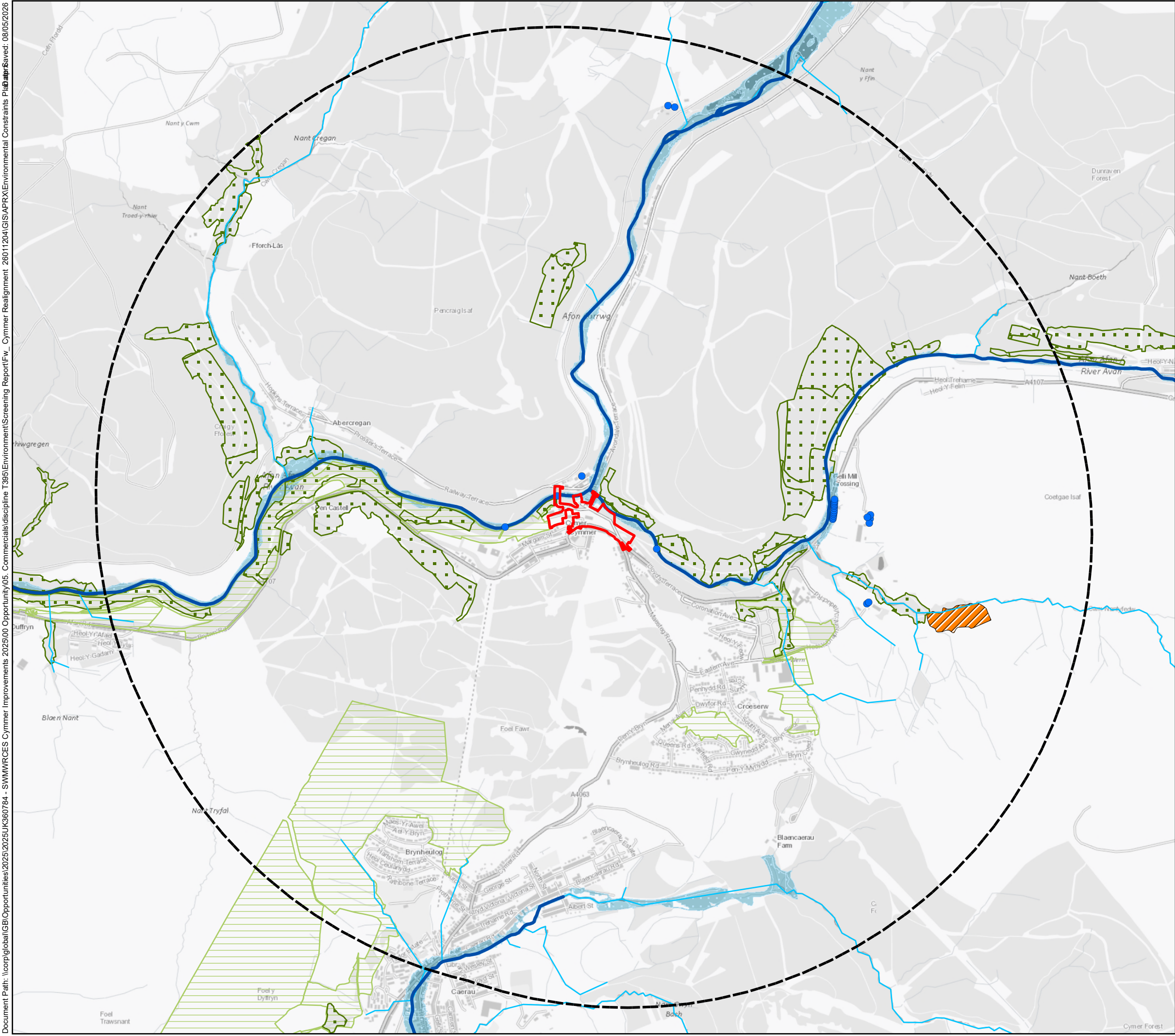


Client: 

Project: **SWMWRCES Cymmer Improvements 2025**

Title: **Figure 1 - Site Location Plan**

Date:	08 May 2026	Scale:	1:10,000
Drawn:	PB	Checked:	JLH
Drawing Number:		Approved:	RT



- Legend**
- Site Boundary
 - 2km Study Area
 - Grade II Listed Building
 - Ancient Woodland Inventory
 - Sites of Importance for Nature Conservation (SINC)
 - Historic Landfill Sites
 - Watercourses
 - Main Rivers
 - Flood Zone 2
 - Flood Zone 3



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km

Client:



Project:

SWMWRCS Cymmer Improvements 2025

Title:

Figure 2 - Environmental Constraints Plan

Date: 08 May 2026

Scale: 1:16,000

Drawn: PB

Checked: JLH

Approved: RT

Drawing Number:

