

OFFICER REPORT

Application Number: P2026/0328

Site Address: Cymmer Port Talbot

Proposal: Request for Screening opinion under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017, for the Proposed Cymmer Carriageway Realignment Works.

Applicant: Paul Ransome

Agent: Connor England

Ward: Cymmer & Glyncorrwg

Application Type: Screening Opinion

Valid Date: 21st May 2026

Statutory Expiry Date: 10th June 2026

Ext. of Time / PPA date:

Publicity Expiry Date: 5th June 2026

RECOMMENDATION - Not EIA Development

EIA Screening Assessment.

Application No.:	P2026/0328	
Site Location:	Land at Cymmer, Port Talbot	
Description:	Request for Screening opinion under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017, for the Proposed Cymmer Carriageway Realignment Works.	
Date of submission:	21.05.2026	
Relevant Regulation:	Town and Country Planning	

	(Environmental Impact Assessment) (Wales) Regulations 2017.	
Schedule 1.		
Is the project Schedule 1 Development?		No
Does the project change or extend development described in schedule 1?		No
Schedule 2.		
Is the project listed as a description of development under column 1 of Schedule 2?		10 Infrastructure Projects (f) Construction of roads (unless included in Schedule 1);
Are the applicable thresholds/criteria in column 2 exceeded/met?		Yes the area of development is 3.15 hectares which exceeds the 1 hectare threshold.
Does the project change or extend development described in column 1 of schedule 2?		No
Is the Project located wholly or partly within a 'Sensitive area'? Sensitive Areas are: - SSSI. - National Park. - World Heritage Site. - A scheduled Ancient Monument. - ANOB. - A European Site – SAC, CSAC etc.		No
Have the Welsh Ministers issued a screening Direction?	If Yes, is the direction that the development is EIA Development? If yes, has an EIA been submitted with the application? If direction is that the project is not EIA then no screening required.	No
Has an ES been submitted?	If Yes proceed to validation.	No

Based on the above information is a Detailed Screening Opinion Required? If yes proceed to screening report. If no, no further action is required.

Yes – See detailed report

Case Officer's Signature: M. Griffiths

Date: 10.06.2026

Detailed EIA Screening Assessment.

In answering the following questions due regard must be given to the impact of the development taking into account:-

- (a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);
- (b) the nature of the impact;
- (c) the transboundary nature of the impact;
- (d) the intensity and complexity of the impact;
- (e) the probability of the impact;
- (f) the expected onset, duration, frequency and reversibility of the impact;
- (g) the cumulation of the impact with the impact of other existing and/or approved development;
- (h) the possibility of effectively reducing the impact.

Questions to be considered.	Yes, No, Unknown – provide description.	For Yes/Unknown are effects likely to be significant?
Criterion 1. Character of Development		
Question 1a Size and Design of Development.		
Will the design, Construction, Operation or decommission of the project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies etc)?	Yes. The proposal comprises the realignment of the existing highway network within Cymmer, including construction of a new relief road, a new access road to the fire station, highway improvements, retaining walls, refurbishment of Cymmer Bridge, demolition of the existing health centre, active travel infrastructure, utility diversions and associated drainage works. The development extends across approximately 3.15 hectares and will result in physical changes to the existing urban environment, including alterations to existing roads, engineering operations, demolition works, vegetation removal and changes to	No. Whilst the proposal will result in physical changes to the locality, these are not considered likely to give rise to significant environmental effects. The works are localised in extent, largely confined to an existing developed settlement and transport corridor, and do not involve major alterations to the wider valley landform or water environment. Potential effects arising from earthworks, retaining structures, demolition activities, flood risk, drainage, ecology, landscape and heritage can be adequately assessed through the planning application process and mitigated through design measures, planning conditions

Questions to be considered.	Yes, No, Unknown – provide description.	For Yes/Unknown are effects likely to be significant?
	landform associated with highway construction. The site lies within a constrained valley settlement characterised by steeply sloping topography, retaining structures and the River Afan corridor. As a consequence, the proposal includes engineering works designed to address existing infrastructure constraints and maintain slope stability whilst improving highway safety and accessibility.	and other regulatory controls. Having regard to the scale, nature and location of the development, significant effects on the environment are not considered likely.
Question 1b Cumulation with Other Existing Development and/or Approved Development.		
Are there any other factors which should be considered such as: • Consequential development which could lead to Environment effects? • The Potential for cumulative impacts with other existing approved development or planning activities in the locality? • Any plans for future land uses on or around the location which could be affected by the project? • Transfrontier impact?	Yes. The proposal is located within the existing settlement of Cymmer where there is an established pattern of residential, commercial, community and transport-related development. The surrounding area has been subject to a number of planning permissions in recent years, including small-scale residential and commercial developments. The proposed carriageway realignment works also form part of a wider programme of highway and infrastructure improvements intended to address existing transport constraints within the village. Potential cumulative effects may arise during the construction period through the interaction of construction traffic, noise, dust and temporary disruption with other existing activities within the settlement.	No. No other existing, approved or committed developments have been identified that, either individually or in combination with the proposed development, would be likely to give rise to significant cumulative environmental effects. Any cumulative construction impacts would be temporary, localised and capable of being managed through standard construction management measures. Given the scale of development within the surrounding area and the nature of the proposal as an infrastructure improvement scheme within an established settlement, significant cumulative effects are not considered likely.
Question 1c Use of Natural Resources, in particular land, soil, water and biodiversity;		
Will construction or operation	Yes. The proposal will require	No. Whilst the development

Questions to be considered.	Yes, No, Unknown – provide description.	For Yes/Unknown are effects likely to be significant?
of the project use natural resources, in particular land, soil, water and biodiversity etc. which are non-renewable or in short supply?	the use of natural resources during both construction and operation. Construction activities will utilise aggregates, concrete, steel, asphalt, fuel, energy and water associated with road construction, retaining structures, bridge refurbishment and associated infrastructure works. The development will permanently occupy land within the existing settlement and transport corridor and will require excavation and earthworks in places. Vegetation clearance and the removal of some trees and habitat areas will be required to facilitate the development. The scheme is located adjacent to the River Afan and within an area containing ecological features including SINCs, woodland habitats and protected species interests. The proposal therefore has the potential to utilise and affect land, soil, water and biodiversity resources.	will utilise natural resources and result in some permanent land take and habitat loss, these effects are not considered likely to be significant having regard to the scale and nature of the proposal. The development is located largely within an existing developed settlement and highway corridor and does not result in the loss of best and most versatile agricultural land. Potential effects on water resources and biodiversity can be appropriately managed through drainage design, pollution prevention measures, habitat mitigation, ecological enhancement and compensatory planting. The use of natural resources is typical of a development of this nature and scale and is not considered likely to result in significant environmental effects.
Question 1d. Production of Waste		
Will the project produce solid wastes during construction or operation or decommissioning?	Yes. Construction of the proposed development will generate waste materials arising from demolition, site clearance, vegetation removal, excavation works, carriageway reconstruction, utility diversions and refurbishment works to Cymmer Bridge. Waste streams are likely to include construction and demolition materials such as concrete, asphalt, masonry, soils, vegetation and surplus	No. Whilst the development will generate waste during construction, the quantities involved are not considered exceptional for a highway infrastructure project of this scale. Waste can be appropriately managed through a Site Waste Management Plan and the application of the waste hierarchy, including the reuse and recycling of materials where practicable.

Questions to be considered.	Yes, No, Unknown – provide description.	For Yes/Unknown are effects likely to be significant?
	construction materials. The demolition of the existing health centre is also likely to generate demolition waste requiring removal from site. Limited operational waste is anticipated following completion of the development and would largely comprise routine maintenance materials associated with the highway network and associated infrastructure.	Construction waste would be removed and disposed of at appropriately licensed facilities. Operational waste generation would be limited. Having regard to the nature and scale of the proposal, waste generation is not considered likely to result in significant environmental effects.
Question 1e. Pollution and Nuisances.		
Will the project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	Yes. Construction of the development will involve the transport, storage and use of fuels, oils, lubricants, concrete, asphalt and other construction materials. The demolition of the existing health centre and excavation works may also encounter contaminated materials such as asbestos or related to past industrial uses. There is therefore potential for accidental spillages or releases during construction activities.	Not likely to be significant. The materials involved are typical of a highway infrastructure project or building demolition and can be managed through standard construction practices, pollution prevention measures and environmental management procedures.
Will the project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	Yes. Construction activities including demolition, excavation, retaining wall construction, bridge refurbishment, utility diversions and road construction are likely to generate temporary noise and vibration. The site is located within a narrow valley settlement containing residential properties and community facilities in close proximity to the proposed works, where local topography may influence the propagation of noise. Temporary	Not likely to be significant. Noise, vibration and lighting effects would be temporary, localised and largely restricted to the construction phase. Such impacts can be controlled through a Construction Environmental Management Plan, restrictions on working hours and appropriate construction methods. Whilst the valley topography and proximity of residential receptors may increase sensitivity to such effects, the impacts are not considered likely to be

Questions to be considered.	Yes, No, Unknown – provide description.	For Yes/Unknown are effects likely to be significant?
	construction lighting may also be required during certain phases of the works. No significant sources of heat energy or electromagnetic radiation are proposed.	significant having regard to their temporary nature and the scale of the proposal.
Will the project release pollutants or any hazardous, toxic or noxious substances to air, or lead to risks of contamination of land or water (including surface waters, groundwater, coastal waters or the sea)?	Yes. Construction activities have the potential to generate dust and emissions from plant and machinery and may give rise to risks of contamination through sediment-laden runoff, accidental spillages of fuels or oils, or disturbance of existing made ground. The site is located adjacent to the River Afan and within areas affected by fluvial flood risk, increasing the sensitivity of the receiving environment.	Not likely to be significant. Potential effects can be effectively managed through pollution prevention measures, drainage controls, dust suppression, construction management practices and compliance with relevant environmental legislation. Any effects would be temporary, localised and capable of mitigation.
Question 1f Risk of accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge.		
Will there be any risk of accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge during construction or operation of the project?	Yes. The site is located within a constrained valley settlement adjacent to the River Afan and parts of the scheme are located within areas identified as Flood Zone 2 and Flood Zone 3. Construction activities involving excavation, retaining structures, demolition works and bridge refurbishment give rise to potential risks associated with flooding, slope instability, structural failure, pollution incidents and extreme weather events. Climate change may increase the frequency and severity of extreme rainfall events and associated flood risk over the lifetime of the development.	Not likely to be significant. Whilst flooding, climate change resilience and ground stability are important considerations for the development, these matters are capable of detailed assessment through the planning application process and can be addressed through engineering design, drainage measures, construction management and other regulatory controls. The development does not involve the storage or use of hazardous substances and would not be expected to give rise to major accident hazards.
Are there risks to human health for example due to	Yes. The development has the potential to be affected by	Not likely to be significant. Subject to appropriate design

Questions to be considered.	Yes, No, Unknown – provide description.	For Yes/Unknown are effects likely to be significant?
water contamination or air pollution?	flooding, severe weather events and localised geotechnical instability due to the topography of the valley and proximity to the River Afan. However, the proposal principally comprises infrastructure improvements intended to improve the resilience, safety and operation of the local highway network.	and mitigation measures, the likelihood of significant environmental effects arising from flooding, severe weather events or ground stability issues is considered low. The proposal is not considered likely to result in significant environmental effects in this regard.
Criterion 2 Location of development.		
Question 2a Existing and approved land use.		
Will the project result in social changes for example, in demography, traditional lifestyles employment?	Yes. The proposal is intended to improve highway connectivity, accessibility, active travel provision and transport resilience within Cymmer. The development may provide temporary employment opportunities during construction and improve accessibility to community facilities and services. However, the proposal does not include residential development or significant employment-generating uses and is not expected to materially alter local population levels, settlement patterns or traditional lifestyles.	Not likely to be significant. Any socio-economic benefits are likely to be localised and positive in nature. The proposal is not of a scale likely to result in significant demographic or social change.
Are there any routes or facilities or approved facilities on or around the location, which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes. The site is located within the centre of Cymmer and is crossed or bordered by public highways, active travel routes, public rights of way and National Cycle Routes. Community facilities including the library, refreshment rooms, swimming pool and fire station are located within or adjacent to the scheme area.	Not likely to be significant. Any disruption is expected to be temporary and can be managed through construction phasing, traffic management and the provision of alternative access arrangements where necessary. The completed scheme is expected to improve accessibility for

Questions to be considered.	Yes, No, Unknown – provide description.	For Yes/Unknown are effects likely to be significant?
	Construction works may temporarily affect access to these facilities and routes.	pedestrians, cyclists and vehicle users.
Are there any transport routes or approved routes which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes. The scheme relates directly to the local highway network and has been brought forward to address existing infrastructure constraints, bridge limitations, traffic management issues and accessibility concerns within the village. Construction activities may result in temporary disruption to local traffic movements and public transport routes.	Not likely to be significant. Construction effects would be temporary and managed through a Traffic Management Plan. The completed development is intended to improve the operation, safety and resilience of the highway network and is therefore unlikely to give rise to significant adverse effects.
Is the project located in a previously undeveloped area where there will be loss of greenfield land?	No. The proposal is located predominantly within an existing developed settlement and transport corridor comprising highways, hardstanding, community facilities and associated infrastructure. Whilst some vegetation and undeveloped land may be affected by the scheme, the development does not involve the large-scale loss of greenfield land.	N/A
Are there any areas on or around the location occupied by land uses or approved land uses which could be affected by the project, particularly sensitive land uses e.g. hospitals, schools, places of worship, community facilities?	Yes. The development is located within a mixed-use settlement containing residential properties, community facilities, places of worship, recreational facilities and healthcare facilities. Sensitive receptors in proximity to the works include residential properties, the library, community facilities, Hebron Chapel and other local services. Construction activities have the potential to temporarily affect the amenity and accessibility of these receptors.	Not likely to be significant. Effects would be temporary, localised and capable of mitigation through construction management measures. The completed development is expected to provide improvements to accessibility, connectivity and highway safety for local residents and users of community facilities.

Questions to be considered.	Yes, No, Unknown – provide description.	For Yes/Unknown are effects likely to be significant?
Question 2b Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources (including soil, land, water and biodiversity) in the area and its underground;		
Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, soil, land, water and biodiversity, which could be affected by the project?	<i>Land and Soil Resources</i> Yes. The site is located predominantly within an existing developed settlement and highway corridor. The development does not affect Best and Most Versatile Agricultural Land and there are no known scarce mineral resources that would be sterilised by the proposal. <i>Water Resources</i> Yes. The site lies adjacent to the River Afan and includes areas affected by fluvial flood risk. The water environment is therefore a sensitive environmental receptor and construction activities have the potential to affect water quality if not appropriately controlled. <i>Biodiversity Resources</i> Yes. The site contains and adjoins habitats of ecological value including woodland, trees, river corridor habitats and areas associated with nearby Sites of Importance for Nature Conservation (SINCs). Ecological surveys have identified the potential presence of protected and priority species including bats, birds, reptiles and otters. <i>Underground Resources</i> Yes. The site is located within a developed valley settlement and contains existing infrastructure and services. There is no evidence that the	<i>Land and Soil Resources</i> Not likely to be significant. The proposal is located largely within an existing urban area and does not result in the loss of high-quality agricultural land or other scarce land resources. <i>Water Resources</i> Not likely to be significant. Potential impacts can be managed through drainage design, pollution prevention measures and construction management practices. Significant effects on the water environment are not anticipated. <i>Biodiversity Resources</i> Not likely to be significant. Whilst ecological interests are present, impacts can be appropriately assessed and mitigated through ecological design, habitat management, compensatory planting and species-specific mitigation measures. The proposal is not expected to result in significant effects on biodiversity resources. <i>Underground Resources</i> Not likely to be significant. No nationally important geological, mineral or underground resources are known to be affected by the development.

Questions to be considered.	Yes, No, Unknown – provide description.	For Yes/Unknown are effects likely to be significant?
	development would affect nationally important geological, mineral or underground resource interests.	
Question 2c Absorption Capacity of the Natural Environment		
Are there any other areas on or around the location which are important or sensitive for reasons of their ecology, or are used by protected, important or sensitive species of fauna or floras which could be affected by the project?	Yes. The site is located adjacent to habitats of ecological value including woodland, trees, river corridor habitats and nearby Sites of Importance for Nature Conservation (SINCs). Ecological surveys have identified the potential presence of protected and priority species including bats, otter, breeding birds, reptiles and other protected fauna.	Not likely to be significant. Whilst ecological receptors are present, impacts are capable of assessment and mitigation through the planning process and ecological management measures.
Are there any inland, coastal, marine, river mouths, riparian area or underground waters on or around the location which could be affected by the project?	Yes. The River Afan passes through the site and forms a key environmental receptor. The development also lies within areas affected by fluvial flood risk and includes works in close proximity to watercourses and associated drainage infrastructure.	Not likely to be significant. Potential impacts to the water environment can be appropriately managed through drainage design, pollution prevention measures and construction controls.
Are there any areas or feature of high landscape or scenic value on or around the location which could be affected by the project?	Yes. The site is located within the Afan Valley, a steep-sided valley landscape characterised by prominent valley slopes, woodland and views across the settlement. The surrounding landscape contributes to the character of the area and provides an attractive setting to the village.	Not likely to be significant. The development is located within an existing urban settlement and transport corridor and does not introduce development of a scale likely to significantly alter the wider landscape character of the valley.
Is the project in a location where it is likely to be highly visible to many people?	Yes. The proposal is located within the centre of Cymmer and will be visible from surrounding residential properties, public roads, community facilities, public rights of way and active travel	Not likely to be significant. The works comprise infrastructure improvements within an established urban environment and are not considered likely to result in significant visual effects.

Questions to be considered.	Yes, No, Unknown – provide description.	For Yes/Unknown are effects likely to be significant?
	routes.	
Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	Yes. The development is located within the built-up area of Cymmer and is surrounded by residential properties, community facilities, local businesses and transport infrastructure.	Not likely to be significant. Whilst construction activities may temporarily affect nearby receptors, effects are expected to be localised and capable of mitigation through standard construction management measures.
Are there any areas, landscapes, sites or features of historic, archaeological or cultural importance or significance on or around the location which could be affected by the project?	Yes. The site contains the Grade II Listed Cymmer Bridge and is located in proximity to a number of other listed buildings including Cymmer Viaduct, Croeserw Viaduct and Hebron Chapel. Cadw has considered the proposal and concluded that the impact on the historic environment would not be significant enough to warrant EIA.	Not likely to be significant. Heritage impacts can be assessed through the planning and Listed Building Consent processes and are not considered likely to result in significant environmental effects.
Are there any areas on or around the location which area already subject to pollution or environmental damage e.g where existing legal environmental quality standards are exceeded, which could be affected by the project? Or in which it is considered there is such a failure? Such as AQMA?	No known areas have been identified. The site is not located within an Air Quality Management Area and there is no evidence that statutory environmental quality standards are currently exceeded within the area.	N/A
Is the project located susceptible to subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions, which could cause the project to present environmental problems?	Yes. The site is located within a steep-sided valley environment and parts of the development are affected by Flood Zones 2 and 3 together with DAM Zone C2 floodplain constraints. The Council's constraints mapping also identifies a landslip consultation area within the vicinity of the site. The development therefore has the potential to be affected by	Not likely to be significant. These matters are recognised design constraints for the project and can be appropriately assessed and addressed through engineering design, flood risk assessment, drainage measures and construction management. The presence of such constraints does not indicate that significant environmental effects are

Questions to be considered.	Yes, No, Unknown – provide description.	For Yes/Unknown are effects likely to be significant?
	flooding, ground stability and climate change related impacts.	likely.

Statement Of Reasons
In coming to this decision the Authority has had due regard to all information submitted by the developers; the available results of other environmental assessments as well as the criteria set out within schedule 3. The Authority's main reasons for coming to this decision are set out within the above table. In conclusion, the Authority is of the opinion that the proposed development, either alone or in combination, are unlikely to have a significant adverse effect on the environment. This is on the understanding that the above identified effects could be avoided or prevented as specified within the table. As such, the likely effects of the development are unlikely to be significant enough to warrant EIA development.

RECOMMENDATION

Not EIA Development

Subject to the following conditions/reasons, which have been imposed for the reasons stated:-

Case Officer	Matthew Griffiths
Telephone No.	01639 686776
Date of Recommendation	10th June 2026