



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

29 June 2026

Dear Sir / Madam,

Ref: The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 | Request for an Environmental Impact Assessment Screening Opinion (Regulation 6) for Cryddan Brook Flood Alleviation Scheme, Melyn, Neath in South Wales.

Please find enclosed 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 2017') from the Local Planning Authority, Neath Port Talbot County Borough Council (NPTCBC), prepared on behalf of the applicant, NPTCBC, hereafter known as the 'Applicant'. A separate letter will also be issued to Natural Resources Wales (NRW) to request an EIA Screening opinion under The Marine Works (Environmental Impact Assessment) Regulations 2007 (hereafter referred to as 'the Marine EIA Regulations 2007') and a marine licence under the Marine and Coastal Access Act 2009 (as amended).

The Applicant intends to submit an application for planning permission under the Town and Country Planning Act 1990 (as amended) for the Cryddan Brook Flood Alleviation Scheme (hereafter referred to as the 'Proposed Scheme'), located between the existing railway line to Foundry road and Eaglesbush valley in the town of Neath (the 'Site'). The Proposed Scheme involves a series of flood defence upgrades and culvert installations designed to address recurring flood events in the Melin area of Neath, South Wales.

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

- Regulatory Framework;
- The Site location of the Proposed Scheme and its surroundings;
- A description of the nature and purpose of the Proposed Scheme;
- Information regarding the sensitivity of the Site and the surrounding area;
- A description of the potential for environmental effects;
- Cumulative effects from the past, present or reasonably foreseeable actions together with the Proposed Scheme; and
- Mitigation measures proposed for the management of the identified impacts.

1.0 Regulatory Framework

The Proposed Scheme involves works above and below Mean High Water Springs (MHWS)¹, as such, different regulatory regimes apply:

- NPTCBC, the local planning authority, is responsible for issuing planning applications for development occurring landward of Mean Low Water Springs (MLWS), which falls under the Town and Country Planning Act 1990 (as amended) and should consider requirements outlined in the EIA Regulations 2017; and
- NRW is responsible for marine licencing seaward of MHWS, in accordance with the Marine and Coastal Access Act 2009 and should consider requirements outlined in the Marine EIA Regulations 2007.

The purpose of this EIA Screening letter is to determine whether an EIA is required for the Proposed Scheme and to ensure that any key potential impacts that may give rise to significant adverse effects are appropriately addressed through mitigation. The applicable EIA regimes for terrestrial and marine elements of the Proposed Scheme are outlined below.

'Terrestrial' EIA Regulations 2017

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 2017 set out thresholds for "Schedule 1 development" and "Schedule 2 development", where an EIA is always required for "Schedule 1 development" and potentially required for "Schedule 2 development", dependent on the development's size, location or its potential to cause significant environmental effects.

The Site covers an area of approximately 3.35 hectares (ha). Given the nature of the Proposed Scheme and its location and types/ characteristics of the potential impact, the Proposed Scheme is considered to fall under **Schedule 2 of the EIA Regulations 2017, Paragraph 10 "Infrastructure projects", sub-paragraph (h), which covers "Inland-waterway construction not included in Schedule 1, canalisation and flood-relief works"**.

The Site is not considered to lie within a "sensitive area" as defined by the EIA Regulations 2017, (i.e. within a Site of Specific Scientific Interest (SSSI) or European site, National Park, Area of Outstanding Natural Beauty (AONB), World Heritage Site or Scheduled Monument). The proposed construction works may only cover an area less than 1ha. However, as the Site exceeds the 1ha threshold, a screening opinion is being sought from NPTCBC.

The following sections of this letter fulfil the requirements of Schedule 3 of the EIA Regulations 2017 and will assist NPTCBC in reaching a decision on whether the Proposed Scheme is an EIA development.

Marine EIA Regulations 2007

The majority of the proposed works are located landward of MHWS. However specific elements, particularly the construction and operation of the two outfalls into the River Neath, are expected to

¹ For the purposes of this assessment, the Welsh National Marine Plan area has been used as it is bound by the MHWS mark.

extend below MHWS and therefore fall within the marine licencing regime regulated under the Marine and Coastal Access Act 2009 and the Marine EIA Regulations 2007.

Marine developments are categorised into Schedule A1 projects and Schedule A2 projects under the Marine EIA Regulations 2007 to determine whether an EIA is required, based on the characteristics, location and potential impacts of the project on the environment.

Given the nature of the Proposed Scheme and its location and types / characteristics of the potential impact, including the works below MHWS, the Proposed Scheme is considered to fall under **Schedule A2 of the Marine EIA Regulations 2007, Paragraph “Infrastructure projects”, sub-paragraph 64: “Inland-waterway construction not included in Schedule A1, canalisation and flood-relief works”**.

As the Proposed Scheme falls under Schedule A2, NRW must determine whether an EIA is required in relation to proposed activities which extend below MHWS. The following sections of this letter fulfil the requirements of Schedule 2 of the Marine EIA Regulations 2007 as well to assist the NRW in reaching a decision on whether the Proposed Scheme is an EIA development.

2.0 The Site and Surroundings

2.1 SITE DESCRIPTION

The ‘Site’ of the Proposed Scheme comprises an area of approximately 3.35 ha (approximately 33,500 m²) located in Melyn, Neath in South Wales. The Proposed Scheme follows the route of the existing culvert at St Catherine’s Close, running between Castle Bingo and Fordpad, through Castle Bingo car park to DC Griffiths Way, under the existing railway, across Milland Road and into Milland Road Industrial Estate, under Cryddan Brook and Neath Canal before discharging into the tidal River Neath.

The Site also comprises a mix of commercial and light industrial features, with areas of hardstanding and internal access roads connecting these commercial units to the A474-Briton Ferry Road and Old Road. Scattered green patches and low-lying vegetation are present, particularly near the northwestern side of the Site where the River Neath forms a natural boundary to the west of the Site. An existing railway line runs north-south through the centre of the Site. There are no residential properties within the Site, however, there are numerous residential properties around the eastern edge of the Site. The Site is defined by the Site Boundary shown on **Figure 2-1**.

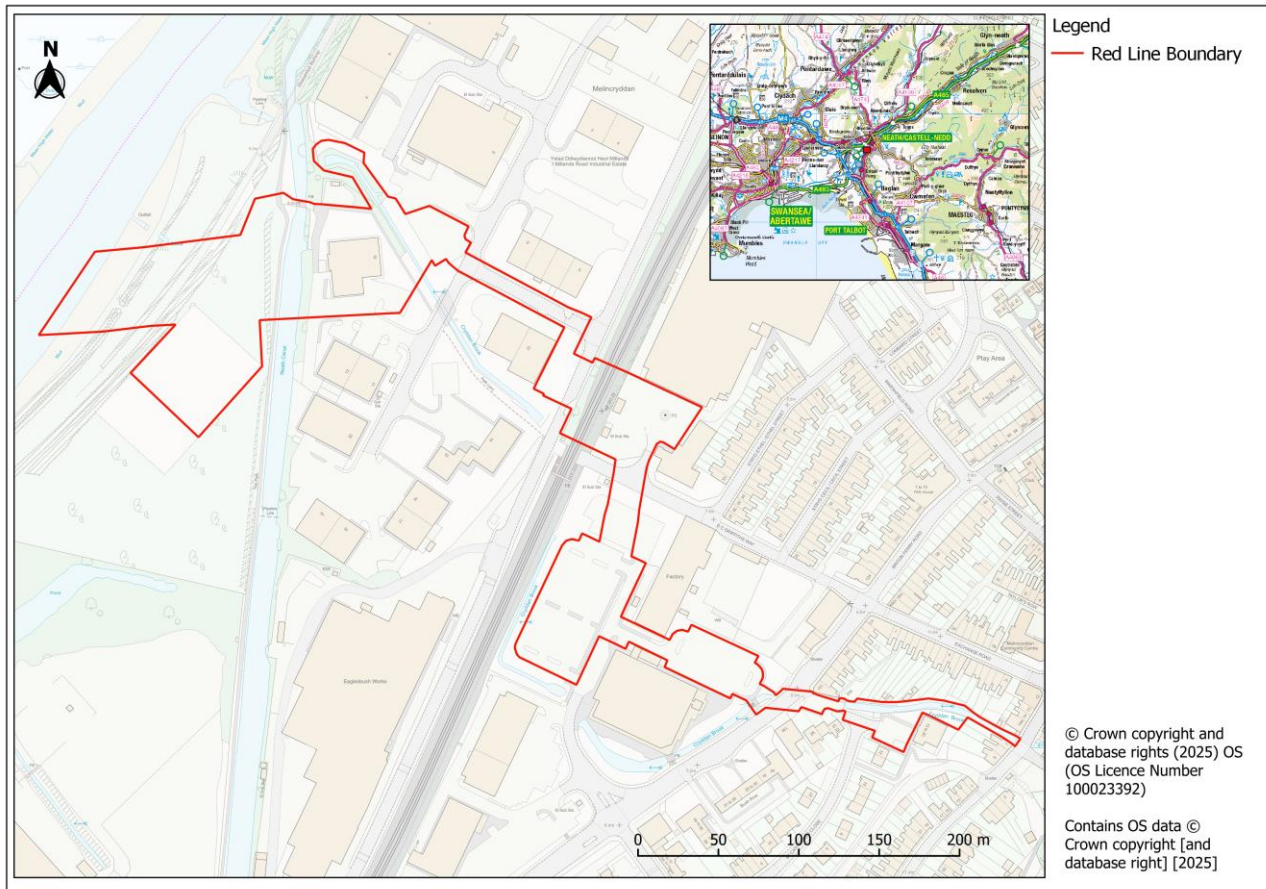


Figure 2-1 Site Location

2.2 SITE SURROUNDINGS

The land surrounding the Site to its northeast, southeast and east predominantly comprises residential properties, with industrial units located to the north and southwest. On the west, the Site is bordered by River Neath and open marshy land present on the east of the river. The Site is well connected by the A474-Briton Ferry Road and Old Road which connects to Neath town. These roads also connect to other road networks such as the B4434 and the A465 along with numerous local roads.

3.0 Characteristics of the Proposed Scheme

Project Need

The Applicant is seeking planning permission to address the flood risk caused by Cryddan Brook. There have been historical issues with blockages at the existing St Catherine's Close Culvert and overflow debris screens, which has led to the backing up of water in the watercourse. The water has previously overtopped the existing walls and flowed towards properties along St Catherine's Close and flowed north-westward to flood the A474 Briton Ferry Road. The culverts in the existing watercourse at St Catherine's Close, the railway crossing and in Milland Road Industrial Estate also have insufficient capacity to deal with frequent flood events.

There have been six flood events in the last six years, including August 2020, when five residential and one commercial property flooded due to insufficient capacity and again, in October 2021 when

sixteen residential and one commercial property flooded as Cryddan Brook's banks were overtopped. Blockage of the debris screens in November 2022 caused further flooding, this time flooding the A474 road and one commercial property. Extensive flooding was also experienced at Milland Road in January 2024. The most recent flooding occurred between 14th – 15th December 2025 at the St Catherines Close inlet, when approximately 90% increase in peak water level was reached in 24 hours, leading to overtopping at the Cryddan Brook and flooding onto north side of Milland Road Industrial Estate, which affected more than 20 businesses in the area.

Project Description

A new flood alleviation scheme is needed to increase capacity within the existing river network to deal with frequent flooding and provide a better level of protection. While there is also a tidal flood risk to the area, the purpose of the Proposed Scheme is to address river flooding, however, works to the outfalls will keep tidal water from entering Cryddan Brook.

The key component of the Proposed Development is a new bypass culvert system designed to divert flows from Cryddan Brook at St Catherine's Close directly to the River Neath, thereby reducing reliance on the existing constrained in-channel culvert network. This system would operate separately from the main brook downstream of the diversion point.

The Proposed Scheme comprises the following elements, and the key elements of the Proposed Scheme are labelled along with the pipeline route and Site boundary on **Figure 3-1**:

- **Linear defences at the upstream face of Old Road bridge** – in order to prevent over topping, existing linear defences will be raised from a defence level of 15.7m Above Ordnance Datum (AOD) to 15.8m AOD tying the bank levels in with the existing bridge deck wall level.
- **Linear defences at St Catherines Close** – the existing linear defences will be raised from a level of approximately 11.6m AOD to 11.95m AOD, providing additional channel capacity when flows exceed the culvert limits.
- **Main culvert at St Catherines Close** - the existing main culvert will be disconnected from the watercourse and replaced by an upsized culvert measuring 2m by 1.5m, with an upstream invert level of 6.89m AOD as it passes under the road. It is preceded by concrete cascade steps that connect to the upstream channel inlet, whose invert is 9.41m AOD. A new debris screen will be installed that has an angled section with 50mm bar spacing to prevent otter entry and a horizontal section with a larger 450mm bar spacing. Re-construction of the inlet and existing bypass walls will be required to accommodate the larger culvert. The existing bypass culvert will have a new angled debris screen with a minimum of 100mm bar spacing to allow otter entry into the existing cascade steps and a 700mm culvert into the Cryddan Brook. The new debris screen will also prevent entry of large debris, which is the primary purpose. To maintain flow within the Cryddan Brook, multiple pipes will be put through a re-constructed concrete weir of the existing bypass to allow flow through with a weir arrangement at the debris screen of the new box culvert to help force flow through the pipes (shown as New Debris Screen and Weir in **Figure 3-1**).
- **New box culvert from St Catherines Close to the rail line** - The new upsized box culvert will pass beneath Briton Ferry Road and continue downstream between Fordpad and Castle Bingo into the Castle Bingo Car Park and open space. The disconnected main culvert at St Catherines Close will be connected to a storage chamber near the rail line by a new 2.5m x 1m box culvert (shown as Box Culvert in **Figure 3-1**).

- **New double culvert under the rail line** - a storage chamber with an invert level of 2.1m AOD and a soffit of 7m AOD will be installed. The storage chamber will have a width and length of 7m giving a volume of 220m². From this chamber, two concrete jack pipes of 2m diameter (shown as 2000mm Concrete Pipe 1 and 2000mm Concrete Pipe 2 in **Figure 3-1**) will be passed under the South Wales Main Line rail line, with invert levels 2.39m AOD between the external top of the pipe and 2.47m AOD with the railway line so that the invert levels ensure sufficient cover of approximately 1.65m and 1.83m respectively.

West of the railway line, the two culvert pipes will emerge into two manholes located in the grass area alongside Milland Road opposite the railway. These manholes will be connected by a 2m diameter High-Density Polyethylene (HDPE) plastic pipe (shown as 2000mm HDPE Pipe in **Figure 3-1**), continuing to Milland Industrial Estate. The pipe will then enter a second new storage chamber at a car park next to Milland Road by Unit 9 at the Milland Road Industrial Estate.

- **New storage chamber at the canal** - a 20m long, 4m wide chamber with an invert level of approximately 1.2mAOD and a soffit of approximately 6.5mAOD will be installed at the off take for the gravity outfalls (shown as Diversion Chamber connecting 1800mm Concrete Pipe 1 and 1800mm Concrete Pipe 2 with the 2000mm HDPE Pipe in **Figure 3-1**). This will have a volume of 424m³ and will be connected with an over spill.
- **Gravity outfall under the canal** – Flows from the chamber will discharge through a flapped gravity outfall comprising two 1.8m diameter concrete jacking pipes on either side of Unit 10 and passing underneath the Cryddan Brook and Neath Canal, discharging into the River Neath (shown as 1800mm Concrete Pipe 1 and 1800mm Concrete Pipe 2 in **Figure 3-1**). A new concrete headwall and channel wall structures will be constructed to allow the pipes to discharge into the tidal River Neath at inverts of 0.54m AOD and 0.55m AOD. Non return valves fitted to the outfalls will prevent tidal inflows from entering the system. Construction of the gravity outfalls into the River Neath will fall below MHWS (shown as Outlet Channel 1 and Outlet Channel 2 in **Figure 3-1**).

The Proposed Scheme will incorporate a variety of trenched and trenchless techniques, with micro tunnelling favoured in areas dense with utilities. Specific construction methods relating to the Proposed Scheme are yet to be developed at the time of writing.

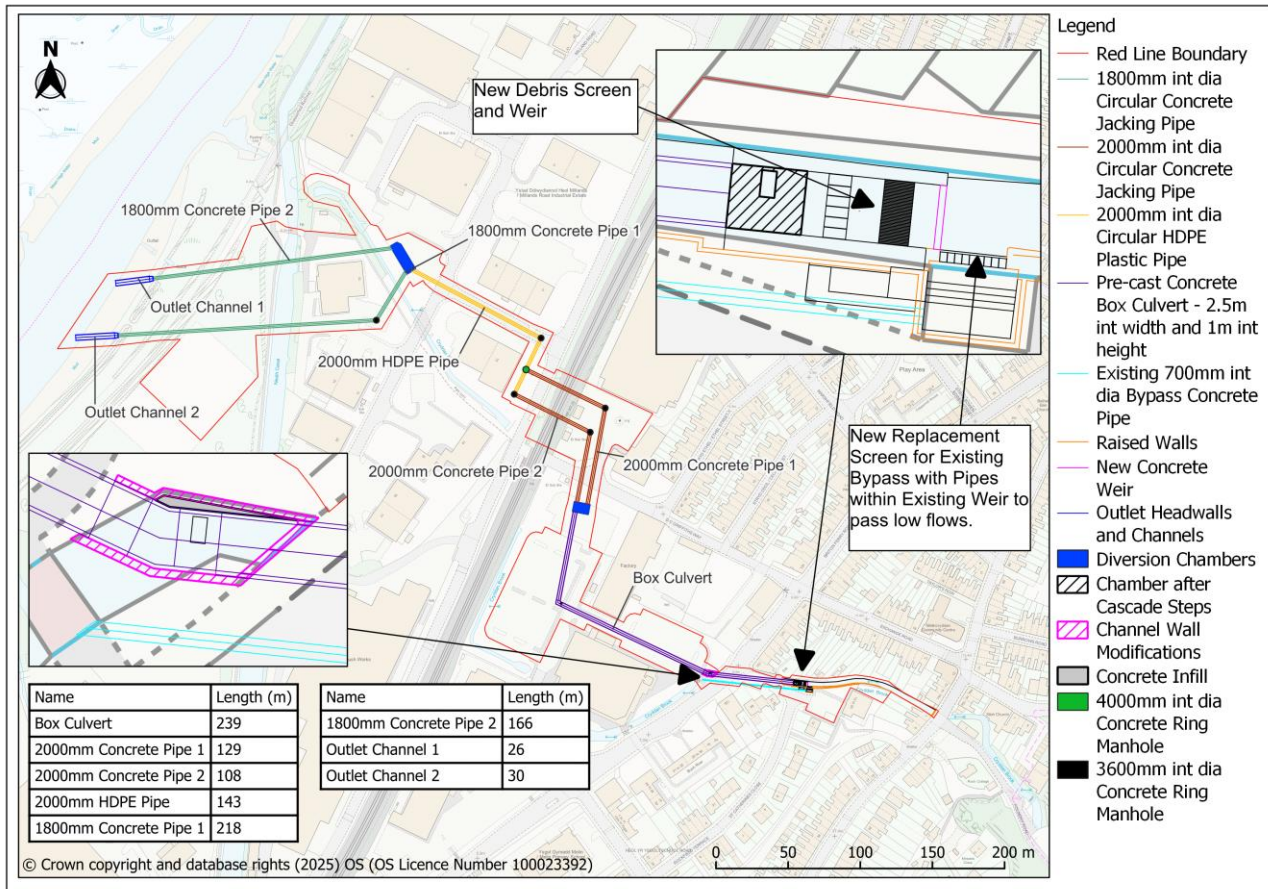


Figure 3-1 General Layout of the Proposed Scheme

All elements of the Proposed Scheme are located above MHWS aside from construction of the gravity outfalls in the River Neath. For the purposes of this EIA screening letter, the Welsh National Marine Plan area has been considered as it is bound by the MHWS mark, as in **Figure 3-2**.

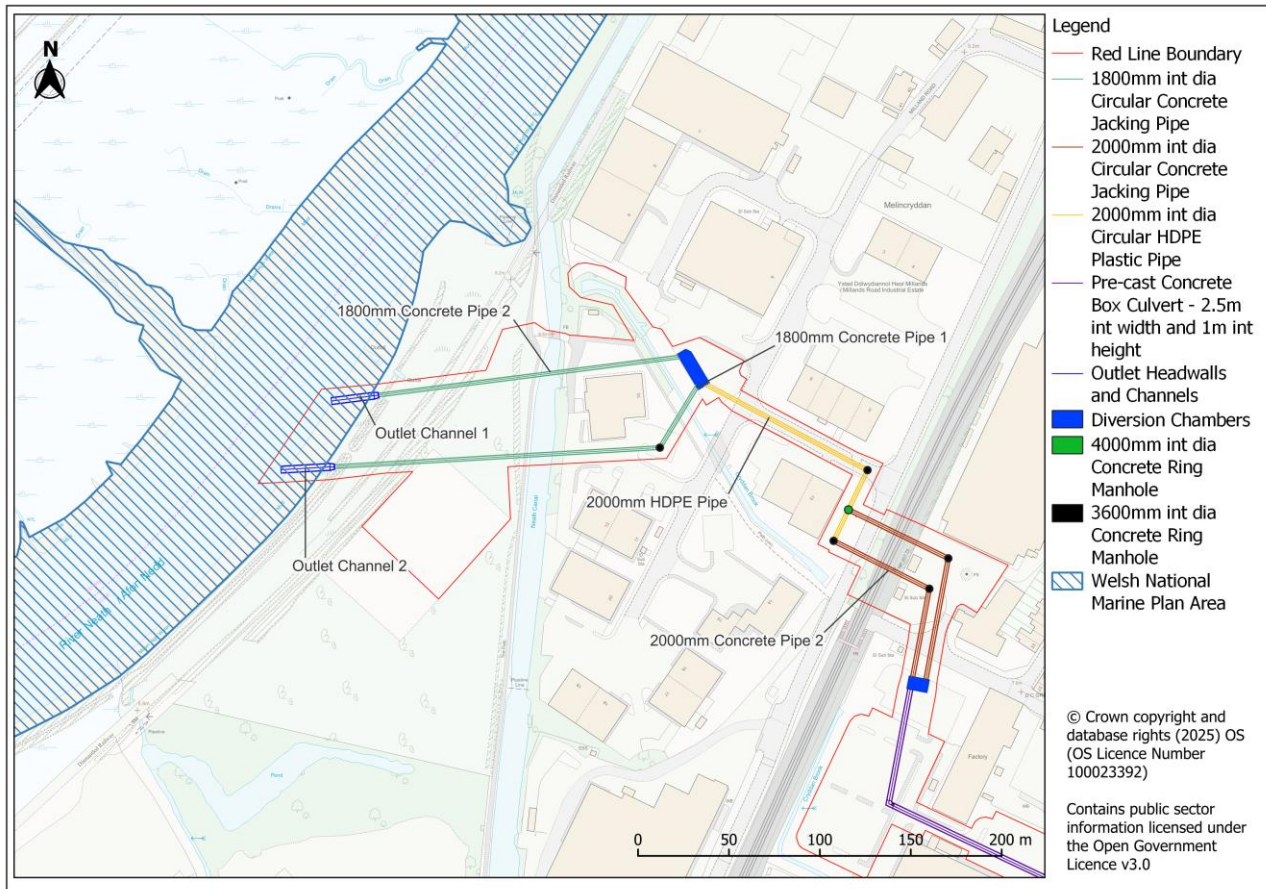


Figure 3-2 - Project location in relation to the Welsh National Marine Plan area

The Full Business Case (FBC) and Detailed Design of the Proposed Scheme commenced in July 2025 and are programmed to progress subject to Welsh Government funding and approval of the FBC. Construction is anticipated to begin in March 2027, for a period of approximately 18 months.

Project Methodology

For the construction of the culverts, pipework will be installed through part open cut excavation with a 22 or 13 tonne (t) 360 excavator and 6t dumper with use of a trench box or trench sheeting to stabilise excavations. The trench is excavated and bedding material put into the trench before the pipe is laid and then backfilled and the ground above reinstated. For some locations that cannot be carried out with open cut excavation, it will be carried out with trenchless excavation techniques. In particular this concerns the crossing of the railway and outfall pipe works crossing under the Cryddan Brook and the Neath Canal. This involves creating launch and reception shafts for micro-tunnelling, which will involve 12t 360 excavators and smaller 6t excavators, use of a crane, 12t dumpers and skips and use of a Tunnel Boring Machine (TBM). Shafts may be constructed using sheet piles with staged excavation and brace supports or through the caisson sinking method, which sinks/pushes concrete caisson rings into the ground with staged excavation and use of hydraulic jacks.

Manholes will be constructed by creating shafts from sheet piles with staged excavation and brace supports and creating a reinforced concrete base and pre-cast concrete rings to create the manhole. This will involve 22 or 13t 360 excavators, smaller 6t excavators, use of a crane, 6t dumpers and

skips. For connecting pipes, a diamond coring machine will be needed. This will involve concrete pouring for the base and the use of cementitious materials between the rings and for access elements for the manhole; a concrete chut attachment to the excavator will be required for these works. In the case of the tunnelling shafts, manholes can be created within them and the area outside backfilled.

For the construction of the outfalls, there will be a need for a sheet pile cofferdam to be installed to the segregate tidal water from the working area. It will likely have a precast concrete outfall, which can lower on site on to the gravel bed. This will involve excavation and sheet piling may need bracing. Cranes may also be needed along with a 22 or 13t excavator and 6t dumper and skips. A flap valve will be installed on the outfalls as part of the works.

For the construction of the chambers, it will be similar to manhole construction, involving the creation of an underground chamber with concrete walls and a base with connections for pipes. The chamber downstream by the outfalls is intended to be a diversion chamber, therefore it could either be a large precast concrete manhole chamber, like a large manhole or a precast concrete tank. Open cut excavations will be proposed for the tank, using 12t 360 excavators, 6t excavators, a crane, 6t dumpers and skips, and possible diamond coring for the pipes as well as use of in situ concrete. Sheet piles being driven for creating a working area to stabilise the excavation is more likely. For sheet piling either an excavator with a Movax attachment to vibrate drive the piles in or an impact hammer attached to the excavator or a form of piling rig machine will be required.

For the construction of the linear defences, dowel bars and re-casting concrete will be added into the existing wall crest or more brick courses will be added to the existing wall. A 12t excavator and concrete chute attachment may be needed for this work. A crane may also be needed based on the accessibility available at site for the defence wall construction. Demolition / wall removal would be involved, possibly using an excavator with a hydraulic breaker attachment. Waste materials would be transported offsite to a designated waste disposal site.

There will also be stabilising works as a way of managing existing watercourse levels on Cryddan Brook. Overpumping at the St Catherine's Close culvert at the upstream end and into Cryddan Brook downstream of Briton Ferry Road east of Castle Bingo will be required. Overpumping will involve pipes and a box pumping unit.

Excavation will be needed in the existing soft estates and hardscapes. For the installation of pipes in an open cut excavation method, excavation of about 4.4m will be required. However, while underlaying pipes with pipe jacking/ micro-tunnelling method, the excavation required will be about 4.2m. For the chambers, the excavation required will be about 6m and about 3.6m will be required for the construction of the box culvert. The outfall pipes will be installed about 5-6m deep into the River Neath.

4.0 Types and Characteristics of the potential impact

The screening assessment presented in **Table 1** considers the potential for likely significant effects during the construction and operation phase of the Proposed Scheme. Decommissioning has been excluded from this screening assessment due to the nature of the Proposed Scheme and its longevity. Any potential impacts during decommissioning are expected to be similar to, or no greater



than, those identified during the construction phase. However, the specific impacts would need to be assessed if, and when, decommissioning is proposed.

Table 1 Review of Proposed Scheme against Environmental Sensitivities as identified within Schedule 3 of the EIA Regulations

Environmental Factor	Baseline Findings	Potential for Significant Environmental Effects
Ground conditions	The land gently slopes upwards from west to east, starting at a minimum height of 5m AOD adjacent to the River Neath and reaching a maximum height of 16m AOD on Foundry Road. The Site currently comprises a mix of industrial and commercial buildings along with local roads and parking areas. There is low-lying vegetation present particularly towards the western edge adjacent to the River Neath. The Site is bordered with residential developments on its eastern sides. There are no historic or authorised landfills within the Site. However, the following historic and authorised landfills are identified within 2km of the Site: ▪ Neath Abbey Historic Landfill (reference no.: EAHLD14880) is located approximately 440m to the northwest of the Site; ▪ Neath Abbey Refuse Site Historic Landfill (reference no.: EAHLD34828) is located approximately 750m to the northwest; ▪ Giants Grave Tip Historic Landfill (reference no.: EAHLD31231) is located approximately 1.1km to the southwest; and ▪ Giants Grave Landfill Authorised Landfill (permit no.: SP3298FT) is located approximately 1.3km on the southwest.	<u>Construction</u> There may be need for vegetation clearance to facilitate the works and the removal of topsoil. Excavation of up to a maximum of 6m will be required for the installation of the new culverts, storage chambers and the two outfalls. Except for a few areas of land on the western edge of the Site and western edge of DC Griffiths Way, the Site is already previously developed land. Though there are no historic or authorised landfills within the Site, there is a possibility that previously unrecorded remains associated with the brickworks and steelworks noted on historic mapping of the area may be present at site. However, modern developments have likely led to the truncation and removal of any remains and therefore disturbance to historic contamination is unlikely. Construction excavations can pose a risk of creating new pollution pathways to underlying aquifers and groundwaters. In order to prevent pollution of the groundwater and aquifer underneath, use of precast concrete will be used wherever applicable. Any adverse impacts to the ground conditions are anticipated to be managed through the implementation of good practices and mitigation measures set out in the Construction Environmental Management Plan (CEMP). However, further mitigation measures may have to be adopted as required based on the results of the ground investigation works that are in progress for the Proposed Scheme.

	As per data obtained from BGS Geology Viewer², the bedrock geology beneath the Site consists of Swansea Member which comprises of mudstone, siltstone and sandstone and Hughes Member comprising of mudstone, siltstone and sandstone. Superficial deposits are recorded as Tidal Flat Deposits (clay, silt and sand). There are no Source Protection Zones within 2km of the Site. As per Magic Maps³, the underlying bedrock deposits of the Site is identified as Secondary A aquifer and the underlying superficial deposits is identified as a Secondary Undifferentiated aquifer. Groundwater vulnerability at the Site is identified as low and medium vulnerability within superficial deposits and medium vulnerability within the bedrock. Groundwater flow is anticipated to be towards the northwest reflecting the flow of Cryddan Brook Watercourse as a tributary of the River Neath. Ground Investigation works will be carried out to support the detailed design stage to inform method statement and mitigations e.g. complete detailed boring logs, groundwater level surveys, and soil characterisation, etc. At the moment, no baseline data information on this to understand the risk.	<u>Operation</u> Following construction, the Proposed Scheme will not change existing land use of the Site. However, there will be slight change in the vegetation cover, where vegetation clearance is carried out to facilitate construction activities. <u>Conclusion</u> Given the scope of the construction works proposed and the maximum depth of excavation required, it is predicted that any potential impacts, such as an impact on the underlying geology / hydrogeology can be effectively managed through the CEMP, prepared to set out mitigation measures for an unlikely event where contaminated ground is identified or the creation of pathways for existing onsite contaminants into the ground and aquifers. Therefore, likely significant effects are not expected.
Historic environment	A Built Heritage & Archaeology Technical Note was prepared by WSP in October 2025⁴ (Appendix A). Please note that this Technical Note was prepared for the previous iteration of the red line boundary, which was larger in area	<u>Construction</u> As stated in the Built Heritage & Archaeology Technical Note, there are two listed buildings - The Grade II* listed 'St Catherine's Church' and the Grade II listed 'Milepost' within

² BGS Geology Viewer (BETA), accessed on 17 February 2026.

³ Magic Map Application, accessed on 17 February 2026.

⁴ WSP (2025). Built Heritage & Archaeology Technical Note dated 22 October 2025.

	than the red line boundary under consideration for this report. The findings of the Technical Note are summarised below, with the revised number, distances and directions to the cultural assets according to the current red line boundary under consideration: ▪ There are no Listed Buildings, Registered Historic Parks and Gardens, Registered Historic Landscapes, World Heritage Sites, Scheduled Monuments, or Conservation Areas, within the Site. However, the following historic designated sites are identified within 2km of the Site: ▪ There are 98 listed buildings within 2km of the Site, the closest of which are: ○ Grade II* listed building - St Catherine's Church built in 1888-1891 and of evidential, aesthetic, and historic value is located approximately 170m to the southwest; and ○ Grade II listed milepost next to the Esso Service Station dated 1841 and of evidential and historic value is located approximately 190m to the southwest. ▪ Neath Town Centre Conservation area is located approximately 770m on the northeast; ▪ The following Scheduled Monuments are located within 2km of the Site: ○ Neath Abbey is located approximately 730m on the northwest;	500m of the Site. These historic assets will not be physically impacted during the construction phase, but there is potential for construction activities to visually impact on the settings of these historic assets. It is unlikely that the addition of construction activities in views from the asset will constitute a negative impact to the significance of the milepost due to temporary changes in its setting. The Grade II* listed church is located in a prominent location on the corner of School Road and Old Road and is visible from numerous directions and locations within Neath. The presence of the construction activities is unlikely to interrupt these views of the church as these activities will be sited on low-lying land to the north-west. Furthermore, the Grade II* Listed church was not constructed with the intention of providing long range views outwards over Neath, meaning the presence of the Proposed Scheme away from the church may not constitute a negative impact on the significance of the church due to temporary changes in its setting. The three non-designated historic assets within the Site are likely to experience physical impacts during construction. The three assets are linear features and would experience partial removal, confined to the elements that are within the Site boundary, rather than the removal of the whole length of the asset. Any construction activities which require breaking ground within the Site have the potential to lead to the truncation and removal of archaeological remains. It is possible that the construction of the modern industrial estate, modern housing and modern retail buildings within and adjacent to the Site
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	○ Neath Roman Site is located approximately 800m on the northeast; ○ Court Herbert Cross & Grave Slab is located approximately 880m on the northwest; ○ Neath Abbey Ironworks is located approximately 1.1km on the northwest; ○ Neath Castle is located approximately 1.2km on the northeast; ○ Tennant Canal: Skewen Cutting and tramroad bridge is located approximately 1.2km northwest; ○ Carreg Hir Standing Stone, Pen-Rhiw-Tyn is located approximately 1.2km on the south; ○ Neath Abbey Ironworks Calcining Kilns is located approximately 1.2km on the northwest; and ○ Ynysmaerdy Railway Incline is located approximately 1.5km on the southeast. ■ The following Registered Historic Parks and Gardens are located within 2km of the Site: ○ Site Victoria Gardens is located approximately 850m northeast; ○ The Gnoll is located approximately 970m northeast; and ○ Jersey Park is located approximately 1.5km southwest. ■ There are three non-designated historic assets within the Site: ○ Roman Road, Neath to Coelbren;	have partially disturbed and truncated archaeological remains that would have been present. There is a possibility that previously unrecorded archaeological remains associated with the brickworks and steelworks noted on historic mapping may be present, but modern developments have likely led to the truncation and removal of any remains. Given that there is the potential for impacts to the setting of two listed buildings within the 500m study of the Site, physical impacts on the buried remains of both known and previously unrecorded archaeological sites, as well as possible impacts on deposits of palaeoenvironmental potential close to the River Neath, it is recommended that a Heritage Statement and Archaeological desk based assessment is prepared as part of the planning application. This will allow for a comprehensive review of all historic assets within the Site, the 500m and 2km study areas and allow for an accurate assessment of all impacts to archaeological and built historic assets. <u>Operation</u> As the Site is absent of designated historic assets, the Proposed Scheme will have no direct operational adverse impacts on historic assets. The Proposed Scheme is expected to have a beneficial indirect impact on nearby historic assets by reducing the flood risk in the area. <u>Conclusion</u> The Proposed Scheme is unlikely to result in significant effects on nearby historic environment above-ground assets due to
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	○ Neath Branch Line Railway, a post-medieval railway line; and ○ Neath Canal, a section of post-medieval canal. ▪ There are also four additional non-designated historic assets within 500m of the Site. The four assets date to the post-medieval period and consist of a former colliery, an iron foundry, a canal, and a former railway. Archaeological and Historical Background ▪ There is no archaeological evidence located within the Site or the 500m Survey Area dating to the Iron Age; ▪ The Silures (south-east Wales) resisted Roman invasion, leading to the fort of Nidum at Neath, 775 m north of the Site. A Roman road from Neath to Coelbren crossed the Site, confirmed by metalled surfaces, drainage ditches, and pottery dated the 2nd century AD; ▪ Christianity emerged in south-east Wales at this time, shown by the 'Court Herbert Cross and Grave Slab' (A107) 830 m north-west of the Site. It consists of a stone pillar with two incised crosses. No early medieval evidence exists within the Site or 500 m study area; ▪ There is no recorded evidence dating from the medieval period within the Site or the 500m study area. ▪ In the early 20th century, the Site housed brickfields, brick works, housing, and a tin works. By the mid-20th century, housing expanded, brickfields became a steel galvanising works, and later the steel works was	its localised and temporary nature and the distance of the identified receptors. A Heritage Statement and Archaeological desk-based assessment shall be prepared as part of the planning application.
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	demolished. The area now contains a modern industrial estate, retail park, and housing. Please refer to Built Heritage & Archaeology Technical Note (Appendix A) for further details of the cultural heritage and archaeological features present within the study area of the Proposed Scheme.	
Ecology and Nature Conservation	Preliminary Ecological Appraisal An Extended Phase 1 Habitat Survey⁵ was undertaken by WSP for the Proposed Scheme in November 2022 (referred hereafter as ‘Habitat Survey 2022’) and it was later updated by the Extended Phase 1 Habitat Survey 2025 Update Report undertaken by WSP in October 2025⁶ (referred hereafter as ‘Habitat Survey 2025 (I)’) which was then updated to Extended Phase 1 Habitat Survey 2025 Update Report by WSP dated June 2026⁷ (referred hereafter as ‘Habitat Survey 2025 (II)’) (Appendix B). The Habitat Survey 2025 (I) consisted of a walkover of the ‘Survey Area’, covering the Site plus a 50m buffer, to determine if previously mapped habitat types in 2022 remained unchanged or required reclassification. The 2025 Survey Area was significantly reduced from the initial 2022 survey due to refinement of the site boundary. The Habitat Survey 2025 (I) report was updated to Habitat Survey 2025 (II) following consultation with NPTCBC’s Ecologist.	<u>Construction</u> Designated and Non-Designated Sites There is potential for the LNR/ SINC to be adversely impacted by works within the Site in terms of pollution to watercourses and priority habitats, or through vegetation/ tree clearance if required to facilitate the works. Tree pruning might be needed to facilitate construction and placement of machines/ equipment at site. Efforts will be made to ensure that there will be minimum disturbance to the trees within the sites such as avoiding impacts to the root protection zones of these trees and limiting vegetation clearance largely to clearing of grass and scrub. The location for the chambers is selected such that there is existing hardstanding with minimal impact on ecological features. Pollution prevention measures set out in the CEMP would be followed to ensure prevention of significant effects on Eaglesbush Valley LNR and the SINC. It should be noted that the small section of the Eaglebush Valley LNR and The Waun, Cimla SINC (overlapping sites)

⁵ Extended Phase 1 Habitat Survey for Cryddan Brook by WSP dated November 2022

⁶ Extended Phase 1 Habitat Survey 2025 Update Report by WSP in October 2025

⁷ Extended Phase 1 Habitat Survey 2025 Update Report by WSP in June 2026

	The updated Habitat Survey 2025 (I) and (II) identifies the following ecological features (Please note that these Habitat Survey reports were prepared for a previous iteration of the red line boundary, which was larger in area than the red line boundary under consideration for this report): Statutory Designated Sites There are no statutory sites of international, European or national importance on Site or located within 2 km of the Site. Cryddan Brook flows through Eaglesbush Valley Local Nature Reserve (LNR) at the southeastern end of the Site. Non-statutory Designated Sites Seventeen non-statutory designated sites (i.e., Sites of Importance for Nature Conservation (SINCs)) were located within 2km of the Site, four of these are located directly within or adjacent to the Site: ▪ Neath Port Talbot Watercourses ▪ The Waun, Cimla ▪ Neath Estuary ▪ Neath Canal Habitats The following priority habitat types, of which are classified under Section 7 of the Environment (Wales) Act 2016 as being of principal importance for maintaining and enhancing biodiversity in relation to Wales, were recorded within the Survey Area:	which fall within the Site runs between residential properties/ gardens on both banks with steep bankside masonry retaining walls. It is therefore not anticipated that this habitat will have significant biodiversity value to the LNR or SINC with exception of the watercourse itself. The Site lies within a B-line area. B-Line areas have been identified as important areas for providing biodiversity corridors for pollinators between habitats in the wider area. Whilst there are no direct legal obligations associated to B-Lines, the Proposed Scheme would take pollinators into consideration during development of mitigation and enhancement measures. Habitats There is potential for some disturbance to habitats within the Site caused by pollution and habitat loss or degradation, which is primarily anticipated to be minimal and temporary considering the scope and scale of the Proposed Scheme. National Vegetation Classification (NVC) of woodland, saltmarsh and reedbed areas would be done to ensure impacts are appropriately assessed and adequate habitat mitigation and compensation is developed for works to minimise damage and / or prevent permanent loss. Protected Species There is potential for habitat removal (loss of grassland/scrub) which might give rise to adverse effects on the protected species identified at the Site and the Survey Area. Constructions of the gravity outfalls into the River Neath which fall below MHWS along with the constructions within the canal can also cause disturbances to the aquatic species identified
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	▪ Lowland mixed deciduous woodland (recorded as semi-natural broadleaved woodland); ▪ Eutrophic standing (standing open water - Neath Canal); and ▪ Intertidal mudflats, saltmarsh, reedbed (mosaic). Other habitats of principal importance identified within 2km of the Site, based on an online review of Magic Maps³ are as follows: ▪ There is one NRW priority habitat 'Purple Moor Grass and rush pastures' within the Site boundary; ▪ No parcels of Ancient Woodland (AW) lie within 100m of the Site. The nearest AW parcels are located 100-500m along the Cryddan Brook, with the nearest located 110m south of the Site; and ▪ Surrounding the Site boundary are coastal saltmarsh habitats along the River Neath. Lowland dry acid grassland and lowland heathland are presented within 2km of the Proposed Scheme. Tree Preservation Order (TPO) No TPOs and/or Conservation Areas were identified within or near the Site. B-lines The Site is fully encompassed within a B-line area. This is designated as an area of importance in providing a stepping stone for pollinators to habitats in the wider area. The Habitat Survey 2025 (II) identified the following habitats within the Survey Area:	in the Study Area due to disruption of their pathway, pollution or even death / injury during the works. Following email consultation with the NPTCBC Ecologist in March 2026, it was determined that the impacts are anticipated to be highly localised to the construction activities at the Neath Canal. Based on the recommendations set out in the Phase 1 Habitat Survey reports, any direct (mortality and damage to/loss of habitat) or indirect (vibration, light or noise disturbance) impacts on protected species would be avoided/ minimised through appropriate mitigation: ▪ Bats - A detailed Ground Level Tree Assessment (GLTA) of impacted and adjacent trees would be undertaken at the earliest as further surveys may be required if any bats are identified following the GLTA. Inspection of the canal access bridge (TN15) & masonry wall (TN3) would be included in the surveys. ▪ Otters - Otter survey of Cryddan Brook, Neath Canal and southern bank of River Neath. ▪ Birds: A survey visit of reedbed areas in the breeding season for Cetti's warbler (Schedule 1 species) in advance of works. If presence is confirmed, suitable avoidance and mitigation would be developed for impacted reedbed areas. If works are carried out within the breeding season (February / March to August inclusive), a breeding bird check up to 48 hours prior to works commencing would be undertaken. ▪ Fish - In-channel works would ideally be undertaken outside fish spawning seasons (1st October to 15th June), unless carried out on a dry bed, or under Consent from the Local Authority Ordinary
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	▪ Semi-natural broadleaved woodland ▪ Dense/continuous and scattered scrub ▪ Scattered trees (broadleaved and coniferous) ▪ Semi-improved neutral grassland ▪ Poor semi-improved grassland ▪ Swamp (reedbed) ▪ Marginal vegetation ▪ Standing & Running water ▪ Intertidal mudflats/saltmarsh ▪ Amenity grassland ▪ Ephemeral/short perennial ▪ Introduced shrub ▪ Hedgerow (intact species-poor) ▪ Walls, Buildings (and associated gardens – not accessed) ▪ Bare ground & Hardstanding Protected Species Habitats throughout the Site were considered suitable to support a range of common terrestrial and aquatic species. The probability for the following protected species or their habitats have been identified to be linked within the Survey Area: ▪ Bats, Hazel Dormouse, Reptiles, Common Amphibians, Great Crested Newt (GCN), Otters, Marsh Fritillary, Water Voles, Badgers, other mammals like hedgehog and hare, birds (including Schedule 1 species like Cetti's warbler, peregrine, redwing, and red kite <i>Milvus milvus</i>), notable flora and fungi and non-native species (such as Indian (Himalayan) balsam,	Watercourse consents officer. Consultation with NRW would be undertaken for in-channel works particularly at the outfall location to the River Neath. ▪ Notable flora and fungi - Walkover prior to clearance of woodland areas to determine bluebell presence to ensure any bulbs if present can be translocated if at risk from excavations. ▪ Precautionary approach of construction / sensitive working practices including supervised de-vegetation works would be followed to ensure that protective species such as otters, water voles, badgers, birds, fish, small mammals, reptiles, amphibians and non-invasive species are not injured / safely managed should they be found in working areas. An Ecological Impact Assessment (EclA) report will be submitted with the planning application. This will include an evaluation of the importance of ecological features and assessment of impacts. A Method Statement (MS) would be formulated for the Proposed Scheme. This would detail appropriate working methods, timings and mitigation / compensation measures to protect habitats and species within and near to the Site, based on the recommended further surveys / assessments outlined in the Habitat Survey 2025 (II). A MS and pollution prevention measures would be followed during construction to manage and mitigate any impacts on identified protected species. Any clearance of suitable habitat for protected species would proceed under a MS. All species listed under Annex IV of the Habitats Directive require strict protection and are known as European Protected
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	three-cornered garlic <i>Allium triquetrum</i>, and variegated yellow archangel <i>Lamiastrum galeobdolon subsp. Argentatum</i>); and - Fishes, Freshwater Crayfish (White-Clawed Crayfish (WCC)), and Invertebrates. Aquatic habitats within the Survey Area such as the Cryddan Brook, Neath Canal and River Neath were suitable to support a range of fish species. Fish (species not confirmed) were observed within the Neath Canal. Cryddan brook was considered to have some suitability to support freshwater crayfish however this is likely limited to upstream reaches largely outside the Survey Area where the brook becomes less modified and more suitable substrate and banks exist. Following email consultation with the NPTCBC Ecologist in March 2026, it was confirmed that WCC are absent from the Neath Canal. Daytime Bat Walkover (DBW) Habitats on Site such as woodland along the River Neath and Neath Canal and Cryddan Brook corridor, were considered suitable to support commuting and foraging bats. Bats are also likely to utilise streetlights in urban areas for foraging. The potential bat roost features identified are within the Survey Area: - Trees at NGR: SS7452196832 (example tree with potential bat roosting feature); - Masonry wall at NGR: SS7502396500; - Access bridge over canal at NGR: SS7454596850;	Species (EPS). If a qualified ecologist determines that impacts to an EPS are unavoidable, advice would be sought from NRW on the need for any site-specific mitigation licences. A MS would be provided by the contractor and followed throughout the duration of the works to prevent the spread of invasive species, including other non-native plant species noted on Site such as cherry laurel and butterfly-bush. A Net Biodiversity Benefit (NBB) plan has been developed and will be followed to comply with identified opportunities to enhance the environment. <u>Operation</u> The Proposed Scheme is expected to have a permanent long-term positive impact by reducing flood risk and improving the flow of water in the Cryddan Brook outflowing into the River Neath. There will be slight change in vegetation cover in priority habitats where vegetation clearance is carried out to facilitate the construction activities. However, this loss would be temporary, and any loss would be offset through the delivery of a NBB or minimised where possible. There is potential for pollutants to be introduced to the River Neath as a result of the new outfall during heavy rains, flooding or accidental discharge of pollutants by nearby landowners. However, this contamination is anticipated to be temporary and minimal compared to the characteristics / capacity of the River and the risk is no greater than the current risk caused by current heavy rains, flood events and nearby landowners. <u>Conclusion</u>
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	▪ Bridge over canal at NGR: SS7453396909; and ▪ Structure - Fordpad Ltd building (metal recycling plant) at NGR SS 74776 96617. Culverts and road bridges across the Survey Area were largely considered unsuitable to support roosting bats due to the following – lack of roosting features, proximity to water level limiting flight access and/or seasonal flooding lowering suitability. Bats are also likely to roost in residential properties and/or commercial buildings in Neath. As these will not be directly impacted by the Proposed Scheme they were not included in assessments.	In the absence of mitigation, the Proposed Scheme may have potential for material direct or indirect impacts on habitats and protected species within or near the Site. Recommendations provided in the Habitat Survey 2025 (II) report would be followed to ensure that the Proposed Scheme adheres to best practice guidelines and is compliant with current wildlife legislation. Additional mitigation may be required following the results of further surveys, which are recommended to ensure appropriate mitigation measures are in place to minimise impacts to species and habitats. Where recommendations are effectively implemented, it is considered that the Proposed Scheme would unlikely result in significant adverse effects to habitats and species at the Site.
Water environment and Flood Risk	Hydrology The works are proposed over Cryddan Brook watercourse which is designated as a Water Framework Directive (WFD) river. Cryddan Brook is a tributary of the River Neath, a main river located downstream of the Site. Cryddan Brook and the residential/commercial area north of the A474 road are within a flood alert area for rivers in the Neath catchment. The north of the Site is also within the flood alert area for Swansea Bay and the Gower Coast. The entire Site is located within a NRW National Flood Risk area for fluvial, tidal and surface water flooding. The Proposed Scheme mainly falls in Flood Zone 3 with some smaller areas falling in Flood Zone 2, as per Data Maps Wales⁸.	<u>Construction</u> Construction of the proposed outfall into the River Neath is expected to extend below MHWS, thus placing it within the Welsh marine licensable area and require a marine licence under the Marine and Coastal Access Act 2009 (MCAA) (as amended). Based on current understanding, the works are most likely to fall under Band 2 marine licence, which covers medium-risk activities. During the construction phase, it would be ensured that the functioning of existing culverts and water flow lines are not disrupted. It would also be ensured that the conversion /temporary closure of the existing structures are done only after providing alternative routes / structures to avoid flooding..

⁸ [New map | DataMapWales](#)

	The Proposed Scheme is primarily a terrestrial scheme, with most works occurring above MHWS. However, the construction and operation of the proposed outfalls into the River Neath is expected to extend below MHWS. A Marine Advice Note has been prepared by WSP dated January 2026 (Appendix C) for the Proposed Scheme, which provides an overview of the proposed works in relation to MHWS and assessing the marine licencing requirements of the Proposed Scheme and ensuring that all relevant regulatory requirements are considered in the delivery of the Proposed Scheme.	Consultation with the Lead Local Drainage Authority on the need for a Land Drainage Consent for the ordinary water course may be required. Consultation with NRW may be required for in-channel works particularly at the outfall locations to the River Neath and regarding the need for a 'Flood Risk Activity Permit (FRAP)' during construction.. In-channel works ideally need to be undertaken outside fish spawning seasons (1st October to 15th June), unless carried out on a dry bed, or under Consent from the Local Authority Ordinary Watercourse consents officer. Short term effects during construction could include the transfer of soil, sediment or other construction materials to drainage channels, or the accidental spillage of oil/fuel or other contaminating liquids which could impact the quality of groundwaters. These impacts would be avoided/ minimised by preparing a Flood Consequence Assessment (FCA) and a Surface Water Drainage Strategy as part of the planning application submission to detail any flood risks associated with the construction works and provide mitigation measures. Flood risks and other impacts on the water environment are anticipated to be managed through the implementation of good practices and mitigation measures set out in the CEMP. <u>Operation</u> The Proposed Scheme is expected to have a permanent long-term positive impact by reducing flood risk and improving the flow of water in the Cryddan Brook, outflowing into the River Neath.
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		There is potential for pollutants to be introduced to the River Neath as a result of the new outfall during heavy rains, flooding or accidental discharge of pollutants by nearby landowners. However, this contamination is anticipated to be temporary and minimal compared to the characteristics / capacity of the River and the risk is no greater than the current risk caused by current heavy rains, flood events and nearby landowners. <u>Conclusion</u> Provided mitigation measures are implemented during the construction phase, the Proposed Scheme is anticipated to result in an overall beneficial effect in respect to the water environment and flood risk during the operational phase.
Landscape and Visual	<u>Landscape</u> The Site is a mixed industrial, urban, and semi-rural area in Neath, with the River Neath on its western edge and Cryddan Brook running through the Site. The Site does not fall within the vicinity of any statutory or non-statutory landscape designations including Areas of Outstanding Natural Beauty, National Parks or World Heritage Sites. The Site is largely devoid of notable internal tree cover, comprising a mix of scrub and rough grassland, traversed by local roads and rail connections in an urban fringe context. The Site lies within National Landscape Character Area (NLCA) 38 (Swansea Bay NLCA).	<u>Construction</u> Given the already industrialised nature of the Site and surrounding area, it is predicted that the Proposed Scheme will have only minor impacts on landscape and visual amenity receptors. These impacts are likely to be associated with the proposed construction and excavation activities. Visual impacts during the construction phase would mostly be limited to residents along the eastern boundary of the Site and the users of BOAT NP 42 7/1 and NCN Route 47 identified within the Site. However, this will be temporary and will be seen in the context of the existing urban developments. <u>Operation</u> During operation, there will be permanent change in the visual characteristics at the location where linear defences are proposed to be raised. However, these will be similar to the existing flood defence structures and are not predicted to have

	The LANDMAP Cultural Landscape Classification Level 3 Aspect Area covering the Site is classified as 'Development / Built Land / Urban'. <u>Visual</u> There are no private properties or allocated land for housing located within the Site. The Site is bound by residential developments on its northeastern and southeastern sides. There is a Byway Open to All Traffic (BOAT) NP42/7/1 along Foundry Road that passes through the Site on its eastern end. National Cycle Network (NCN) Route 47 passes through the western edge of the Site.	a significant adverse effect on the landscape nor visual receptors. <u>Conclusion</u> The potential effects on landscape or visual amenity will be managed through the implementation of a CEMP and careful design. Therefore, likely significant effects are not expected.
Traffic and Transport	The Proposed Scheme is located within an urban area and is surrounded by roads consisting of the A474-Briton ferry road, Old Road and several smaller residential roads, single carriage ways allowing two-way traffic and pedestrian paths on both sides of the road. There are no roads upstream within the Site boundary. A railway line runs through the Site and a double culvert is proposed under the railway line. Given the proximity of the Proposed Scheme to the A474 it is expected that the baseline road traffic would be high in the area directly surrounding the Site. The A474 is a public transport bus route with multiple bus stops. Bus stops are present on either side of the road and runs through the Site boundary. These service buses for Neath Victoria Gardens, Neath town centre and Port Talbot bus station, operated by multiple operators including South Wales Transport. Bus routes run along many of the other roads in the area as well. Based on the above information	<u>Construction</u> There are likely to be temporary access restrictions and increased volumes of construction traffic along the A474-Briton ferry road, Old Road and wider local road network. As a result, there may be a slight increase in the levels of traffic. However, it is not anticipated that this increase would be significant because most traffic activity is likely to be contained within the Site. As there is a new double culvert proposed beneath the railway line, early engagement with Network Rail is in progress for the necessary consent to be obtained to undertake the construction works. There may be a requirement for a temporary access restriction of the BOAT NP42/7/1 and NCN Route 47 during the construction period. Any adverse impacts will be mitigated via the implementation of an approved Construction Traffic Management Plan (CTMP) which will also contain information on construction traffic routing, traffic volumes, the construction programme

	it is assumed that the bus stops are heavily used by the public. There is a BOAT NP[42]7/1 within the Site and NCN Route 47 runs through the western edge of the Site along the River Neath. This NCN Route runs 195km mainly inland from Newport to Fishguard passing through Neath and Carmarthen. There are Public Right of Ways (PRoWs) within 2km of the Site, i.e., two BOATs, eight bridleways and approximately 103 footpaths. There are no National Trails present with 2km of the Site boundary.	and the potential for any impacts on the surrounding road or PRoW network. The PRoW officer at NPTCBC will be notified before any access restrictions are placed on PRoWs. Alternate routes or safe escort shall be provided for PRoW and NCN users if construction activities are likely to cause disturbance. <u>Operation</u> No traffic impacts are anticipated during the operation phase. <u>Conclusion</u> No likely significant effects on traffic and transport are anticipated during construction with the application of the mitigation measures outlined above. No impacts are anticipated in the operation phase.
Population and Human Health	There are no residential dwellings, community land or community assets within the Site. However, there are approximately 200 residential properties located along the north-east boundary of the Site and about 100 residential properties along the south-east boundary of the Site.	<u>Construction</u> Details on traffic and construction methodology are not known at this time, however, the effects are anticipated to be limited to a temporary increase in traffic on local roads and will be mitigated with a CTMP. A localised and temporary change to air quality and noise is anticipated as a result of construction traffic and construction activities. Air quality and noise impacts are anticipated to be managed through the implementation of good practices and mitigation measures set out in the CEMP. Potential impacts on the local population are likely to include human receptors using the PRoWs, NCN route and residential properties within or near the Site. However, these impacts will be temporary and therefore unlikely to produce any significant effects on the sensitive receptors. A communication plan would be prepared prior to construction to inform the nearby

		residents likely to be effected of the planned works, duration, and timing once the details are confirmed by the Principal Contractor. With the implementation of mitigation measures, likely significant effects are not expected. <u>Operation</u> During operation, the Proposed Scheme is expected to have a permanent long-term positive impact on the nearby occupants by reducing flood risk. <u>Conclusion</u> No likely significant effects on population and human health are anticipated with the application of mitigation measures in the construction phase. During the operation phase, only permanent long-term positive impacts are anticipated.
Air Quality	The Site is not located within an Air Quality Management Area (AQMA). The closest AQMAs are Neath Port Talbot AQMA (AQMA reference: 76) located approximately 6.7 southwest of the Site and Swansea AQMA (AQMA reference: 82) which is located approximately 8 km to the southwest of the Site. NPTCBC operates continuous air quality monitoring stations at seven locations with the nearest to the Site being at Victoria Gardens, Neath, which is approximately 780m northeast of the Site. There are no residential properties within the Site, however, there are multiple residential properties along the eastern boundary of the Site, which are, about 200 residential properties on its northeastern side and about 100 residential properties on its southeastern side. Along with	<u>Construction</u> There is a potential for air quality impacts to arise from topsoil stripping during any vegetation clearance, and dust and fumes generated from machinery, excavated material and movement of vehicles transporting materials, machinery and workers. These emissions are expected to be temporary and localised and will be managed through the implementation of a CEMP. <u>Operations</u> There are no anticipated impacts to air quality during the operation of the Proposed Scheme. <u>Conclusion</u> No likely significant effects on air quality are anticipated during construction with the application of the mitigation measures and during the operation.

	that there is one BOAT and a NCN route within the Site boundary.	
Greenhouse Gas	As the Site currently comprises a mix of industrial and commercial buildings along with local roads and parking areas, the baseline greenhouse gas (GHG) levels comprises of mainly the emissions from the operations of the industrial buildings and other built structures, and from emissions from vehicles using the local roads/parking within the Site.	<u>Construction</u> The proposed construction works are relatively minor works with limited scope. While construction activities will result in small quantities of GHG emissions, these are not expected to exceed 1% above the baseline scenario. To reduce possible GHG emissions, low carbon plant and equipment would be used where practical. Materials, machinery, labour and waste disposal facilities would be locally sourced where practicable, to reduce transport requirements. Hydrotreated Vegetable Oil (HVO) fuel / electrical vehicles will be used where possible and engines will be switched off when not in use. <u>Operation</u> No change to the existing GHG levels is anticipated due to the operation phase of the Proposed Scheme. <u>Conclusion</u> Therefore, likely significant GHG effects are not expected during the construction and operation phases of the Proposed Scheme.
Noise and Vibration	The nearest noise-sensitive receptors are residential properties on the eastern boundaries of the Site, including approximately 200 residential properties on its northeastern	<u>Construction</u> The construction activities may produce some noise and vibration disturbance due to the use of heavy construction

	side and about 100 residential properties on its southeastern side. A BOAT along with NCN Route 47 within the Site. There are about 5-10 Schools within 2km of the Site, with the nearest located approximately 110m southeast of the Site. There are about 17 places of worship, with the nearest being St. Catherine's Church located approximately 170m southwest of the Site. There is one hospital within the Study area, approximately 1.5km southeast of the Site. Vehicles accessing the Site during the construction phase are expected to arrive mainly along the A474-Briton Ferry Road and Old Road and many local internal roads in the vicinity of the Site.	vehicles and machinery. However, these impacts will be temporary and short term, restricted to the construction phase of the Proposed Scheme. Potential noise emissions will be effectively managed through the application of good practice and through the application of mitigation measures set out in the CEMP. <u>Operation</u> No noise and vibration impacts are anticipated during the operation phase of the Proposed Scheme. <u>Conclusion</u> Provided that mitigation measures are followed, no likely significant effects on noise and vibration are anticipated during the construction or operation phases.
Material Assets and Waste	Materials Required In the absence of quantified construction data, the volume of material resources required to construct the Proposed Scheme is unknown at this stage. However, it is likely that the following materials will be used for the construction: - Concrete, aggregate, cement and steel as reinforcement for the culvert, manholes and storage chamber construction; and - Concrete pipes of 2000 mm and 1800 mm diameter and 2000mm HDPE pipe. As 2000 mm precast concrete pipes are not readily available (with the next common size being 2100 mm), 2000 mm HDPE (Weholite) pipes may be used. Waste	<u>Construction</u> The Proposed Scheme will require the use of natural resources and generate waste. However, it is not likely to be significant given that the scale and scope of the Proposed Scheme is relatively small. It is considered that standard mitigation measures and construction best practice included in the CEMP would assist in reducing these potential effects. The CEMP will also include measures for waste commitment. These measures include adhering to the waste hierarchy (Prevent, Reduce, Reuse, Recycle, Recover and then Disposal) such that it is expected that waste can be diverted from landfill, where possible. Furthermore, materials required for the Proposed Scheme will be sourced locally as far as reasonably practical. Therefore, likely significant effects are not expected.

	Detailed information on waste generation expected from the Proposed Scheme are currently not available. The following waste is likely to be generated: ▪ Excavated soil (deemed unsuitable for reuse); ▪ Metal / steel; ▪ Concrete debris; ▪ Dewatering liquids; and ▪ Green Waste.	<u>Operation</u> The Proposed Scheme aims to improve the area by alleviating flooding. In turn this has the potential to reduce degradation of infrastructure and potential erosion. <u>Conclusion</u> The Proposed Scheme is not anticipated to result in likely significant effects to material assets and waste during the construction phase with the implementation of the CEMP and during the operation phase.
Major Accidents and Disasters	The Site is located within a NRW National Flood Risk Area for fluvial, tidal and surface water flooding, and Cryddan Brook has experienced multiple flood events in recent years. There have been five flood events in the last five years, including August 2020, October 2021, January 2024 and December 2025.	<u>Construction</u> The nature of the Proposed Scheme 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. However, given the probability of flooding at the Site, there could be potential flood risk during construction phase and subsequent impact to construction workers and materials. Regulations and practices to manage construction on-site, including implementation of a CEMP and response plans to potential accidents will be applied. The Principal Contractor would also regularly follow weather forecasts to ensure materials / and plant are appropriately secured at the end of each day to ensure safety of the workers and prevent any pollution or damage to construction machinery/ materials. <u>Operation</u> During operation, the Proposed Scheme will mitigate the existing flood risk at the Site.

		In an unfortunate event of failure of the Proposed Scheme to address the existing flood risk, it may lead to flooding and potential safety risks. However, this is considered unlikely due to careful design. <u>Conclusion</u> No likely significant effects during the construction phase related to major accidents and disasters are anticipated. There are unlikely to be any effects on major accidents and disasters during operation.
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5.0 Cumulative effects

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 Scheme.

There are various planning applications submitted in close proximity of the Site. However, most of them are proposals for conversion of type of use of existing buildings or minor extensions of existing buildings. As these projects are not anticipated to have a cumulative effect with the Proposed Scheme, these are not listed as part of this initial cumulative appraisal. Committed developments, of sufficient scale and size, within 2km of the Proposed Scheme have been identified and considered as part of an initial cumulative appraisal:

- Application reference number: P2025/0356
Location: 2 Carlyle Street Briton Ferry Neath Port Talbot SA11 2LB
Proposal: Proposed Lawful Development Certificate for C3 residential dwelling with the care of up to two children.
Status: Approved 2025
- Application reference number. P2025/0590
Location. Unit 3 Milland Road Industrial Estate Neath Neath Port Talbot SA11 1NJ
Proposal: Proposed external air source heat pump
Status: Awaiting decision

Given the small-scale and temporary nature of the Proposed Scheme, together with the limited extent of other committed developments, no likely significant cumulative effects are anticipated.

6.0 Mitigation and Enhancement

The following embedded mitigation and enhancement measures are put forward as part of the Proposed Scheme, however, these mitigation and enhancement measures may need to be refined and updated as appropriate once the scheme design is further developed and the detailed methods of work are defined:

- A CEMP would be implemented during the construction phase. This will include best practice construction management measures to manage risks associated with the Proposed Scheme to the environment;
- A Heritage Statement and Archaeological desk based assessment would be prepared as part of the planning application;
- A CTMP would be prepared which will contain information on construction traffic routing, traffic volumes and the potential for any impacts on the surrounding road network;
- A FCA and Surface Water Drainage Strategy would be prepared to detail any flood risks associated with the Proposed Scheme and provide mitigation measures;
- Consultation with Lead Local Drainage Authority on the need for a Land Drainage Consent in ordinary water course may be required;

- A communication plan would be prepared to inform the nearby residents likely to be affected of the planned works, duration, and timing once the details are confirmed by the Principal Contractor;
- Consultation with NRW would be undertaken for in-channel works particularly at the two outfall locations to the River Neath and regarding the need of a FRAP for the Proposed Scheme;
- National Vegetation Classification (NVC) of woodland, saltmarsh and reedbed areas to ensure impacts are appropriately assessed and adequate habitat mitigation and compensation is developed for works to minimise damage and / or prevent permanent loss;
- Specialised surveys suggested as per the Habitat Survey 2025 (II)⁷ for bats, otters, birds, fish, invertebrates and notable flora and fungi before commencement of construction works as necessary;
- A detailed GLTA of impacted and adjacent trees would be undertaken at the earliest and accordingly further bat surveys may become apparent to assess the possible impacts on bats;
- If any protected species are identified at the Site and direct impact to the species cannot be avoided, an EPS licence from NRW may need to be obtained;
- An Ecological Impact Assessment (EclA) report which includes an evaluation of the importance of ecological features and assessment of the significance of effects;
- Pollution prevention measures shall be followed during construction to manage and mitigate any impacts on the identified protected species.;
- MS to be provided by the contractor and followed throughout the duration of the works to manage and mitigate any impacts on identified protected species, and prevent the spread of invasive species; and
- NBB plan to be followed for opportunities to enhance the environment.

7.0 Conclusion

This EIA Screening letter demonstrates that the Proposed Scheme is unlikely to give rise to likely significant environmental effects with the implementation of suitable mitigation measures. Where potential adverse effects have been identified in **Table 1**, the approach to minimising and avoiding these effects through design and mitigation has been outlined. As the scheme design is further developed and the detailed methods of work are defined, these measures will be refined and updated as appropriate.

We trust that this assessment shows the Proposed Scheme would 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 sincerely,

Clarissa Le Neindre-Hubbard,
Senior Consultant,
WSP