AtkinsRéalis

Planning, Design and Access Statement

Neath Port Talbot County Borough Council

17 November 2025

Document reference: NE04_001-ATK-EAC-SWMWREC-RP-LP-000001

SKEWEN FLOOD ALLEVIATION SCHEME

AtkinsRéalis - Baseline / Référence

Notice

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Document history

Document title: Planning, Design and Access Statement

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Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	For planning consultation	SN/YW	ST	NC	MT	03/11/2025
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Client signoff

Client	Neath Port Talbot County Borough Council
Project	SKEWEN FLOOD ALLEVIATION SCHEME
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1. Introduction

AtkinsRéalis has been instructed by Neath Port Talbot County Borough Council (NPTCBC) to prepare and submit a full planning application for a flood alleviation scheme (hereafter referred to as 'the Proposed Development') in Skewen.

This Planning, Design and Access Statement (PDAS) has been prepared to support the application and demonstrate how the Proposed Development aligns with relevant planning policy, design principles, and access considerations.

1.1 Purpose and Need

The residential area of Skewen, particularly Caenant Terrace and Old Road, has experienced repeated flooding due to insufficient capacity in existing culverts and drainage channels. The Proposed Development seeks to reduce flood risk, improve climate resilience, and protect residents, businesses, and infrastructure from future fluvial water events.

Fluvial and surface water in the urban area of Skewen is currently routed via culverts, watercourses, and open channels. These are insufficient to accommodate flows during heavy rainfall events, resulting in frequent flooding. Water discharges into both the Tennant Canal and the River Clydach but the system lacks resilience.

The full description of the works on the planning application forms states the following:

Provision of additional capacity in the new culvert system to alleviate fluvial water flooding of properties in Skewen consisting of:

- replacement of existing inlet structure and trash screen and new overflow culvert in the highway at Caenant Terrace;
- new overflow culvert in the highway along New Road;
- new overflow culvert, open channel and inlet structure with trash screen on Drummau Road;
- new overflow culvert at Whitegates;
- replacement of inlet structure and trash screen at Old Road;
- new overflow culvert beneath the mineral railway line and new discharge to the Tennant Canal;
- new overflow weir to discharge flows from the Tennant Canal into the River Clydach.

The Proposed Development is designed to reduce the frequency and severity of flooding, particularly at Caenant Terrace, Drummau Road, White Gates Court, and Old Road. At present, the area is vulnerable to flooding events with a return period of less than 1 in 2 years (i.e. a 50% Annual Exceedance Probability, AEP). The Proposed Development is designed to prevent internal flooding to any properties during a 1 in 100-year (1% AEP) flood event, and to ensure no detriment to third party domestic properties during any design events up to the 1 in 1000-year (0.1% AEP) flood, with an allowance for climate change.

This reduction in flood risk will alleviate the associated stress, anxiety and economic impacts currently experienced by the community. Temporary construction compounds will be located at Skewen Playing Fields and Drummau Road and will be fully reinstated upon completion.

A scheme overview is provided in Drawing Ref: NE04_001-ATK-GEN-SWMWREC-DR-CD- 000100.

1.2 Planning and Technical Context

The Proposed Development has been informed by detailed hydraulic modelling and consultation with key stakeholders, including:

- Natural Resources Wales (NRW)
- Network Rail
- Relevant departments within NPTCBC.

It is supported by a suite of technical assessments, including:

- Flood Consequences Assessment (FCA)
- Water Framework Directive (WFD) Assessment
- Noise and Vibration Assessment
- Construction Traffic Management Plan
- Green Infrastructure Statement
- Heritage Impact Note
- Ecological Impact Assessment (EcIA).

The Proposed Development exceeds one hectare, and is therefore classified as major development under the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016, requiring a Design and Access Statement.

This PDAS outlines:

- the nature and design of the Proposed Development
- Environmental impacts and mitigation measures
- Consideration of inclusive access and design quality
- Compliance with national and local planning policy, including:
  - TAN 15: Development and Flood Risk
  - Well-being of Future Generations (Wales) Act 2015
  - Neath Port Talbot Local Development Plan (LPD)

1.3 Planning Application Content

The planning application comprises this PDAS, the supporting documents listed below, and the drawings set out in Table 1-1.

- Application form
- NE04_001-ATK-LSI-SWMWREC-LN-ZH-000001 Pre-app Landowners
- NE04_001-ATK-LSI-SWMWREC-LN-ZH-000002 Pre-app Specialist Consultee Letter
- NE04_001-ATK-EAC-SWMWREC-RP-LP-000001 Planning Design and Access Statement (this document)
- 60940C_Rep Ecological Impact Assessment by TACP (UK)
- 20191394_1.0 - Geotechnical and Geo-Environmental Investigation Report 2020
- 001 1.0 - Geotechnical and Geo-Environmental Investigation Report 2022
- NE04_001-ATK-EAC-SWMWREC-RP-LP-000002 Construction Traffic Management Plan (CTMP)
- NE04_001-ATK-EBD-SWMWREC-RP-LS-000001 Green Infrastructure Statement (GIS)

- NE04_001-ATK-GEN-SWMWREC-RP-LW-000001 Flood Consequences Assessment (FCA)
- NE04_001-ATK-EHR-SWMWREC-RP-LH-000001 Heritage Impact Note
- NE04_001-ATK-EWE-SWMWREC-RP-LW-000001 Water Framework Directive (WFD) Assessment
- NE04_001-ATK-ENV-SWMWREC-RP-LN-000001 Noise and Vibration
- Neath Port Talbot County Borough Council Arboricultural and Bat Surveys.
- NE04_001-ATK-GEN-SWMWREC-RP-LW-000001 Flood Consequences Assessment
- Grounded Trees and Ecology Bat Survey September 2025
- Grounded Trees and Ecology BS5837 2012 Survey October 2025

Table 1-1 - Application Drawings

Drawing reference	Title	Revision	Scale	Date Issued
NE04_001-ATK-GEN-SWMWREC-DR-CD-000100	Scheme Overview	P03	As shown	11/11/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000110	Location Plan	P01	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000111	Site Boundary, Compound Areas, and Construction Access Routes	P02	As shown	11/11/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000200	Caenant Terrace Existing Culvert Overview	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000201	Caenant Terrace Key Plan	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000210	Caenant Terrace Culvert Proposed Plan and Long Section Sheet 1 of 3	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000211	Caenant Terrace Culvert Proposed Plan and Long Section Sheet 2 of 3	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000212	Caenant Terrace Culvert Proposed Plan and Long Section Sheet 3 of 3	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000220	Caenant Terrace Inlet Structure General Arrangement	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000221	Caenant Terrace Inlet Structure Sections and Details	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000230	Caenant Lane Box Culvert General Arrangement	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000231	Caenant Lane Box Culvert Sections	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000300	New Road Existing Overview	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000301	New Road Overflow Plan and Long Section Sheet 1	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000302	New Road Overflow Plan and Long Section Sheet 2	P02	As shown	24/10/25

Drawing reference	Title	Revision	Scale	Date Issued
NE04_001-ATK-GEN-SWMWREC-DR-CD-000303	New Road Combined Sewer Diversions Section and Details	P01	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000400	White Gates Existing Overview	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000401	Drummau Road Existing Overview	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000410	White Gates Proposed Plan and Long Section	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000411	White Gates Bespoke Manhole Details Sheet 1	P01	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000412	White Gates Bespoke Manhole Details Sheet 2	P01	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000430	Drummau Road General Arrangement Sheet 1 of 2	P03	As shown	11/11/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000431	Drummau Road General Arrangement Sheet 2 of 2	P03	As shown	11/11/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000432	Drummau Road Sections and Details	P03	As shown	11/11/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000440	Drummau Road Inlet Structure General Arrangement	P03	As shown	11/11/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000500	Old Road Inlet Structure Existing Overview	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000501	Old Road Inlet Structure General Arrangement	P03	As shown	11/11/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000502	Old Road Inlet Structure Sections and Details	P03	As shown	11/11/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000600	Railway Crossing Existing Overview	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000601	Proposed Railway Crossing General Arrangement	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000602	Railway Crossing Sections and Details	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000603	Railway Crossing Bespoke Manhole Details Sheet 1	P01	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000604	Railway Crossing Bespoke Manhole Details Sheet 2	P01	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000605	Railway Crossing Outlet Structure Sections and Details	P01	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000700	Proposed Canal Overview General Arrangement	P02	As shown	24/10/25

Drawing reference	Title	Revision	Scale	Date Issued
NE04_001-ATK-GEN-SWMWREC-DR-CD-000800	Typical Details Sheet 1 of 2	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000801	Typical Details Sheet 2 of 2	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000810	Trash Screen Details Sheet 1 of 2	P02	As shown	24/10/25
NE04_001-ATK-GEN-SWMWREC-DR-CD-000811	Trash Screen Details Sheet 2 of 2	P02	As shown	24/10/25
NE04_001-ATK-VUT-SWMWREC-DR-CU-000001	Existing Utility Plan Caenant Terrace	P02	As shown	24/10/25
NE04_001-ATK-VUT-SWMWREC-DR-CU-000002	Existing Utility Plan, New Road, and Whitegates	P02	As shown	24/10/25
NE04_001-ATK-VUT-SWMWREC-DR-CU-000003	Existing Utility Plan Old Road to Tennant Canal	P02	As shown	24/10/25
NE04_001-ATK-VUT-SWMWREC-DR-CU-000010	Proposed Utility Diversion Plan Caenant Terrace and Caenant Lane	P01	As Shown	29/10/25
NE04_001-ATK-VUT-SWMWREC-DR-CU-000011	Proposed Utility Diversion Plan New Road and White Gates	P01	As Shown	29/10/25
NE04_001-ATK-VUT-SWMWREC-DR-CU-000012	Proposed Utility Diversion Plan Drummau Road, Old Road and Monastery Road	P02	As Shown	11/11/25
NE04_001-ATK-EAC-SWMWREC-DR-LP-000001	Existing Public Rights of Way and Traffic Layout	P01	As shown	24/10/25
NE04_001-ATK-EAC-SWMWREC-DR-LP-000002	Proposed Traffic Layout Phase 1	P01	As shown	24/10/25
NE04_001-ATK-EAC-SWMWREC-DR-LP-000003	Proposed Traffic Layout Phase 2	P01	As shown	24/10/25

1.4 Structure of this Statement

This combined PDAS provides the following:

- Section 1: Introduction
- Section 2: Interpretation
- Section 3: Project Background
- Section 4: The Proposed Development, with design and access discussed.
- Section 5. Planning Policy – Summarises the planning policy context
- Section 6: Development Appraisal – Assesses the Proposed Development following the relevant planning policy.
- Section 7: Summary – Concludes on the acceptability of the Proposed Development.

This Statement should be read in conjunction with the technical reports submitted alongside the planning application.

1.5 Site Context

The planning application site (hereafter referred to as 'the Site') covers approximately 1.3 km of the residential area of Skewen, beginning at Caenant Terrace to the west (grid reference SS72689752) and extending eastward beyond Neath Abbey, to the confluence of the Tennant Canal and River Clydach. It lies within the administrative boundary of NPTCBC, approximately 8.4 km northeast of Swansea and 2.6 km west of Neath.

The works are distributed across several locations:

- Caenant Terrace: the site extends from National Grid Reference at Caenant Terrace from SS 72688, 97520 and SS 72858, 97447
- Drummau Road: the site extends from National Grid Reference at Drummau Road from SS 73042, 97542 and SS 73110, 97405
- New Road (A4230): the site extends around the area National Grid Reference SS72919, 97394; along to St Johns Terrace SS73004, 97363.
- Whitegates Court: the site extends from National Grid Reference at Whitegates Court from SS 73004, 97363 and SS 73250, 97350
- Old Road: the site extends from the National Grid Reference at Old Road from SS 73251, 97347
- Mineral Railway Crossing: the site extends from National Grid Reference at Mineral Railway Crossing from SS 73251, 97347 and SS 73330, 97296
- Tennant Canal: the site extends from National Grid Reference at Tennant Canal from SS 73325, 97267 and SS73863, 97299.

The site comprises a densely populated residential area, the A4320 (New Road) runs along the northern boundary and is flanked by shops. The proposed route continues through Whitegates Court car park, connecting to the B4290 (Old Road), which separates residential areas from the industrial estate to the south and leads to the Tennant Canal.

Fluvial and surface water flows down through Skewen via a network of culverts and open channels. These systems currently lack sufficient capacity to convey flood flows, resulting in frequent flooding. Water ultimately discharges into the River Clydach.

Flood mapping by Natural Resources Wales (NRW) indicates that land adjacent to these drainage features is subject to varying degrees of surface water flood risk. NRW defines flood risk categories as follows:

- High risk: Greater than 1 in 30-year event (3.3% Annual Exceedance Period, AEP)
- Medium risk: 1 in 30 to 1 in 100-year event (3.3%-1% AEP)
- Low risk: 1 in 100 to 1 in 1000-year event (1%-0.1% AEP)

These sources of flooding are widespread across Skewen area and intensify downstream due to the low-lying topography and insufficient capacity in the drainage network to convey the flows from upstream.

Hydraulic Modelling undertaken by AtkinsRéalis confirms that recent significant flooding in Skewen is primarily due to undersized culverts and drainage infrastructure.

1.6 Scheme Vision

The brief and vision for the Scheme consists of a series of engineering works to upgrade the flood alleviation system by enhancing it with a greater volume, replacing existing inlet structures, and introducing new culverts (as shown in General Arrangement Drawing reference: NE04_001-ATK-GEN-SWMWREC-RD-CD-000100). These improvements will significantly reduce flood risk in the area.

The design response will facilitate increased resident confidence in the protection of their properties, improve public realm, and maintain accessibility for all.

The proposed works include the installation of a new culvert within the highway, through green spaces, and beneath existing railway lines. New inlet structures and trash screens will be installed on both new and upgraded culverts. The new culvert will reconnect with the existing watercourse further downstream before discharging into the Tennant Canal and subsequently into the River Clydach via a new overflow weir.

Currently, the drainage system lacks sufficient capacity to convey surface water during storm events. The Proposed Development is designed to accommodate flows associated with a1 in 100-year (1% AEP) flood event.

Temporary construction compounds are proposed on a greenfield site off Burrows Road near the BMX track at Skewen Park and Drummau Road. These areas will be reinstated to their original condition following the completion of the works.

1.7 Summary of Key Elements

The Proposed Development comprises the following elements:

- Installation of reinforced concrete inlet structures with galvanised steel trash screens at Caenant Terrace, Drummau Road, and Old Road;
- Installation of a new below-ground concrete surface water culvert with associated manholes and headwalls;
- Construction of a new buried concrete flow monitoring chamber;
- Replacement of existing below-ground concrete ‘U’ channels;
- Construction of a new buried concrete overflow weir at the Tennant Canal and cascade to the River Clydach;
- Temporary construction compounds on a greenfield site off Burrows Road near the BMX track at Skewen Park.

A full description of the Proposed Development is contained in Section 4 of this PDAS.

The Location Plan and proposed red line boundary are illustrated in Figure 1-1.

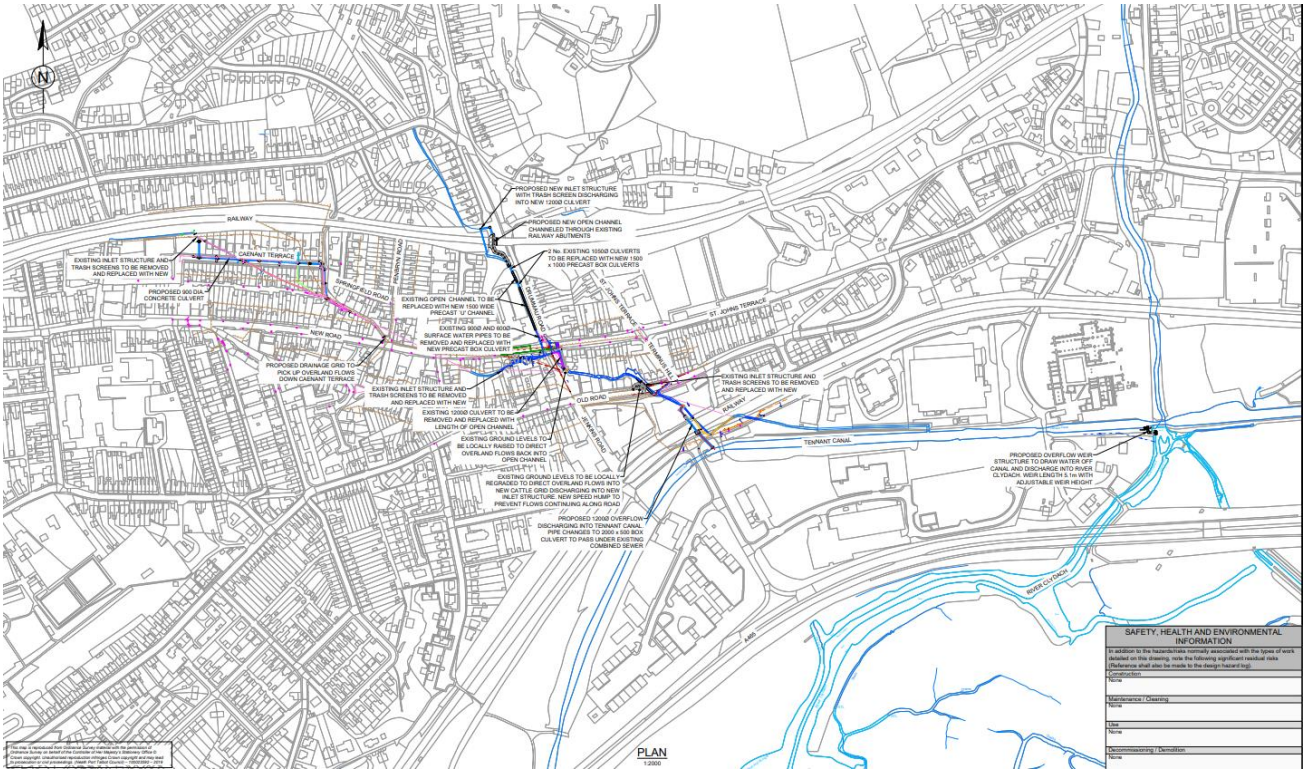

Figure 1-1 – Site Location Plan and proposed red line boundary from NE04_001-ATK-GEN-SWMWREC-RD-CD-000100

1.8 Designations

A desk-based review of environmental and heritage designations was undertaken to assess the sensitivity of the Proposed Development site and its surroundings. Key findings are as follows:

The Proposed Development does not lie within a ‘sensitive area’ as defined by the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017. The works are entirely located within the residential area of Skewen.

An online search identified statutory and non-statutory designations in proximity to the Proposed Development. A review of the Cadw historic map indicates that a Grade II listed bridge over the Tennant Canal is located adjacent to the proposed overflow pipe, which will discharge into the canal. The Grade II listed Clydach Aqueduct is located on the Tennant Canal, approximately 5 metres north of the proposed overflow weir structure, which will divert water from the canal into the River Clydach. The southern edge of the Neath Abbey Scheduled Monument is also located approximately 5 metres north of the proposed overflow weir.

According to the NRW Development Advice Map, much of the Scheme lies within Flood Zone C and is considered at high risk of surface water flooding. The proposed works adjacent to the Tennant Canal and River Clydach are within areas at high risk of fluvial flooding. It should be noted that Skewen is also at risk of fluvial flooding from ordinary watercourses (non-main river sources), which are not represented on NRW flood maps.

There are no internationally or nationally designated ecological sites within 1 km of the Proposed Development.

The Scheme is approximately 375 metres from the River Neath at its nearest point. It is directly adjacent to the River Clydach and includes works within the Tennant Canal. All three watercourses are designated as Sites of Interest for Nature Conservation (SINCs). The Proposed Development also includes parts of the developed Pentreffynnon floodplain and the grassy marshland of Gwlyptir Mynachlog Nedd, which are designated SINCs adjacent to the Tennant Canal and A465.

The NPTCBC adopted Local Development Plan (LDP) proposals map (2016) identifies the Tennant Canal as safeguarded from development that would prejudice its conservation, restoration, or operation. Policy BE3 of the adopted LDP protects the setting of the canal and promotes its use for recreation, including encouraging walking, cycling, and water supply.

The NPTCBC Public Rights of Way (PRoW) network identifies the following PRoWs within the proposed works area:

- PRoW No. 12 9/1: East of Caenant Terrace, running as an underpass beneath the railway;
- PRoW No. 12 21/1: Between St. Johns Terrace and Old Road;
- PRoW No. 12/18/1: Alongside Jenkins Road to Neath Abbey Business Park;
- PRoW No. 44 25/34: Along an unnamed road north of, and over, the Tennant Canal;
- PRoW No. 44 26/1: Adjacent to the proposed works near the River Clydach;
- PRoW No 44 25/3: Just north of the proposed canal outfall structure.

1.9 History of Planning Applications

The planning history relevant to the Application Site and its surrounding area (within a 1 km radius) has been obtained from NPTCBC's online planning application service and is summarised in Table 3.1 below.

Table 3.1 Summary of Planning History

Planning Reference	Description of development	Address	Application Date	Decision
Planning application history search for the proposed works in close to Caenant Terrace				
P2020/0423	Demolition of existing building and the construction of two two-storey residential blocks consisting of 10 affordable housing apartments and associated works, including cycle and bin stores	Former Skewen Snooker Club, Caenant Terrace, Skewen, SA10 6UP	October 2020	Approved
P2020/0881	The change of use from office (Use Class B1) to retail (Use Class A1)	53-54 New Road, Skewen, SA10 6EP	November 2020	Approved
P2020/0578	Lawful development certificate (proposed) for the construction of a new intake structure and associated works, and approximately 210m of 1.05m diameter below-ground pipework to convey surface water under Caenant Terrace, tying into the	Caenant Terrace, Skewen	January 2021	Approved

	existing surface water system at the south-eastern end of Caenant Terrace			
P2023/0224	Request for Screening Opinion under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 for the proposed Skewen Alleviation scheme	Caenant Terrace, Whitegates Court, Drummau Road and Old Road, Skewen, Neath	May 2023	Not EIA Development
P2024/0702	Marine Licence application consultation from NRW for the proposed Skewen flood alleviation scheme	Caenant Terrace, Whitegates Court, Drummau Road and Old Road, Skewen, Neath	November 2024	approved
Planning application history search for the Proposed Works in close to Drummau Road				
P2023/0891	Single-storey side extension and alteration to first-floor side window openings, together with a detached double garage	Oak Tree Farm Drummau Road, Skewen, SA10 6NR	November 2023	Approved
Planning application history search for the Proposed Works in close to New Road				
P2022/0630	Change of use from cafe to hot food takeaway (A3)	47 New Road Skewen SA10 6EP	July 2022	Approved
P2023/0706	Change of use from sweet shop (class A1) to domiciliary care office (class B1)	45 New Road, Skewen SA10 6EP	October 2023	Approved
P2023/0710	Change of use from library (D1 Non-residential institution use) to office and store (B1 use) with the erection of one skip/bin store within the existing carpark, with associated means of enclosure surrounding the skip/bin store, fencing, extension of the existing stone wall, and extension to access.	225 New Road, Skewen, Neath SA10 6UU	December 2023	Approved
P2024/0420	Listed Building Consent for alterations to the redundant schoolhouse at the rear of the Chapel. Works to include new internal bathroom, toilet and kitchen, new plumbing, electrical sockets, and re-wiring; replacement of	Gorffwysfa Welsh Calvinistic Methodist Chapel, New	July 2024	approved

	ceiling light fittings; repairs to some existing windows and doors; installation of new bat and bird boxes to the exterior.	Road, Skewen SA10 6YF		
P2025/0138	Change of use from bank (Class A2) to a cafe/takeaway (Class A3) and new shop front on the ground floor. Proposed 3-bedroom flat (Class C3) at 1st floor, with associated bicycle and bin storage to the rear and minor alterations to the rear fenestration and creation of a door at first floor level with access steps to rear garden.	209 New Road, Skewen, Neath Port Talbot SA10 6EY	May 2025	Pending (13/10/25)
Planning application history search for the Proposed Works in close to St Johns Terrace, Neath Abbey				
P2020/0700	Conversion of property currently containing 2 no. 2 Bed Flats and 1 no. 4 Bed Flats to provide 2 no. 2 Bed Flats and 1 no. 4 Bed House of Multiple Occupation.	27-28 St Johns Terrace Neath Abbey SA10 7NA	August 2020	Approved
Planning application history search for the Proposed Works in close to Old Road				
P2020/0391	Change of use of vacant public house to B1 offices plus porch extension and retention of fencing.	Cross Keys, Hotel Old Road, Skewen, Neath Port Talbot, SA10 6AR	September 2020	Approved
P2021/0887	Proposed two-storey rear extension, the works for which include the partial demolition of an existing outbuilding and alterations to the existing rear roof. The existing UPVC porch is to be removed and replaced with a new blockwork outer wall with a rendered finish.	16 Old Road, Skewen, Neath SA10 6A	September 2021	Approved
P2022/0211	Proposed change of use from vacant ground floor A3 use class to an A1 use class with new shop frontage and internal reconfiguration. The existing first floor comprises a C3 manager's apartment and an A3 Use Class function space, both of which are to	The Miners Arms, Old Road, Skewen, SA10 6AR	January 2023	Approved

	be changed to C3 Use Class, creating one apartment on the first floor.			
P2023/0277	Retention of change of use to private gym and domestic storage	Brookside House, Old Road, Skewen, SA10 7LT	September 2023	Approved
P2023/0697	Details to be agreed in association with condition 3 (ecological enhancement measures) of planning permission P2022/0211 granted on 24/1/23.	The Miners Arms Old Road Skewen SA10 6AR	September 2023	approved
Planning application history search for the Proposed Works in close to Jenkins Road				
P2024/0778	Part retrospective application for the installation and operation of 4 Froling biomass boilers (240KW) and associated works, including 4 no. flues to heat the factory building.	G&L Staircases Ltd Jenkins Road Skewen Neath Port Talbot SA10 7GA	January 2025	Approved
Planning application history search for the Proposed Works in close to Neath Abbey Industrial Park				
P2021/0621	Variation of condition 1 of planning permission P2015/0631 granted on 27th May 2016 to extend the consent for a further 5 years (Ecological Report Rec 10-8-21)	Land At Neath Abbey Industrial Park, Neath Abbey, Neath	May 2021	Approved
P2023/0510	Change of use to B8 (storage) with ancillary office accommodation and perimeter fencing	Newby House Neath Abbey Business Park Road Neath Abbey SA10 7DR	June 2023	Approved
P2025/0418	Details to be agreed in respect of condition 3 (external materials) of P2021/0621 granted on 26/05/21.	Land At Neath Abbey Industrial Park, Neath Abbey, Neath Port Talbot	June 2025	Approved

Planning application history search for the Proposed Works near the Monastery Road

P2024/0668	Provision of 25 car parking spaces and a coach parking bay with associated landscaping and biodiversity enhancements on land adjacent to Neath Abbey	Land To the West of Monastery Road, Monastery Road, Neath SA10 7DH	November 2024	Approved
Planning application history search for the Proposed Works in close to the Tennant Canal				
P2023/0510	Change of use to B8 (storage) with ancillary office accommodation and perimeter fencing	Newby House, Neath Abbey Business Park Road, Neath Abbey, SA10 7DR	June 2023	Approved
P2024/0437	Marine Licence application consultation from NRW for scour repair and protection measures	A465 Clydach Underbridge	July 2024	Approved

2. Interpretation

Through an analysis of the Site and its context, and in alignment with the objectives of the Proposed Development, a set of design principles has been established to guide the design process. The design principles are as follows:

- Provide flood mitigation for up to a 1 in 100-year (1% AEP) event to residential and commercial properties in Skewen by improving hydraulic capacity.
- Avoid or minimise direct physical impacts and detrimental effects on the setting, form, and legibility of nationally important heritage assets, including the Tennant Canal and Neath Abbey Scheduled Monument.
- Ensure that the arrangement and choice of materials are sympathetic to the appearance and setting of designated heritage assets.
- Minimise impacts on recreational users, including visitors to Neath Abbey and the Tennant Canal, and protect the amenity of nearby residents and businesses.
- Maintain and protect inclusive access during both construction and operation, ensuring compliance with the Equality Act 2010. This includes consideration of physical, sensory, and cognitive accessibility in line with Welsh Government guidance and best practice.
- Respond to stakeholder feedback, including from Natural Resources Wales, Network Rail, and NPTCBC, to ensure the design is robust, deliverable, and aligned with local priorities.

These principles underpin the design rationale and have been embedded throughout the development process to ensure the Proposed Development is both technically effective and socially and environmentally responsible.

3. Project Background

3.1 Need for the Development

The detailed design phase of the Skewen FAS has involved extensive surveys, investigations, and catchment-wide analysis hydraulic modelling. This process has identified a preferred design option to be taken forward to construction.

The Proposed Development is designed to increase the capacity of watercourses to alleviate fluvial flooding across Skewen, with particular focus on Caenant Terrace, Drummau Road, Whitegates Court, and Old Road. The implementation of an improved culvert system will reduce the frequency and severity of flooding, both now and in the future, accounting for the impacts of climate change.

Following a recent flooding incident at Goshen Park in Skewen, involving mine water, the Coal Authority (now operating publicly as the Mining Remediation Authority) led the investigation and response and implemented a separate mine water management scheme that connects to the Skewen FAS. This connection does not alter flow volumes pre- or post- works but includes a flow monitoring chamber to measure mine water flows. The realignment of surface water drainage as part of the Skewen FAS necessitates a corresponding realignment of this connection.

The Scheme is designed to ensure no detriment to third parties during any design event, in accordance with NRW guidance. Properties on Caenant Terrace and elsewhere in Skewen have experienced flooding due to a significant flow restriction caused by a 450mm culvert, which is smaller than upstream sections (750-1050 mm) and in poor structural condition, with debris causing partial blockages. Similarly, properties on Old Road, adjacent to the trash screen, are located in a low-lying area and have experienced regular internal flooding.

The Proposed Development will increase watercourse capacity and reduce flood risk at Caenant Terrace, Drummau Road, Whitegates Court, and Old Road. Currently, the flood threshold is below a 1 in 2-year event (50% AEP). The Proposed Development is designed to prevent internal flooding during a 1 in 100-year (1% AEP) event and ensure no detriment to third party domestic properties during over-design events up to the 1 in 1000-year (0.1% AEP) event.

These improvements will also reduce the stress, anxiety, and economic impacts associated with flooding and improve safety for maintenance operatives, reducing callouts for the NPTCBC drainage team.

3.2 Need for a Planning Application

Some elements of the Proposed Development could be considered permitted development under Schedule 2, Part 14, Class A of the Town and Country Planning (General Permitted Development) Order 1995, which allows:

"*Development by a drainage body in, on or under any watercourse or land drainage works and required in connection with the improvement, maintenance or repair of that watercourse or those works.*"

As a Lead Local Flood Authority (LLFA), NPTCBC qualifies as a drainage body and is seeking to carry out land drainage works to improve existing below-ground pipework. However, other components of the Proposed Development fall outside the scope of permitted development, due to their offline nature and location on third-party land.

To ensure transparency and accessibility for stakeholders, it was concluded that a full planning application should be submitted for the entire Scheme.

3.3 Environmental Impact Assessment and EIA Screening

To determine whether the Skewen FAS constitutes 'EIA development' requiring a formal Environmental Statement (ES) reference is made to the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (the "EIA Regulations").

Under these regulations, Environmental Impact Assessment (EIA) development is categorised into two schedules:

- Schedule 1: Developments requiring a mandatory EIA
- Schedule 2: Developments requiring an EIA only if they are likely to have significant environmental effects due to their nature, size, or location

According to the Town and Country Planning (EIA) (Wales) Regulations 2017, the Scheme qualifies as Schedule 2 development under Column 1 (10h), as it exceeds the size threshold of 0.5 hectares. The area proposed for the Scheme is not located within a 'sensitive area' as defined by Regulation 3 of the EIA Regulations. The total site area, including temporary construction compounds, is approximately 2.71 hectares.

Consequently, a screening request was submitted to NPTCBC on 17 March 2023, to determine whether an EIA was required. The Screening Report outlined the Site and Proposed Development and assessed it against the EIA screening criteria set out in the Regulations. In their response (see Appendix A), NPTCBC confirmed on 12 May 2023 that an ES was not required.

Since 2023, the Proposed Development has undergone a minor change. Following contractor advice, the method for installing the new culvert along the narrow eastern section of Caenant Terrace Lane has been amended from an open-cut solution to a tunnelling solution with culverts. This change is not considered significant and, as agreed with NPTCBC, does not necessitate a rerun of the EIA screening exercise.

3.4 Design Evolution

3.4.1 Background

Skewen is a large village located west of the River Neath, within the Neath Valley. It is characterised by steep valley slopes, a mix of residential, commercial, and green spaces, and strong transport links, including the A4230 (New Road), Skewen railway station, and the Swansea to London railway line.

Skewen has experienced significant surface water flooding, particularly at Caenant Terrace and Old Road.

3.4.2 Design Considerations, Development, and Amendments

Stakeholder engagement and a catchment-wide Flood Risk Assessment (FRA) led to an expansion of the Scheme beyond the original brief which focused solely on Caenant Terrace. The planning application now includes additional construction compound areas to facilitate delivery. The design has been developed to overcome urban constraints and safely deliver underground culverts and channels to mitigate fluvial flooding across Skewen.

Caenant Terrace Lane has been a focal point for design development, with multiple options considered to identify the most appropriate solution. The lane is a narrow one-way street to Old Road bounded by high retaining walls, residential properties, and outbuildings with direct pedestrian access. It features a height restriction barrier at the lower end limiting access to large vehicles, and rear parking for a shop at the upper end on New Road.

Several options were considered for Caenant Terrace Lane, as follows:

- Option 1: Open Cut Excavation - Initially, a new culvert was proposed via open cut excavation. However, surveys revealed the presence of a Welsh Water sewer within the lane. Although diversion was technically possible, the narrow footprint, proximity of boundary walls, presence of other underground services, significant temporary works, demolition of retaining walls (3 metres+ high) and temporary sheet piling within gardens made this option unviable.
- Option 2: Open Channel – To negate the disruption identified in Option 1, the second option explored the creation of an open channel along the entire length of Caenant Terrace Lane, situated between the retaining walls and adjacent properties. While this would have allowed fluvial water to flow along the lane and discharge to Old Road, several impracticalities were identified.

  Firstly, this approach would require permanent closure of the lane to both vehicular and pedestrian traffic due to the continual flow of water. Further discussions with NPTCBC raised additional concerns regarding the maintenance of property access from the lane and the long-term upkeep of the channel. Moreover, it would be technically challenging to transfer flows from the open channel back into the culvert system on New Road. These factors rendered the open channel approach unsuitable for a residential setting.
- Option 3: Tunnelling Solution - Following Early Contractor Involvement (ECI) consultation, the selected contractor confirmed constructing a new culvert along the narrow lane was not feasible due to the constraints highlighted. As a result, a tunnelling solution was proposed and explored in detail.

  Technical aspects such as the tunnelling route, depth, and access for the drive and reception pits were assessed, and the tunnelling method was agreed to be the most appropriate and feasible solution. This approach enables the culvert infrastructure to be installed without conflicting with existing underground services or property boundaries. It also allows the lane to remain open upon completion, ensuring minimal long-term disruption to the nearby properties.

  The tunnelling solution aligns with the overall design strategy of conveying the fluvial flows using gravity, directing water safely downstream and away from vulnerable areas. This will help protect homes and businesses in Skewen from future fluvial flooding. Additionally, the programme is expected to be shorter in duration in to the other options considered.

3.5 Consultation

3.5.1 Pre-Application Advice

No formal pre-application advice request was submitted to NPTCBC. However, the Scheme has been developed in close collaboration with the LLFA within NPTCBC.

Engagement has also taken place with residents of Skewen, local landowners, and elected members. These consultations aimed to inform stakeholders of the need for the Scheme, its progress, and anticipated timeline, while also gathering local knowledge to support the development of the Skewen FAS.

Further engagement has occurred with internal NPTCBC departments, particularly relating to design refinements that did not require an updated EIA screening request (see Section 3.5.2)

3.5.2 Stakeholder Consultation

NPTCBC, as the LPA, provided an EIA screening opinion on 12 May 2023 (LPA ref: P2023/0224), confirming that the Proposed Development does not constitute EIA development. (LPA ref P2023/0224).

Local elected members have been informed of the progress of the scheme and given the opportunity to raise any local concerns, and potential areas for opportunities and wider benefits.

Record of Stakeholder Engagement

Organisation	Date	Method of engagement	Comment	Action/ Changes to design from feedback
Statutory stakeholders				
NPTCBC Drainage	23/10/2019	Personal Visit	Site Walkover with NPTCBC Drainage team to highlight assets and key problem areas	
NPTCBC SAB	13/08/2025	emails	Engagement with the SAB team to make them aware of the Skewen FAS and to ensure the scheme meets statutory SAB requirements and standards. Confirmation that the scheme is exempt from SAB approval based on recent emails/ drawings.	To make amendments to the Drummau Road Open Channel to change to the culvert option, plus check and adjust in the model. This should reduce temperature and permit construction costs and reduce maintenance and cleansing for us. The only thing that will need to be checked is potential utility clashes.
NPTCBC Planning			Discussed in the next section of this PDAS. EIA query only.	
NPTCBC Engineering and Transport				Provide relevant information on any infrastructure or assets that fall within their remit. Submit principal inspection records / structural assessments that may inform the scheme development, particularly where these structures intersect with the

Organisation	Date	Method of engagement	Comment	Action/ Changes to design from feedback
				Proposed Development. Clarify ownership and maintenance responsibilities for any structure and highlight any planned works or known issues that could influence the Proposed Development.
NPTCBC Heritage Officer	2022		Reviewed the potential impacts the Proposed Development would have on heritage assets within the scheme's extents. NPTCBC consulted with Cadw, who confirmed there are no requirements for an LBC.	
NPTCBC Highways Authority			Review of the scheme extents with the existing and proposed highway resurfacing programme. Provided guidance on the proposed road closures, diversion routes, traffic management, and reinstatement works specification and standards for the Proposed Development.	
NPTCBC Highway and Drainage Operations				Provide maintenance records and highlight any recurring operational issues or challenges encountered within the Proposed Development area. Share local knowledge regarding the existing

Organisation	Date	Method of engagement	Comment	Action/ Changes to design from feedback
				condition, accessibility, and performance of existing assets, which have been key in informing the route optimisation and design development of the scheme. Review and provide detailed comments and recommendations on the proposed new flood risk structures, ensuring they support and enhance long-term operational efficiency and ease of maintenance for the operational team.
NPTCBC Property and Regeneration			Provide the land ownership register and plans to compile a land ownership register for the entirety of the scheme. Confirm that all works and access requirements will be undertaken under the appropriate statutory notices to ensure the timely delivery of the flood alleviation scheme. Engage with affected landowners at the earliest opportunity to explain the nature and scope of the works, address any concerns, and facilitate these conversations.	Assist with temporary access agreements for construction purposes, ensuring that all necessary permissions are in place ahead of mobilisation. Assist with the establishment of a permanent easement across any land to allow for proposed access and maintenance.
NPTCBC Media and Comms			Support the development and issue of key messages to	Provide updates on the scheme development,

Organisation	Date	Method of engagement	Comment	Action/ Changes to design from feedback
			ensure clear and consistent communication with the public. Advice on appropriate communication channels in updating the public, such as press releases and or publishing on community groups on social media, to maximise reach and engagement with the wider community of Skewen.	including providing any supplementary reports and outline drawings. Ensure all communications are clear, inclusive, and aligned with corporate language standards, making technical information accessible and easy to understand for the wider community.
NPTCBC Ecology and Trees (TBC)			Awaiting the arboricultural and bat survey report from NPTCBC.	
Network Rail (NR)	22/11/2019	Consultation Site Meeting	Supportive of the scheme, works required to be scheduled in advance and those working on the site trained appropriately. Loss of trees is acceptable with no replacement on the NR-owned land. Due to the limited programme of the works on the railway line and due to the low use of the railway, a possession of the line to undertake the proposed works would cause minimal disruption and is likely to be granted.	Basic Asset Protection Agreement (BAPA) Applications for Drummau Road (CWR5957 and CWR5957a), the inlet structure (CWR5958 and CWR5958a) and the mineral line (CWR4378) have been accepted.
Mining Remediation Authority (MRA)	regular	Emails	Supportive of the scheme and the current water transfer pipes link. The 375mm diameter mine water transfer pipe will convey water from a mine adit, at the corner	

Organisation	Date	Method of engagement	Comment	Action/ Changes to design from feedback
			of Goshen Park and Drummau Road. This pipe connects to the same adit as the 375mm diameter mine water transfer pipe, further downstream. This will be the same water that currently discharges into the existing watercourse. The MRA have ordinary watercourse consent for the water discharge.	
Natural Resources Wales (NRW)			Provided advice as a statutory consultee and key in approving the Marine Licence application and consenting requirements.	Marine Licence applied for and granted.
Mining Remediation Authority	29/08/2025	email	Answered questions regarding the existing water discharges from the mine adits at Goshen Park and Drummau Road into the existing water course covered by existing discharge consents into the Tennant Canal and River Clydach.	No changes, however, asked for the CAD file of the scheme and land ownership boundaries.
Land / Asset Owners/ Land Interests				
Residents of Skewen			Engagement with residents has assisted in gathering local knowledge on historical flooding and drainage issues.	Initial engagement with landowners to provide a more detailed overview of the scheme and to discuss proposed access requirements and arrangements to finalise the design.

Organisation	Date	Method of engagement	Comment	Action/ Changes to design from feedback
Coedffranc Town Council			Engagement with the Town Council during key stages of the scheme has facilitated further communication between the council and the local community. The playing fields of Skewen Park are owned by Coedffranc Town Council, so this location will likely be a good option for tree re-planting, hence this idea is to be put forward **PENDING CONFIRMATION***	
Utility Companies (various)			Utility companies have provided asset location data and service plans to identify any potential conflicts or coordination needs with proposed works or flood mitigation measures.	Site visits and walkovers with utility companies have assisted with coordinating access requirements, service continuity, and future diversion works to ensure integrated planning.
Leeder Properties- Tennant Canal Agents	2019-2022	email	Site walkover arranged and scheme discussed. Leeder was informed that additional water flowing into canal will flow back out again, so there will be no change in water levels in the canal. Regeneration funding is sought for the canal, which is currently navigable but is not used.	N/A
General Public – to be updated post pre-application public consultation				

4. Proposed Development

4.1 Proposal

The Proposed Development comprises a series of flood alleviation works designed to reduce flood risk in Skewen, particularly for residential properties. The Proposed Development will improve the capacity of the existing culvert network to channel surface water away from homes and businesses. These upgrades will enhance the overall hydraulic performance of the drainage system. A General Arrangement Plan for the Proposed Development is provided in Drawing Ref. NE04_001-ATK-GEN-SWMWREC-RD-CD-000100/P01.

4.1.1 Culvert Route and Key Infrastructure

A new trash screen will be constructed at Caenant Terrace, replacing the existing structure. From this location, a buried culvert will be laid along Caenant Lane (behind Springfield Road), continuing to New Road at the Penbryn Road junction, passing beneath 8A New Road. The culvert will then continue from the Penbryn Road junction to the Drummau Road junction. On Drummau Road, near the railway crossing, a new flow monitoring chamber, trash screen, culvert and open channel will be installed to connect with the culvert along New Road. The culvert will then cross New Road and connect to the existing open channel at Whitegates.

At Old Road, a new trash screen will be constructed at the location of the existing structure, and the culvert will be laid beneath the mineral railway line before discharging into the Tennant Canal. A new overflow structure will be constructed adjacent to the existing structure to facilitate discharge to the River Clydach. This overflow structure will comprise a concrete U-channel with steel mesh flooring and a galvanised guardrail. Adjacent to the overflow structure, along the riverbank, a turf reinforcement mat is proposed, with blockstone and rock roll installed along the river edge to provide additional protection and stability.

A sewer diversion is required at Old Road to facilitate the installation of culverts for surface water drainage, as shown in Drawing Ref. NE04_001-ATK-GEN-SWMWREC-DR-CD-000303.

4.1.2 Landscaping and Reinstatement

Reinstatement of disturbed areas along the construction route, particularly where the culverts cross highways and roads, will be carried out on a like-for-like basis. Landscaping conditions linked to the EcIA may be supported at this time. Some trees will be removed to facilitate works near the railway line. However, mitigation planting is planned off the line of the new culvert near the Tennant Canal, rather than adjacent to the railway. Any vegetation lost will be reinstated, with a commitment to plant three trees for every one removed, using similar species and compensatory sizing.

4.1.3 Character

The Proposed Development is expected to have a minimal impact on the character of the area. Although the geographical extent of the Scheme exceeds one hectare stretching from Caenant Terrace to the River Clydach, the majority of components will be located underground and/or on operational Highways Authority land. Above-ground visual elements will be limited to trash screen upgrades, outfalls, and new maintenance access points. This approach is intended to minimise visual impact and avoid adverse effects on residential properties, businesses, and recreational visitors in Skewen post-construction. The Scheme is designed to reduce surface water flood risk, helping to maintain the integrity of the community and preserve the built character of the area.

4.1.4 Access and Movement

During construction, site access will be facilitated via existing public highways and the adjacent canal towpath. These routes have been selected to minimise disruption while ensuring safe and efficient movement of construction vehicles and personnel. There will be no permanent alterations to the existing transport network or connectivity arrangements.

A temporary road closure will be required for a section of Caenant Terrace, specifically to the rear of 10-15 Springfield Road onto New Road. Vehicular access from New Road to this portion of Caenant Terrace will be restricted for the duration of the works. This measure is necessary to support construction activities and ensure public safety, and will be visibly signposted and managed in coordination with local authorities.

Once operational, access will only be required for periodic maintenance visits. Maintenance access will be via the existing public highway network and through agreement with landowners or occupiers as necessary. The design aims to increase confidence among residents and businesses in the protection of their properties from flooding, while improving the public realm and maintaining accessibility for all.

To minimise disruption to rail services, construction works near the railway will be undertaken overnight, Fencing and boundary treatments on Network Rail land will be replaced on a like-for-like basis.

A Construction Environment Management Plan (CEMP), prepared by the contractor, will outline how the Scheme will be managed during delivery to ensure that any potential impacts are appropriately mitigated. To gain a realistic understanding of construction requirements, the project team consulted with a contractor during the ECI phase. This engagement provided insight into construction phasing, traffic management, and programme timings, and will inform refinement of the CEMP.

4.1.5 Environmental Sustainability

The purpose of the Proposed Development is to deliver climate change adaptation and improve resilience by reducing flood risk in Skewen. The design incorporates the most up-to-date predictions of future climate change and flood risk, ensuring the Scheme is capable of withstanding a 1 in 100-year event (1% AEP).

Ecological Impact and Mitigation

The preferred culvert route avoids ecologically valuable sites and habitats. Pre-construction surveys for breeding birds will be undertaken if works occur during the active season (late February to early September, weather dependent). Although disruption to the canal and River Clydach is expected to be minimal, targeted otter holt surveys will be conducted if the works are likely to affect either structure. An ecological method statement will be prepared, detailing clearance methodologies for specific species and invasive species removal. This may include supervised clearance in areas of dense scrub where pre-surveying is not feasible.

Air Quality Management

Dust suppression techniques, such as water spraying and covering of loose materials, will be employed as needed. Vehicle emissions will be controlled through the use of modern, low-emission machinery and adherence to idling restrictions.

Noise and Vibration Control

Construction activities will be scheduled to avoid sensitive times. Noise barriers or acoustic screening may be installed where necessary. Equipment will be maintained to reduce noise output, and vibration monitoring will be conducted near sensitive receptors.

Waterway Protection

Use of the canal towpath will be managed to prevent contamination of the waterway. Protective barriers and spill containment systems will be in place to prevent runoff or accidental discharge of pollutants.

Waste Management

A site-specific waste management plan will be developed to ensure responsible disposal and recycling of construction materials. Hazardous waste will be handled in accordance with regulatory requirements.

Ecological Enhancements

Enhancements include replacement planting in the ratio of 3:1 to offset carbon emissions and improve biodiversity; reuse of felled trees as woody habitat for blue ground beetles; installation of bat boxes and bird boxes on new and retained trees; replacement of invasive non-native species with native wildflower mixes; and clearance of debris from open channels to improve water quality and biodiversity.

4.1.6 Community Safety

A principal aim of the Proposed Development is to enhance the standard of flood protection in Skewen, thereby improving community safety and asset resilience. The CTMP will be used to manage travel to and from the site and compound areas, ensuring safe site operations and effective traffic diversions throughout the works.

Key hazards associated with the Scheme include:

- Diversion of services and the potential to encounter unchartered underground utilities;
- Works adjacent to and beneath a railway line;
- Flood risk and the need for effective flow management;
- Presence of Invasive Non-Native Species (INNS) recorded within 1 km of the site boundary.

Construction techniques to manage delivery include:

- Tunnelling beneath the mineral railway line, with noise and vibration monitoring in place;
- Settlement monitoring near the railway and along Caenant Terrace Lane due to tunnelling activities;
- Manual raking of trash screens and sump clearance using a JCB 3CX from the east, to be maintained by NPTCBC.

Current delivery considerations include:

- Identification of proposed compound areas and laydown/satellite office zones;
- Planning of site traffic routes;
- A bridge height restriction of 2.2 metres.

4.2 Ground Conditions

The AtkinsRéalis Ground Investigation Report (June 2022) concluded that overall contamination risk associated with the Site is considered low for human health receptors and moderate for controlled waters receptors under both the current and future land use scenarios.

In relation to the Proposed Development, the following measures are likely to be required:

- Adoption of appropriate health and safety practices and procedures during construction to mitigate potential risks to construction workers and visitors;

- Implementation of best practice environmental management during construction, including minimisation of dust generation and migration, to reduce potential risks to controlled waters, visitors, and surrounding off-site users;
- Vigilance throughout the works for potential asbestos-containing materials at the surface or other unexpected contamination during site clearance and earthworks in areas not previously investigated.

4.3 Construction

Construction activities will generally be limited to daytime hours (e.g. 07:30 to 18:00 Monday to Friday and 08:30 to 13:00 on Saturdays). Whilst no night-time working is currently planned, it may be required at specific locations on weekday nights only. Occasional weekend working may also be necessary to reduce the overall construction duration or to facilitate delivery of large equipment outside peak hours. No works will take place over Christmas, New Year, Easter public holidays, or bank holidays.

The anticipated construction period is approximately 12 months. The Scheme will be delivered in phases to minimise disruption to residents and businesses.

Temporary site compounds will be established for storing plant, machinery, materials, and welfare facilities. Plans showing the main construction routes and off-road access routes are provided in the CTMP (ref: NE04_001-ATK-EAC-SWMWREC-RP-LP-000002).

Prior to commencement, nearby property owners and the general public will be notified of the works. Notifications will include details of the construction timeline, road and access closures, and alternative access routes. This information will be distributed in writing and via public notices posted locally.

Construction activities will generate some dust. To reduce dust production, we will implement good construction practices, such as using water bowsers to dampen material stockpiles and limiting the speed of vehicles on the construction site.

To facilitate ongoing maintenance of the flood alleviation infrastructure, cameras will be installed at inlet structures and trash screens. These will allow remote monitoring by NPTCBC to determine when clearance is required, helping to prevent future flooding.

At this stage the preferred method for constructing the culvert beneath the unused freight railway line is open cut excavation as opposed to tunnelling. This method has been assessed in the supporting technical documents and forms the basis of the environmental and construction management strategies submitted with this application.

4.3.1 Construction Traffic Routing and Access

The Construction Traffic Management Plan (CTMP) outlines the overall arrangements for managing the movement of traffic required to construct the Scheme. It also considers the volume of traffic the Scheme will generate to ensure that the impacts of construction are managed efficiently and without harm to the wider transport network.

To inform the CTMP, the project team consulted with a construction contractor during a phase of ECI. The ECI provided detailed input on construction phasing, traffic management, and programme timings.

Residents and businesses will be affected by the works across the Scheme, particularly those on Caenant Terrace, Penbryn Road, and Park Street, where access to properties will be disrupted. This will require close coordination and cooperation between the contractor and affected residents, with clear plans and regular updates provided to ensure transparency and minimise inconvenience.

Occasional weekend working may be included in the construction programme to reduce the overall duration of works or to facilitate the delivery of large equipment and construction materials outside of peak traffic hours. Construction will also be phased to minimise adverse effects during peak seasons for recreational facilities.

Works on public highways will be managed in accordance with the requirements of NPTCBC, acting as the Highway Authority. The contractor will be responsible for complying with all relevant restrictions, requirements, and procedures relating to traffic management and temporary traffic orders. The Council has also considered the long-term management and maintenance of the development to ensure community safety and value for money.

Detailed General Arrangement Drawings for the works are provided in Drawing Refs: NE04_001-ATK-GEN-SWMWREC-DR-CD-000210 and NE04_001-ATK-GEN-SWMWREC-DR-CD-000211, with further outline information detailed in the CTMP. The overarching design of the Proposed Development is shown in General Arrangement Drawing reference: NE04_001-ATK-GEN-SWMWREC-RD-CD-000100.

During construction, a number of PRoW will need to be temporarily diverted:

- A section of the Tennant Canal towpath will be used as a temporary construction access. This will involve the use of PRoW No. 44 25/1 along the towpath, which will be managed but is unlikely to require full closure or diversion.
- PRoW No. 12 21/1 is expected to remain open but will be locally diverted during construction works near the New Road/Drummau Road junction.
- PRoW No. 44 25/3, which runs along Caenant Terrace will be temporarily closed and diverted during construction. The proposed diversion route is shown in the CTMP plans.

5. Planning Legislation and Policy

This Section outlines the national planning legislation and policy framework relevant to flood risk management, infrastructure delivery, and sustainable development in Wales. It includes statutory considerations and material planning policies that guide decision-making.

5.1 Statutory and Legislative Framework

5.1.1 Planning (Wales) Act 2015

The Planning (Wales) Act 2015 introduced reforms to strengthen the development planning system in Wales. It established a tiered planning framework comprising the National Development Framework (now Future Wales), Strategic Development Plans, and LDPs. The Act also enhanced development management and enforcement procedures. Section 31 of the Act requires that the Welsh language be considered where relevant to planning decisions.

5.1.2 Well-being of Future Generations (Wales) Act 2015

This Act 2015 places a legal duty on public bodies to carry out sustainable development, defined as improving the economic, social, environmental, and cultural well-being of Wales in a way that meets present needs without compromising future generations. It sets out seven national well-being goals:

Table 5-1 – Welsh Wellbeing Goals

Goal	Description
A Prosperous Wales	An innovative, productive and low-carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.
A Resilient Wales	A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic, and ecological resilience and the capacity to adapt to change (for example, climate change).
A Healthier Wales	A society in which people's physical and mental well-being is maximised, and in which choices and behaviours that benefit future health are understood.
A More Equal Wales	A society that enables people to fulfil their potential, no matter what their background or circumstances (including their socio-economic background and circumstances).
A Wales of Cohesive Communities	Attractive, viable, safe, and well-connected communities.
A Wales of Vibrant Culture and Thriving Welsh Language	A society that promotes and protects culture, heritage, and the Welsh language, and which encourages people to participate in the arts, sports, and recreation.
A Globally Responsible Wales	A nation which, when doing anything to improve the economic, social, environmental, and cultural well-being of Wales, considers whether doing such a thing may make a positive contribution to global well-being.

To achieve these goals, public bodies must apply the sustainable development principle through five ways of working:

Table 5-2 – Welsh Wellbeing Goals – Ways of Working

Way of Working	Description
Involvement	The importance of involving people with an interest in achieving the well-being goals and ensuring that those people reflect the diversity of the area which the body serves.
Collaboration	Acting in collaboration with any other person (or different parts of the body itself) that could help the body to meet its well-being objectives.
Integration	Considering how the public body's well-being objectives may impact upon each of the well-being goals, their objectives, or the objectives of other public bodies.
Prevention	Acting to prevent problems from occurring or getting worse may help public bodies meet their objectives.
Long-term	The importance of balancing short-term needs with the need to safeguard the ability to also meet long-term needs.

5.1.3 Equality Act 2010

The Equality Act protects individuals from discrimination based on nine protected characteristics. In Wales, the Welsh language is also treated as a protected characteristic in planning contexts. The planning process must ensure inclusive access and communication, including bilingual engagement and documentation.

5.2 National Planning Policy

5.2.1 Future Wales: The National Plan 2040

Future Wales, the national development framework for Wales which was published in Februart 2021, holds development plan status. It sets out spatial priorities and strategic policies to guide development to 2040. Relevant policies include:

- Policy 8 – Flooding: Supports investment in flood risk infrastructure, prioritising nature-based solutions and safeguarding ecological sites.
- Policy 9 – Resilient Ecological Networks and Green Infrastructure: Promotes biodiversity enhancement and ecological connectivity through strategic planning and nature-based design.
- Policy 28 – National Growth Area: Encourages sustainable growth and infrastructure investment in the South West Wales region, including Neath Port Talbot.

The Proposed Development aligns with Future Wales by delivering climate-resilient infrastructure and supporting community well-being.

5.2.2 Planning Policy Wales (Edition 11)

Planning Policy Wales (PPW), published in February 2021, sets out the Welsh Government's land use planning policies. Its overarching objective is to deliver sustainable development and improve well-being. Key themes include:

- Chapter 2 – People and Places: Focuses on placemaking and the creation of sustainable communities.
- Chapter 3 – Strategic and Spatial Choices: Encourages early consideration of infrastructure and flood risk in development planning.
- Chapter 6 – Distinctive and Natural Places: Highlights the importance of protecting the historic environment, managing flood risk, and enhancing green infrastructure.

5.3 Technical Advice Notes

5.3.1 TAN 15: Development, Flooding and Coastal Erosion (March 2025)

The updated Technical Advice Note (TAN) 15 provides guidance on managing flood risk and coastal erosion. Key provisions include:

- Introduction of the Flood Map for Planning (FMfP), replacing the Development Advice Map.
- Definition of TAN15 Defended Zones, where development must consider residual risk despite existing flood defences.
- Requirement for Flood Consequences Assessments (FCAs) for all development in flood risk areas.
- Emphasis on nature-based flood management and climate resilience.
- Greater flexibility for redevelopment of previously developed land, subject to robust flood mitigation.

5.3.2 Other Relevant TANs

- TAN 5: Nature Conservation and Planning – Provides guidance on biodiversity protection and ecological enhancement.
- TAN 11: Noise – Addresses noise mitigation, including construction-related impacts.
- TAN 12: Design – Promotes sustainable design and the use of Design and Access Statements.
- TAN 24: The Historic Environment – Ensures consideration of listed buildings, conservation areas, and archaeological assets.

5.4 Local Policy

This section outlines the local planning policy framework relevant to the Skewen Flood Alleviation Scheme. It includes adopted policies from the Neath Port Talbot Local Development Plan (LDP) 2011–2026, emerging policies from the Replacement LDP (2023–2038), and supplementary strategies and guidance that inform the planning and delivery of flood risk infrastructure and ecological enhancements.

5.4.1 Adopted Local Development Plan (2011-2026)

The Neath Port Talbot LDP, adopted in January 2016, remains the statutory development plan for the County Borough. Several policies within the LDP are directly relevant to the Proposed Development:

- SP1 Climate Change: Encourages development that contributes to climate resilience, including flood risk mitigation and improved habitat connectivity.
- SP4 Infrastructure: Supports the efficient use of existing infrastructure and the provision of new infrastructure where necessary to meet strategic needs.
- SC1 Settlement Limits: Permits infrastructure development outside settlement boundaries where it cannot reasonably be accommodated within them.
- SP15 Biodiversity and Geodiversity / EN6 / EN7: These policies protect designated sites and important natural features, requiring appropriate ecological assessment and mitigation.
- SP16 Environmental Protection / EN8 Pollution and Land Stability: Seeks to prevent adverse impacts on water, air, and ground quality, and requires appropriate environmental management during construction and operation.
- TR2 Design and Access: Requires safe and efficient use of the highway network, including consideration of construction-related impacts.

- BE1 Design: Promotes high-quality design that responds to environmental, landscape, and heritage context.
- BE3 Canal Network: Safeguards the historic canal network and its potential for future reinstatement or enhancement/

5.4.2 Replacement Local Development Plan (2023-2038)

The RLDP is currently at the Preferred Strategy stage, following public consultation in December 2024. Although not yet adopted, it provides a forward-looking framework for sustainable development across Neath Port Talbot. Emerging key themes relevant to infrastructure and flood risk management include:

- Flood Risk and Infrastructure: The RLDP identifies areas of high flood risk Skewen, including Caenant Terrace, New Road, and Drummau Road. It promotes investment in flood alleviation infrastructure, natural flood management techniques, and sustainable drainage systems (SuDS).

- Strategic Role of Skewen: Skewen is identified as a sustainable settlement with a strategic role in the spatial strategy. Infrastructure investment is supported to enable growth and improve resilience.

- Integrated Assessments: The RLDP is informed by a Strategic Flood Consequences Assessment (SFCA), Sustainability Appraisal, and Habitats Regulations Assessment, which collectively support a proactive risk-based approach to flood risk management.

5.4.3 Local Flood Risk Management Strategy (2024–2029)

The Local Flood Risk Management Strategy, approved by NPTCBC in July 2025 outlines the approach to managing flood risk from surface water, groundwater, and ordinary watercourses. As LLFA, NPTCBC has identified the following priorities:

- Investment in Flood Alleviation Schemes: The Strategy prioritises targeted interventions in areas to identified as vulnerable to flooding.
- Sustainable Drainage and Asset Maintenance: Emphasise is placed on the implementation of SuDS, regular maintenance of conveyance infrastructure, and the development of early warning systems.
- Community Resilience: The Strategy supports emergency planning, public engagement and awareness raising to improve preparedness and response to flood events.

The Strategy directly references the Skewen Flood Alleviation Scheme as a priority project.

5.4.4 Biodiversity and Geodiversity SPG (May 2018) and Biodiversity Duty Plan

The Biodiversity and Geodiversity SPG provides detailed guidance on implementing LDP policies SP15, EN6, and EN7. It sets out expectations for biodiversity protection and enhancement in development proposals. Key principles include:

- Biodiversity Net Gain (BNG): All development is expected to demonstrate a measurable net benefit for biodiversity and ecosystem resilience.
- Green Infrastructure Statement (GIS): Required for all planning applications, detailing existing habitats, proposed mitigation measures, and adherence to the Stepwise Approach (avoid, minimise, mitigate, compensate).
- Avoidance of Pre-emptive Clearance: Developers are discouraged from undertaking site clearance prior to ecological assessment.

The Council's Biodiversity Duty Plan (2023–2026), adopted under the Environment (Wales) Act 2016, embeds biodiversity into planning decisions and aligns with the Nature Recovery Plan for Wales.

5.5 Summary of Policy Alignment

The planning policy framework relevant to flood risk infrastructure and ecological enhancement in Skewen includes:

- Future Wales: The National Plan 2040 - supports climate-resilient infrastructure and sustainable growth in strategic settlements.
- Planning Policy Wales (Edition 11) and TAN 15 (2025) - promotes a risk-based, plan-led approach to flood risk management, supported by appropriate assessments and ecological considerations.
- The Well-being of Future Generations (Wales) Act 2015 - encourages long-term investment in community safety, environmental resilience, and inclusive infrastructure.
- Neath Port Talbot's Adopted and Replacement Local Development Plans - provide the statutory and emerging policy framework for infrastructure delivery, biodiversity protection, and design quality.
- Local Flood Risk Management Strategy (2024–2029) - sets out strategic priorities for flood risk reduction and community resilience.
- The Biodiversity and Geodiversity SPG and Duty Plan - establishes requirements for BNG, habitat protection, and green infrastructure.

6. Development Appraisal

This Section appraises the Proposed Development against relevant national and local planning policies, technical guidance, and material considerations. It considers the principle of development, flood risk, drainage, construction impacts, ground conditions, ecological impact, heritage, noise and vibration, land use, and landscaping enhancements in the context of sustainable development and infrastructure planning in Wales.

6.1 Principle of Development and Flood Consequences

The Proposed Development is a flood alleviation scheme designed to reduce fluvial flood risk in Skewen. Its location within an area identified as at risk of flooding is consistent with national policy, which recognises that certain types of infrastructure must be sited in such areas to fulfil their function.

The Scheme will provide significant environmental and social benefits, protecting 45 residential properties and 6 commercial premises from flooding during a 1 in 100-year (1% AEP) event. The Flood Consequences Assessment (FCA) confirms that the Scheme will not increase flood risk to third party domestic properties. During the 1 in 1000-year (0.1% AEP) with an allowance for climate change, there are localised pockets of detriment predicted although there is no detriment shown to any domestic properties as a result of the proposals. No 'Detriment' (defined as any increase in flood levels greater than 5 mm), is recorded.

The Scheme is therefore compliant with:

- PPW: supports infrastructure that mitigates flood risk and improves community resilience.
- TAN 15 Development, Flooding and Coastal Erosion (2025): Endorses a risk-based, plan-led approach to flood risk management, requiring FCAs and climate change allowances.
- Neath Port Talbot LDP Policy SP1 Climate Change: Seeks to address flood risk and improve settlement resilience through infrastructure investment.
- RLDP Policy SP2 Climate Resilience: Promotes adaptation to climate change through strategic infrastructure.
- RDLP Policy SP18 Environmental Protection: Requires development to safeguard environmental quality and reduce risk to people and property.

6.2 Drainage

The Scheme involves below-ground infrastructure with minimal changes to surface levels. As there is no increase in impermeable area, a formal drainage strategy is not required. However, a Water Framework Directive (WFD) Assessment has been undertaken, identifying mitigation measures to protect water quality during construction. These measures will be implemented through a CEMP.

Relevant policy considerations include:

- LDP Policy SP16 Environmental Protection: Requires protection of water, air, and ground quality.
- LDP Policy SP4 Infrastructure: Supports efficient infrastructure delivery.
- LDP Policy EN8 Pollution and Land Stability: Prevents unacceptable pollution impacts.
- LDP Policy BE1 Design: Encourages sustainable drainage and pollution prevention.

- RLDP Policy SP18 Environmental Protection: Promotes environmental safeguards during development.

6.3 Construction Traffic Management

A CTMP has been prepared to manage traffic movements, phasing, and compound locations. The CTMP minimises disruption by:

- Reducing trip frequency and duration.
- Phasing works to limit localised impacts.
- Coordinating with the Highway Authority.
- Implementing signage, dust suppression, and site security.

Mitigation measures will be embedded in the works contract and monitored throughout the construction period. The Scheme complies with:

- LDP Policy TR2 Design and Access of New Development: Requires safe and efficient highway use.
- LDP Policy SP20 Transport Infrastructure: Supports infrastructure that improves transport safety and efficiency.
- LDP Policy BE1 Design: Encourages design that limits construction impacts and supports accessibility.

6.4 Geotechnical and Geo-Environmental Risks

The Geotechnical and Geo-Environmental Interpretive Report (AtkinsRéalis, December 2020) and Ground Investigation Report (June 2022) confirm that:

- Contamination risk is low to human health and moderate to controlled waters.
- Settlement risk from culvert loading is minimal.
- Ground conditions are suitable for the proposed works.

Chapter 8 of the interpretative report focuses on contamination risk and recommends protective working methods. Land contamination has been assessed using the Contaminated Land Exposure Assessment (CLEA) model and the Land Contamination Risk Management Guidance (LCRM) guidance issued by DEFRA and the Environment Agency.

All exploratory hole operations, soil and rock sampling, in-situ testing, and logging have been undertaken in accordance with

- BS 5930: 2015 Site Investigations
- BS 10175:2017 + A2:2017 Investigation of Potentially Contaminated Sites
- BS 1377:1990 Methods of Test for Soils for Engineering Purposes

A Ground Penetrating Radar (GPR) survey was also undertaken to identify buried services across the Site.

While a net increase in loading from the culverts is anticipated, any resulting settlement is expected to be negligible. Settlement considerations will be addressed during detailed design as load data becomes available. The report also recommends specific weight limitations and exemptions for proposed deposits and engineering works.

The Ground Investigation Report further recommends:

- Adoption of appropriate health and safety measures during construction to protect workers and visitors.
- Implementation of best practice environmental management, including dust suppression and run-off control;
- Vigilance for asbestos-containing materials or unexpected contamination during site clearance and earthworks in previously uninvestigated areas.

The Proposed Development is therefore considered to be compliant with:

- LDP Policy EN8 Pollution and Land Stability: Requires mitigation of contamination and land stability risks;
- LDP Policy SP16 Environmental Protection: Seeks to protect environmental quality and ensure safe development.

6.5 Ecological Impact

An EcIA was undertaken by TACP in July 2022, covering a 1 km radius around the Site and reviewing designated sites within 2 km. The assessment identified the presence of protected species and habitats, including:

- Three Wildlife/SINC sites within the Site boundary: Tennant Canal, Pentreffynnon, and Gwlyptir Mynachlog Nedd
- Six Wildlife/SINC sites within 1 km: Neath Estuary (104m), Dyffryn Woods (387m), Roman Way Reedbed (555m), Neath Canal (679m), Coed Bach a'r cwm (811m), and Square Pond (854m)

The EcIA identified Important Ecological Features, including designated sites, valued habitats, and species of conservation concern such as Chives, Flowering-rush, and Golden-samphire. It also recorded Invasive Non-Native Species (INNS) within 1 km, including Japanese Knotweed, Himalayan Balsam, and Rhododendron, all listed under Schedule 9 of the Wildlife and Countryside Act 1981 (as amended).

6.5.1 Ecology Mitigation

An updated EcIA was commissioned in January 2023 to support the detailed design phase. It recommends:

- Pre-construction surveys for breeding birds (if works occur February – September).
- Targeted otter holt surveys prior to the works if works affect the Tennant canal or River Clydach
- Ecological method statements for specific species and methodology for species clearance and INNS removal.
- Supervised clearance in dense scrub areas where pre-surveying is not feasible.

Construction impacts are assessed as neutral to slightly positive in terms of ecosystem services. Operational impacts are expected to be negligible, with no significant effects on bats, otters, birds, reptiles, amphibians, badgers, or hedgehogs.

6.5.2 Invertebrates and Fish in the Tennant Canal

The EcIA notes that minor scrub clearance may reduce habitat availability for invertebrates, resulting in a neutral to slight negative impact without mitigation. Direct mortality risk is considered low.

6.5.3 Habitats

No designated sites will be directly affected. Indirect impacts will be managed through best practice for the construction methods and ecological mitigation. A tree survey (Grounded Trees and Ecology, September

2025) found no bat roosts or nesting birds in trees within the red-line boundary.

6.5.4 Trees and Fauna

A BS5837:2012 tree survey (October 2025) assessed tree condition and recommended protection measures. A bat survey found no roosting features in ivy-covered trees. Mitigation includes:

- Seasonal clearance.
- Root protection zones.
- Lighting and noise management.
- Excavation safety protocols.

Japanese Knotweed was confirmed 20 metres north of the Skewen–Neath rail line and will be managed in accordance with statutory guidance.

6.5.5 Ecological Enhancements

Although not required to mitigate direct impacts, the Proposed Development includes a suite of ecological enhancements to support biodiversity and ecosystem resilience. These measures reflect best practice and contribute to NBB, in line with the Environment (Wales) Act 2016 and Planning Policy Wales (Edition 12).

Enhancements include:

- Bat boxes installed on retained trees, monitored by a licensed bat worker.
- Bird boxes suitable for tit species to reduce competition for bat roosts.
- Amenity grassland enhancement, including:
  - Infrequent cutting using low ground pressure machinery.
  - Taller sward management to encourage wildflower establishment.
  - Turf removal to expose bare ground for natural recolonisation, with light seeding where needed.

Additionally, Japanese Knotweed near the canal discharge point will be treated and removed, with the area replanted using native species.

Where possible proportionate Net Benefit for Biodiversity will be met by interventions on or immediately adjacent to the application site. A total of 45 trees will be planted to replace the 15 trees anticipated to be felled as a result of the Proposed Development. The tree planting is to take place on land which is viable and available. Two locations for tree planting within the application site have been identified near the overflow to the Tennant Canal and to the north of the railway viaduct off Drummau Rd. The two areas are unlikely to accommodate all the tree planting required to comply with planning policy. Given the limitations of the urban nature of the site location, trees will also be planted in nearby public parks beyond the application site.

These enhancements support compliance with:

- LDP Policy SP15: Biodiversity and Geodiversity
- LDP Policy EN6: Important Biodiversity and Geodiversity Sites
- LDP Policy EN7: Important Natural Features
- LDP Policy BE1: Design
- RLDP Biodiversity Duty Plan and SPG

6.6 Heritage

The Proposed Development is situated in an area with notable heritage assets, including Neath Abbey Castle and the Tennant Canal: Skewen Cutting and Tramroad Bridge, both designated as Scheduled Ancient Monuments. Consultation responses from Cadw and Glamorgan Gwent Archaeological Trust (GGAT) can be found in Appendix B.

6.6.1 Neath Abbey Castle

Neath Abbey Castle is a well-preserved medieval monument of national importance, featuring a prominent twin-towered gatehouse and remnants of defensive structures dating from the 12th to 14th centuries. The castle's strategic location and architectural evolution reflect its historical significance in the lordship of Glamorgan.

While the original compound siting considered land opposite the castle (west of Monastery Road), this location has since been approved for a car park development, scheduled for delivery in early 2026. As such, it is no longer under consideration for the scheme. Given this change and the spatial separation of the final compound location, no direct or indirect impacts on Neath Abbey Castle are anticipated.

6.6.2 Tennant Canal: Skewen Cutting and Tramroad Bridge

A section of the Tennant Canal, including the Skewen Cutting and tramroad bridge, is also a Scheduled Monument. Constructed between 1820–1824, this canal segment is notable for its inverted arch design to counter quicksand and its role in coal and industrial transport. The tramroad bridge, a Grade II listed structure, adds to the site's historical value.

Surface water from the Proposed Development will discharge into the Tennant Canal. While this introduces potential interaction with the heritage asset, Cadw and GGAT have confirmed that the impact will not be significant. GGAT recommends a Written Scheme of Investigation (WSI) during works near the canal, which will be secured via planning condition.

A CEMP will be implemented to manage any potential impacts during construction, particularly near heritage assets. The scheme aligns with:

- Strategic Policy SP21: Built Environment and Historic Heritage (Neath Port Talbot LDP)
- Policy BE1: Design
- Policy SP15: Historic Environment (Replacement LDP Preferred Strategy)

The Proposed Development has been designed to avoid adverse effects on designated heritage assets. Where interaction is unavoidable (e.g., surface water discharge to the Tennant Canal), appropriate mitigation measures, including archaeological oversight, will be implemented to safeguard heritage significance.

6.7 Noise and Vibration

The AtkinsRéalis (2025) Noise and Vibration Assessment evaluates potential impacts during the micro-tunnelling construction phase and outlines mitigation measures. The LDP includes Policy EN8 – Pollution and Land Stability, which requires developments to demonstrate that they will not result in unacceptable levels of pollution, including noise and vibration, that could affect health, amenity, or the natural environment.

A desktop assessment identified several nearby Noise Sensitive Receptors (NSRs), with the closest located approximately 10m from construction activities. Ambient noise levels in the area are estimated between 55–65 dB LAeq,16hr, based on local noise mapping data.

The construction noise assessment indicates that while temporary adverse impacts may occur at the nearest NSRs, these will be short in duration and are not expected to exceed thresholds for significant effects.

The vibration assessment found that predicted levels around the cofferdams may exceed human comfort criteria, though not the building damage thresholds. These vibrations are expected to be perceptible but tolerable, particularly with advance community notification and clear communication. Micro-tunnelling is expected to generate imperceptible vibration at distances less than 10m.

An indicative construction traffic assessment concluded that changes in road traffic noise along the A4230 will be negligible, and in line with DMRB LA 111, are not expected to result in significant effects or behavioural changes.

Mitigation measures, including community liaison and the use of Best Practicable Means (BPM), are detailed in Chapter 6 of the Noise and Vibration Assessment. These will be implemented to minimise impacts as far as reasonably practicable.

6.8 Land Use

The Proposed Development will not alter existing land use within or adjacent to the scheme area. The works are temporary and confined to the construction corridor, with no change to zoning or long-term land function.

6.9 Landscaping and Reinstatement

The Proposed Development will temporarily affect **trees, flora, and fauna** near the Tennant Canal, which lies within the scheme's redline boundary. All disturbed areas along the construction route will be restored to their original condition following completion.

A total of 45 trees will be planted to replace the 15 trees anticipated to be felled as a result of the Proposed Development. The tree planting is to take place on land which is viable and available. Two locations for tree planting within the application site have been identified near the overflow to the Tennant Canal and to the north of the railway viaduct off Drummau Rd. The two areas are unlikely to accommodate all the tree planting required to comply with planning policy. Given the limitations of the urban nature of the site location, trees will also be planted in nearby public parks beyond the application site

7. Summary

The Proposed Development comprises a suite of flood alleviation measures designed to enhance the capacity and resilience of drainage infrastructure in Skewen. Key components include a new overflow culvert, upgraded inlet structures and the installation of trash screens. These interventions are designed to reduce flood risk, support climate change adaptation, and improve community resilience.

The design has been informed by hydraulic modelling, stakeholder engagement, and environmental assessments. It incorporates mitigation strategies to minimise potential impacts on:

- Residential and commercial properties
- Nationally important heritage assets
- Recreational and ecological features

Construction will be carefully programmed to avoid disruption to rail services, and a CTMP has been prepared to manage access and minimise conflict with surrounding land uses.

The construction phase is anticipated to run from Spring 2026 to Spring 2027, with operational benefits anticipated immediately upon completion. The scheme is designed to manage flood events up to the 1% AEP, equivalent to a 1-in-100-year event, in line with TAN 15 guidance on climate-resilient development.

Environmental safeguards include:

- A WFD Assessment
- Ground investigations and structural assessments
- Protection of vulnerable facilities such as Cwrt-Clwydi-Gwyn Care Home
- Improved flood access management, including at Caenant Terrace

Potential geo-environmental risks, including contamination and asbestos, will be managed in accordance with relevant legislation. The scheme will prioritise sustainable procurement practices, including the use of locally sourced materials and consideration of transport-related emissions.

Ecological impacts will be mitigated through:

- Reinstatement of vegetation
- Replacement tree planting at a 3:1 ratio,

The Proposed Development has been prepared in the context of national and local planning policy, including the Neath Port Talbot LDP and the Replacement LDP Preferred Strategy. It represents a strategic infrastructure intervention with clear environmental, social, and climate resilience benefits.

Accordingly, the LPA is respectfully requested to grant planning permission for the Proposed Development.

APPENDICES

Appendix A. EIA Screening Opinion

Appendix B. Consultation responses from Cadw and Glamorgan Gwent Archaeological Trust

The allocated quiet area of the medieval Neath Abbey Castle is a Scheduled Ancient Monument, Cadw states:

> *"The monument consists of the remains of a castle dating to the medieval period. Neath Castle was one of the minor Norman castles in the lordship of Glamorgan. The Normans chose this strategic spot, guarding the river crossing, for a stronghold. The main surviving feature of the castle is the great twin-towered gatehouse on its west side. This belongs to the latest phase in its 250-year history.*
>
> *The first castle was a castle-ringwork known to have been built here in the 12th century by Robert, Earl of Gloucester. The roughly oval raised enclosure to the east of the gatehouse probably dates from this period. The castle was much harried by the Welsh and was rebuilt in stone sometime in the early 13th century, possibly after being destroyed by Llywelyn ab Iorwerth in 1231. The ruined curtain wall is part of this castle, although it has been much modified since. It had two projecting round towers, the stump of one of which is visible on the east side. There was a simple gatehouse on the site of the present one, and the flight of steps well below the present ground level in front of the present gatehouse led up to this 13th-century one.*
>
> *The castle was again severely damaged in 1321-2 by enemies of the unpopular lord of Glamorgan, Hugh le Despenser. It was the 14th century rebuilding after this attack that gave it its magnificent gatehouse. Only the fronts of the great D-shaped towers and the arch between them survive. The steps of the old gateway, now uncovered again, were buried, and a drawbridge was used instead. Blocked windows and the springing of the arch over the gateway still retain their dressed Sutton stone surrounds, which contrast nicely with the dark local sandstone of the walls. Jutting out from the front of the right-hand tower is the broken end of the town wall. In the interior of the castle, the foundations of buildings now only remain. The monument is of national importance for its potential to enhance our knowledge of medieval defensive practices.*
>
> *The monument is well-preserved and an important relic of the medieval landscape. It retains significant archaeological potential, with a strong probability of the presence of both structural evidence and intact associated deposits.*
>
> *The scheduled area comprises the remains described and areas around them within which related evidence may be expected to survive."*

Feedback from Cadw:

In April 2023, the following detailed responses were received from Cadw and Glamorgan Gwent Archaeological Trust (GGAT) as part of the EIA screening consultation.

Cadw, as the Welsh Government's historic environment service, has assessed the characteristics of this proposed development and its location within the historic environment. In particular, the likely impact on designated or registered historic assets of national importance. In assessing if the likely impact of the development is significant Cadw has considered the extent to which the proposals affect those nationally important historic assets that form the historic environment, including scheduled ancient monuments, listed buildings, registered historic parks, gardens and landscapes.

These views are provided without prejudice to the Welsh Government's consideration of the matter, should it come before it formally for determination.

Advice

Cadw does not consider that the effect, on the historic environment as a whole, will be significant enough to warrant an EIA.

Assessment

Our records show that the following historic assets are potentially affected by the proposal.

Listed Buildings:

11770	Pensianel Pigsty	II
11833	Bridge over S end of Skewen Cutting, Tennant Canal (partly in Dyffryn Clydach community)	II
11834	Bridge over Tennant Canal to S of entrance to Neath Abbey	II
11845	Former engine manufacturing building at former Neath Abbey Ironworks	II
23062	Hermon Chapel	II
23063	Bethania Chapel	II
23064	New Road Methodist Church	II
23065	Quaker's Viaduct (partly in Dyffryn Clydach community)	II
23066	Horeb Chapel	II
23067	Tramroad bridge over Skewen Cutting, Tennant Canal (partly in Dyffryn Clydach Community)	II
23069	Bridge over Tennant Canal W of former Crown Copperworks	II
23070	Tabernacle Chapel	II
23071	Milestone on N side of A4230	II
23075	Gorphwysfa Chapel	II
23076	Tabernacle Chapel Hall	II
82332	No. 1 Blast Furnace at former Neath Abbey Ironworks	II*
82333	No. 2 Blast Furnace at former Neath Abbey Ironworks	II*
82340	Bridge over River Clydach to S of Neath Abbey	II
82341	Bridge over Tennant Canal N of former Mines Royal Copper Works	II
82342	Tramroad bridge over Skewen Cutting, Tennant Canal (partly in Coedffranc community)	II
82343	Bridge over S end of Skewen Cutting, Tennant Canal (partly in Coedffranc community)	II
82344	Church of Saint John the Baptist	II
82345	Quaker's Viaduct (partly in Coedffranc community)	II
87690	New Road Overbridge	II

Scheduled Ancient Monuments:
GM006 Neath Abbey & Gatehouse
GM389 Neath Abbey Ironworks
GM394 Tennant Canal: Skewen Cutting and tramroad bridge
GM635 Neath Abbey Ironworks Calcining Kilns

The above designated historic assets are located inside 500m of the proposed works but apart from proposed works to discharge water into the Tennant Canal and works to allow water to discharge from the Tennant Canal into the Afon Clydach the proposed works will not be visible from majority of them. Consequently the proposed development will not have any effect on the above designated historic assets apart from scheduled monuments GM006 Neath Abbey & Gatehouse and GM394 Tennant Canal: Skewen Cutting and tramroad bridge and listed buildings 82339 Clydach Aqueduct on Tennant Canal and 82341 Bridge over Tennant Canal North of former Mines Royal Copper Works.

The impact of the proposed works on scheduled monuments GM006 Neath Abbey & Gatehouse and GM394 Tennant Canal: Skewen Cutting and tramroad bridge and listed building 82341 Bridge over Tennant Canal North of former Mines Royal Copper Works will be confined to their settings and careful design of the outfall should ensure that there is no significant effect. The information contained with the scoping request is not sufficient to confirm that there will not be a direct impact on listed building 82339 Clydach Aqueduct on Tennant Canal but careful design should ensure that any changes will not have a significant effect on it or its' setting. Consequently it is our opinion that the effect of the proposed development on the above designated historic assets will not be of such significance that an EIA is required.

Feedback from GGAT

Request for Screening Opinion under Regulation 6 of the Town and Country Planning (Environment Impact Assessment) (Wales) Regulations 2017 for proposed Skewen Flood Alleviation:
Caenant Terrace, Whitegates Court, Drummau Road and Old Road, Skewen.
App No. P2023/0224.

Thank you for consulting us regarding this request for a screening opinion.

We do not have the legal expertise to determine whether or not an Environmental Impact Assessment is required; however, there are archaeological and cultural heritage issues which need to be addressed in order to determine the impact of the proposals on the historic environment.

We have read the submitted screening request report by Atkins (dated March 2023) with interest. Information in the Historic Environment Record (HER) shows that there are no recorded historic assets within the proposed development areas of Caenant Terrace, Whitegates Court, Drummau Road, Old Road or the crossing of the railway.

However, the proposed changes in the area named in the report as the Tennant Canal will involve groundworks for the creation of the new outflow. This is c25m north east of the Scheduled Monument of Tennant Canal: Skewen Cutting, Cadw reference GM006, and c5m south west of the Listed Grade II bridge Cadw reference 82341. Additionally, the proposed compound would be sited to the west of Neath Abbey, which is a Scheduled Monument, and where archaeological remains are known. **We strongly recommend that Cadw be consulted regarding the impact of the proposal on the setting of the Scheduled Monuments and Listed structure.**

We recommend that the proposed works in the area of the Tennant Canal are mitigated by an archaeological watching brief undertaken to a methodology agreed in a Written Scheme of Investigation to ensure compliance with current professional standards. It is our Policy to recommend that the mitigation work is undertaken by a Registered Organisation with the Chartered Institute for Archaeologists, or by an accredited MCIfA member.

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