

**THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS
2017 SCREENING MATRIX**

1. CASE DETAILS			
Case Reference	UTT/22/3002/SCO	Brief description of the project / development	Screening Opinion for a residential development consisting of up to 180 dwellings alongside associated works.
Applicant	Woolf Bond Planning Consultants		
LPA	UTTLESFORD DISTRICT COUNCIL		
2. EIA DETAILS			
3.			
Is the project Schedule 1 development according to Schedule 1 of the EIA Regulations?		No	
If YES, which description of development (THEN GO TO Q4)		Click here to enter text.	
Is the project Schedule 2 development under the EIA Regulations?		Yes	
If YES, under which description of development in Column 1 and Column 2?		As an urban development project (development type 10(b)) (Schedule 2 refers), the scheme is listed in the first column in Schedule 2.	
Is the development within, partly within, or near a 'sensitive area' as defined by Regulation 2 of the EIA Regulations?		No	
If YES, which area?		Click here to enter text.	
Are the applicable thresholds/criteria in Column 2 exceeded/met?		Yes	
If yes, which applicable threshold/criteria?		The site exceeds 5ha	
4. LPA/SOS SCREENING			
Has the LPA or SoS issued a Screening Opinion (SO) or Screening Direction (SD)? (In the case of Enforcement appeals, has a Regulation 37 notice been issued)		NO	
If yes, is a copy of the SO/SD on the file?		Click here to enter text.	
If yes, is the SO/SD positive?		N/A	
5. ENVIRONMENTAL STATEMENT			
Has the appellant supplied an ES for the current or previous (if reserved matters or conditions) application?		No	

WHEN COMPLETING THIS DOCUMENT IN RELATION TO AN ENFORCEMENT APPEAL, THE UNDERSIGNED OFFICER HAS HAD REGARD TO THE PROJECT AS ALLEGED IN THE RELEVANT ENFORCEMENT NOTICE WHEN REFERRING TO THE PROJECT / DEVELOPMENT.

Question	(Part 2a) / (Part 2b) – Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A) Briefly explain answer to Part 2a and, if applicable and/or known, include name of feature and proximity to site (If answer in Part 2a / 2b is ‘No’, the answer to Part 3a / 3b is ‘N/A’)		(Part 3a) / (Part 3b) (only if Yes in part 2a) – Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A) Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact? If the finding of no significant effect is reliant on specific features or measures of the project envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment these should be identified in bold.	
1. NATURAL RESOURCES				
1.1 Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	Yes	<p>The proposals would involve the introduction of a new residential development consisting of a new access off Thaxted Road, hard and soft landscaping, drainage and flooding infrastructure and associated development. This would be a change of character of introducing new development on the site that is currently used for agriculture.</p> <p>The site is approximately 7.8 hectares in size and its topography consists of a large slope falling approximately 30m from the rear western boundary to the front eastern boundary fronting onto Thaxted Road.</p> <p>The proposals may result in the need of some engineering works such as providing appropriate gradients to all internal highways, the provision of appropriate Sustainable Drainage Systems (SuDS) and ensuing appropriate levels for all housing to ensure appropriate accessibility.</p>	No	<p>Although the development of the site would result in a change of character to the site, it is not anticipated that the works will significantly alter the topography of the area. This is not sufficient to require an EIA.</p>

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1.2 Will construction or operation of the project use natural resources above or below ground such as land, soil, water, materials/minerals or energy which are non-renewable or in short supply?	No	There are no such resources linked to the site or the surrounding area, and as such, it is considered this will be unaffected.	N/A	
1.3 Are there any areas on/around the location which contain important, high quality or scarce resources which could be affected by the project, e.g. forestry, agriculture, water/coastal, fisheries, minerals?	Yes	The Natural England Agricultural Land Classification Map highlights that the site may encompass Grades 2 and 3 agricultural land, which is BMV land.	No	Soil surveys should be commissioned to assess the grading of the land. The results will be presented in a report that will accompany any future planning application. However, due to the limited size of the land being 7.8ha, this is not regarded to result in a significant impact upon food production and does not warrant the need for an EIA.
2. WASTE				
2.1 Will the project produce solid wastes during construction or operation or decommissioning?	Yes	No information has been provided within the application submission as to solid wastes. However, it would be likely that some solid waste would be expected during the operational and construction phases. The production of waste is unlikely to be significant.	No	There may be some waste arising from the construction. A construction waste management plan would be required as part of the submission. Waste management plans are guides for reducing, handling, and disposing of waste during construction detailing all types of waste and their origins, and the steps taken to lower the level of waste. These plans are often given to contractors or subcontractors and provide guidelines for keeping waste at a minimum. However, this is not sufficient to require an EIA.
3. POLLUTION AND NUISANCES				
3.1 Will the project release pollutants or any hazardous, toxic or noxious substances to air?	Yes	Vehicle emissions from the development could give rise to significant adverse impacts on human health in an area. However, it is recognised that the environmental impact from vehicles would diminish as combustion engines are phased out and replaced by ultra-low emission and electric vehicles.	No	The proposals should seek where applicable to reduce predictive air pollution from the proposed development to an acceptable level and that the proposed mitigation to combat air pollution should be robust and supported by evidence. Such measure could be by way of supplying all housing with electric vehicle charging points and promoting sustainable public transport,

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				walking, and cycling. This is not sufficient to require an EIA.
<p>3.2 Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?</p>	Yes	<p>Noise, dust and vibration nuisances are highly probable during the construction phase. Some of the impacts can be mitigated by way of a Construction Environmental Management Plan, although this hasn't been stated in the Screening Opinion. Noise would be generated as part of the operational phase, but this is unlikely to be significant.</p> <p>The site abuts the B184 Thaxted Road and is consequently subject to road traffic noise. There is the potential for noise impact from the recycling centre on Knight Park, on the opposite side of Thaxted Road and the adjoining to the sites north-west boundary may result in further noise and disturbance.</p>	No	<p>An appropriate Noise Survey and Construction Environmental Management Plan would be required as part of the submission to address these issues. However, this is not sufficient to require an EIA.</p>
<p>3.3 Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?</p>	No	<p>Unlikely to occur and can be controlled by a Construction Environmental Management Plan and best practices. There is no identified risk to human health with regards to matters such as air pollution or contamination.</p>	No	<p>A contamination report would be required as part of any planning application of which would be assessed at that time. However, this is not sufficient to require an EIA.</p>
<p>3.4 Are there any areas on or around the location which are already subject to pollution or environmental damage, e.g. where existing legal environmental standards are exceeded, which could be affected by the project?</p>	No	None identified	N/A	
<p>4. POPULATION AND HUMAN HEALTH</p>				
<p>4.1 Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?</p>	No	<p>Although not on the direct flight path of Stansted Airport, the site is in proximity of the airport. The development thereby may lead to potential impacts to airport safeguarding, including the attraction of birds and glint and glare impacts to aircraft. This may</p>	No	<p>Assessment reports would be required to be submitted as part of any planning application to ensure that there would be no risk to the airport and its operations. However, this is not sufficient to require an EIA.</p>

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		<p>require further investigation/consultation with the airport during assessment of the application.</p> <p>An Oil Pipeline is located just beyond the site to the southeast controlled by Exolum. Although not within the application site, the Applicant should be mindful of Exolums apparatus and the Applicant should not undertake any work or activity without first contacting Exolum for advice and, if required, a Works Consent.</p>		
<p>4.2 Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example due to water contamination or air pollution)</p>	No	<p>Immediately adjacent to the northern boundary is a small area of public open space with residential housing, a community skate park, and the Lord Butler Leisure Centre. To the west lies further residential housing and a primary school. New development in the form of a retail park consisting of commercial premises, restaurants, and a hotel, along with new residential housing is located on the opposite side of Thaxted Road to the east.</p>	No	<p>Effects can be mitigated by way of working to best practices and with the implementation of a CEMP, which are standard forms of mitigation and can be secured by way of condition. 2.8 hectares of public open space is proposed as part of the proposals which will provide social and environmental benefits for future and adjoining occupiers. An EIA is not required taking this into consideration.</p>
<p>5. WATER RESOURCES</p>				
<p>5.1 Are there any water resources including surface waters, e.g. rivers, lakes/ponds, coastal or underground waters on or around the location which could be affected by the project, particularly in terms of their volume and flood risk?</p>	Yes	<p>The Environment Agency's (EA) indicative Fluvial and Tidal Flood Mapping demonstrates that the proposed development is located within Flood Zone 1. However, because of the size and scale of the site and development, this may result in flood risk due to surface water drainage. This would be fully assessed in the submission of a planning application.</p>	No	<p>This will need to be assessed as part of a Flood Risk Assessment and Drainage Strategy to accompany the application. It is unlikely that the impacts will be significant in EIA terms subject to appropriate mitigation and design, however, it will need to be demonstrated that the proposed scheme will create a neutral affect or betterment and that it would not increase the risk of flooding to the area.</p>

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6. BIODIVERSITY (SPECIES AND HABITATS)				
<p>6.1 Are there any protected areas which are designated or classified for their terrestrial, avian and marine ecological value, or any non-designated / non-classified areas which are important or sensitive for reasons of their terrestrial, avian and marine ecological value, located on or around the location and which could be affected by the project? (e.g. wetlands, watercourses or other water-bodies, the coastal zone, mountains, forests or woodlands, undesignated nature reserves or parks. (Where designated indicate level of designation (international, national, regional or local))).</p>	No	<p>The application site itself is not subject of any statutory nature conservation designation being largely used as an overgrown arable field. It is not foreseen that the proposals would result in harm to protected or priority species or their habitation, however, appropriate Preliminary Ecology Assessment (PEA) and biodiversity checklists should be submitted in support of the scheme.</p>	No	<p>This will need to be assessed as part of the ecological and arboricultural assessments to accompany the application. The effects could be mitigated by appropriate landscaping, site layout and possible translocation or other appropriate mitigation measures in relation to protected species. Further information is required as part of the planning submission. However, this is not sufficient to require an EIA.</p>
<p>6.2 Could any protected, important or sensitive species of flora or fauna which use areas on or around the site, e.g. for breeding, nesting, foraging, resting, over-wintering, or migration, be affected by the project?</p>	No	<p>At this stage the site is not considered to include protected species, habitat, or priority habitat.</p>	No	<p>This would need to be assessed by way of an ecological appraisal and accompanying surveys. Appropriate mitigation could be secured by way of conditions, and this is standard mitigation for these types of effects.</p>
7. LANDSCAPE AND VISUAL				
<p>7.1 Are there any areas or features on or around the location which are protected for their landscape and scenic value, and/or any non-designated / non-classified areas or features of high landscape or scenic value on or around the location which could be affected by the project?¹ Where designated indicate level of designation (international, national, regional or local).</p>	Yes	<p>There are no landscape features either within or immediately adjacent to the land which have any particular sensitivity that would inhibit the development of a well-designed residential scheme at this location.</p> <p>The site is not situated within or near a National Park or Area of Outstanding Natural Beauty. In addition, the</p>	Yes	<p>A Landscape Visual Impact Assessment as well as an Arboricultural report would be required as part of any planning submission. Further information is required as part of the planning submission. However, this is not sufficient to require an EIA.</p>

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		site is not within a Countryside Protection Zone or any other locally protected landscape designation.		
<p>7.2 Is the project in a location where it is likely to be highly visible to many people? (If so, from where, what direction, and what distance?)</p>	Yes	<p>The proposal would introduce built form onto an area of open countryside. The application would elongate development into the open countryside where it is currently devoid of buildings. The development of the site will impact upon the cross-valley views and characteristic views across the meadow fields in the locality that would be widely seen from public vantage points including residential receptors to the north and west, and nearby highways.</p> <p>It is not considered the visual impacts would be sufficient to require the submission of an EIA however a landscape and visual impact assessment should be submitted taking in account of the public vantage points.</p>	No	<p>Due to the rural location of the site, the proposed development is likely to have a change to the visual character of the site and surroundings.</p> <p>Taking this into account and due to the proposed scale of the development and location of existing residential development nearby, this would need to be assessed as part of a LVA to be submitted with the application.</p>
8. CULTURAL HERITAGE/ARCHAEOLOGY				
<p>8.1 Are there any areas or features which are protected for their cultural heritage or archaeological value, or any non-designated / classified areas and/or features of cultural heritage or archaeological importance on or around the location which could be affected by the project (including potential impacts on setting, and views to, from and within)? Where designated indicate level of designation (international, national, regional or local).</p>	Yes	<p>The application site lies within the setting the grade two listed building known as 'The Granary' which is located approximately 250m to the southwest. The site does not fall within or abut a conservation area.</p> <p>The Historic Environmental Record shows that the proposed development lies in a potentially sensitive area of archaeological deposits directly southeast of the historical settlement of Saffron Walden.</p>	No	<p>The known heritage asset would not require an EIA. However, the impact of the proposal development on the setting and significance of the designated heritage asset will require a robust assessment. A detailed Heritage Impact Assessment will be required to support the application – to assess the significance of the heritage asset, its setting, and the contribution to its settings makes to the significance.</p> <p>Initially a desk-based assessment will be required and, depending on its results, there is the potential that a programme of archaeological evaluation will be needed to assess the significance of any heritage assets on the site to inform the planning application. The known heritage assets would not in its own right require an EIA; however, it is recommended that an</p>

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				archaeological desk-based assessment is undertaken to support any application.
Transport and Access				
<p>8.2 Are there any routes on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?</p>	Yes	<p>There are three public rights of way in the immediate vicinity of the site.</p> <p>PROW 18 Thaxted Road to Bears Hall PROW 66 Clay Pit Piece to Debden Road PROW 75 Ross Close to Long Horse Croft</p> <p>Thaxted Road (B154) is a County Priority Road and is a single two-way carriageway subject to a 40mph speed limit that provides the main transport link between Saffron Walden and Thaxted.</p> <p>There are unlikely to be any significant impacts. The main disturbance will be during the construction phase and thereafter greater traffic generated throughout the proposal's operations once completed.</p>	No	<p>A Transport Assessment would need to be carried out as part of any application submission to assess whether the scheme is acceptable and if there would be a detrimental impact in terms of highway and safety.</p> <p>Any future planning application should be accompanied by a Construction Traffic Management Plan, developed in correspondence with the Lead Local Highway Authority, to ensure that construction traffic has a negligible impact on the local highway.</p> <p>Further information is required as part of the planning submission. However, this is not sufficient to require an EIA.</p>
<p>8.3 Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?</p>	Yes	<p>The main highways routes surrounding the site have been susceptible to recent new commercial and residential development with the main access via Thaxted Road B184. Both Sides of Thaxted Road are ever evolving in its character and activity intensifying becoming a more urban locality.</p> <p>The new vehicle access of Thaxted Road will mean a significant increase in conflicting movements on a short stretch of Thaxted Rd, risk of increase in collisions and congestion.</p> <p>The magnitude of potential impacts will be identified through consideration of receptor sensitivity against</p>	N/A	<p>The magnitude of the effect of increase in traffic flow is a function of the existing traffic volumes on routes and the percentage increase in flow because of the proposed development.</p> <p>In these situations, it is important to consider any increase in terms of overall traffic flow in relation to the capacity of the road and should be subject to further analysis.</p> <p>The proposals could result in changes to the existing traffic routes or activities such that some delays or rescheduling could be required, which could cause significant inconvenience or hardship.</p>

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	<p>the degree of predicted change to baseline conditions, and professional judgement.</p> <p>Receptors of greatest sensitivity to changes in traffic flow, would include people whose livelihood depends upon unrestricted movement within their environment including commercial drivers and companies, local residents, schools and colleges.</p> <p>Several receptors of medium or high sensitivity to changes in traffic have been identified. These receptors are either located directly on the proposed delivery route or are located close to.</p> <p>Pedestrian amenity, fear and intimidation can be affected by changes to traffic flow and composition.</p> <p>Some driver delay can be expected to occur on routes due to the slow movement of abnormal load vehicles between the port of delivery and the site.</p> <p>Maintaining good local air quality is essential for the human health and overall quality of life for people living in the area. Road transport accounts for a significant proportion of emissions of a number of pollutants including carbon dioxide (CO₂), nitrogen dioxide (NO₂), and particulate matter (PM₁₀). Nitrogen oxide emissions are also of concern for nearby vegetation and ecosystems.</p> <p>It is acknowledged that Thaxted Road will result in accommodating a larger volume of traffic because of the recent consented permissions, however, there is no evidence to otherwise suggest that the capacity or load of Thaxted Road would be detrimental to efficiency or safety.</p>	<p>This receptor may be highly sensitive to changes in HGV traffic during construction and thereafter with additional vehicles during the operational phase of the development.</p> <p>However, these issues should be able to be appropriately addressed by the submission of supporting documentation via a Construction Traffic Management Plan, Transport Assessment, and an Air Quality Assessment, and thereby there is no need for an EIA.</p>

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		<p>The likelihood of all the identified sites that have recently been granted permission being constructed simultaneously is considered low. If several of the identified developments are scheduled to be constructed simultaneously then it can be reasonably assumed that their Traffic Management Plans would be agreed in consultation to minimise disruption.</p> <p>The impact on traffic and transport due to cumulative effects is therefore considered to be low and not significant.</p>		
9. LAND USE				
<p>9.1 Are there existing land uses or community facilities on or around the location which could be affected by the project? E.g., housing, densely populated areas, industry / commerce, farm/agricultural holdings, forestry, tourism, mining, quarrying, facilities relating to health, education, places of worship, leisure /sports / recreation.</p>	Yes	<p>Immediately adjacent to the northern boundary is a small area of public open space with residential housing, a community skate park, and the Lord Butler Leisure Centre. To the west lies further residential housing and a primary school. New development in the form of a retail park consisting of commercial premises, restaurants, and a hotel, along with new residential housing is located on the opposite side of Thaxted Road to the east. The wider landscape to the south of the site is characterised by gently undulating agricultural fields along the Cam Valley.</p> <p>The proposals have been presented to provide a cohesive green infrastructure framework in the attempt to provide an attractive setting to the proposed development. Vegetation cover would be increased along retained field boundaries, ensuring that the proposed built development would be integrated within the local landscape.</p>	No	<p>Most views of the site are close range from residents and users of the public open space and skate park situated adjacent to the site. Existing properties with clear views of the site are those dwellings situated on the adjacent streets including Tukes Way, Peal Road, the Glebe and Peaslands Road.</p> <p>Medium to longer distance views of the site will occur from a short stretch along Thaxted Road (to the south of the site) and from a public footpath to the east of Thaxted Road.</p> <p>Taking this into account and due to the proposed scale of the development and location of existing residential development nearby, this would need to be assessed as part of a LVIA to be submitted with the application.</p>

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9.2 Are there any plans for future land uses on or around the location which could be affected by the project?	No	Not identified	N/A	
10. LAND STABILITY AND CLIMATE				
10.1 Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	No		N/A	
11. CUMULATIVE EFFECTS				
11.1 Could this project together with existing and/or approved development result in cumulation of impacts together during the construction/operation phase?	Yes	<p>The need to consider cumulative effects in planning and decision making is set out in the National Policy Statements (NPS), especially National Planning Policy Framework (NPPF) 2019. Paragraph 204(f).</p> <p>The NPS clearly states that all ‘other developments’ considered as part of the Cumulative Effects Assessment (CEA) must be those for which consent has been sought or granted, as well as those already in existence.</p> <p>Additional effects result from the incremental change associated with the addition of a proposed development to a baseline which incorporates a development which would have similar effects, or a number of developments, either existing or proposed. There have been several recent developments that have been consented within the surrounding locality that together with the proposals may have cumulation of impacts either both during construction and thereafter in the operation stage of the development. Recent developments include:</p>	No	<p>Growth factors within the locality will need to be accounted of those consented development that are currently be being completed or are nearing completion and thus a comprehensive, cumulative assessment of potential impacts resulting from the development in turn with surrounding developments need to be considered.</p> <p>The residual, cumulative impact of vehicle borne trips generated by the emerging development on the surrounding highway network, particularly the constrained town centre network, could lead to severe impact. However rather that requiring an EIA, it is suggested that a Cumulative Effects Assessment (CEA) should be submitted as part of the proposals to tale account in respect to traffic and transportation.</p>

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		<p>UTT/18/2959/DFO - Land East of Little Walden Road (85 dwellings) UTT/17/3413/OP - Land North of Ashdon Road (55 dwellings) UTT/21/2465/DFO Land South of Radwinter Road (87 units for extra care housing) UTT/21/3565/DFO - Land North of Shire Hill Farm (100 dwellings) UTT/21/2509 - Land South of Radwinter Road (east of Griffin Place) (233 dwellings) UTT/18/0824/OP - Land East Of Thaxted Road (150 dwellings) UTT/20/0864/FUL - Land to rear of old Cement Works, Thaxted Road (35 Dwellings) UTT/20/3354/FUL - Land off Auton Croft S62A/22/0000002 - Former Friends School, Mount Pleasant Road (99 dwellings)</p> <p>The above applications have provided consent for 844 dwellings within the surrounding locality, and this is discounting other consented schemes in and around Saffron Walden.</p>		
12. TRANSBOUNDARY EFFECTS				
12.1 Is the project likely to lead to transboundary effects? ²	No	The site and the proposal are within the Uttlesford District Council.	N/A	

5. CONCLUSIONS – ACCORDING TO EIA REGULATIONS SCHEDULE 3

The proposal is Schedule 2 development and taking into account the selection criteria at Schedule 3, it is not considered that there is not likely significant effect. It is therefore concluded that the proposal is not EIA development.

6. SCREENING DECISION

If a SO/SD has been provided do you agree with it?	N/A
Is it necessary to issue a SD?	Yes
Is an ES required?	No

7. ASSESSMENT (EIA REGS SCHEDULE 2 DEVELOPMENT)

	OUTCOME	
Is likely to have significant effects on the environment	ES required	
<u>Not</u> likely to have significant effects on the environment	ES not required	✓
More information is required to inform direction	Request further info	

NAME	Mr Lindsay Trevillian
DATE	16 November 2022