

Town & Country Planning (EIA) Regulations 2017
Secretary of State Screening Direction – Written Statement

Application name:	Land At Broad Street Green Road, Maypole Road and Langford Road, Heybridge, Essex
SoS case reference:	PCU/EIASCR/X1545/3367641
Schedule and category of development:	10(b) Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas, and 13(b) Any change to or extension of development of a description listed in paragraphs 1 to 12 of column 1 of this table, where that development is already authorised, executed or in the process of being executed.

Full statement of reasons as required by 5(5)(a) of the 2017 EIA Regulations including conclusions on likelihood of significant environmental effects.

The Secretary of State has considered whether the above proposal is likely to have significant environmental effects. She has undertaken this screening, taking into account the criteria set out in Schedule 3 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and having also had regard to Planning Practice Guidance ("PPG"). Furthermore, she has screened having regard to the location, nature and characteristics. As set out in PPG, the main matters relevant in the consideration for development in these categories are physical scale of this development, potential increase in traffic, emissions and noise.

Schedule 3 selection criteria for Schedule 2 development refers:

1 (a) – (f) regarding characteristics of development

The construction of the development has already been approved (planning application: 15/00419/FUL) and impacts have already been considered and assessed. This proposal relates solely to varying condition 20 to the planning permission, to alter the trigger for the provision of the relief road to be fully completed from, 'prior to the occupation of the 100th dwelling' to 'prior to the 26 September 2025'. Most of the relief road has already been built and any change to the resulting impacts, from the imposition of the altered condition, extending the timeframe for completion of the relief road, will be limited.

2 (a)-(c) (i) – (viii) regarding location of development

The site is not within a sensitive area but is near several European protected areas on the Essex coast, including; the Blackwater Estuary Special Protection Area, Ramsar site, and Essex Estuaries Special Area of Conservation, and the Blackwater Estuary Site of Special Scientific Interest. The site borders Heybridge Wood, ancient woodland. Significant effects on these areas is unlikely as Section 106 and condition requirements for the consented development would be reimposed to mitigate impacts. The site is north of the built-up area of Heybridge, around 1km north of the Causeway and around 2km north of Maldon Town Centre, between Langford and Maldon. The villages of Wickham Bishops and Great Totham are also to the north.

3(a) –(e) regarding characteristics of potential impact

Highway impacts

Completion of the relief road works is proposed during the holiday period to minimise disruption to residents. There is no objection from the highway authority. Whilst, it will result in a small increase in

traffic on Holloway Road/Maypole Road, as more dwellings will be occupied prior to the completion of the relief road, traffic growth is projected to be lower than previously foreseen. The applicant considers the continued housebuilding in the period sought would not result in material impacts to highway safety, whilst the revised timing is likely to be beneficial in terms of reducing impacts on residents and businesses. The Local Planning Authority states that the amended condition would not result in any changes to what has already been consented. The relief road is essential mitigation, designed to address congestion and environmental problems as a result of the consented scheme. Planning permission included highway conditions and a section 106 to mitigate impacts, which will be reimposed for this application. Based on the available information, the application would not result in any changes to the consented development and significant effects on local transport routes are unlikely.

Impact on air quality

Whilst the delay to the works will result in a small increase in vehicle trips, the Environmental Statement (ES), for the consented development, considered the air quality associated alongside traffic growth. Overall impacts have already been assessed, and standard best practice and conditions will effectively manage risks during construction. Based on the available information, the application would not result in any changes to the consented development and significant effects on air quality are unlikely.

Noise

The increase in vehicle trips may generate noise. However, the ES concluded that even with the full development completed, and considering all traffic growth, the long term change in noise was imperceptible on the local highway network. Updated versions of the conditions can be reimposed. Based on the available information, the application would not result in any changes to the consented development and significant effects in this regard are unlikely.

Conclusion

This application would not result in any changes to the consented development. Impacts of the development have already been assessed, and it has been designed with mitigation, through conditions and a section 106 legal agreement, to mitigate adverse impacts. Any change to the impacts, due to the imposition of the amended condition, will be limited. Overall, based on the available information, the Secretary of State has concluded that there are no other issues or factors in this case, in this specific location, that either in isolation, or cumulatively, indicate a likelihood of there being significant environmental effects from this proposal. EIA is therefore not required.

Is an Environmental Statement required?	No
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Date	21 July 2025