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08 September 2026

Our ref: 554287JB03JUN26_FV01_Screening_Request.docx

Dear Peter

CHESHUNT LAKESIDE REQUEST FOR AN ENVIRONMENTAL IMPACT ASSESSMENT (EIA) SCREENING OPINION UNDER REGULATION 6 (1) AND (2) OF THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

We are writing on behalf of Galliard Homes (the 'Applicant'), to request an EIA Screening Opinion in respect of the Cheshunt Lakeside in the Borough of Broxbourne. This screening request is made in accordance with Regulation 6 (1) and (2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations').

In order to inform your Council's Screening Opinion, we set out below a brief description of the nature and purpose of the Proposed Development. Within Appendix A, we have provided an EIA Screening Appraisal which provides an identification of the potential impact of the Proposed Development on the environment.

Site Description

The Site area extends to approximately eight hectares (ha) and is centred on Ordinance Survey National Grid Reference (OSNGR) TL 36564 02559, OS Co-ordinates 536564,202559. The central part of the Site has undergone partial residential redevelopment and the remainder of the Site is either vacant or occupied as part of the remaining active areas of industrial estate. The Site has been in commercial use as an industrial estate since the 1960s. Past and present land uses include vehicle services facilities, scrap metal facilities, dye works, warehouses and depots, for example.



The Site is located to the north east of Cheshunt, to the eastern edge of a residential area. Lee Valley Park and Lakes is present to the east, immediately beyond the railway line that forms the eastern boundary of the Site. Delamare Road runs centrally through the Site, with Cadmore Lane to the north and Windmill Lane to the south.

The Site location is shown in Appendix A.

Proposed Development

The Site is located within Broxbourne, Hertfordshire and was subject to an outline planning application in 2018 (planning reference: 07/18/0461/O). The application was subject to EIA and supported by an Environmental Statement (ES). Under that application Cheshunt Lakeside was proposed to be brought forward over five phases:

- Up to 1,725 homes (Use Class C3, including elderly accommodation);
- Up to 19,051 sqm of commercial, community, leisure, and business space (Classes B1, A1–A4, D1–D2);
- A two-form entry primary school;
- A new local centre, plaza, and link to Windmill Lane; and
- Basement parking/servicing, plus landscaping, flood attenuation, and new pedestrian, cycle, and vehicle routes.

A review of the consented masterplan has been undertaken and a re-imagined masterplan developed. This could deliver between 1,095 and 1,240 new homes as part of a comprehensive mixed-use neighbourhood.

Currently on Site, Phase One is delivering 422 new homes, including the Elan apartments on Windmill Lane. This is being delivered under the outline planning permission : 07/18/0461/O.

The applicant is committed to delivering a further 408 new homes across the two Masterplan Sites in their ownership. The EIA Screening applies to these Masterplan Sites. Proposals specifically include:

- New family houses supporting a balanced sustainable community, of which the applicant will deliver up to 125 homes.
- New apartment buildings contributing to a mixed and well-connected neighbourhood, of which the applicant will deliver up to 283 flatted homes.
- New commercial space supporting a balanced community and local employment, of which the applicant will deliver up to 12,265 sqft floor space.

When combined with the homes delivered as part of Phase One, a minimum number of 797 new homes will be delivered in the absence of other land parcels being brought forward.

Given precedence for EIA for the larger masterplan development, it has been proposed to undertake an EIA screening exercise for this new detailed application.

The ES ('the 2018 ES') prepared in support of that application has been reviewed in support of this EIA screening appraisal.

Request for a Screening Opinion

The request for a Screening Opinion seeks agreement from the Borough of Broxbourne that, with appropriate mitigation in place, the environmental effects of the Proposed Development are unlikely to be 'significant' with reference to the guidance provided by the EIA Regulations and current Planning Practice Guidance (PPG) on EIA. As such, no formal EIA or ES are warranted. We consider that this judgement can be robustly made accounting for the conclusions of the EIA Screening Appraisal Report which is included in Appendix A.

Given the nature of the proposals and the surrounding development context, the following environmental effects have been considered in detail in Appendix A:

- Air Quality;
- Daylight and Sunlight;
- Ecology;
- Ground Conditions and Contamination;
- Noise and Vibration;
- Socio-economics;
- Sustainability and Climate Change;
- Transport;
- Townscape and Visual Impact;
- Water Resources, Flood Risk and Drainage; and
- Wind Microclimate.

Consideration has been given to the following:

- Waste; and
- Cumulative Impacts.

Where appropriate, stand-alone technical assessments will accompany the planning application to demonstrate that the Proposed Development is unlikely to have significant adverse environmental effects.

Accordingly, with reference to the EIA Regulations and accompanying Government guidance, we believe that the Council should conclude that formal EIA is not required in this instance.

We trust that this letter and its associated Appendix provides you with reassurance that the environmental considerations associated with the site and the Proposed Development are being properly and robustly assessed.

Should you require any additional information to enable you to reach a screening decision, please do not hesitate to contact the undersigned. Otherwise, we look forward to receiving your screening opinion by 30th September 2026, within three-week statutory period.

Regards



James Bumphrey
Director

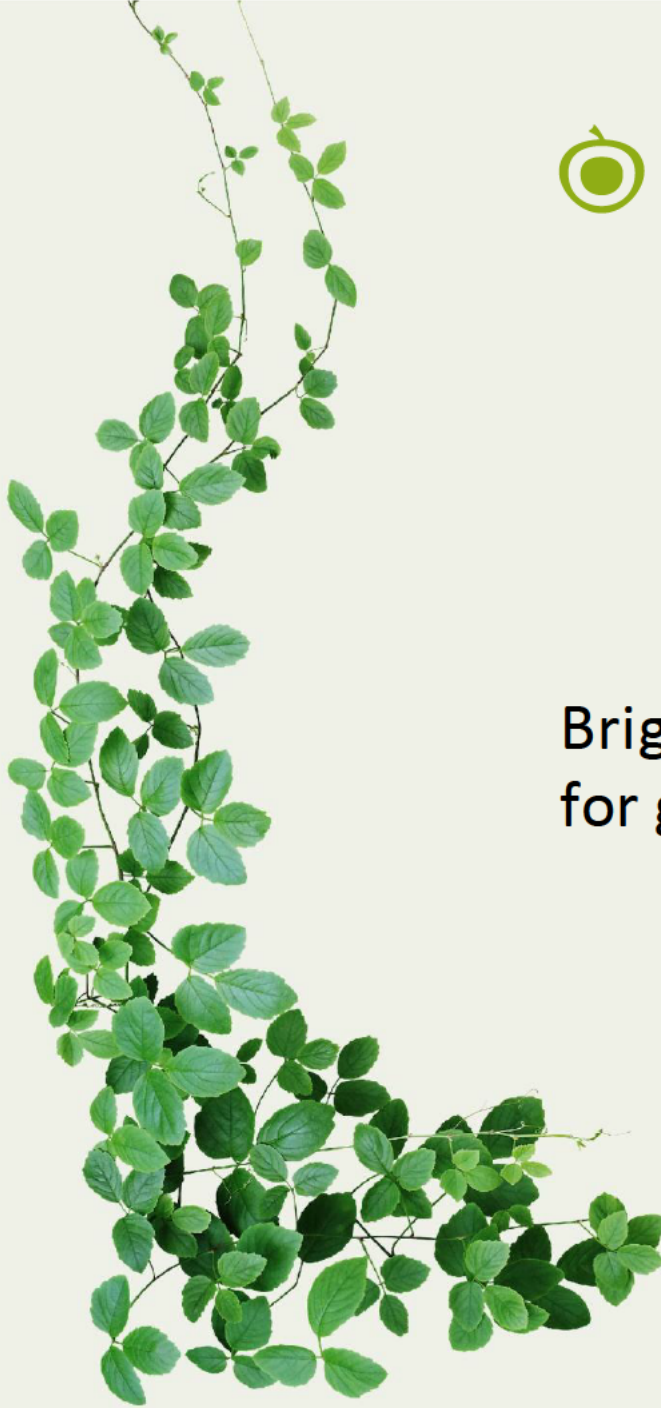


For and on behalf of Greengage Environmental Ltd

APPENDIX A EIA SCREENING APPRAISAL



Brighter strategies
for greener projects



Client: Galliard Homes
Project: Cheshunt Lakeside
Report: EIA Screening Appraisal

QUALITY ASSURANCE

Issue/Revision:	Draft	Final
Date:	June 2026	September 2026
Comments:		
Prepared by:	Jozie Beattie	Jozie Beattie
Authorised by:	James Bumphrey	James Bumphrey
File Reference:	554287JB03JUN26_FV01_Scre ening_Appraisal.docx	554287JB03JUN26_FV01_Scre ening_Appraisal.docx

CONTENTS

1.0	INTRODUCTION	2
1.1	APPLICATION CONTEXT	2
1.2	SITE CONTEXT	3
1.3	PLANNING POLICY CONTEXT	4
2.0	EIA SCREENING ASSESSMENT	7
2.1	EIA REGULATIONS	7
2.2	ENVIRONMENTAL EFFECTS OF THE DEVELOPMENT	8
2.3	REPORTS SUBMITTED IN ABSENCE OF EIA	9
2.4	CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN	10
2.5	INCORPORATED MITIGATION	10
2.6	CUMULATIVE EFFECTS	10
2.7	KEY ENVIRONMENTAL ISSUES	14
3.0	SCREENING CONCLUSIONS	31
APPENDIX A LOCATION PLAN		
REFERENCES		

Tables

Table 2.4 Cumulative Developments within 3.2km

Figures

Figure 1.1 Site location plan (See also Appendix A)

1.0 INTRODUCTION

Greengage Environmental Ltd have been instructed by Galliard Homes (the 'Applicant') to prepare this EIA Screening Appraisal for a detailed planning application at the Cheshunt Lakeside Site to facilitate a request for a Screening Opinion from Broxbourne Local Planning Authority (LPA).

To determine whether the Proposed Development requires an EIA, the following report has been produced which considers the scheme against Schedules 1, 2 and 3 of the EIA Regulations 2017¹, and against Government Guidance as set out in the online Planning Practice Guidance².

1.1 APPLICATION CONTEXT

The Site is located within Broxbourne, Hertfordshire and was subject to an outline planning application in 2018 (planning reference: 07/18/0461/O). The application was subject to EIA and supported by an Environmental Statement (ES). Under that application Cheshunt Lakeside was proposed to be brought forward over five phases:

- Up to 1,725 homes (Use Class C3, including elderly accommodation);
- Up to 19,051 sqm of commercial, community, leisure, and business space (Classes B1, A1–A4, D1–D2);
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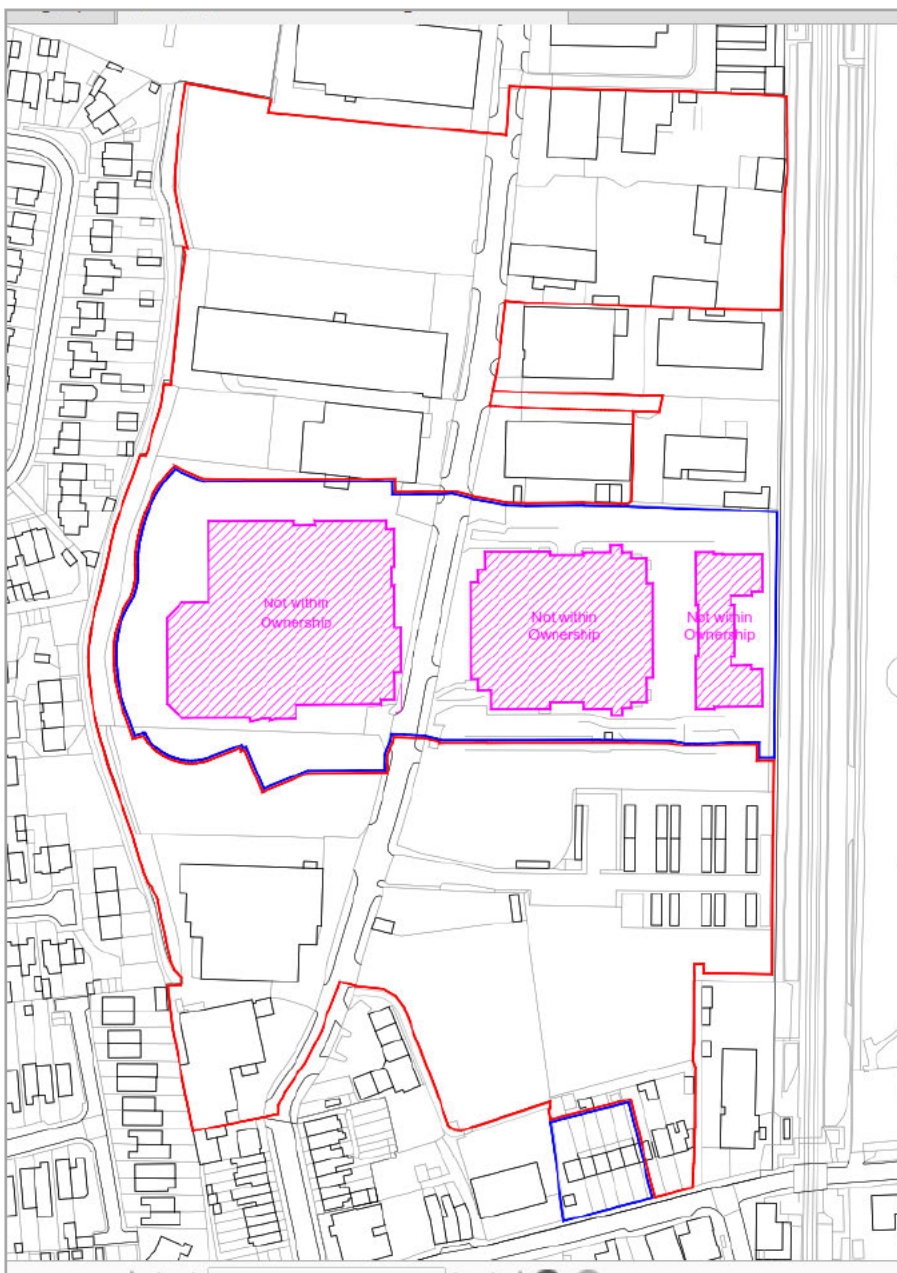
The ES ('the 2018 ES') prepared in support of that application has been reviewed in support of this EIA screening appraisal.

1.2 SITE CONTEXT

The Site area extends to approximately eight hectares (ha) and is centred on Ordinance Survey National Grid Reference (OSNGR) TL 36564 02559, OS Co-ordinates 536564,202559. The central part of the Site has undergone partial residential redevelopment and the remainder of the Site is either vacant or occupied as part of the remaining active areas of industrial estate. The Site has been in commercial use as an industrial estate since the 1960s. Past and present land uses include vehicle services facilities, scrap metal facilities, dye works, warehouses and depots, for example.

The Site is located to the north east of Cheshunt, to the eastern edge of a residential area. Lee Valley Park and Lakes is present to the east, immediately beyond the railway line that forms the eastern boundary of the Site. Delamare Road runs centrally through the Site, with Cadmore Lane to the north and Windmill Lane to the south.

Figure 1.1 Site location plan (See also Appendix A)



1.3 PLANNING POLICY CONTEXT

Broxbourne Local Plan 2018-2033

The Local Plan sets out how Broxbourne will grow and develop to become a more desirable place to live, work, and visit, and for inward investment. It is a development strategy for the next 15 years for homes, jobs, shops, leisure, transport, and infrastructure all set alongside the long term protection and improvement of are defined Green Belt and our parks and open spaces. The Plan aims to promote growth and support economic prosperity for this generation and the next.

The Local Plan provides for around 7,700 homes by 2033, including a mix of market and affordable housing, housing for the elderly, starter homes, social rented housing and some self-build opportunities. The Local Plan proposes walkable neighbourhoods, connecting residential developments with a mix of facilities in the locality. One of the three strategic development locations within the plan is Cheshunt Lakeside (Policy CH1 below).

Policy CH1: Cheshunt Lakeside

Under Policy CH1, Cheshunt Lakeside was to be developed as a new mixed use urban village to accommodate:

- Circa 1,750 new homes;
- 40% affordable homes;
- Buildings limited to a maximum of 8 storeys in height;
- Elderly persons' accommodation;
- Approximately 20,000 square metres of business space to accommodate existing businesses within the allocated land area that could be satisfactorily located within the proposed mixed use urban village, new business start-ups and additional business space;
- A neighbourhood centre, situated along Windmill Lane, connecting Cheshunt Lakeside to Cheshunt Railway Station;
- A two form of entry primary school;
- Landscaped open space; and
- Relocation of Network Rail depot.

Additional relevant Local Plan policies include:

Policy DS1: The Development Strategy

Provision will be made for at least 7,718 homes in the period 2016-2033, as set out in the housing trajectory. Provision will be made for between 5,000 and 6,000 net additional jobs focusing on Brookfield, Park Plaza, Cheshunt Lakeside and the town centres. Provision will be made for approximately 24,000 square metres of new retail development and approximately 10,000 square metres of new leisure development, primarily at Brookfield Riverside. Strategic development Sites will be at Cheshunt Lakeside, Waltham Cross High Street North, Brookfield Riverside, Brookfield Garden Village, Rosedale Park, High Leigh Garden Village, and Park Plaza.

Policy PM1: Sustainable Place Making

New developments proposed within the Borough are required to complement existing town and villages and the countryside around them. Major developments must also establish their own identities through the implementation of sustainable place making principles.

Policy INF1: Infrastructure

The Council will implement its Infrastructure Delivery Plan, updated on an annual basis, to assist in securing the appropriate provision, financing and phasing of development and infrastructure.

Policy INF11: New and Expanded Primary Schools

Provision is made for new primary schools as follows: Brookfield Garden Village; Cheshunt Lakeside; Rosedale Park; High Leigh Garden Village and Albury Ride. Woodside Primary School will be expanded to the east to provide additional capacity in Goffs Oak. In other locations additional primary school capacity may be provided at existing schools where there is identified expansion potential.

Policy INF13: Health Care

The Council will work with NHS England and the North and East Hertfordshire Clinical Commissioning Group to plan for additional health care capacity, including new primary care provision at Brookfield and new GP provision for Cheshunt Lakeside and Goffs Oak/Rosedale Park.

Policy PO1: Planning Obligations

Planning obligations will be sought by the Council to deliver sustainable development. This may include (but is not limited to) measures to mitigate the impacts of development and to meet the costs of associated infrastructure. It may also include other measures to make a development acceptable in planning terms, where possible, appropriate, and financially viable, in accordance with the Community Infrastructure Levy Regulations.

Policy DSC5: Sustainable Construction

All development must maximise the use of sustainable construction methods and materials. Proposals which can demonstrate the adaptability of the scheme and individual buildings to the challenges of climate change will be welcomed. All development should incorporate homes, buildings and neighbourhoods that are flexible to future adaptation, including the changing needs of occupants and users. Design and materials should ensure long term resilience and minimise ongoing maintenance.

Re-use and recycling of building materials such as bricks should be carried out, and such materials re-used on Site wherever possible, and (subject to Site specific environmental and design considerations) in preference to natural aggregates or previously unused materials.

Policy H2: Affordable Housing

The provision of affordable housing will be required on all new residential developments of more than 10 units, or the Site has an area of 0.5 hectares or more. Attempts to circumvent this threshold by fragmentation of a large Site, and/or underdevelopment of a Site suitable for a higher density will be strongly resisted.

40% of units in the development are required to be affordable. The affordable housing split will be 65% affordable housing for rent and 35% affordable housing for sale unless identified requirements or market conditions indicate otherwise.

Policy H4: Housing Mix

The Council will seek a mix of housing for each Site that results in residential areas that are balanced and socially diverse. Both market and affordable housing developments must be inclusive, providing for a mix of occupiers and tenures and the entire range of ages.

On schemes over 20 units, at least 5% should meet the Building Regulations Requirement M4(2): Category 2 – Accessible and Adaptable Dwellings, or its successor. This requirement applies separately to the provision of both market and affordable housing on the Site.

Policy ED1: New Employment Uses

New knowledge-focused, employment uses will be strongly encouraged within the Borough. For all employment uses, a suitable location should be accessible by several modes of transport, and the proposed use should not conflict with other policies within this Plan. New employment floorspace should be flexible and able to respond to the changing needs of large, medium, small and growing enterprises.

Policy NEB3: Green Infrastructure

The Local Plan will create a diverse, linked network of multi-functional green infrastructure. The network will be protected and enhanced for its biodiversity, recreational, accessibility, health benefits and landscape value, and for the contribution it makes towards combating climate change.

Policy EQ1: Residential and Environmental Quality

All proposals for development within the urban area must avoid detrimental impacts on the amenities enjoyed by the occupiers of neighbouring properties in terms of daylight, sunlight, outlook and overlooking. Proposals which generate dust, noise and odour must not result in a material harm to the amenity levels currently enjoyed in an area. All development proposals must include provision for the storage of refuse and recycling facilities, and access to them suitable for waste management vehicles, in compliance with the Council's Waste Supplementary Planning Guidance.

Policy TM2: Transport and New Developments

Development will not be permitted where there would be a severe impact on the transport network. Development proposals must ensure that the safety of all movement corridor users is not compromised. To demonstrate the likely impact of a development proposal on movement patterns and flows in an area, a Transport Assessment or a Transport Statement will be required.

Travel Plans must be submitted where the development involves major residential development, employment and other commercial development, and non-residential Institutions such as schools and colleges. The Travel Plan will need to demonstrate that mitigation of the transport impacts of the proposal is achievable, and include provisions for monitoring.

2.0 EIA SCREENING ASSESSMENT

2.1 EIA REGULATIONS

Background

The requirements for EIA are set out in the EIA Regulations. EIA is either mandatory or conditional, depending on the classification of the project. This is based, in turn, on the likelihood of significant environmental effects arising.

The EIA Regulations state that 'EIA development' is either:

- Schedule 1 development; or
- Schedule 2 development - likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

The process of 'screening' for the need to undertake an EIA comprises three key stages:

1. Establish whether the development is a Schedule 1 Development, i.e. does it meet the descriptions of development listed in Schedule 1 of the Regulations. If so, an EIA is always required;
2. Establish whether the development is a Schedule 2 Development i.e. does it meet the descriptions of development listed in Schedule 2; does it meet or exceed the thresholds in Schedule 2 or is it located in a 'sensitive area' as defined in Regulation 2(1); and
3. If the development can be defined as Schedule 2 Development, consider whether it is likely that the development will have significant effects on the environment (through consideration of factors identified within Schedule 3 of the EIA Regulations). If so, an EIA should be requested. If not, consider whether any further environmental information is necessary to supplement the planning application.

Analysis

The Proposed Development does not meet any of the descriptions of development listed in Schedule 1 of the EIA Regulations, and therefore it is not a Schedule 1 development.

To determine whether the Proposed Development is Schedule 2 development, an assessment needs to be made as to whether:

- The proposals meet the descriptions of development in Schedule 2; and
- The proposals meet or exceed the thresholds in Schedule 2 and/or whether the development is located in a 'sensitive area' as defined in Regulation 2(1).

The Proposed Development falls under Schedule 2.10(b) 'Urban development projects' of the EIA Regulations. The regulations define this as the following:

'Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas.'

The applicable screening thresholds for such urban development projects are if:

- The development includes more than 1 hectare of development which is not dwellinghouse development; or

- The development includes more than 150 dwellinghouses; or
- The area of the development exceeds 5 hectares.

At present proposals comprise the development of 405-410 homes, on a eight hectare Site. Therefore the Proposed Development is considered to be a Schedule 2 development. Thus, it has been determined that a screening appraisal should be carried out. This is supported by the indicative threshold guidance which identifies that developments including more than 150 dwellinghouses should be screened against and the area of the development exceeds 5 hectares.

The overriding determination for EIA is therefore whether the Proposed Development is likely to result in 'significant' effects on the environment. Schedule 3 of the EIA Regulations details the relevant selection criteria to assess whether the Schedule 2 development is likely to have significant effects on the environment. The Schedule 3 criteria listed below are considered to remain applicable and have informed this appraisal.

The three key criteria of Schedule 3 that should be considered in this case are as follows:

- Characteristics of development, which includes size, accumulation with other development, use of natural resources, production of waste, pollution and nuisances, risk to accidents and risks to health);
- Location of development and the 'environmental sensitivity' of the Site; and
- Type and characteristics of the potential impact, which includes extent, magnitude, probability, duration, frequency and reversibility.

2.2 ENVIRONMENTAL EFFECTS OF THE DEVELOPMENT

The three criteria in Schedule 3 of the EIA Regulations have been considered in further detail in the section below.

With regard to judging the environmental sensitivity of a Site, local designations, which are not included in the definition of 'sensitive areas' contained in the EIA Regulations, may nonetheless be relevant considerations in determining whether EIA is required. In addition, the Planning Policy Guidance (PPG) advises that regard should also be had to whether any national or internationally agreed environmental standards (e.g. air quality objectives) are already exceeded or are being approached.

To the east of the Site, over the railway line, is Lee Valley which is around 20km of wetlands and reservoirs. This is which is a designated Special Protection Area (SPA), RAMSAR Site and Site of Special Scientific Interest (SSSI). Turnford and Cheshunt Pits SSSI is also located north of the Proposed Development, beside Lee Valley³.

There are no statutory listed buildings within the Site, nor does it lie within or adjacent to a conservation area. The closest listed building is 61 and 63 Windmill Lane (Grade II listed building) which is approximately 500m southwest of the Site⁴.

The Site does not sit within an Air Quality Management Area (AQMA). The closest is AQMA 6 'Great Cambridge Road'⁵ which was declared in 2017 for Nitrogen Dioxide. This is 1.2km west of the Site.

The Proposed Development sits within Flood Zone 2 and 3, meaning there is a 1 in 100 or greater annual probability of river flooding, or a 1 in 200 or greater annual probability from flooding from the sea in any year⁶.

The Site is not within a 'sensitive area' as defined by the EIA Regulations (i.e. SSSIs, National Parks, World Heritage Sites, Scheduled Monuments, Areas of Outstanding Natural Beauty, or a European wildlife Site).

Relevant Environmental Effects to Consider

The 2018 ES for the wider masterplan Site assessed the following technical areas:

- Air Quality;
- Daylight and Sunlight;
- Ecology;
- Ground Conditions and Contamination;
- Noise and Vibration;
- Socio-economics;
- Sustainability and Climate Change;
- Transport;
- Townscape and Visual Impact;
- Water Resources, Flood Risk and Drainage; and
- Wind Microclimate.

These topics have therefore been the focus of this EIA screening appraisal.

Further consideration has also been given to the following topics which are also generally considered in EIA for a scheme of this nature:

- Waste; and
- Cumulative Impacts.

The below sections discuss the likely environmental effects of these topics from the Proposed Development based on initial assessments and a high-level review of available information, to support this Screening Request.

2.3 REPORTS SUBMITTED IN ABSENCE OF EIA

In the absence of a formal EIA being required, a number of technical reports will be submitted. These are expected to include the following:

- Air Quality Assessment;
- Daylight and Sunlight Report;
- Ecological Impact Assessment;
- Biodiversity Net Gain Assessment;
- Phase 2 Site Investigation;
- Noise and Vibration Assessment;
- Transport Assessment;

- Framework Travel Plan;
- Flood Risk Assessment; and
- Sustainable Drainage Strategy.

2.4 CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

A Construction Environmental Management Plan (CEMP) will be developed to inform and manage the potential construction impacts of the Proposed Development, ensure that construction environmental effects are minimised. It is anticipated that the implementation of the procedures set out in the CEMP will be a precondition for the appointment of the Main Contractor for the project. This Contractor will then be required to refine and implement this CEMP throughout the construction programme. This will ensure that a consistent approach to construction logistics is employed in line with 'best practice' guidance, thereby avoiding or minimising any significant impacts to the environment or local residents occurring during the construction works.

2.5 INCORPORATED MITIGATION

As stated in the EIA Regulations, measures to mitigate adverse effects should be identified (where known) and taken into account by the LPA on a Screening Opinion and:

'Where it is determined that the proposed development is not Environmental Impact Assessment development, the authority must state any features of the proposed development and measures envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment.'

Therefore, for clarity, known and reasonable foreseeable mitigation measures have been set out below and in the following technical sections, which the applicant is willing to commit to at this stage.

2.6 CUMULATIVE EFFECTS

The EIA Screening process requires the consideration of potentially significant effects in combination with other reasonably foreseeable schemes, 11 neighbouring schemes have been identified within 3.2km (two miles), which are detailed in Table 2.4 below and have been subject to a preliminary cumulative impact review.

Table 2.4 Cumulative Developments within 3.2km

Site and Planning Reference	Description	Decision and Date	Distance from Site (m)
Parcel 2, Land West of Delamare Road (Cheshunt Lakeside) 07/20/1187/RM	Reserved matters for external appearance layout and scale for Parcel 2 pursuant to Outline Planning Permission ref. 07/18/0461/O; comprising the construction of a building ranging between 5 (G+4) 6 (G+5) and 7 (G+6) storeys to provide 205 residential units car parking cycle storage servicing plant areas	Approved 11/06/2021	Adjacent

Site and Planning Reference	Description	Decision and Date	Distance from Site (m)
	landscaping new public realm and other associated works		
5 Fieldings Road Cheshunt, Hertfordshire EN8 9TL 07/24/0272/F	Application for the demolition of 3no. existing units and erection of 3no. units with associated parking	Approved 03/06/2024	300m north
Cheshunt Park Golf Course Cheshunt Park Park Lane Cheshunt Hertfordshire EN7 6QD	Outline permission with some matters reserved for access appearance layout and scale for alterations improvement and enhancement of the golf course including the creation of a new practice area two new golf holes renovation of some existing holes including new tees greens bunkers and associated earth works and landscaping on Site	Approved 27/11/2023	1.8km northwest
Land to the North West of Cheshunt near A10 Turnford Broxbourne Hertfordshire EN10 6FE (Brookfield Riverside) 07/22/0989/O	Outline planning permission with all matters reserved except for access for demolition of all buildings and structures associated with the New River Trading Estate Turnford Household Waste Recycling Centre Halfhide Lane Gypsy Site and Halfhide Lane Allotments for the development of retail financial & professional services cafes & restaurants indoor recreation & fitness and employment floorspace (Use Class E) bars hot food takeaways and cinema (Sui Generis) hotel (Use Class C1) civic hub community uses (Use Class E, F1 & F2) elderly persons accommodation (Use Class C2) residential dwellings (Use Class C3) and associated surface and decked car parking and landscaping together with the creation of a new link road and spine road between the Turnford Interchange and Halfhide Lane with associated cycle and pedestrian facilities including upgrades to existing routes beneath the A10 bridge crossings over New River highways works to Halfhide Lane and The Links including improved bus stop cycle and pedestrian facilities new electrical substation associated	Approved 20/02/2025	1.9km northwest

Site and Planning Reference	Description	Decision and Date	Distance from Site (m)
	landscaping earthworks/recontouring tree felling and boundary treatment		
Cheshunt Football Club Theobalds Lane, Cheshunt, Hertfordshire, EN8 8RU 07/18/0514/F	Area 1 - New stadium with capacity for up to 2000 spectators. 53 no. 1 bedroom apartments 62 no. 2 bedroom apartments 26 no. 3 bedroom houses and 22 no. 4 bedroom houses (163 Residential Dwellings) highway access works internal roads and supporting infrastructure Area 2 - Northern block - New facilities for Cheshunt Football Club in use classes D1 D2 and sui generis - matters relating to internal layout and appearance reserved. Area 3 - Western block - New sports community leisure and commercial uses in use classes A1 A3 A4 A5 B1 D1 and D2 - matters relating to internal layout reserved. (Resubmission of 07/16/1369/F)	Approved on appeal 13/09/2021	2km southwest
Land to the west of the A10 and north of Cheshunt Park Brookfield Cheshunt EN10 (Brookfield Garden Village) 07/22/1079/O	Outline application (all matters reserved except access) for a new mixed use Garden Village development comprising up to 1,250 new dwellings (Use Class C3) including affordable housing; elderly persons accommodation (Use Class C2/C3); mixed use neighbourhood centre (Use Class E/C3); associated open space and community/recreational facilities; new primary school (up to 3FE) and early years nursery; new blue light hub; Site for relocation of Halfhide Lane gypsy community (up to 20 pitches) with ancillary paddock; relocation of Local Authority recycling centre, depot and Halfhide Lane allotments; employment land (Use Class B2/B8) primary 33/11 kV sub-station; associated drainage, landscaping and infrastructure together with highway infrastructure and alterations comprising; the creation of a new link road to provide access off the Turnford Interchange; Garden Village loop road; section of spine road between northern and southern ends of loop road; creation of new cycle and pedestrian links	Approved 27/08/2025	2.2km northwest

Site and Planning Reference	Description	Decision and Date	Distance from Site (m)
	via upgraded culvert for the A10 underpass to Winnipeg Way and via new bridge crossing over New River to Halfhide Lane; associated sustainable transport improvements to Halfhide Lane; internal estate roads and associated cycle and pedestrian facilities		
Land at Maxwells Farm West Great Cambridge Road Cheshunt Hertfordshire (Google Data Centre) 07/18/1181/O	Outline application for construction of a high-tech employment development in a parkland setting together with associated infrastructure comprising: 1) A data centre facility (upto 65 000 sq.m) and associated ancillary plant storage and office space 2) Business space (upto 36 400 sq.m) reserved for B1/B2/B8 use 3) Open space landscaping and flood mitigation 4) Associated vehicular access from the A10 (Great Cambridge Road) and Lieutenant Ellis Way 5) Electricity sub-station	Approved 23/06/2020	2.2km southwest
Land North and South of Andrew's Lane and South of Peakes Way Cheshunt Hertfordshire EN7 (Rosedale Park North) 07/17/0352/O	Demolition of existing buildings at Garryross Farm and development of a mixed use scheme to include a new linear park and comprising up to 380 dwellings 64 bed care home local centre comprising up to 604 sq m (GIA) of A1 A2 A3 A4 A5 and D1/D2 uses and associated ancillary facilities a primary school improved recreational leisure and sporting facilities and associated open space landscaping and car parking	Approved 01/07/2020	2.7km west
Theobalds Park Farm Great Cambridge Road Goff's Oak Broxbourne Hertfordshire EN8 8EU 07/22/0287/F	Redevelopment to create a new film and media studio complex including ground and enabling works partial demolition and demolition of existing structures works and change of use to existing listed buildings construction of stages workshops backlot and ancillary studio facilities and services (including offices staff amenity facilities mobility hubs and waste/recycling facilities associated with the principle use as a film and media studio complex) associated green space and other green infrastructure and associated works including soft and hard landscaping drainage utilities new	Approved 11/08/2022	2.8km southwest

Site and Planning Reference	Description	Decision and Date	Distance from Site (m)
	vehicular access and associated works at A10 and Lieutenant Ellis Way junctions and other enabling works		
Tudor Nurseries, Burton Lane, Goffs Oak, Hertfordshire, EN7 6SH 07/17/0864/O	Outline application for demolition of existing buildings and construction of up to 360 dwellings (Use Class C3) including affordable homes family housing and retirement village retail unit up to 500 sqm (Use Class A1) associated open space drainage features vehicular pedestrian and cycle accesses and ancillary infrastructure and groundworks	Approved 23/01/2020	3km west
Langdons & Ballymour Andrews Lane Goffs Oak Hertfordshire EN7 07/17/1267/O	Outline application for development of up to 60 dwellings including associated access	Approved 11/08/2020	3.2km west

2.7 KEY ENVIRONMENTAL ISSUES

Air Quality

2018 ES Residual Effects

The 2018 ES identified all residual effects to be negligible. A summary of the 2018 ES residual effects is provided in Appendix A.

A reduced quantum of development is proposed compared to that assessed within the 2018 ES. Construction phase effects are therefore likely to be no greater than those previously identified (negligible).

An initial review has also been undertaken of the previous transport assessment framework, including the local highway junctions previously assessed as part of the outline application. This indicates that the revised development proposals are likely to operate within the parameters of the previously assessed transport strategy and infrastructure framework.

Air quality is therefore not considered to be a trigger for EIA and relevant effects can be assessed within an Air Quality Assessment.

Further consideration is provided below including proposed scope of the stand-alone Air Quality Assessment.

Background

The administrative area of Broxbourne borough has declared three AQMAs in their area and the closest AQMA to the Site is AQMA 6 Greater Cambridge Road (A10), located approximately 1km west of the Site. The AQMA was declared for exceedances of the annual and 1-hour mean nitrogen dioxide (NO₂) objective, attributable to road traffic emissions.

Broxbourne Borough Council undertake NO₂ diffusion tube monitoring within their administrative area. There are over 10 monitoring locations within 2km of the Site within Cheshunt. Annual mean NO₂ concentrations at all the Sites (some of which are located within the AQMA) are all below the current air quality objective of 40µg.m⁻³ in 2024. Given the proximity of these monitoring locations, they are considered representative of air quality conditions in the study area and would be used within the air quality assessment.

Upon review of Defra background mapping data, 2026 background concentrations are below the annual mean air quality objective of 40µg.m⁻³ for NO₂ and particulate matter (PM₁₀) and below the annual mean air quality objective of 20µg.m⁻³ for PM_{2.5}. Background PM_{2.5} concentrations are also below the 2030 interim target and 2040 future annual mean air quality objective of 10µg.m⁻³.

Air Quality Considerations

There is a potential for air quality impact at nearby receptors due to dust emissions during the construction phase of the Proposed Development and due to traffic emissions associated with additional traffic generated by the Proposed Development during construction and/or operation phases. These would be addressed as follows within a stand-alone Air Quality Assessment:

Construction Dust

A qualitative construction phase dust assessment will be undertaken, in accordance with Institute of Air Quality Management (IAQM) guidance, to consider the impact of construction phase dust emissions on air quality. Mitigation measures will be recommended as necessary to minimise dust generation during the construction phase of the development. With the implementation of appropriate mitigation measures, it is considered that any construction dust residual effects will be not significant. This would align with the conclusions of the 2018 ES.

Construction Phase Road Traffic Emissions

Construction traffic generated by the proposed development has the potential to increase emissions of nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}) which may influence local air quality at existing sensitive receptors in the vicinity of the Site. Taking into consideration the temporary nature of the construction period, as well as any anticipated measures likely to be applied through the implementation of Construction Environmental Management Plan (CEMP), any potential impacts associated with construction traffic are likely to be not significant. This would align with the conclusions of the 2018 ES.

Operational Phase Road Traffic Emissions

The Proposed Development trip generation is likely to exceed the threshold set by the IAQM and Environmental Policy Implementation Community (EPIC, previously Environmental Protection UK) for when a detailed road traffic emissions impact assessment is required. As such, potential impacts associated with operational traffic will be undertaken to assess the impacts at existing nearby human receptors. The ecological Site (Turnford and Cheshunt Pits SSSI) is located near a

road likely to experience an increase in traffic. Where the Joint Nature Conservation Committee (JNCC) threshold is exceeded on this road, an ecological deposition assessment will be undertaken.

A detailed operational phase road traffic emissions assessment will be undertaken using the dispersion model ADMS-Roads. The assessment will consider the impact of additional operational phase traffic, generated by the Proposed Development, on local air quality at existing receptor locations. Concentrations of NO₂, PM₁₀ and PM_{2.5} will be predicted for without development and with development scenarios and the change in pollutant concentrations will be compared to the significance criteria provided by the IAQM and EPIC, as well as the current relevant air quality objectives for England, to determine the impact of the Proposed Development on local air quality.

Operational Phase Site Suitability

The Proposed Development will introduce new sensitive receptors to the Site, therefore an assessment to consider the suitability of the Site for the proposed residential use with regard to air quality will be undertaken. It should be noted that predicted background concentrations and baseline monitoring data in the local area for recent years indicate that pollutant concentrations within the vicinity of the Site are unlikely to exceed the current relevant air quality objectives across the Site. This would align with the findings of the 2018 ES.

Consideration will be given to Defra's Interim Guidance on PM_{2.5} during both the impact assessment and Site suitability assessment will be undertaken to consider the suitability of the Site for the proposed residential use.

Summary

Given that air quality objectives are being met and potential traffic emissions associated with the construction and operational phase are unlikely to be significant, as such additional mitigation measures are unlikely to be required for existing and future receptors. Appropriate mitigation measures suitable for the dust risk determined for the Site would be recommended during the construction phase such as regular Site inspections, Damp down exposed surfaces, Switch off vehicle engines when not in use etc.

Cumulative Effects

The cumulative effects of air quality have been considered in the context of other proposed development Sites within the wider masterplan area, as well as those within a 3km radius. The only cumulative schemes within 350m (the relevant impact radius) are part of the wider masterplan area which are subject to controls secured by planning conditions attached to the outline planning permission. Consequently, no cumulative effects are anticipated.

EIA Screening Review

As is set out in the appraisal above, no significant air quality effects are anticipated that would trigger the requirement for EIA.

Daylight and Sunlight

2018 ES Residual Effects

No construction phase effects were previously identified within the 2018 ES.

The following operational phase effects were identified:

- Daylight to existing adjacent residential occupants - Negligible to Minor Adverse

- Sunlight to existing adjacent residential occupants - Negligible to Minor Adverse;
- Transient overshadowing - Negligible to Minor Adverse.

Given the significant reduction in height from the consented proposals, and large separation distances to the relevant neighbouring sensitive receptors, the redevelopment of the Site is not anticipated to cause significant environmental effects to the neighbouring sensitive receptors in daylight, sunlight and overshadowing terms. This aligns with the previous assessment undertaken as a part of the 2018 ES.

A summary of the 2018 ES residual effects and mitigation is provided in Appendix A.

Daylight, sunlight and overshadowing is therefore not considered to be a trigger for EIA and relevant effects can be assessed within a stand-alone Daylight and Sunlight Report.

Further consideration is provided below including proposed scope of the Daylight and Sunlight report.

Baseline Conditions

The Site currently contains low-level warehouse and commercial buildings with the nearest residential properties currently under construction at Phase 1 which is located in between the two development areas.

To determine the existing baseline conditions, the daylight and sunlight levels within each of the relevant existing and future sensitive receptors will be defined using the Vertical Sky Component (VSC), No-Sky Line (NSL) and Annual Probable Sunlight Hours (APSH) methods, in line with the British Research Establishment (BRE) guidelines and national, regional and local planning policies.

With regards to the relevant existing surrounding amenity areas, a two-hour sun-on-ground assessment will be used to determine the overshadowing baseline conditions.

Potential Sensitive Receptors

Daylight and Sunlight Receptors

The BRE guide states that occupants of residential properties have a reasonable expectation for sufficient levels of daylight and sunlight. Therefore, surrounding residential properties are considered sensitive in relation to daylight and sunlight. The standalone Daylight and Sunlight report will consider the following areas, and other potential sensitive receptors which may be apparent during the detailed assessment phase.

- Residential properties to the south of the Site fronting Windhill Lane;
- Residential properties along Delamare Road to the southwest of the Site;
- Residential properties fronting Oakdene, Greenall Close, Clifton Close and Palmers Way to the west of the Site;
- The new residential blocks located on Phase one.

Overshadowing Receptors

Areas of open amenity space and private gardens are considered sensitive to overshadowing effects resulting from the Proposed Development. It is proposed to assess all current and emerging sensitive receptors to the south, west and north of the Site.

Potential Effects

The assessment would be undertaken in accordance with the methodologies recommended in 'Site Layout Planning for Daylight and Sunlight: A guide to good practice' (BR209, 2022 edition) published by the Building Research Establishment.

Given the significant reduction in height from the consented proposals, and large separation distances to the relevant neighbouring sensitive receptors, the redevelopment of the Sites are not anticipated to cause significant environmental effects to the neighbouring sensitive receptors in daylight, sunlight and overshadowing terms.

Due to the outline maximum parameter consent for the Site and surrounding phases, it would be proposed to test the following scenarios in the standalone daylight, sunlight and overshadowing report.

- Existing Baseline v Proposed including Phase 1 as built in the surrounding context.
- Existing Baseline v Proposed including Outline Parameter massing for relevant neighbouring phases.

Cumulative Effects

Cumulative effects with adjacent phases of the masterplan area will be considered as a part of the Daylight and Sunlight Assessment. Effects are likely to be improved compared to the those outlined in the 2018 ES.

EIA Screening Assessment

As is set out in the appraisal above, no significant daylight, sunlight and overshadowing effects are anticipated that would trigger the requirement for EIA.

Ecology

2018 Residual Effects

Within the 2018 ES, negligible residual ecology effects were anticipated at the construction phase subject to the implementation of measures set out in a CEMP.

Negligible residual effects were also anticipated during operation following final contribution towards funding of off site habitat improvements and infrastructure.

A summary of the 2018 ES residual effects and mitigation is provided in Appendix B.

As is set out below, given the limited ecological value on site, no significant effects are anticipated, subject to the implementation of standard mitigation measures.

Further consideration is provided below, including assessment scope in the absence of EIA.

Baseline

A Site walkover was carried out on 22nd of June 2026 to identify habitats within the Application Site and protected species that could be present, using the UKHab survey methodology to classify habitat types.

Flora and fauna observed during the UKHab survey were recorded and evaluated for their potential importance in supporting legally protected species.

Most habitats on Site comprised developed land, and seven buildings, which were also assessed for bat roosting potential. The most notable habitat is Windmill Lane Ditch, a watercourse to the west of the Site, and treeline. Small parcels of buddleia *Buddleja davidii* are also present across the Site (although not a Schedule 9, it is listed on the London Invasive Species Initiative and scoped in.).

Potential Sensitive Receptors

Fauna scoped into further assessment:

Bats

There are seven buildings on Site which were assessed for roosting potential. One building was identified as having low potential to support bats, with raised tiling and suitable habitat directly adjacent, provided by the railway. This would require one bat emergence survey. The other six buildings were assessed as negligible in potential to support roosting bats, due to the prefabricated nature of the buildings. Should a roost be discovered then it is likely to be of low conservation statement and therefore possible to mitigate through standard methodology.

The Site has potential to provide commuting and foraging opportunities for bats through associated vegetation and watercourse.

Birds

The Site has nesting potential for birds. The tree line which runs along the edge of the watercourse saw numerous house sparrows *Passer domesticus* which were foraging along the tree and vegetation present. Partial nests seen within the tree line to the west, and some nesting material on top of two buildings (although species not seen at time of survey). Mitigation is likely to take the form of seasonal timing of any vegetation clearance or pre-clearance bird surveys.

Given the proposed reduction in building heights associated with the revised proposals no direct effects on Lee Valley Ramsar and Special Protection Area are anticipated

Other Mammals

The Site has potential to support a small population of other mammals on the Site. The Site could be utilised by species such as hedgehogs *Erinaceus europaeus* and fox *Vulpes vulpes*. The Site is considered suitable for other mammals as a commuting route and foraging route between the other suitable surrounding the Site. Badger *Meles meles* field signs were not observed. The Site offers no suitable sett building opportunities, however there is a small chance of commuting, however there is limited foraging.

Mitigation, would likely comprise staged controlled clearance of any vegetation.

Species Scoped out of Further Assessment

Species scoped out of further assessment include riparian mammals (as the ditch lacked the vegetated banks and suitable habitat), white-clawed crayfish *Austropotamobius pallipes* (lacking suitable habitat, preferring clean, mineral-rich, and well-oxygenated alkaline waters), reptiles (limited suitable opportunities to support reptiles, in large part due to the urban nature) and hazel dormouse *Muscardinus avellanarius* (Lacking suitable foraging opportunities and connectivity to the Site).

Assessments to be Submitted

Under the Environment Act 2021, all planning permissions granted in England are required to deliver at least 10% Biodiversity Net Gain (BNG) from 12 February 2024, unless exemptions apply. Small Sites were mandated from 2 April 2024; however, neither exemption applies to the Site. The proposed development will achieve at least 10% BNG by maximising onSite opportunities and, where necessary, securing off Site credits once on Site options have been fully explored.

There is scope within the layout to provide retained/enhanced opportunities for fauna scoped into the assessment, including roosting and commuting bats, as well as birds.

An Ecological Impact Assessment is being prepared that will follow the mitigation hierarchy and demonstrate that the proposed development is capable of compliance with the NPPF and local policy relating to ecology. The Ecological Impact Assessment will include an assessment of the impact of the proposed development on surrounding designated sites.

Cumulative Effects

All cumulative developments will be required to implement appropriate mitigation to ensure legislative compliance. The consideration of impact on surrounding designated sites will include an assessment of the combined effect of the Proposed Development in-combination with other development in the area (as appropriate).

EIA Screening Assessment

As is set out in the appraisal above, no significant ecological effects are anticipated that would trigger the requirement for EIA.

Ground Conditions and Contamination

2018 ES Residual Effects

No significant residual effects were identified within the 2018 ES.

Residual effects identified at the construction stage ranged from Negligible to Minor Adverse, following implementation of measures within a CEMP.

Operational phase residual effects identified ranged from Negligible to Moderate Beneficial subject to remediation and adoption of suitable design stage measures. A summary of the 2018 ES residual effects and mitigation is provided in Appendix A.

Given the nature of the ground conditions and contamination baseline, residual effects associated with revised proposals are likely to align. Ground conditions and contamination is consequently not considered to be a trigger for EIA.

Further consideration, including update to date baseline and proposed assessment methodology is provided below.

Baseline Conditions

The underlying ground conditions comprise up to 2m of Made Ground over superficial deposits of Alluvium and River Terrace Deposits, which in turn overlie the bedrock geology of the London Clay Formation, Lambeth Group, Thanet Formation and Chalk. Groundwater is present within the superficial deposits, which are classified as a Secondary A aquifer. The London Clay Formation are Unproductive Strata, which act as a low-permeability layer separating the superficial deposits from

the deeper units. The Lambeth Group and Thanet Formation are also considered Secondary A aquifers, with the Principal Aquifer of the Chalk beneath.

The Site does not lie within a groundwater Source Protection Zone (SPZ). An abstraction well is recorded in the north-eastern corner of the Site. It is noted to be of brick construction and approximately 2m deep. Surface water bodies are present along the eastern and western Site boundaries, with further surface watercourses and ponds beyond the Site to the south and east. A culverted watercourse is also present beneath the south-western part of the Site. Historic and more recent Site uses have included scrap metal works, vehicle repairs and servicing, dye works, warehouses, nursery, factory, various works including an engineering works and an electricity substation. Several tanks are identified on Site, dating from 1938 to the early 1990's.

Previous ground investigations have found elevated concentrations of contaminants within the shallow soils including metals, hydrocarbons and asbestos. Below-ground tanks and other structures such as interceptors are also known to be present, and shallow groundwater has been impacted in some areas of the Site, with elevated concentrations of metals and hydrocarbons. These findings are consistent with the industrial history of the Site.

Assessment Methodology

The assessment of land quality has been undertaken in accordance with Environment Agency Guidance, Land Contamination Risk Management (LCRM)⁷ and the National Planning Policy Framework⁸.

A number of historical land quality and ground investigation reports have been prepared for various parts of the Site in support of previous planning applications including the outline application. As many of these are now more than 5 years old, and parts of the Site have been partially redeveloped, their findings will be updated to reflect current guidance and current Site conditions (i.e development that has now taken place).

Most recently, in June 2025, a Phase 1 Ground Conditions Assessment⁹ was prepared for the Site. This followed the preliminary (Tier 1) risk assessment stage of LCRM and comprised a review of published geological, hydrogeological and environmental records, historical mapping, a regulatory and environmental database search, and the available ground investigation reports prepared for the Site. The information gathered was used to construct a Conceptual Site Model (CSM), identifying the potential source-pathway-receptor linkages that may be present. The CSM then formed the basis for a preliminary qualitative risk assessment to evaluate the significance of each pollutant linkage and determine whether further intrusive (Phase 2) investigation and quantitative risk assessment would be required to refine the CSM.

Assessment Findings

The Phase 1 Ground Conditions Assessment found that the Site has been in commercial use as part of an industrial estate since the 1960's, having been relatively undeveloped prior to this. Historical and more recent land uses include vehicle servicing and MOT facilities, a scrap metal works, a dye works, warehouses, works and depots, which have the potential to result in contamination of shallow soils and groundwater.

Made Ground is present across the Site. Previous investigations identified elevated concentrations of metals and hydrocarbons within the Made Ground, shallow superficial deposits and the shallow groundwater, with asbestos fibres also recorded within the Made Ground. Some elevated concentrations of hydrocarbons and metals have also been identified in shallow groundwater. Tanks and underground pipework have been encountered in

parts of the Site, posing a potential contamination risk to controlled waters. No significant risk from soil gases was identified.

Though no gross contamination has been identified during the investigations to date, Site-wide data is somewhat limited and there remains a potential for previously unidentified contamination and underground structures to be present.

The preliminary qualitative risk assessment concluded a moderate / low risk to future residential Site users, construction workers and neighbours from metals, hydrocarbons and asbestos fibres within shallow soils. A moderate / low risk was noted to buildings and infrastructure from potentially aggressive ground conditions. The risk to controlled waters was assessed as moderate. Further intrusive investigation was recommended to confirm the Site conditions and to address gaps in the existing Site data.

Mitigation

Mitigation of the identified risks would be managed through a phased, investigation-led approach consistent with LCRM. A Site-wide Phase 2 Site Investigation would be undertaken to provide more detailed information on the current ground and groundwater conditions, refine the CSM and inform a generic quantitative risk assessment (GQRA). This would be followed by further targeted investigation of individual plots. If necessary, a further stage of detailed quantitative risk assessment (DQRA) will be undertaken.

The Site-wide investigation would comprise a mix of dynamic sampling and deeper cable percussive boreholes (up to 20m depth) to provide spatial coverage across the Site and information on the deeper soil and groundwater conditions. Monitoring wells would be installed in a number of locations to allow monitoring of soil gas concentrations and groundwater levels, and the collection of groundwater samples. Surface water samples would also be obtained to inform the assessment of risks to controlled waters. Representative soil and water samples would be sent for chemical analysis of a range of contaminants informed by the CSM.

Should the GQRA identify contaminant linkages posing a potential risk, feasible remediation options would be identified and evaluated, and an outline remediation strategy prepared for agreement with the regulatory authorities. Detailed remediation strategies would be prepared, as necessary, at the appropriate design stage on a plot-by-plot basis, specific to the ground conditions and development proposals in each area.

The remediation strategy would also include a verification plan, setting out the performance criteria for each part of the remediation works and the lines of evidence used to demonstrate that the remedial objectives have been met. A Verification Report would be prepared on completion of remediation works to provide a record of the works undertaken. Where on-going monitoring is required (e.g. for groundwater or soil gas), the requirements would be set out in a Monitoring and Maintenance Plan.

Non-EIA Planning Application Assessment

The land quality issues that have been identified are typical of the ground conditions encountered on most brownfield / previously developed Sites and are capable of being characterised and controlled through the established, phased approach set out in LCRM. This approach is routinely delivered through the planning system, with the successive stages of investigation, risk assessment, remediation and verification secured by appropriately worded planning conditions. This staged approach is in accordance with LCRM, the National Planning Policy Framework and Building Regulations.

The work would be agreed with the Councils contaminated land team, and where relevant, the Environment Agency as statutory consultee for controlled waters.

Potential Significant Environmental Effects

No likely significant environmental effects are anticipated in respect of land quality and ground conditions. The Site is brownfield, with contamination that is capable of being fully characterised through standard ground investigation and risk assessment measures. The preliminary risk assessment identifies risks of moderate and moderate/low significance, all of which are capable of being managed through established good-practice measures, secured by appropriately worded planning conditions. This aligns with the conclusions of the 2018 ES.

Cumulative Effects

Given the Site specific nature of ground conditions and contamination effects there is not considered to be potential for cumulative effects. All cumulative development will be required to adopt similar mitigation to that proposed for the application Site.

EIA Screening Assessment

As is set out in the appraisal above, no significant ground conditions and contamination effects are anticipated that would trigger the requirement for EIA.

Noise

2018 ES Residual Effects

Construction noise and vibration was assessed as having a Moderate Adverse to Negligible residual effect following implementation of measures within a CEMP.

All operational phase effects were assessed to be Negligible or No Effect.

A reduced quantum of development is proposed compared to the assessed within the 2018 ES. Construction phase effects are therefore likely to be no greater than those previously identified (negligible).

An initial review has also been undertaken of the previous transport assessment framework, including the local highway junctions previously assessed as part of the outline application. This indicates that the revised development proposals are likely to operate within the parameters of the previously assessed transport strategy and infrastructure framework.

Noise and vibration is therefore not considered to be a trigger for EIA and relevant effects can be assessed within a Noise and Vibration Assessment.

Further consideration is provided below including proposed assessment scope in the absence of EIA.

Noise and Vibration Considerations

There is a potential for impacts at nearby receptors due to the following noise and vibration emission related to the construction and operational phases of the Proposed Development:

Construction Noise and Vibration

It is possible that existing noise and vibration sensitive receptors could be impacted by construction phase generated noise and vibration. Noise and vibration impacts during the

construction phase of the development will be temporary in nature and can be limited to day time hours via planning condition and commitments within a CEMP. All plant will be selected, maintained and positioned to minimise potential noise and vibration impacts. It is therefore considered that construction impacts can be mitigated, through the use of appropriate equipment and standard best practice methods, to ensure no significant effects occur. This aligns with the conclusions of the 2018 ES.

Construction Traffic

During the construction phase, a temporary increase in HGV movements could be experienced on the local road network. However, given the scale of the development and through implementation of temporary construction traffic controls, it is not considered that a significant risk will arise. It is therefore considered that construction traffic impacts can be mitigated through the use of standard best practice methods, to ensure no significant effects occur.

Operational Road Traffic Noise

During the operational phase, there is likely to be a permanent increase in road traffic flows on the surrounding road network. However, given the scale of the development, it is not considered that the increase would meet the threshold to generate significant impacts on existing receptors.

Operational Phase Site Suitability

The proposed development will introduce new sensitive receptors into the area and therefore a Site suitability assessment for the proposed residential use with regard to noise and vibration will be undertaken. A Site survey will be carried out at key locations to quantify existing environmental noise and vibration levels across the Site. A noise and vibration impact assessment will be carried out to demonstrate that suitable internal and external noise and vibration levels can be achieved in accordance with relevant standards and guidance. It is therefore expected that a standalone noise and vibration assessment will be sufficient to demonstrate Site suitability.

Operational Phase External Plant Noise

It is likely that the Proposed Development will introduce new external plant equipment with the potential to impact existing and proposed receptors. A Site survey will be carried out at key locations to quantify existing background noise levels across the Site. A noise impact assessment will be carried out to set plant noise limits in accordance with relevant standards and guidance. It is therefore expected that a standalone noise assessment will be sufficient to control the impact of plant noise at receptors.

Cumulative Effects

The only cumulative schemes within a potential zone of influence for noise effects are those adjacent phases of the OPP masterplan. As is set out in the 2018 ES construction phase effects are to be appropriately controlled through measures set out in a CEMP. Operational phase effects will be controlled through design measures incorporated at detailed design stage.

EIA Screening Assessment

As is set out in the appraisal above, no significant air quality effects are anticipated that would trigger the requirement for EIA.

Socio-Economics and Health

2018 ES Residual Effects

The 2018 ES identified the following construction phase effects:

- Loss of existing employment - Minor Adverse (loss of existing employment space)
- Employment - Negligible
- Supply chain - Minor Beneficial

The 2018 ES identified the following operational phase effects:

- Housing delivery - Major to Minor Beneficial
- Primary level education - Major to Negligible Beneficial
- Secondary level education - Negligible
- Healthcare - Minor Adverse to Negligible
- Employment generation - Minor Beneficial to Negligible
- Additional spending - Major to Minor Beneficial
- Open space and playspace - Moderate Beneficial to Negligible

Given the increases in house proposed there is potential for changes in resident profile and children numbers with associated impacts on healthcare and education. There may also be changes to construction employment and local spend.

Baseline

An initial baseline review¹⁰ shows that Cheshunt Central Middle Layer Super Output Area (MSOA), which the Proposed Development is located in, has a relatively mixed population with 62.5% of residents being aged 16-64 years, 20% aged 15 and under, and 17.5% aged 65+. In addition, Cheshunt Central MSA is a fairly ethnically diverse area, with 77.3% of residents being White, 7.9% of Black/African/Caribbean/Black British, and 4.7% being of Asian/Asian British ethnicity respectively.

Generally, the population Broxbourne overall is in good health with 48.7% of residents being in 'Very good health', 34.4% of residents being in 'Good health' and only 1% in 'Very bad health'. In Broxbourne, 6.3% of residents are disabled under the Equality Act and have daily activity limited a lot, and 8.6% have daily activity limited a little.

Data provided by the 2021 Census demonstrate that 27.3% of residents in Cheshunt Central MSA aged 16 years and over have gained Level 4 qualifications and only 2.9% have no qualifications. In Broxbourne, 64.2% of the population aged 16 to 74 are economically active, which is similar to 64.5% in Cheshunt Central MSA overall.

According to the Indices of Deprivation (2025)¹¹, the Site of the Proposed Development is situated amongst the middle for deprivation in England. Just over half (57%) of neighbourhoods in England are more deprived (ranked 19,162 out of 33,755 neighbourhoods). The neighbourhood the Site sits within] is most deprived in relation to income. This type of deprivation reflects how many people have a low income, including people who are out of work, and people who are working but have low earnings. About two thirds of neighbourhoods in England are less deprived.

Potential Effects

Given the nature of the proposals the following potential effects are anticipated:

- Temporary employment opportunities during the construction of the Site;
- Temporary effects on human health during the construction of the Site;
- Permanent increase in housing (including care home);
- Creation of long-term employment opportunities from the retail and care home offering; and
- Demand for education, healthcare and community infrastructure.

Any impacts on human health during the construction can be mitigated through the implementation of a CEMP, and best practice construction measures. Increased demand for infrastructure can be mitigated through financial contribution as required.

Cumulative Effects

Any negative effects would be appropriately mitigated through financial contribution. A reduction in development quantum would mean a reduction in potential pressure on healthcare and education infrastructure.

EIA Screening Assessment

Whilst there are potential socio-economic and health effects, none of these are considered to be significant in the context of EIA and would not trigger the requirement for an EIA to be completed.

Transport

2018 ES Residual Effects

Within the 2018 ES, construction phase residual effects were identified to be Negligible following the implementation of CEMP and Construction Management Plan.

Operational phase effects ranged from Negligible to Minor Beneficial following the implementation of transport infrastructure improvements compared to the existing situation.

As is set out in the 2018 ES, the surrounding highway network has already been assessed and accepted in principle to accommodate a substantially larger quantum of development than is currently proposed. Residual effects are therefore anticipated to be an improvement or no worse than those previously assessment.

Further consideration is provided below including an the proposed assessment scope in the absence of EIA.

Baseline Conditions

The Site forms part of the wider Cheshunt Lakeside development, which benefits from outline planning permission (ref. 07/18/0461/O). The outline consent established the principal movement framework for the wider Site, including Delamare Road as the primary vehicular route, supporting pedestrian and cycle infrastructure, public transport provision and associated transport mitigation. The consent has been partially implemented, with development already underway within parts of the wider masterplan area. The surrounding highway network has therefore already been assessed and accepted in principle to accommodate a substantially larger quantum of development than is currently proposed.

Assessments Undertaken to Date

At this stage, a detailed assessment has not been undertaken, including a trip generation assessment. However, a review of the extant planning permission, associated Transport Assessment (TA) and approved movement framework has been undertaken. The review has identified that the current development proposals comprise approximately 400-420 residential units and represent a reduction in development quantum compared to the extant outline consent applicable to the land parcels under the Applicant's ownership, i.e. 878 units.

An initial review has also been undertaken of the previous transport assessment framework, including the local highway junctions previously assessed as part of the outline application. This indicates that the revised development proposals are likely to operate within the parameters of the previously assessed transport strategy and infrastructure framework.

Mitigation

No specific transport mitigation requirements have been identified at this stage.

The development is anticipated to utilise the existing and approved movement framework established through the wider Cheshunt Lakeside masterplan, including established vehicular, pedestrian, cycle and public transport connections. There are noted to be amendments to the scheme, but from a transport perspective, these are not anticipated to be significant.

Should further assessment identify any localised transport matters requiring refinement, these would be addressed through pre-application discussions and the design process. These would then be incorporated within the planning application as necessary

Non-EIA Planning Application Assessment

Transport and access matters would be addressed through a TA and Framework Travel Plan (FTP) submitted in support of the planning application. The TA is anticipated to include:

- Review of existing transport conditions.
- Multi-modal accessibility assessment.
- Trip generation assessment.
- Comparison against the extant consented position.
- Parking and servicing assessment.
- Review of highway impacts.
- Consideration of sustainable travel measures.

The assessment methodology would be developed through engagement with Broxbourne Borough Council and Hertfordshire County Council which would seek to establish the scope of assessment, taking account of the extant planning permission, approved movement framework and partially implemented nature of the wider development.

Potential Significant Environmental Effects

Based on the information currently available, the nature of the development proposals and the existence of an extant consent for a substantially larger mixed-use development, significant transport and access effects are not anticipated.

The Proposed Development would be delivered within an established movement framework that has already been subject to detailed transport assessment and accepted through the planning process. Furthermore, the revised development proposals are anticipated to generate lower traffic volumes than those associated with the wider consented scheme. Accordingly, it is considered unlikely that the development proposals would give rise to significant environmental effects in relation to transport and access that would warrant assessment within an Environmental Statement.

Cumulative Effects

The cumulative effects of transport have been considered in the context of other proposed development Sites within the wider masterplan area, as well as those within a 3km radius. The applicant will continue to liaise with nearby developers to deliver efficiencies and review measures to minimise construction phase cumulative impacts on surrounding residents, businesses and the local transport network.

EIA Screening Conclusion

As is set out in the appraisal above, no significant transport effects are anticipated that would trigger the requirement for EIA.

Flood Risk and Drainage

2018 ES Residual Effects

Within the 2018 ES, all construction phase effects were identified as Negligible subject to the implementation of measures set out in a CEMP.

Operational phase effects were identified to be Negligible subject to the implementation of the drainage strategy.

As with the scheme assessed within the 2018 ES, a drainage strategy will be designed that will aim to improve or maintain the pre-development discharge parameters of the Site using the existing discharge outfalls. This will ensure residual effects will remain Negligible.

Further consideration is provided below including proposed assessment scope in the absence of EIA.

Baseline Conditions

No detailed assessment has been carried out. However, a review of the extant planning permission, approved movement framework, Phase I Ground Investigation and the Environment Agency (EA) flood maps for the area has been carried out.

Within the accuracy of the EA flood maps, the Site falls within Flood Zones 2 & 3. Being more than one hectare in size, a Site-specific flood risk assessment (FRA) will be required to provide an appraisal of flood risk related matters, including pluvial (surface water) and fluvial (rivers), and their impact on the redevelopment as well as neighbouring Sites.

According to information sourced from the British Geological Survey (BGS) maps and the Phase I Ground Conditions Assessment provided by Talon Consulting, majority of the Site is underlain by superficial deposits of Alluvium-Clay and Flood Plain Gravel. These deposits overlay the London Clay Formation bedrock.

A sustainable drainage strategy (SuDS) will be developed in addition to the FRA to support the planning application for the proposed redevelopment. It will detail how surface water runoff from the proposed redevelopment will be controlled and discharged in a sustainable manner taking into consideration the geo-hydrological characteristics of the Site. It will aim to improve or maintain the pre-development discharge parameters of the Site using the existing discharge outfalls.

Mitigation

The redevelopment is anticipated to utilise the existing and approved movement framework established through the wider Cheshunt Lakeside masterplan, including established vehicular, pedestrian, cycle and public transport connections. All surface water drainage infrastructure proposed will aim to achieve the following in line with the CIRIA SuDS Manual C753.

- Water Quantity – Intercept and reduce the amount of surface water discharge by managing post redevelopment flood risk through source and catchment control thereby maintaining and protecting the natural water cycle.
- Water Quality – Implement measures to mitigate against water pollution and improve the overall final discharge to outfalls including groundwater.
- Amenity – Create sustainable, useful and ‘livable’ places to help engineer urban landscapes for people thereby improving on the quality of human life.
- Biodiversity – Create new habitats and improve upon existing ones thereby encouraging wildlife to thrive in functional interdependent ecosystems.

Non-EIA Planning Application Assessment

All flood risk and drainage requirements will be addressed through a Stage 1 Flood Risk Assessment and a Sustainable Drainage Strategy (SuDS) submitted in support of the planning application. Through continued engagement with the EA and LLFA, the FRA and DS are anticipated to include information encompassing:

- A thorough review of EA flood data, BGS data and Phase I GI for the Site.
- Prescriptions as set out by Hertfordshire County Council as the Lead Local Flood Authority.
- A SuDS network resilient to the effects of the appropriate climate change allowance including calculations for attenuation requirements and flow control.
- A management and maintenance schedule for SuDS features in accordance with the CIRIA SuDS Manual C753.
- A flood exceedance plan showing surface water routes during storms above the designed rainfall events and/or for network failure.

Cumulative Effects

The cumulative effects have been considered in the context of other proposed development sites within the wider masterplan area, as well as those within a 3km radius. When considered alongside these other developments, the Proposed Development would not result in any significant additional impacts on water resources. All schemes will be required to adopt similar drainage strategies and consequently no cumulative effects are anticipated.

EIA Screening Assessment

Based on the information currently available, the nature of the redevelopment proposals and the existence of an extant consent for a substantially larger mixed-use development, significant environmental effects are not anticipated. In conclusion, the revised redevelopment proposals are anticipated to employ the extensive use of SuDS features whilst aiming to reuse outfall points of the existing brownfield site thereby minimising and not exacerbating flood risk for the Site or neighbouring sites. Flood risk and drainage effects are therefore not anticipated to trigger the requirement for EIA to be undertaken for the development proposed.

Climate Change

Greenhouse gas (GHG) emissions are not geographically limited. They have a global effect rather than directly affecting any specific local receptor to which a level of sensitivity can be assigned. The receptor for GHG emissions is the global atmosphere. The receptor has a high sensitivity, given the severe consequences of global climate change and the cumulative contributions of all GHG emission sources. GHG emissions are to be minimised wherever possible, as emissions of any scale contribute cumulatively to climate change. It is anticipated that GHG emissions, and therefore climate change, associated with the Proposed Development will be considered as part of various other technical assessments submitted with the planning application. These technical assessments will ensure that resilience and adaptation to climate change has been considered through design as well as the incorporation of mitigation measures to minimise GHG emissions.

It is therefore concluded that there are no climate change impacts anticipated that would be considered a trigger for EIA.

Townscape and Visual Impact

It is stated in the non-technical summary of the 2018 ES that 'The development would provide a demonstrable improvement to the character and appearance of the area' when considered against the existing commercial buildings. Consequently, operational phase effects ranged from Negligible to Moderate Beneficial.

Proposals retain the proposed predominately residential use and high quality architectural and landscape design. However, there will be a reduction in building heights and consequently effects will be no greater than those previously assessed. Townscape and visual is not considered to be a trigger for EIA and no townscape and visual impact assessment is proposed to be produced in support of the application.

Wind Microclimate

Given the reduction in proposed heights associated with the revised proposals, a wind microclimate is not deemed to be necessary to support the application. Wind microclimate is not considered to be a trigger for EIA.

Waste

Waste produced during the construction phase will be managed by the contractor and follow local and national legislation as well as best practice. Sustainable building practices will be considered throughout the design in order to minimise waste production, energy use and reduce carbon emissions. Waste is not considered to be a trigger for EIA.

3.0 SCREENING CONCLUSIONS

The Proposed Development at present comprises a mixed use residential development at Cheshunt Lakeside within Broxbourne, covering eight ha. The EIA screening exercise was undertaken for the Proposed Development given the number of units proposed (405-410). The appraisal has included a review of the Environmental Statement prepared for the existing outline planning permission on the site.

The evidence presented in this Screening Appraisal demonstrates that it is unlikely that any significant adverse environmental effects will arise from either construction or operation of the Proposed Development, provided that suitable planning controls are imposed upon such development. Accordingly, with reference to the EIA Regulations and accompanying Government guidance, we believe that Broxbourne Council should conclude that a formal EIA is not required in this instance.

APPENDIX A LOCATION PLAN



ROLFE JUDD
/ARCHITECTURE

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NOTES

- Copyright Rolfe Judd Ltd
- 1 The Contractor must check and confirm all dimensions
 - 2 All discrepancies must be reported and resolved by the Architect before works commence
 - 3 This drawing is not to be scaled
 - 4 All work and materials to be in accordance with current applicable Statutory Legislation and to comply with all relevant Codes of Practice and British Standards

Key Plan

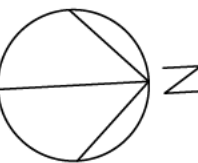
- Application Boundary
— Ownership Boundary - not within proposal
— Not within Ownership

Scale

This scale is 10cm in length when printed at the size indicated in the title block

0 1 2 3 4 5 10cm

North Point



Rev continued

Date

Revision

P01 Issued for Information
P02 Issued for Information

Date

15/07/26
27/08/26

Client

Galliard Homes

Project

Cheshunt Lakeside

Drawing

Existing Site Plan

Scale (A1)

1:1000 (A1)

Date

Jun 26

Status

Information

Job Number

6666

Drawing Number

Z1_0_10100

Revision

P02

G:\6666\Z_Design\Scheme 1\General\Z110\Z1_0_10100

REFERENCES

- ¹ *Town and Country Planning (Environmental Impact Assessment) Regulations 2017*
- ² *Ministry of Housing, Communities & Local Government (2024) Planning Practice Guidance: Environmental Impact Assessment*
- ³ *MAGIC MAPS Multiagency Geographic Information for the Countryside (2026)*
- ⁴ *Map Search | Search the List: Map Search | Historic England*
- ⁵ *AQMAs interactive map*
- ⁶ *Map – Flood map for planning – GOV.UK*
- ⁷ *Environment Agency (2020). Land Contamination Risk Management. Updated June 2025.*
- ⁸ *Ministry of Housing, Communities & Local Government (December 2024). National Planning Policy Framework.*
- ⁹ *Talon Consulting (June 2025). Cheshunt Lakeside, Cheshunt, Hertfordshire. Phase 1 Ground Conditions Assessment. TAL149/PIGCA/P01.*
- ¹⁰ *Census Maps - Census 2021 data interactive, ONS*
- ¹¹ *Indices of Deprivation (2025); Indices of Deprivation explorer map.*