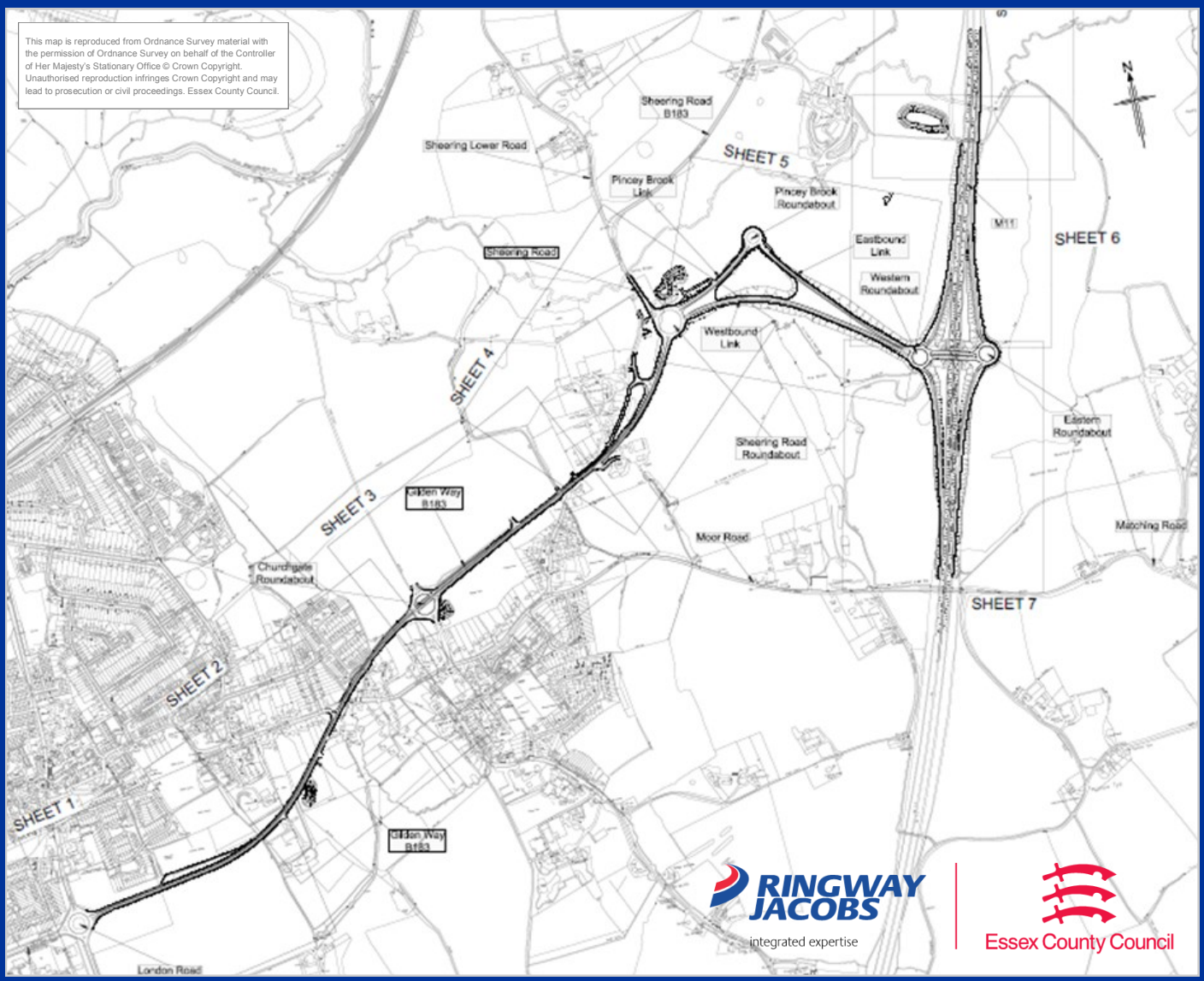
Non-Technical Summary

M11 Junction 7A and improvement of Gilden Way



Introduction

This report is a Non-Technical Summary of the Environmental Statement for the Proposed Scheme to build a new motorway junction on the M11 between Junctions 7 and 8 (to be known as the M11 Junction 7A), and upgrade the B183 Gilden Way. The location of the Proposed Scheme is shown within the red box in Figure 1.

An Environmental Statement is a detailed report of the findings of the Environmental Impact Assessment for proposed development schemes. An Environmental Statement describes the existing environmental conditions (baseline) and predicts the effects that a development scheme could have on both the man-made and natural environment. The Environmental Statement also states measures proposed to reduce or eliminate adverse effects of a scheme on the environment where this is possible and the associated residual effects.

The complete Environmental Statement can be viewed free of charge on the Essex County Council (ECC) Website, details of which are provided at the end of this document.

The Proposed Scheme

Background to the Proposed Scheme

An increase in road network capacity is needed to support the level of committed and proposed new housing and employment planned to support the future economic development and regeneration in Harlow and the surrounding area.

The main objectives of the Proposed Scheme are:

- to improve accessibility to and from Harlow;
- to reduce congestion primarily for the A414 corridor;

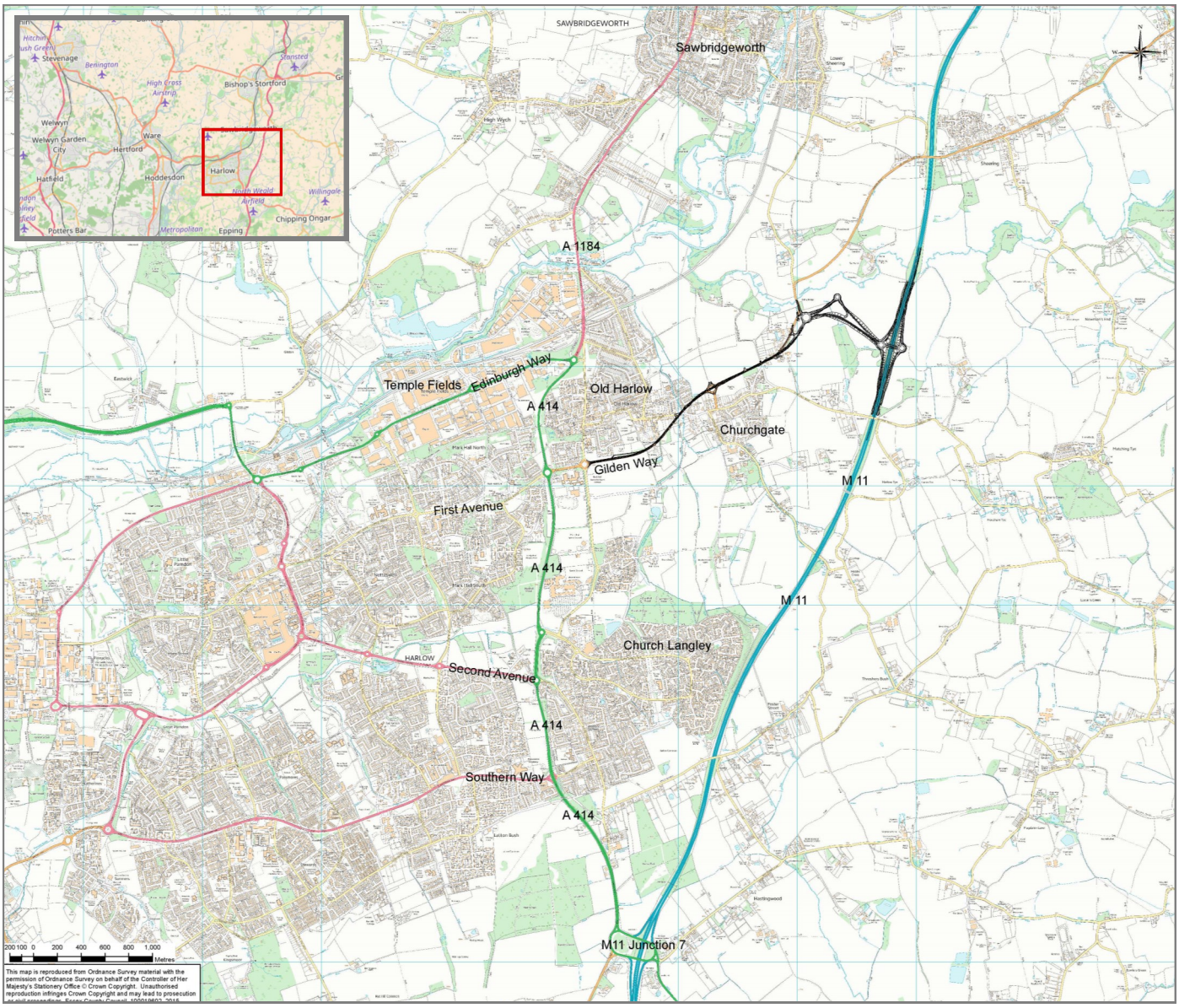


Figure 1: Site Location Plan

- To ensure the proposed infrastructure is of an appropriate scale for future traffic demands of the stated growth; and

- to facilitate future housing developments around Harlow and employment growth to the east of Harlow.

Harlow currently has a significant congestion problem during peak times which will increase as Harlow continues to grow. Junction 7 is the only local connection to the M11 from Harlow and junction capacity modelling has confirmed that it is already at its capacity. Unless a solution is found, as traffic increases, there will be an increasing strain on the wider road network.

Without an improved link to the motorway, the town and surrounding area would not be able to realise its full potential. Essex County Council has therefore investigated options to improve access to and from the M11 in the Harlow area, including options for a new motorway Junction 7A on the M11 between Junctions 7 and 8.

Consultation

Essex County Council has worked closely with local authorities, environmental bodies and other stakeholders such as landowners, business owners, tenants and people with other land interests located within or around the Proposed Scheme area. This has been done to provide a better understanding of local concerns and consider how to reduce environmental effects through carefully considered design.

Formal public consultation on the Proposed Scheme was carried out between the 11th May 2016 and 6th July 2016, in accordance with the requirement of the Planning Act 2008. This followed a Public Information Exhibition (PIE) (non-statutory consultation) on route options carried out during December 2013 to March 2014 and July 2015. As part of the consultation programme the Proposed Scheme was publicised through an online platform, exhibitions at multiple locations, at which presentations were given, advertisements and articles in local newspapers and letters sent directly to selected stakeholders.

Consultation has enabled the designers of the road to:

- allow consultees to influence the Proposed Scheme such that it better meets their needs and objectives;

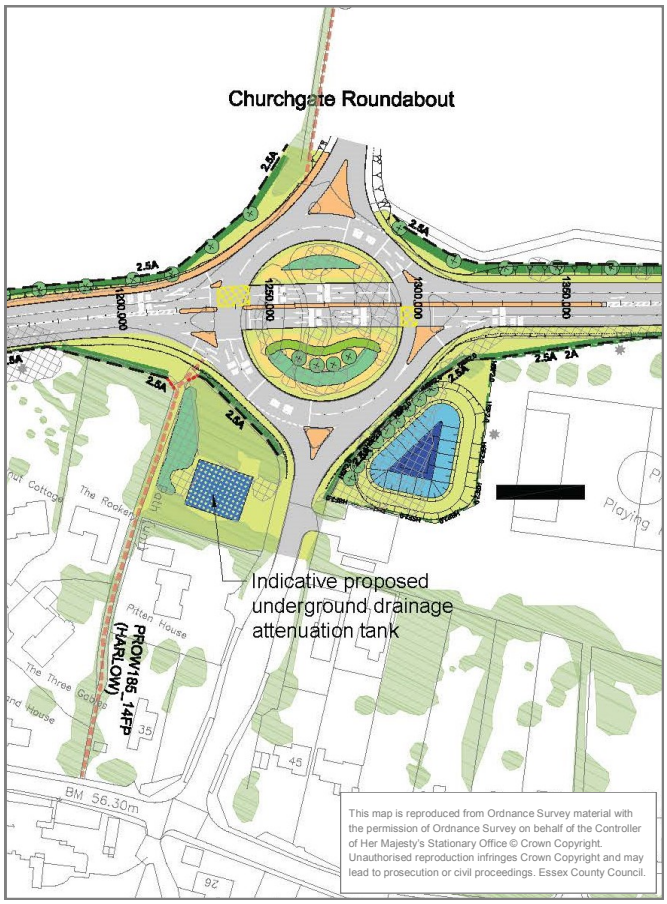


Figure 2: Section of the Proposed Scheme

- increase their understanding of the Proposed Scheme and how it could impact on different people and the environment;

- gather information about the social, economic and environmental context and likely significant effects of the Proposed Scheme;

- understand how the project could better support wider strategic and local objectives; and

- develop mitigation measures to reduce impacts of the Proposed Scheme.

As a result of suggestions made during consultation and specialist inputs, a number of design features have been added to the emerging Scheme. The main features can be found in Section 2.5 of this Non-Technical Summary.

Further information on the consultation and its outcomes can be found in the Statement of Community Involvement document and Report of PIE (Jacobs, 2015).

Essex County Council Cabinet approved the Proposed Scheme as the preferred route on the 13th of December 2016.

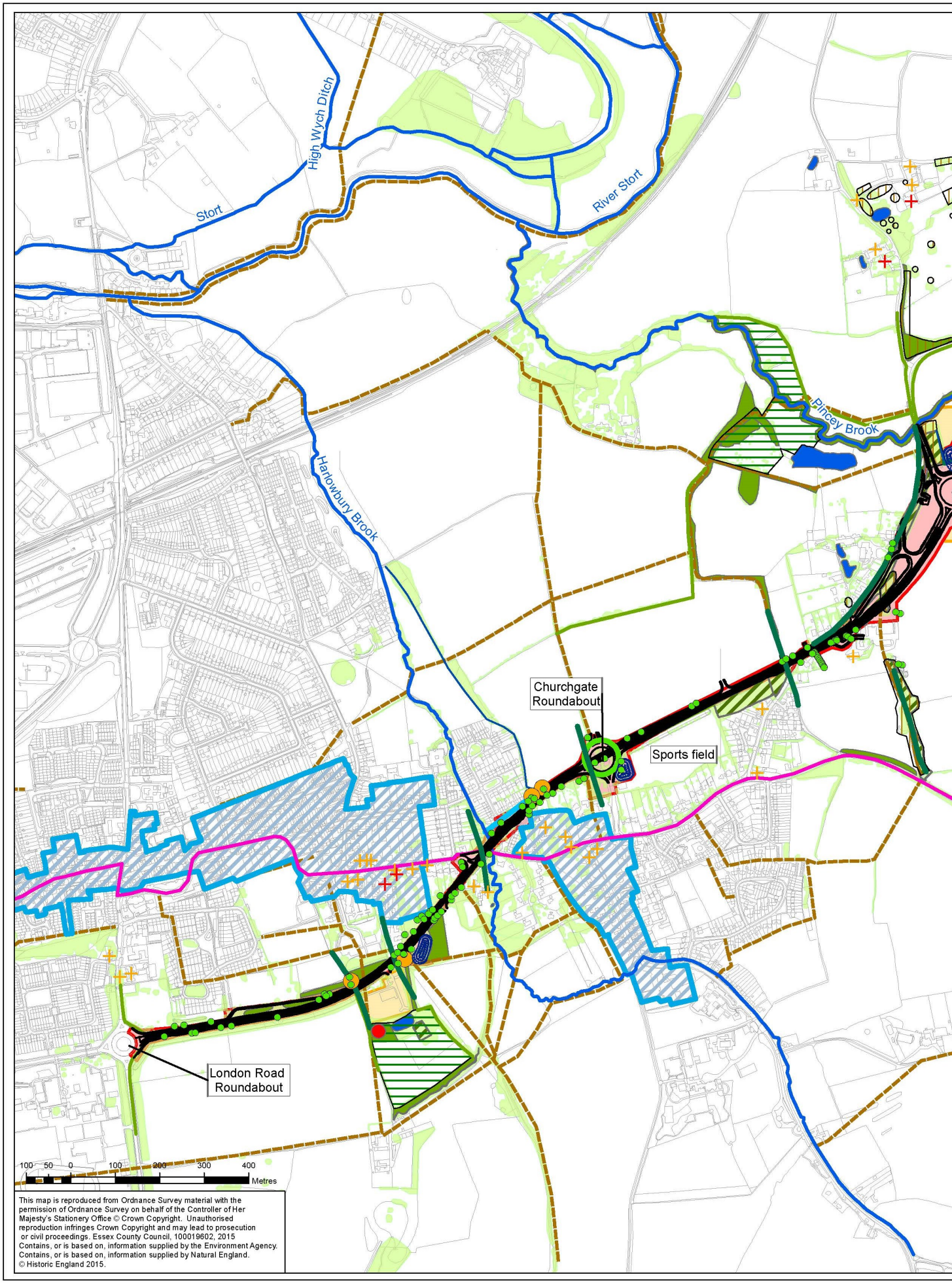
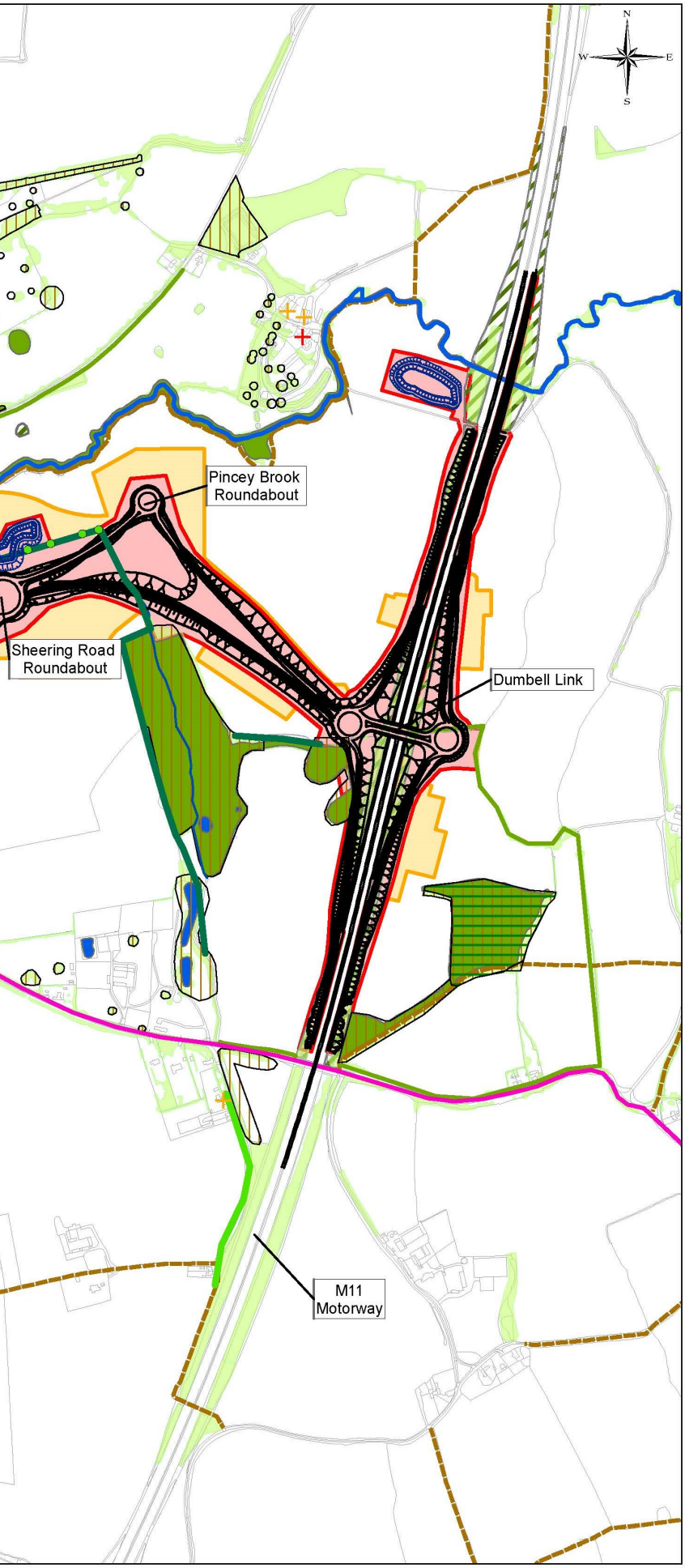


Figure 3: The Proposed Scheme with main environmental constraints



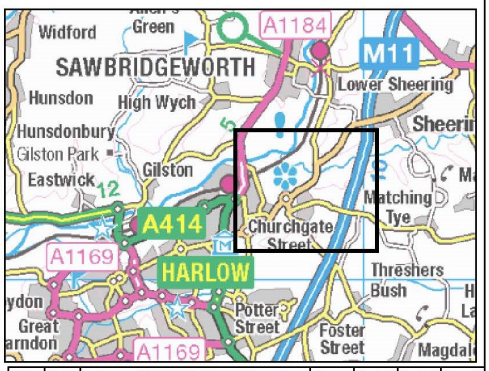
Notes

1. Do not scale

The constraints shown are considered to be the most significant environmental constraints.Further constraints are discussed in the individual sections of the report.

Key

- Design iteration 1 PCF stage 3
- Attenuation pond
- Redline boundary - permanent
- Redline boundary - temporary
- Public footpath
- National cycle route
- Main river
- Other watercourse
- Tree
- Protected Wildlife Verge
- Ditch line
- Hedge
- Key flight path for bats
- Recorded bat roost tree
- Local Wildlife Site (LWS)
- Tree Preservation Order (TPO)
- Existing vegetation
- Broadleaved woodland
- Plantation broadleaved woodland
- Lake/pond
- Grade II* listed building
- Grade II listed building
- Scheduled Monument
- Conservation area



Rev.	Date	Description of revision	Drawn	Checked	Review'd	Approv'd
0	12/16	ISSUED FOR PLANNING APPLICATION	KK	CB	HK	PM

Drawing Status

PRELIMINARY DESIGN

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Scheme Title

M11 JUNCTION 7A

Drawing Title

DESIGNED	DRAWN	CHECKED	REVIEWED	APPROVED
EW	KK	CB	HK	PM
DATE 20/12/2016	DATE 20/12/2016	DATE 20/12/2016	DATE 20/12/2016	DATE 20/12/2016

DRAWING UNITS U.N.O.

SCALE AT A3 (420 x 297 mm) 1:10,000

DRAWING NO. B3553F05-0000-DR-0025

REV. P0

Description of the Proposed Scheme

Figure 3 shows the layout of the Proposed Scheme and the main environmental constraints. The M11 Junction 7A Proposed Scheme would begin to the west, at the London Road Roundabout on Gilden Way (B183) and involve widening of the existing two lane road to three lanes. When completed, two of the lanes would take traffic in a westerly direction into Harlow Town and the third lane would take the outbound traffic onto the M11 motorway. A roundabout known as the Churchgate Roundabout (Figure 2) would have a configuration allowing traffic to flow through the centre of the roundabout in an east:west direction. The roundabout would also allow access into the Harlowbury Development. A new 2.5m wide footpath/cycleway would run from London Road to Sheering Road at The Campions. As Gilden Way becomes Sheering Road, it passes Marsh Lane on the left and Mayfield Farm on the right. Up to this point the area is referred to in this document as Gilden Way.

At Mayfield Farm, the proposed widened carriageway would begin to veer offline to the right from its present route. Here a new carriageway would be built linking the existing Sheering Road with a new roundabout known as Sheering Road Roundabout. The existing Sheering Road would be converted into a local access road for use by residents of The Campions only. The access road would link with the realigned Sheering Road via a new junction to the south of the new Sheering Road Roundabout.

Exiting the new Sheering Road Roundabout, heading towards the new M11 junction, the road would connect to another new roundabout known as Pincey Brook Roundabout. Continuing towards the new motorway junction, with traffic exiting the Pincey Brook Roundabout the road would approach the new roundabout on the western side of the M11. This Eastbound Link has been designed to allow for the possible construction of a Northern Bypass in the future. A new two-lane road, known as the Westbound Link, would take traffic in the opposite direction, from the M11 to the new Sheering Road Roundabout. The new Link roads would rise on an embankment close to the motorway to allow for the differences in elevation between Sheering Road and the M11.

Two new roundabouts and associated north and south bound slipways would be constructed on either side of the M11 and be connected by a new four lane bridge, the Dumbell Link, over the motorway. The area from Mayfield Farm to the M11 is referred to in this document as the Link Area.

Proposed Construction

The precise timings, construction methodology mentioned above has been assessed for the Environmental Statement but they are indicative. Construction of the Proposed Scheme would be undertaken by an appointed contractor who would make proposals as to how it would be constructed taking due consideration of the outcome of the planning application.

Construction would be split into three main Phases and the whole of the Proposed Scheme would be completed by January 2022.

- Phase 1 - Widening of Gilden Way and creating new access to Mayfield Farm and two attenuation ponds. Work commencing in December 2018 with advanced landscaping and ecological mitigation works.

- Phase 2A - Construction of additional two attenuation ponds, a new carriageway between Mayfield Farm and the new Sheering Road Roundabout, the Westbound Link, the M11 Western and Eastern Dumbell Roundabout, the installation of an overbridge (Dumbell Link) over M11 spanning between the two roundabouts and the construction of the northbound and southbound merge and diverge direct links to the M11. Work commencing in June 2019.

- Phase 2B - Construction of the Pincey Brook Roundabout, Sheering Road Dumbell Link (between Sheering Road Roundabout and Pincey Brook Roundabout) and the Eastbound Link between Pincey Brook Roundabout and M11 Western Dumbell Roundabout. Work commencing in January 2021.

Indicative temporary site compounds would be established to provide secure living accommodation for workers, offices, kitchen and washing facilities, fleet parking and storage depots. Precise locations of these compounds would be decided by the contractor (Figure 4 and 5). Likely locations of haul routes, site compounds and soil storage areas have been proposed in the Environmental Statement for the purposes of assessment.

Construction traffic would be carefully controlled, with restricted access to local roads. On-site haul

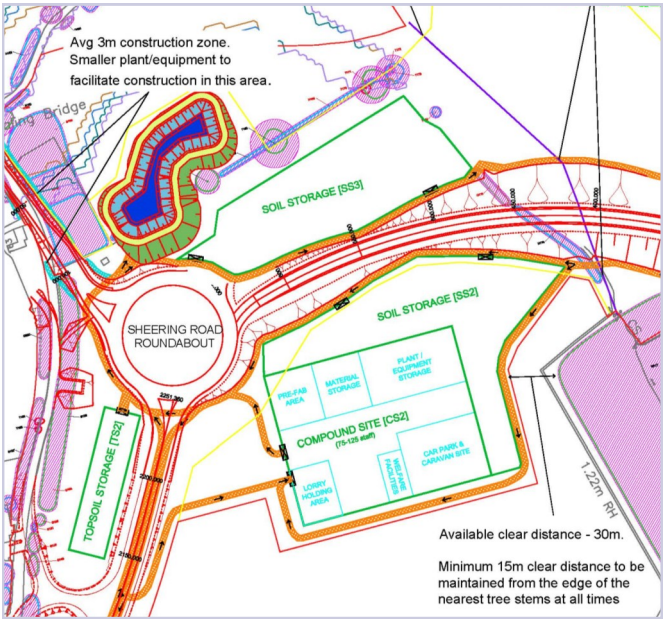

Figure 4: Phase 2A site compound (indicative

routes would be used wherever practicable to move large quantities of materials across sites. Direct access via the new M11 Junction 7A would be used particularly during construction of Phases 2A and 2B. It is intended that the majority of materials produced from excavations would be re-used on site thus reducing the need for off-site traffic movements.

An outline Environmental Management Plan (EMP) has been produced, built upon by the contractor and ECC into a construction Environmental Management Plan (EMP). This would contain guidance designed to control impacts on people, businesses and the natural and historic environments resulting from the construction of the Proposed Scheme.

Environmental Design Features

In addition to the mitigation measures for construction activities mentioned in the outline EMP. Essex County Council has carefully designed the Proposed Scheme to reduce environmental impacts when the road is in use (Figure 5).

Environmental mitigation measures include:

- removal of high level loop structure of the Pincey Brook Roundabout to reduce visual impacts;
- modification of Proposed Scheme alignment to avoid mature trees and woodland in the landscape;
- modification of the design to avoid impacts on important mature trees;
- incorporation of five new or improved pedestrian crossings;
- provision of joint pedestrian/cycleway from London Road Roundabout to old Sheering Road;
- provision of landscaped mammal underpass to facilitate movement of bats, badgers and other mammals to pass safely under the new link road;
- extensive landscape planting with native species for screening and habitat replacement purposes;
- construction of a hop-over fence to prevent bats and birds from flying into the path of traffic on the new road;
- installation of directed LED lighting to reduce night glow and impacts on residential properties and wildlife;
- lining of drainage ponds and tanks to prevent impacts to groundwater; and
- timings of construction activities to avoid sensitive ecological periods.

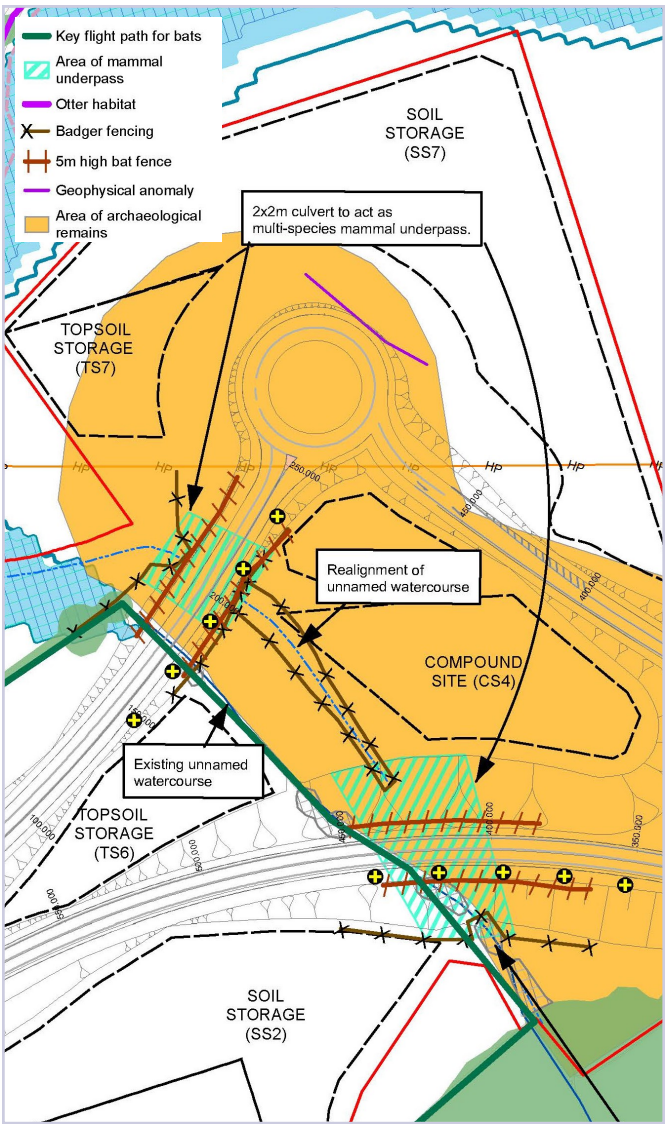

Figure 5: Examples of the environmental mitigation design features (indicative drawing)

Environmental Impact Assessment

The following sections summarise likely significant effects of the Proposed Scheme on the environment, taking into account the proposed mitigation measures listed above. Full details of the assessment work and findings of the EIA are presented in the Environmental Statement. Where possible the methodologies follow the Government's Design Manual for Roads and Bridges (Volume 11) and relevant Interim Advice Notes.

Air Quality

The effects of the Proposed Scheme on air quality are discussed in more detail in Chapter 5 of the Environmental Statement. The assessment has considered the potential effects of the Proposed Scheme on local air quality and regional emissions. Air quality is measured by the levels of nitrogen oxides (NO_x), nitrogen dioxide (NO_2), particulate matters (PM_{10}) and carbon dioxide (CO_2) in the atmosphere.

The assessment of local air quality has been made by comparing NO_2 and PM_{10} levels in 2014 to the predicted levels of NO_2 and PM_{10} concentration in 2021 with the Proposed Scheme (Do-Something) and without (Do-minimum). Regional air quality has been assessed by comparing NO_x, PM_{10} and CO_2 levels in 2014 to the predicted levels of NO_x, PM_{10} and CO_2 concentration in 2036 with and without the Proposed Scheme. Years 2021 and 2036 represent the opening year and 15 years after opening respectively.

The assessment has shown that there would be an overall improvement of air quality across the study area, especially in areas where air quality is currently an issue (Sawbridgeworth and Bishop's Stortford air quality management areas). There would be some worsening of air quality along some parts of Gilden Way; however, the levels would still be within the acceptable guidance threshold with no exceedance of European Guidelines.

Cultural Heritage

The effects of the Proposed Scheme on cultural heritage are discussed in more detail in Chapter 6 of the Environmental Statement. The assessment has considered archaeological remains, historic buildings and the historic landscape. The archaeological, architectural and artistic or historic elements have been examined, in addition to the setting of the site (Figure 6). Impacts on the historic landscape and the settings of historic buildings are also covered in Chapter 7 Landscape and Visual of the Environmental Statement.

The assessment has been based on a desk top study and walkover surveys in addition to several geophysical surveys for the footprint of the Proposed Scheme. A total of 82 cultural heritage assets were found, among them a Scheduled Monument (Harlow Mound), Sheering Hall Ringwork, geophysical anomalies (a possible levelled round barrow), two Conservation Areas and several Grade II* and II listed buildings including Sheering Hall and Durrington Hall.

Careful protection of Mayfield Farm and Harlow Mound during construction, proposed landscape planting and photographic documentation of records of the current setting of assets would mitigate the impacts on heritage assets. No physical impact on Harlow Mound or historic buildings would be expected as a result of the Proposed Scheme. Elements of the geophysical anomalies would be lost to the Proposed

Figure 6: Local listed building

Scheme during construction. However, archaeological trial trenching followed by assessment, analysis and publication of the results would be carried out leaving the residual effect as slight adverse.

Landscape and Visual

The effects of the Proposed Scheme on landscape and views are discussed in more detail in Chapter 7 of the Environmental Statement. The landscape can be divided into two parts: the mainly rural agricultural valley of the Pincey Brook situated between the Sheering Road and the M11; and the more urbanised area along Gilden Way including Conservation Areas and land designated for new housing.

There would be a number of adverse effects in the area on the landscape and views. The mitigations itemised below would reduce these by year 15 to a moderate effect:

- A total of 16ha of woodland planting would reduce the impact of the loss of 0.43ha of mature woodland subject to tree protection orders;
- Woodland hedges and native planting over 19ha in area and 361 individual trees planted to mitigate the 1.5ha loss including mature trees;
- Landscape planting would soften and disguise embankments and cuttings;
- Hedges and climbing plants would soften noise fencing;
- Earth mounding, extensive screen planting with woodland hedges, scrub and planting of individual trees would reduce the effect on the landscape of the Link Area; and
- LED lighting would have full cut-off lanterns to limit light spill to residents and wildlife.

Overall the effect of the Proposed Scheme as a whole on landscape would be moderate adverse.

During operation of the Proposed Scheme along Gilden Way, there would be a moderate adverse visual effect on 23 residential properties. However with appropriate planting and mitigation at year 15, this would be reduced to 9 residential properties with a moderate adverse view. Seventy-three properties would have a slight adverse view. An example of an expected change in view is shown in Figure 7 below.

Figure 7: Changes in view along Gilden Way

Nature Conservation

The effects of the Proposed Scheme on nature conservation are discussed in more detail in Chapter 8 of the Environmental Statement. Extensive surveys were carried out over the study area for: bats, breeding birds, badgers, riparian mammals, great crested newts, reptiles, dormice and habitats. Evidence of all types of protected species mentioned above were found in the vicinity of the Proposed Scheme. Locally designated sites are also listed below. The construction programme has been informed by ecological constraints during its design such that no works would be carried out at particular locations during sensitive times. For example during the bird breeding season, when reptiles are hibernating or when great crested newts are active. Planting of new hedges would use native species and new pond habitats would be created. There would be a net gain of vegetation with landscape planting.

Habitats

Gilden Way Protected Wildlife Verge (PWV) would be removed as a result of building the Churchgate Roundabout. It has a local designation for Betony (*Stachys officinalis),* a locally scarce plant. It is proposed that a larger area on the southern slopes of the link roads would be re-seeded with Betony and soil taken from the PWV to mitigate against this loss.

Birds

Loss of farmland habitat would affect ground nesting farmland specialists such as skylark. Due to the close proximity of other similar habitat sites, this would be unlikely to affect the conservation status of the local population. Ground nesting birds would also be subject to increased incidences of traffic collisions and increased noise levels. However the reduced speed limit of 40mph along Gilden Way would mitigate this to a slight negative effect. Bird species along the Gilden Way could be affected by noise increases but this has been assessed as not-significant.

Bats

Seven species of bat were recorded during surveys. Five non-breeding summer roosts were also recorded (Figure 8) in the Link Area and along Gilden Way. The greatest activities on the Link Road Area were along Sheering Road, Mores Wood and an associated un-named watercourse and ponds to the south of Mores Wood. Four known bat roost trees on Gilden Way would be removed (under European Protected Species (EPS) licence). The introduction of increased night-time light levels would affect the movement of bats across the Link Area. To mitigate this, the following have been introduced to the Proposed Scheme:

- reduced height columns and directional lighting would be introduced north of Mores Wood;
- a bat hop over of 5m would facilitate safe movement of bats over the link roads and would also benefit night flying birds;
- two 2x2m culvert mammal underpasses below the Link Roads would allow north-south movement across the Link Area; and
- Sheering Road would continue to be a dark well-vegetated feature.

Otters

Surveys for otters show limited evidence of otters along the Pincey Brook. However, it is considered a suitable habitat so mitigation has been proposed. Construction working in the vicinity of the Pincey Brook at night time could cause disturbance but would be a short term effect. A temporary acoustic otter barrier would be installed during the construction phase alongside the Pincey Brook. The mammal underpass and reduced lighting discussed above would reduce the operational effects on otter to neutral to slight negative.

Figure 8: Surveyed bat

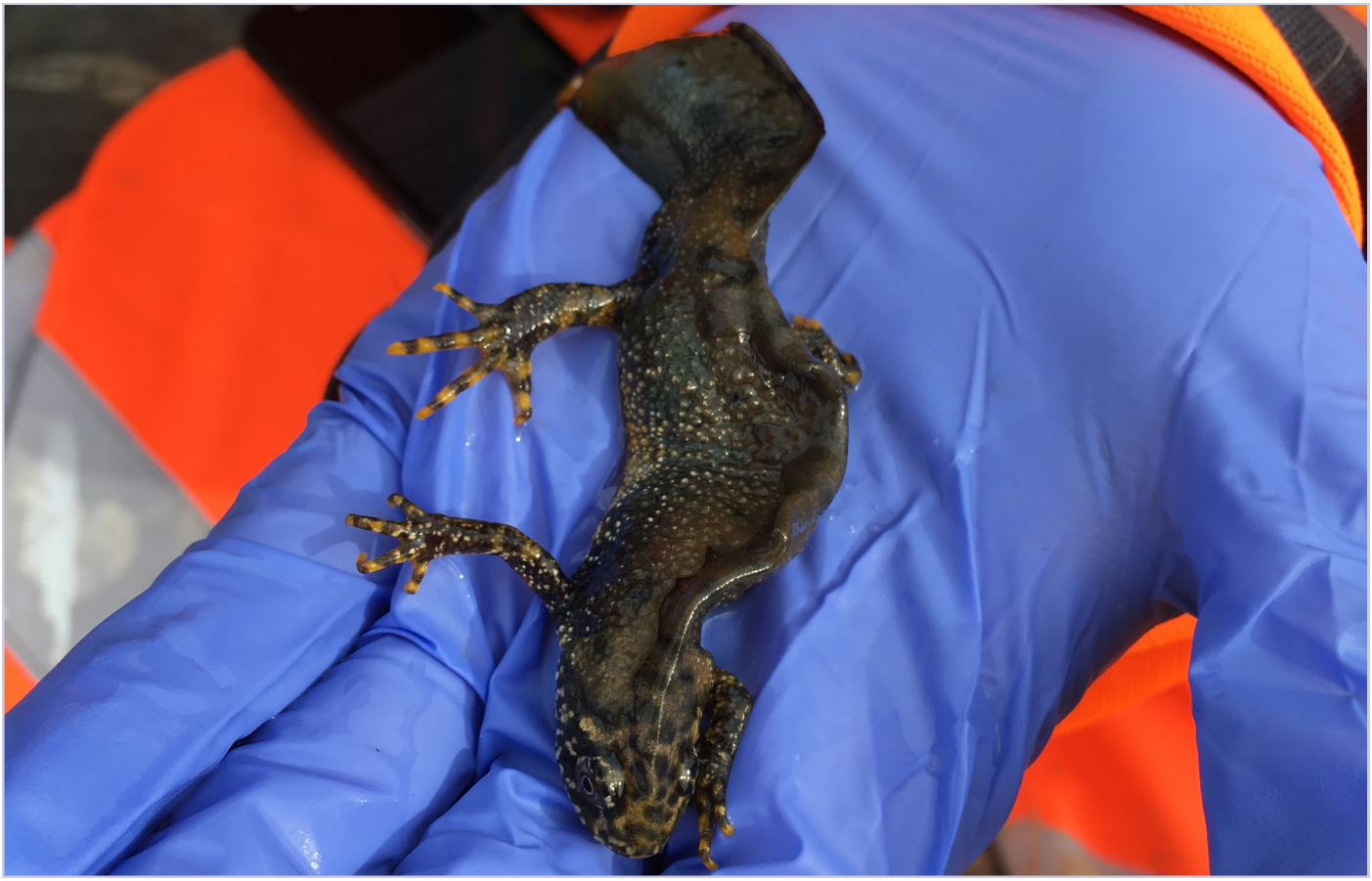

Figure 9: Surveyed great crested newt

Great Crested Newts

Great crested newts were found near to the site but there would be no direct loss of ponds or good quality terrestrial habitats as a consequence of the Proposed Scheme (Figure 9). The potential Gilden Way site compound would however directly abutt Gilden Way Meadow Local Wildlife Site where a medium population of great crested newts is currently located. Careful assessment and seasonal relocation of great crested newts under EPS licence from this site would take place prior to commencement of construction. Avoidance of works during hibernation times and a two-staged vegetation clearance have been included in the construction programme. Drainage ponds and new open drainage ditches would increase surface water features. There would be an overall neutral effect on great crested newts.

Other Species

Badger setts were found within Mores Wood and Moorhall Wood local wildlife site. These would be relocated under licence. Very low numbers of reptiles were recorded across the site except in Gilden Way Meadow local wildlife site where a breeding population of grass snakes was recorded. Mitigation as described for great crested newts would reduce effects to neutral. No evidence of dormice or white-clawed crayfish was recorded during surveys.

Geology and Soils

The effects of the Proposed Scheme on geology and soils are discussed in more detail in Chapter 9 of the Environmental Statement. Overall, the main effects of the Proposed Scheme would be the loss of high grade agricultural soils. This would be managed by a Soil Management Plan and soils reused throughout the site where possible. Further works would be carried out to maintain a safe scheme. These would include: piling risk assessment; for boreholes to be conduits for contamination; contaminated land risk assessment; reduction of potential movement; gas monitoring; groundwater sampling; soil resource survey and planning; targeted investigation into Unexploded Ordnance; and additional Ground Investigations. Residual effects on geology and soils have been assessed to be reduced to neutral to slight, other than loss of agricultural soils which would remain at slight to moderate adverse.

Materials

The effects of the Proposed Scheme associated with use of materials and generation of waste are discussed in more detail in Chapter 10 of the Environmental Statement.

An assessment of the carbon footprint of predicted materials, the probability of depletion of local sources of materials, and the availability of waste management facilities in the locality has been completed. There is an undertaking that excavated materials produced on-site would be re-used within the site footprint. However, there would still be a requirement for approximately 414,600m^3 of fill material to be imported from off-site.

The estimated embodied carbon footprint of materials to be used on the Proposed Scheme would be approximately 43,530 CO_2e emissions (tonnes). This would be a major adverse impact on materials use.

Re-use of materials on site and carbon monitoring and management would be implemented to off-set this. An outline Materials Management Plan (MMP) and a Site Waste Management Plan (SWMP) have been produced and are appended to the ES.

Use of CEEQUAL (an environmental quality tool) on this project has enabled opportunities through design and construction to be identified. These include conserving the use of materials and influencing their supply and use through design, specification, storage and use. This would continue throughout the construction period to ensure materials reduction, reuse and recy- cling. With the correct use of the MMP, SWMP, CEEQUAL and EMP, the effects on waste production would be slight adverse.

Noise and Vibration

The effects of the Proposed Scheme on noise and vibration levels are discussed in more detail in Chapter 11 of the Environmental Statement. It has been assessed that there would be short term adverse effects from the construction of the Proposed Scheme although these would be mitigated along the Gilden Way and Sheering Road by the design of appropriate acoustic barriers. Currently, the locations, heights and styles of the acoustic barriers are indicative as changes could occur at the next stage of design in consultation with the planning authority and residents. Although not all receptors would be mitigated by the acoustic barriers, overall the effects would most likely be negligible to minor in the long term. Some areas further away from the Proposed Scheme, would have a short term beneficial effect (blue on Figure 10).

Indicative changes in noise levels in the short term (2021) are shown in Figure 10.

People and Communities

The effects of the Proposed Scheme on people and their community are discussed in more detail in Chapter 12 of the Environmental Statement. This chapter covers the effects on residents, agricultural land, non-motorised users (NMU), drivers, development land, public transport users, and community severance. The construction phase would have a temporary effect on all of these users due to increases in noise and dust, construction traffic increasing user stress and perceptions of reduced safety near the road. Communities could feel severance effects due to temporary footpath diversions and closures. This would be mitigated by following guidelines in the EMP and installation of a sensitive traffic management plan. Wherever practical, connectivity throughout the community would be maintained.

Although development of the Proposed Scheme would increase the amount of traffic along Gilden Way (Figure 11 and 12), The speed of the traffic would be

Figure 11: Gilden Way at Marsh Lane looking west

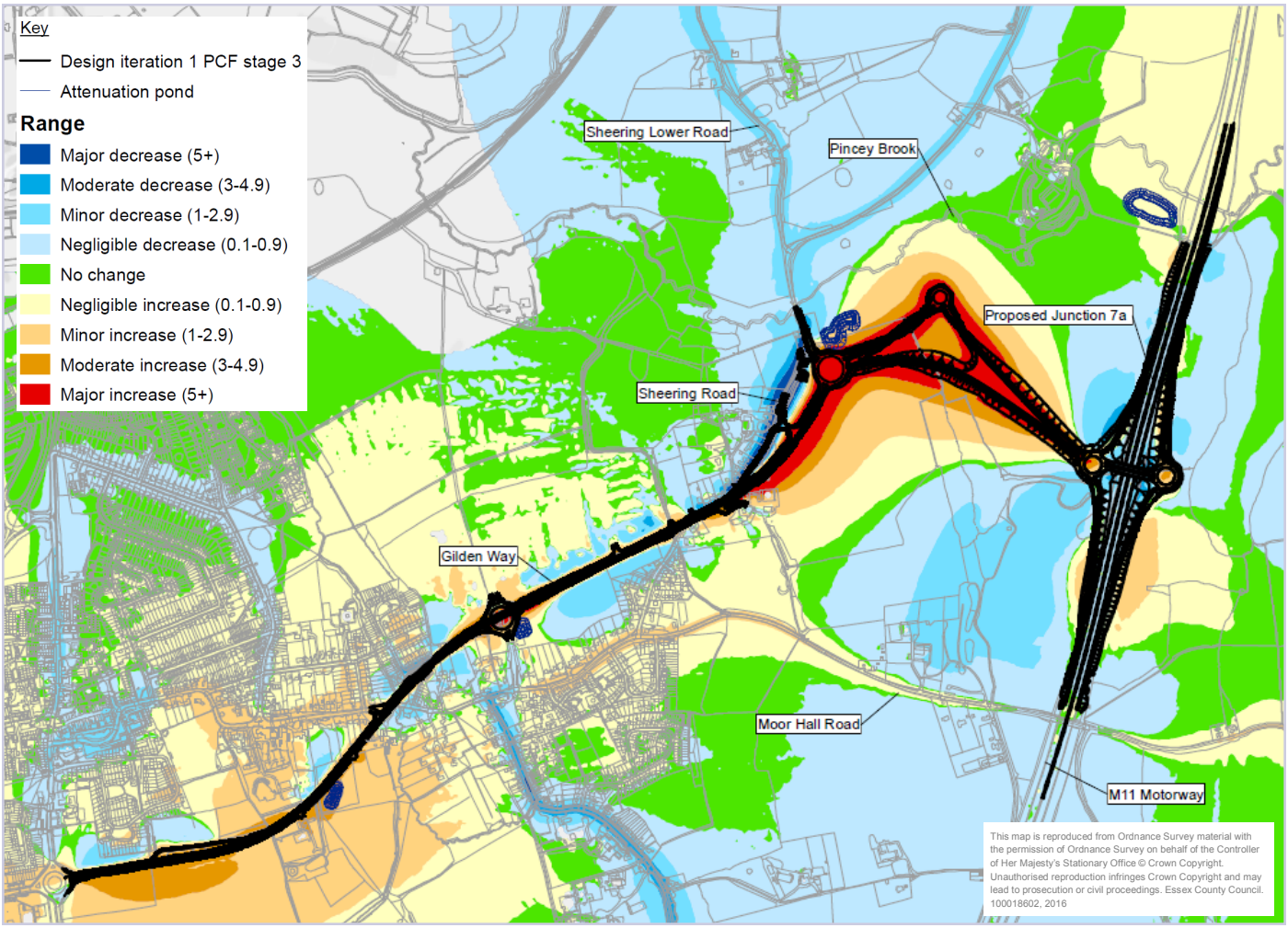

Figure 10: Indicative short term changes in noise levels

reduced to 40mph. This combined with the installation of five new or improved crossing points should improve safety for all road and pavement users.

The loss of 43ha of agricultural land during construction would be an adverse effect. However, the reinstatement of 11ha would reduce the area to a loss of 32ha. This has been assessed to be a large to very large adverse effect on farming in the area. A moderate adverse effect on the NMUs due to changes in the attractiveness of footpaths along the Proposed Scheme would also remain.

Figure 12: Gilden Way at the pedestrian underpass looking east

Figure 13: The Pincey Brook looking towards Sheering

Road Drainage and the Water Environment

The effects of the Proposed Scheme on drainage and the water environment (Figure 13) are discussed in more detail in Chapter 13 of the Environmental Statement. This assessment has been based on monitoring from 22 boreholes, a desk study, and a walkover assessment to visually inspect surface water. Water quality risk assessment tool has been used to assess the in-river annual average concentrations for soluble pollutants to inform the possible impacts on the ecology of local watercourses. A Water Framework Directive compliance assessment has also been conducted to determine effects on local waterbodies. Modelling of flood risk has fed into the Flood Risk Assessment.

There is a risk that during construction contaminants could enter watercourses and reduce the water quality. An EMP would be produced by the contractor; an outline version is appended to the Environmental Statement. It contains guidelines and construction practices which if followed correctly could mitigate these effects. Attenuation ponds have been designed to reduce flooding and pollution risk. Slight adverse risks to groundwater have been assessed but these are expected to be limited by the implementation of good practices and guidance in the EMP.

Cumulative Effects

Cumulative effects of the Proposed Scheme and other potential Schemes (Figure 14) in the area are discussed in more detail in Chapter 14 of the Environmental Statement. There are two types of main cumulative effect. Those which result in an increased effect for a receptor due to the number of different impacts acting upon it (Type 1 or intra-development effects). There are also those effects which increase in an area due to other Schemes being developed at the same time (Type 2 or inter-development effects).

Type 1 - intra development effects

The main temporary effects along the Proposed Scheme would be from the combined effects of dust, noise, construction traffic and visual intrusion. These would affect residential and business properties, users of the playing field, NMUs and protected species. Following good practice and utilising the EMP would keep the impacts to a minimum.

More permanent effects would occur due to the positions of the acoustic barriers. It should be noted that their location, heights and construction are indicative at the current time. Recreational users of the playing fields would have a beneficial effect due to an enclosed area, visually and audibly cut off from the road, with additional benefits from improved air quality and noise levels. Non-Motorised Users would be likely to suffer an adverse effect due to increased

noise levels and traffic, combined with visual intrusion and severance by the noise fencing. This would be mitigated by using transparent fencing where appropriate. Protected species would also be adversely affected by increased noise, light and traffic levels. Beneficial effects would include replacement planting and creation of ponds combined with improved air quality.

Type 2 - inter development effects

The Proposed Scheme would coincide with a number of other Schemes in the area including the Harlowbury and New Hall housing developments (Figure 15). These would increase the amount of construction traffic, noise and dust in the area over the duration of construction of the Proposed Scheme and also possibly extend the length of time of construction in the area. Exact construction dates and methodologies for these Schemes are not known at the time of writing. These effects would be experienced by residents, businesses, NMUs and protected species.

The traffic figures used for the assessment have taken into account nearby developments and they have been incorporated into the noise and air quality assessments. As a result of these developments, there would be significant increases in effects from noise, lighting, and severance from acoustic barriers and visual intrusion.

This would have an impact on nature conservation, landscape and visual, community, and in particular the loss of agricultural land. Additionally, wildlife would suffer from increased predation from cats and disturbance by humans and dogs. The increased urbanisation to the east of Harlow cumulatively would have a moderate adverse effect on the landscape.

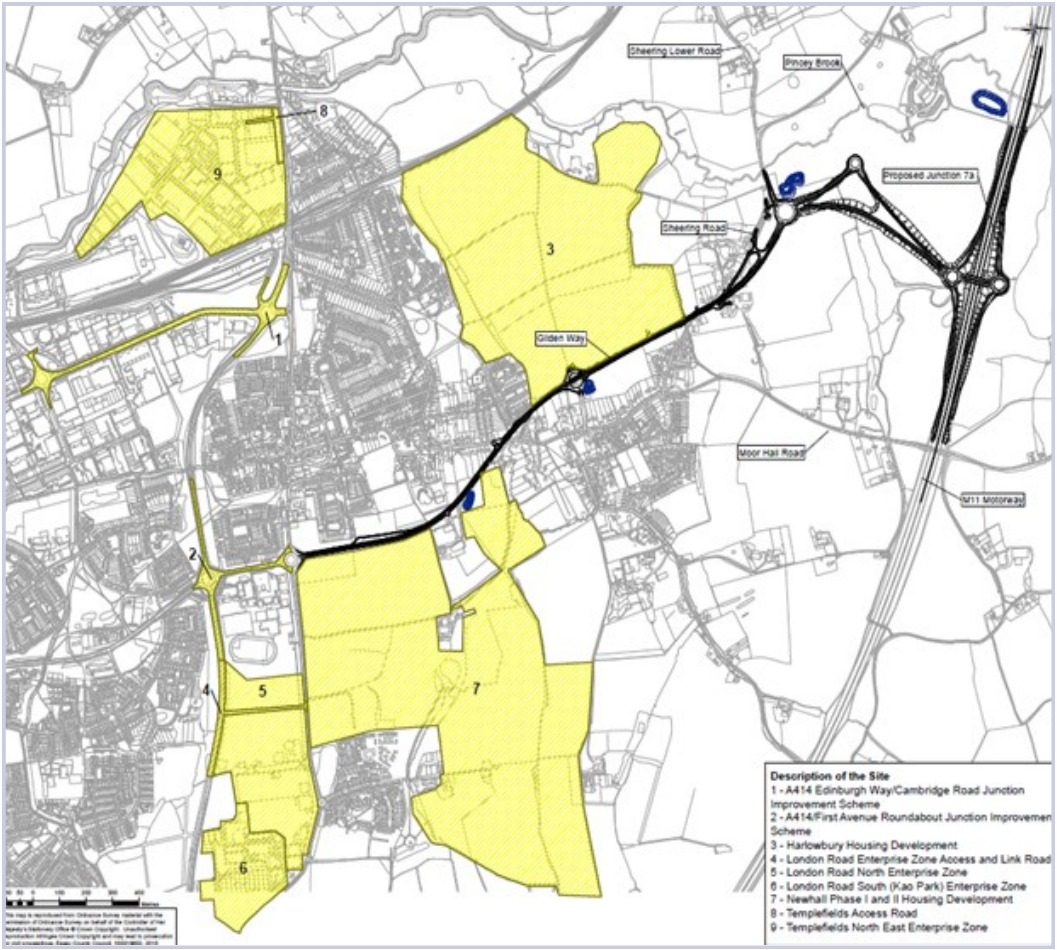

Figure 14: Future developments in the vicinity of the Proposed Scheme

Viewing the Environmental Statement

You can view the Environmental Statement and the Non-Technical Summary free of charge during normal opening hours at the following address:

Essex County Council
Minerals and Waste Planning
E3 County Hall
Market Road
Chelmsford
CM1 1QH

The Environmental Statement and the Non-Technical Summary is also available to download free of charge on the Essex County Council website (http://essex.gov.uk/viewplanning).

An electronic version of the Environmental Statement is available on a CD at a charge of £10. To order your copy please contact Andrew Brookes at: Andrew.brookes@jacobs.com.

Jacobs
1180 Eskdale Road
Winnersh
Reading
RG41 5TU
0118 946 7000

What Happens Next?

Your views are important to us. If you wish to support, comment on, or object to the Environmental Statement, you should write to:

Essex County Council
Minerals and Waste Planning
E3 County Hall
Market Road
Chelmsford
CM1 1QH

in accordance with the timescales to be published on their website. Alternatively you can email your comments to mineralsandwastedm@essex.gov.uk. Please include your full postal address and the planning application reference in all correspondence.

The council planning department will consider all comments received and draught a report and recommendations for their planning committee. Currently this planning application and supporting Environmental Statement are due to be considered in June 2017.