

## Appendix 2: Plans and Programmes Review

### Regional

1. Draft East of England Plan East of England Regional Assembly 2004

### Sub-Regional/ County

2. Essex Transport Strategy: the Local Transport Plan for Essex (June 2011)
3. Essex County Council Minerals Development Document: Preferred Approach Paper 2010
4. Essex County Council Waste Development Document: Preferred Approach Paper 2011
5. South Essex Outline Water Cycle Study Technical Report (September 2011)
6. Anglian River Basin Management Plan, September 2009
7. Essex and Suffolk Water Updated Draft Water Resources Management Plan January 2009
8. The Combined Essex Catchment Abstraction Management Study (CAMS) Feb 2007
9. The Combined Essex Catchment Abstraction Management Study (CAMS) update March 2008
10. Exceeding Expectations Tourism Growth Strategy for Essex March 2007

### Local

11. Basildon District Council Core Strategy Preferred Options 2012
12. Castle Point Borough Council Core Strategy, 2009<sup>1</sup>
13. Chelmsford Borough Council Core Strategy, 2008
14. Maldon District Council Core Strategy, 2009
15. Rochford Core Strategy, Adopted December 2011
16. Southend-on-Sea Borough Council Core Strategy, Adopted September 2009
17. Southend-on-Sea Local Transport Plan 2006-2011

---

<sup>1</sup> On 27 September 2011, Castle Point Borough Council formally resolved to withdraw the Core Strategy. Issues and Options consultation on a new Local Plan is being scheduled in August 2012.

## Regional

East of England Plan - The Revision to the Regional Spatial Strategy for the East of England 2008	
Plan Type	Regional Spatial Strategy
Plan Owner/ Competent Authority	East of England Regional Assembly
Currency	2001 - 2021
Region/Geographic Coverage	Government Office for the East of England
Sector	Planning
Related work HRA/AA	Habitats Regulations Assessment in response to the Further Proposed Changes consultation May 2008
Document Details	Potential impacts that could cause 'in-combination' effects
<p>Draft spatial strategy to guide development in the East of England for at least the next 20 years to sustain and improve the quality of life for all people who live in, work in, or visit the region, by developing a more sustainable, prosperous and outward-looking region, while respecting its diversity and enhancing its assets.</p> <ul style="list-style-type: none"> <li>■ 60% of development to be on previously developed land.</li> <li>■ regeneration, extension and diversification of the region's tourist industry.</li> <li>■ support is given to the expansion of Southend Airport to meet local demand and contribute to local economic development.</li> <li>■ facilitate the delivery of at least 508,000 net additional dwellings over the period 2001 to 2021. Taking account of completions of 105,550 between 2001 and 2006 the minimum regional housing target 2006 to 2021 is 402,540.</li> <li>■ provide a minimum of 127,000 dwellings in Essex, Thurrock and Southend between 2001 and 2021.</li> </ul>	<ul style="list-style-type: none"> <li>■ <b>Disturbance</b> - as a result of development near/ adjacent to European sites, including: <ul style="list-style-type: none"> <li>○ Recreation</li> <li>○ Light Pollution</li> <li>○ Noise Pollution</li> </ul> </li> <li>■ <b>Atmospheric Pollution</b> - generated as a result of housing, employment and transport growth.</li> <li>■ <b>Water Pollution</b> - increased pressure on sewerage capacity and an increase in non-permeable surfaces.</li> <li>■ <b>Water Abstraction</b> - as a result of proposed development, potential for reduced water levels.</li> <li>■ <b>Land Take</b> - as a result of proposed development. <ul style="list-style-type: none"> <li>○ Coastal Squeeze</li> </ul> </li> <li>■ <b>Modified Drainage</b> - as a result of proposed development altering surface and groundwater flow.</li> </ul> <p>The HRA concluded that water levels and water quality of the Essex Estuaries SAC, and the Crouch and Roach Estuaries SPA/Ramsar Site will not be adversely affected as a result of the growth proposed for the</p>

East of England Plan - The Revision to the Regional Spatial Strategy for the East of England 2008	
<ul style="list-style-type: none"><li>■ improvements to the strategic road network including the A130 and A127.</li><li>■ access to the region's airports should be managed and enhanced to support development and enable them to contribute to national and regional objectives for economic growth and regeneration</li><li>■ Essex and Southend should plan for the following quantity of waste during the life of the plan - 9,120 annual tonnages of waste (thousand tonnes).</li><li>■ Essex, Southend and Thurrock should maintain 4.55 million tonnes pa of sand and gravel during the life of the plan.</li></ul>	<p>catchment area of the Essex Estuaries SAC, the Crouch and Roach Estuaries SPA/Ramsar, and that policies SS3, H1, WAT2, ETG1, ETG4, ETG5 and CH1 of the draft East of England RSS will have no effect on the integrity of the Essex Estuaries SAC, the Crouch and Roach Estuaries SPA/Ramsar.</p>

## Sub-Regional/ County

<b>Essex Transport Strategy: the Local Transport Plan for Essex (June 2011)</b>	
<b>Plan Type</b>	Local Transport Plan
<b>Plan Owner/ Competent Authority</b>	Essex County Council
<b>Currency</b>	2011- 2026
<b>Region/Geographic Coverage</b>	Essex County Council's administrative boundary
<b>Sector</b>	Transport
<b>Related work HRA/AA</b>	None
<b>Document Details</b>	<b>Potential impacts that could cause 'in-combination' effects</b>
<p>The Strategy sets out the Council's vision for transport the outcomes they aim to achieve over a fifteen year period, policies for transport and the broad approach to implementing these.</p> <p><b>Transport priorities:</b></p> <p><b>Strategic transport priorities</b></p> <ul style="list-style-type: none"> <li>■ Identifying an agreed and deliverable solution to address congestion at the Thames Crossing and adjacent M25 junction 30/31;</li> <li>■ Lobbying Government for enhancements to the A12;</li> <li>■ Lobbying Government for enhancements to the A120 to access Harwich port and between the A12 and Braintree;</li> <li>■ Lobbying Government for additional capacity on the Great Eastern Main Line and West Anglia mainline to accommodate growing commuter demand, the provision of competitive journey times for Essex Thameside services, and an enhanced local role in the rail franchise process.</li> </ul>	<ul style="list-style-type: none"> <li>■ <b>Disturbance</b> - as a result of development near/ adjacent to European sites, including: <ul style="list-style-type: none"> <li>○ Recreation</li> <li>○ Light Pollution</li> <li>○ Noise Pollution</li> </ul> </li> <li>■ <b>Atmospheric Pollution</b> - generated as a result of increased traffic.</li> <li>■ <b>Water Pollution</b> - through increased atmospheric pollution.</li> <li>■ <b>Land Take</b> - as a result of proposed development. <ul style="list-style-type: none"> <li>○ Coastal Squeeze</li> </ul> </li> <li>■ <b>Modified Drainage</b> - as a result of proposed development altering surface and groundwater flow.</li> </ul>

Essex Transport Strategy: the Local Transport Plan for Essex (June 2011)	
<p><b>Countywide priorities</b></p> <ul style="list-style-type: none"> <li>■ Reducing the number of people killed or seriously injured on Essex roads;</li> <li>■ Continuing to work with the Essex Casualty and Congestion Board;</li> <li>■ Working with partners to promote a safe and secure travelling environment;</li> <li>■ Maintaining the Essex highway network and other transport assets;</li> <li>■ Keeping the transport network safe and operational;</li> <li>■ Managing the impact of planned works on the highway network.</li> </ul> <p><b>Priorities for Thames Gateway</b></p> <ul style="list-style-type: none"> <li>■ Providing for and promoting access by sustainable modes of travel to new development areas;</li> <li>■ Improving public transport links within and between the Thames Gateway towns (including the A13 Passenger Transport Corridor and sers schemes);</li> <li>■ Improving the availability of sustainable travel choices and raising public awareness of these through travel planning;</li> <li>■ Addressing maintenance, signing and broken links in the cycle network to improve conditions for cyclists and create a safer atmosphere for cycling.</li> <li>■ Improving the attractiveness and ease of use of public spaces to support regeneration;</li> <li>■ Improving journey time reliability on strategic inter-urban routes including the A127, A129, A130 and the A13;</li> <li>■ Improving access to London Gateway port and Southend Airport.</li> </ul>	

Essex County Council Minerals Development Document: Preferred Approach Paper 2010	
<b>Plan Type</b>	Minerals Development Document
<b>Plan Owner/ Competent Authority</b>	Essex County Council
<b>Currency</b>	2028
<b>Region/Geographic Coverage</b>	Essex County Council administrative boundaries
<b>Sector</b>	Minerals
<b>Related work HRA/AA</b>	HRA Appropriate Assessment Report Oct 2010
<b>Document Details</b>	<b>Potential impacts that could cause 'in-combination' effects</b>
<p>Essex County Council is required to produce a Development Plan Document for minerals, which plans for the future provision of minerals setting out how the demand for minerals will be met between now and 2028.</p> <p><b>Strategic Objectives</b></p> <p>1: That reliance on primary mineral resources in Essex will be reduced, firstly through the more efficient use of the primary resource and reducing the amount of mineral waste; then the use of recycled aggregates.</p> <p>2: To identify and safeguard the following resources in Essex:</p> <ul style="list-style-type: none"> <li>■ Sand and gravel, chalk, silica sand, brickearth and brick clay which have potential future economic and/ or conservation value i.e., unnecessary sterilisation should be avoided;</li> <li>■ Existing and potential secondary processing and aggregate recycling facilities that are of strategic importance for future mineral supply, to ensure these are not compromised by new development.</li> </ul> <p>3: To identify sites and policy criteria for a steady and adequate supply of minerals to assist in the economic growth of Essex and to meet the agreed sub-regional aggregate apportionment.</p>	<p>The AA concluded that the MDD Preferred Approach has established a sufficient policy framework to enable the delivery of measures to either avoid or adequately mitigate adverse effects on the integrity of European sites.</p>

**Essex County Council Minerals Development Document: Preferred Approach Paper 2010**

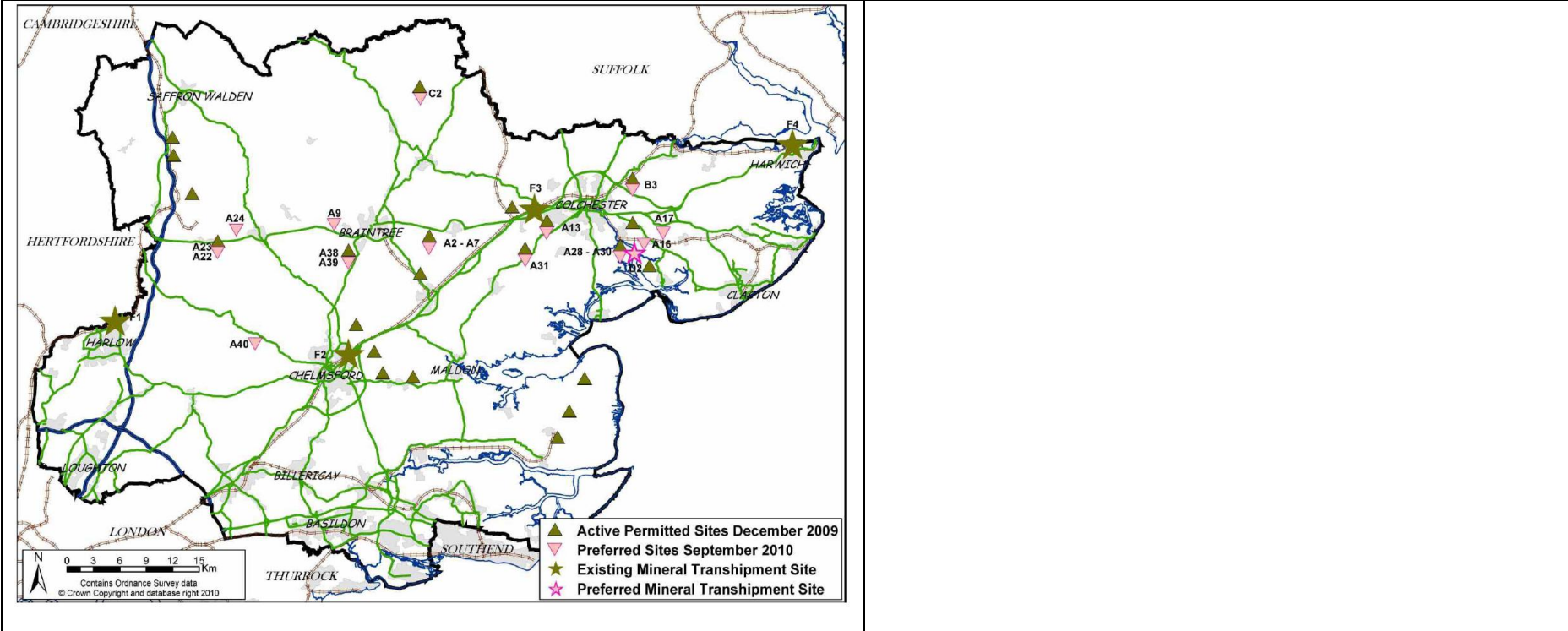
4: To afford protection to designated sites of landscape, wildlife, geodiversity, cultural and heritage importance, commensurate with their importance, from mineral operators;

5: To achieve more sustainable minerals transportation by giving preference to local sources of aggregate, optimise how sites access the strategic highway network and enable the long haul movement of minerals by rail and water.

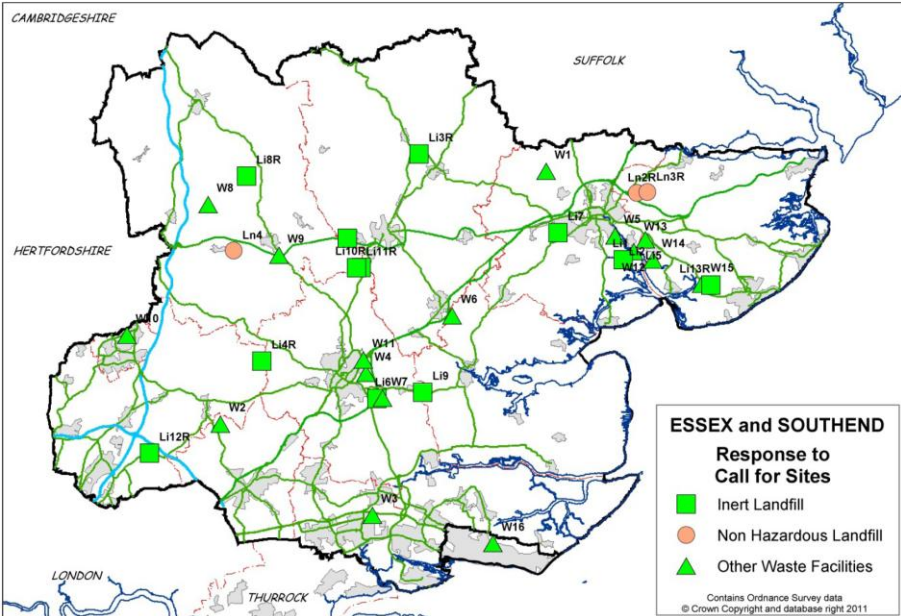
6: To secure high quality restoration of extraction sites with appropriate aftercare to achieve appropriate and beneficial after-uses.

7: To maintain and/ or enhance landscape, biodiversity and residential amenity for people living in proximity to minerals development. Restoration of mineral workings will deliver tangible benefits to affected local communities.

**Essex County Council Minerals Development Document: Preferred Approach Paper 2010**





Essex County Council Waste Development Document: Preferred Approach Paper 2011	
Plan Type	Waste Development Document
Plan Owner/ Competent Authority	Essex County Council and Southend-on-Sea Borough Council
Currency	2031
Region/Geographic Coverage	Essex County Council and Southend-on-Sea Borough Council boundaries
Sector	Waste
Related work HRA/AA	HRA Screening Report September 2011
Document Details	Potential impacts that could cause 'in-combination' effects
<p>The purpose of this WDD: Preferred Approach is to outline the Authorities' preferred policy approach for managing waste within the Plan area.</p> 	<p>The HRA concluded that no Preferred Policy Approaches are likely to have significant effects on any European sites.</p>

<b>South Essex Outline Water Cycle Study Technical Report (September 2011)</b>	
<b>Plan Type</b>	<b>Water Cycle Study</b>
<b>Plan Owner/ Competent Authority</b>	<b>Basildon District Council; Castle Point Borough Council; Rochford District Council; and Essex County Council.</b>
<b>Currency</b>	<b>2011</b>
<b>Region/Geographic Coverage</b>	<b>South Essex</b>
<b>Sector</b>	<b>Water</b>
<b>Related work HRA/AA</b>	<b>None</b>
<b>Document Details</b>	<b>Potential impacts that could cause 'in-combination' effects</b>
<p>The overall aim of the study is to identify a clear programme of required water services infrastructure and its implementation to support the delivery of sustainable growth up to 2031.</p> <p>The Outline WCS has identified the key constraints to growth in Basildon Borough, Castle Point Borough and Rochford District; it has identified:</p> <ul style="list-style-type: none"> <li>■ where there are solutions to utilise existing infrastructure;</li> <li>■ where more detailed solutions will need to be investigated in the Detailed WCS;</li> <li>■ where there are potential phasing implications;</li> <li>■ the feasibility of achieving water neutrality and what measures might be needed; and</li> <li>■ the outline implications of climate change impacts and adaptation.</li> </ul> <p>The study demonstrated that there are some potential limitations to achieving growth as proposed in each district,</p>	<p>A screening assessment was undertaken for European sites for both water quality and water resources. The screening concluded for water quality that given the small amount of new development likely to be delivered in each catchment and the relatively low sensitivity of the European sites in question to nutrient enrichment, it may well be that a significant effect (either alone or in combination) would be unlikely even if discharges were to require an increase in existing consents. However, the impact of any discharges that require a change to existing consents should nonetheless be considered further through a Detailed WCS.</p> <p>For water resources it was concluded that there will be no need to consider impacts on Designated Sites as a result of increased abstraction any further, since the long-term water supply strategy will be met by the Abberton Reservoir scheme. However, this scheme has now been consented and has been subject to its own Appropriate Assessment as part of that process.</p>

<b>South Essex Outline Water Cycle Study Technical Report (September 2011)</b>	
although the majority of these do not appear to absolute constraints and with further study the proposed growth may be able to proceed without an adverse effect on the water environment.	

<b>Anglian River Basin Management Plan September 2009</b>	
<b>Plan Type</b>	<b>River Basin Management Plan</b>
<b>Plan Owner/ Competent Authority</b>	<b>Environment Agency</b>
<b>Currency</b>	<b>2009 - 2015</b>
<b>Region/Geographic Coverage</b>	<b>Anglian River Basin District</b>
<b>Sector</b>	<b>Water</b>
<b>Related work HRA/AA</b>	<b>Habitats Regulations Assessment will be available in December 2009<sup>2</sup></b>
<b>Document Details</b>	<b>Potential impacts that could cause 'in-combination' effects</b>
<p>The draft River Basin Management Plan describes the main issues for the Anglian river basin district and highlights some key actions proposed for dealing with them set out in brief the actions the EA propose should be taken. The document sets out detailed proposals for the next six years and beyond.</p> <p>Some key actions for the Combined Essex Catchment:</p> <ul style="list-style-type: none"> <li>■ Installation of elver passes to provide habitat improvement in river channel and eel migration. Schemes located at :Kings Mill, Stonham Back Cut, Cuton Back Cut, Barnes</li> </ul>	<p>The HRA concluded that the River Basin Management Plan is unlikely to have any significant negative effects on any Natura 2000 sites and therefore does not require further assessment under the Habitats Regulations. This conclusion relied upon the fact that before any measures in the plan are implemented they must be subject to the requirements of the Habitats Regulations. Any plans, project or permissions required to implement the measures must undergo an appropriate assessment if they are likely to a have a significant effect.</p>

<sup>2</sup> EA Website: Anglian River Basin Management Plan documents submitted to Ministers for approval: <http://wfdconsultation.environment-agency.gov.uk/wfdcms/en/anglian/Intro.aspx>

<b>Anglian River Basin Management Plan September 2009</b>	
<p>Mill, Broomfield Mill, Langleys Weir, Howe ST. Mill, Wickham Place, Blue Mills, Greys Mill, Easterford Mill, Blackwater Mill, Bradwell, Stisted Mill, Convent Lane Wiers, Cooks Mill, Ford ST. Mill, Chappel Mill, Chalkney Mill, Earls Colne Mill, Townsford Mill, Hulls Mill, Alderford Mill.</p> <ul style="list-style-type: none"><li>■ In response to increasing pesticide concentrations in the Rivers Stour, Chelmer and Blackwater Essex &amp; Suffolk Water has appointed two catchment Officers to work with farmers, growers, landowners and agronomists and other pesticide users in the catchments with the aim of reducing pesticides entering watercourses.</li><li>■ Floating pennywort removal projects.</li></ul>	

<b>Essex and Suffolk Water Final Water Resources Management Plan 2010 - 2035</b>	
<b>Plan Type</b>	<b>Water Resource Management Plan</b>
<b>Plan Owner/ Competent Authority</b>	<b>Essex and Suffolk Water</b>
<b>Currency</b>	<b>2010 - 2035</b>
<b>Region/Geographic Coverage</b>	<b>Essex and Suffolk Resource Zones</b>
<b>Sector</b>	<b>Water</b>
<b>Related work HRA/AA</b>	<b>Available as part of the Final WRMP</b>
<b>Document Details</b>	<b>Potential impacts that could cause 'in-combination' effects</b>
<p>The Water Resources Management Plan sets out how Essex and Suffolk Water propose to ensure that there is sufficient security of water supplies to meet the anticipated demands of its customers over the 25-year planning period from 2010 to 2035.</p> <p><b>Essex Resource Zone Strategy</b></p> <p><u>Abberton Scheme</u> The Company will continue its strategy for implementing the Abberton Scheme. Currently all the necessary planning consents have been obtained and a number of the environmental enhancements around the western section have been completed. ESW will continue to work closely with</p>	<p>In terms of Essex &amp; Suffolk Water's WRMP Final Planning Solution, only the Abberton Scheme was identified as having the potential to have effects on European sites, namely the Ouse Washes, The Wash, the Stour Estuary and Abberton Reservoir. The HRA concluded that the scheme would not significantly adversely effect the Ouse Washes, The Wash and the Stour Estuary. However, further studies were undertaken to inform an Appropriate Assessment for Abberton Reservoir. Following liaison with Natural England, these studies were also able to conclude that the scheme would not have significant adverse effects on the integrity of the site and so an appropriate assessment was not required. Indeed, Natural England stated that, "In our view, the Abberton Reservoir Scheme is likely to have a significant positive effect on the conservation status of the migratory and wintering waterfowl assemblages in the short-, medium- and long-term future of the statutorily designated site."</p>

<b>Essex and Suffolk Water Final Water Resources Management Plan 2010 - 2035</b>	
<p>the Environment Agency and other groups to deliver the scheme.</p> <p><u>Baseline Metering</u> ESW is committed to achieving universal metering in Essex by 2020. To do this it intends to apply for powers to compulsory meter from 2015 onwards.</p>	

<b>Combined Essex Catchment Abstraction Management Strategy (CAMS) Feb 2007 Combined Essex Catchment Abstraction Management Strategy Update March 2008</b>	
<b>Plan Type</b>	<b>Catchment Abstraction Management Plan</b>
<b>Plan Owner/ Competent Authority</b>	<b>Environment Agency</b>
<b>Currency</b>	<b>2014</b>
<b>Region/Geographic Coverage</b>	<b>Combined Essex Catchment, which includes the South Essex Catchment</b>
<b>Sector</b>	<b>Water</b>
<b>Related work HRA/AA</b>	<b>HRA of the Review of Consents Process</b>
<b>Document Details</b>	<b>Potential impacts that could cause 'in-combination' effects</b>
<p>The document sets out how the Environment Agency Wales will manage water abstraction from the Combined Essex Catchment until 2009. The strategy provides the framework for any decision on an abstraction license application.</p> <p>The South Essex Catchment has been split into 5 Water Resource Management Units (WRMU). The CAMS update assesses:</p> <ul style="list-style-type: none"> <li>■ WRMU 1 as 'water available'</li> <li>■ WRMU 2 as 'water available'</li> </ul>	<p>Under the Habitats Regulations the Environment Agency has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EA will have to follow strict rules in setting a time limit for that license.</p>

Combined Essex Catchment Abstraction Management Strategy (CAMS) Feb 2007 Combined Essex Catchment Abstraction Management Strategy Update March 2008	
<ul style="list-style-type: none"> <li>■ WRMU 3 as 'water available'</li> <li>■ WRMU 4 as 'no water available'</li> <li>■ WRMU 5 as 'no water available'</li> </ul>	

Exceeding Expectations Tourism Growth Strategy for Essex, March 2007	
<b>Plan Type</b>	<b>Tourism Growth Strategy</b>
<b>Plan Owner/ Competent Authority</b>	<b>The Tourism Network</b>
<b>Currency</b>	<b>N/A</b>
<b>Region/Geographic Coverage</b>	<b>Essex</b>
<b>Sector</b>	
<b>Related work HRA/AA</b>	
<b>Document Details</b>	<b>Potential impacts that could cause 'in-combination' effects</b>
<p><b>VISION</b> The vision for this Strategy is that over the next five years increased visitor spend within Essex will support a vibrant economy and that an improving and expanding visitor offer will not only make Essex a great place to visit, but also a great place to live and work. Essex will become:</p> <ul style="list-style-type: none"> <li>■ An area where people visit rather just travel through;</li> <li>■ A destination of choice for people in London and the South East for a high quality short break or weekend away;</li> <li>■ Known for its cultural offering, activity and special interest tourism;</li> </ul>	<p>The HRA found that the vision and the strategic aims of the document have the potential for significant effects on the county of Essex. Tourism can lead to a number of in-combination effects which may adversely effect the Natura 2000 sites located in Essex. The increased volume of traffic can decrease air quality, increase light and noise pollution and cause disturbance in the surrounding area. Further disturbance can be caused from visitors entering into protected sites for leisure activities. Tourism can also lead to an increase in development which in turn would lead to habitat loss for species living in settlement peripheries.</p>

**Exceeding Expectations Tourism Growth Strategy for Essex, March 2007**

- Known as an accessible and affordable destination for conferences and meetings and an alternative to London.

**THE STRATEGIC AIMS**

1. Increase the value of tourism to Essex by 4% per annum to over £2,000,000,000 within 5 years.
2. To create an additional 7,000 jobs within 5 years



## Local

Rochford District Council Core Strategy (adopted) Dec 2011		
<b>Plan Type</b>		<b>Core Strategy, Development Plan Document</b>
<b>Plan Owner/ Competent Authority</b>		<b>Rochford District Council</b>
<b>Currency</b>		<b>N/A</b>
<b>Region/Geographic Coverage</b>		<b>Rochford District Council administrative boundaries</b>
<b>Sector</b>		<b>Planning</b>
<b>Related work HRA/AA</b>		
<b>Document Details</b>		<b>Potential impacts that could cause 'in-combination' effects</b>
The residential envelope of existing settlements will be extended in the areas set out below, to contribute to a five year supply of housing land in the period to 2015, and between 2015 and 2021.		The HRA Screening report found that the majority of Development proposed in the Core Strategy is focused on previously developed land in and around existing settlements in the west of the District, thereby minimising the potential for direct effects on European sites in the east of the District, including those along the Essex coastline and Thames Estuaries.
<b>Area</b>	<b>Dwellings by 2015</b>	<b>Dwellings 2015-2021</b>
North of London Road, Rayleigh		550
West Rochford	450	150
West Hockley	50	
South Hawkwell	175	
East Ashingdon	100	
South West Hullbridge		250
South Canewdon		60
<b>Total</b>	<b>775</b>	<b>1010</b>
		The assessment found that the Core Strategy had the potential for likely significant effects both alone and in-combination on European sites through; increased disturbance, increased atmospheric pollution and reduced water levels and quality.
		The assessment considered that the mitigation provided by the Core Strategy through the provision for new open space and alternative recreational opportunities - in the west of the District away from the European sites - would be sufficient to avoid likely significant effects as a result of increased disturbance. Similarly, it was considered that the Core Strategy contained sufficient policy mitigation and monitoring measures to avoid likely significant effects on European sites either alone or in-combination through increased atmospheric pollution. However the assessment could not conclude with certainty that the level of development proposed in the Core Strategy and surrounding

Rochford District Council Core Strategy (adopted) Dec 2011	
Post-2021, the residential envelope of existing settlements will be extended in the following areas (as indicated on the Key Diagram) to deliver the following approximate number of units post-2021.	
Area	Dwellings post-2021
South East Ashingdon	500
South West Hullbridge	250
West Great Wakering	250
<b>Total</b>	<b>1000</b>
<p>The Council will support:</p> <ul style="list-style-type: none"> <li>• the development of Cherry Orchard Jubilee County Park;</li> <li>• the development of Wallasea Island Wild Coast Project;</li> <li>• the enhancement of the District's commercial centres;</li> <li>• the development of an Eco-Enterprise Centre;</li> <li>• the development of a skills training academy;</li> <li>• the enhancement of London Southend Airport;</li> <li>• the development and growth of the voluntary sector;</li> <li>• the development and growth of home-working; and</li> <li>• the protection and enhancement of the role of small and medium sized businesses.</li> </ul>	

areas will not have likely significant in-combination effects on European sites via reduced water quality and increased water resource demand. This is due to a number of uncertainties, including data limitations and the implementation uncertainty of the proposed development.

The assessment makes a number of recommendations to address these uncertainties and mitigate the potential likely significant effects outlined above. The RHA Screening concluded that if the recommendations are incorporated into the Core Strategy and a review of HRA findings is carried out upon completion of the Essex Thames Gateway WCS, the Core Strategy will not have likely significant effects either alone or in-combination on European sites.

Basildon District Council Core Strategy Preferred Options Feb 2012	
Plan Type	Core Strategy, Development Plan Document
Plan Owner/ Competent Authority	Basildon District Council
Currency	N/A
Region/Geographic Coverage	Basildon District Council administrative boundaries
Sector	Planning
Related work HRA/AA	
Document Details	Potential impacts that could cause 'in-combination' effects
At least 6,500 new homes would be provided between 2011 and 2031, split between the Major Urban Area of Basildon (80%) and the Towns of Billericay (1.5%) and Wickford (15.5%) in accordance with the Borough's Settlement Hierarchy.	<ul style="list-style-type: none"> <li>■ <b>Disturbance</b> - as a result of development near/ adjacent to European sites, including: <ul style="list-style-type: none"> <li>○ Recreation</li> <li>○ Light Pollution</li> <li>○ Noise Pollution</li> </ul> </li> <li>■ <b>Atmospheric Pollution</b> - generated as a result of housing, employment and transport growth.</li> <li>■ <b>Water Pollution</b> - increased pressure on sewerage capacity and an increase in non-permeable surfaces.</li> <li>■ <b>Water Abstraction</b> - as a result of proposed development, potential for reduced water levels.</li> <li>■ <b>Modified Drainage</b> - as a result of proposed development altering surface and groundwater flow.</li> </ul>

Basildon District Council Core Strategy Preferred Options Feb 2012	
	<ul style="list-style-type: none"> <li>■ <b>Land Take</b> - as a result of proposed development.                             <ul style="list-style-type: none"> <li>○ Coastal Squeeze</li> </ul> </li> </ul> <p>The HRA Screening report (Jan 2012) for the Core Strategy Preferred Options found that the Plan contains suitable mitigation and concluded that there are no likely significant effects.</p>

Castle Point Borough Council Core Strategy, 2009	
<b>Plan Type</b>	<b>Core Strategy, Development Plan Document</b>
<b>Plan Owner/ Competent Authority</b>	<b>Castle Point Borough Council</b>
<b>Currency</b>	<b>N/A</b>
<b>Region/Geographic Coverage</b>	<b>Castle Point Borough Council administrative boundaries</b>
<b>Sector</b>	<b>Planning</b>
<b>Related work HRA/AA</b>	
Document Details	Potential impacts that could cause 'in-combination' effects
<b>Housing</b> <ul style="list-style-type: none"> <li>○ 5,000 new homes in Castle Point between 2001 and 2026 that are well integrated with community service locations.</li> <li>○ At least 70% of new homes on previously developed land</li> <li>○ Canvey Town Centre – 400 homes</li> <li>○ Canvey seafront – 150 homes</li> <li>○ Hadleigh Town Centre – 500 homes</li> <li>○ Manor Trading Estate – 200 homes</li> <li>○ The Point Industrial Estate – 150 homes</li> <li>○ Land to the East of Canvey Road – 400 homes</li> <li>○ Castle View School will be redeveloped – 50 homes</li> <li>○ Land to the north of Kiln Road – 250 homes</li> <li>○ 650 new homes on PDL in Canvey Island between 2008-</li> </ul>	<ul style="list-style-type: none"> <li>■ <b>Disturbance</b> - as a result of development near/ adjacent to European sites, including:                             <ul style="list-style-type: none"> <li>○ Recreation</li> <li>○ Light Pollution</li> <li>○ Noise Pollution</li> </ul> </li> <li>■ <b>Atmospheric Pollution</b> - generated as a result of housing, employment and transport growth.</li> <li>■ <b>Water Pollution</b> - increased pressure on sewerage capacity and an increase in non-permeable surfaces.</li> <li>■ <b>Water Abstraction</b> - as a result of proposed development, potential for reduced water levels.</li> <li>■ <b>Modified Drainage</b> - as a result of proposed development altering</li> </ul>

Castle Point Borough Council Core Strategy, 2009	
<p>2006</p> <ul style="list-style-type: none"> <li>○ 800 new homes on PDL in Benfleet, Hadleigh and Thundersley between 2008-2006</li> </ul> <p><b>Employment</b></p> <ul style="list-style-type: none"> <li>■ At least 2,500 additional jobs in Castle Point between 2001 and 2026.</li> <li>■ South West Canvey – 18ha of employment land</li> <li>■ Manor Trading Estate – 4ha of employment land</li> <li>■ Rayleigh Weir – 3ha of employment land</li> </ul> <p><b>Transport</b></p> <p>Improvements to public transport provision in Castle Point including:</p> <ul style="list-style-type: none"> <li>■ Delivery of the A13 Passenger Transport corridor through Castle Point by 2011;</li> <li>■ Extension of similar Passenger Transport corridor features from the A13 to Canvey Island by 2016;</li> <li>■ The delivery of the South Essex Rapid Transit project with connections to the Borough by 2021.</li> </ul> <p>Improvements to opportunities for walking and cycling in Castle Point including:</p> <ul style="list-style-type: none"> <li>■ Delivery National Cycle Network Routes, and Greenways identified in the Green Grid Strategy; and</li> <li>■ Work with ECC to identify and deliver, or improve existing footpaths and cycle routes, and make roads safer for pedestrians and cyclists.</li> </ul>	<p>surface and groundwater flow.</p> <ul style="list-style-type: none"> <li>■ <b>Land Take</b> - as a result of proposed development. <ul style="list-style-type: none"> <li>○ Coastal Squeeze</li> </ul> </li> </ul>

Chelmsford Borough Council Core Strategy, 2008	
Plan Type	Core Strategy, Development Plan Document
Plan Owner/ Competent Authority	Chelmsford Borough Council
Currency	N/A
Region/Geographic Coverage	Chelmsford Borough Council administrative boundaries
Sector	Planning
Related work HRA/AA	
Document Details	Potential impacts that could cause 'in-combination' effects
<p><b>Housing</b></p> <ul style="list-style-type: none"> <li>■ 700 new homes per annum during the period 2001-2021</li> <li>■ Provision is made for a minimum increase of 14,000 dwellings (net) in the Borough in the period 2001-2021</li> <li>■ Borough Council's Housing Trajectory, indicates that a total of 16,170 new dwellings will be delivered in the Plan period</li> </ul> <p><b>Economic</b></p> <ul style="list-style-type: none"> <li>■ 9,600 new jobs in the period 2001-2021</li> <li>■ extend the primary shopping area to accommodate the identified need for retail growth of up to 100,000 sq. m.</li> </ul> <p><b>Transport</b></p> <ul style="list-style-type: none"> <li>■ Chelmsford North-East By-pass and Cross Valley Link Road</li> <li>■ New Railway Station north-east of Chelmsford</li> <li>■ Capacity improvements at Chelmsford Railway Station</li> <li>■ Transport links between new neighbourhoods and Chelmsford Town Centre</li> <li>■ The encouragement of public transport use and sustainable</li> <li>■ Additional Park and Ride sites to serve Chelmsford</li> <li>■ Bus Priority and rapid transit measures</li> </ul>	<ul style="list-style-type: none"> <li>■ <b>Disturbance</b> - as a result of development near/ adjacent to European sites, including: <ul style="list-style-type: none"> <li>○ Recreation</li> <li>○ Light Pollution</li> <li>○ Noise Pollution</li> </ul> </li> <li>■ <b>Atmospheric Pollution</b> - generated as a result of housing, employment and transport growth.</li> <li>■ <b>Water Pollution</b> - increased pressure on sewerage capacity and an increase in non-permeable surfaces.</li> <li>■ <b>Water Abstraction</b> - as a result of proposed development, potential for reduced water levels.</li> <li>■ <b>Modified Drainage</b> - as a result of proposed development altering surface and groundwater flow.</li> <li>■ <b>Land Take</b> - as a result of proposed development. <ul style="list-style-type: none"> <li>○ Coastal Squeeze</li> </ul> </li> </ul>

Maldon District Council Core Strategy, 2009	
<b>Plan Type</b>	<b>Core Strategy, Development Plan Document</b>
<b>Plan Owner/ Competent Authority</b>	<b>Malden District Council</b>
<b>Currency</b>	<b>N/A</b>
<b>Region/Geographic Coverage</b>	<b>Malden District</b>
<b>Sector</b>	<b>Planning</b>
<b>Related work HRA/AA</b>	
Document Details	Potential impacts that could cause 'in-combination' effects
<p><b>Housing</b></p> <ul style="list-style-type: none"> <li>■ The Council will allocate deliverable housing sites to supply 2,400 new dwellings between 2001 and 2021 as required by the East of England Plan (GO-East, 2008).</li> <li>■ An additional 600 new units between 2021-2026 (a total of 3,000 units 2001 – 2026)</li> <li>■ New housing development will be focused within the Strategic Housing Locations of Maldon, Heybridge, Burnham-on-Crouch and Southminster.</li> <li>■ If located within villages, housing must be within the development boundary.</li> </ul> <p><b>Economic</b> Employment Allocations will be maintained for the following sites up to 2026:</p> <ul style="list-style-type: none"> <li>■ The Causeway, Maldon</li> <li>■ Wycke Hill, Maldon</li> <li>■ West station Industrial Park, Maldon</li> <li>■ Burnham Business Park, Burnham-on-Crouch</li> </ul>	<p>The Malden District Core Strategy, at this stage of its development, is yet to allocate specific amounts of employment growth but has allocated the proposed housing development. The proposed housing development will have a number of different effects:</p> <ul style="list-style-type: none"> <li>■ <b>Disturbance</b> - as a result of development near/ adjacent to European sites, including: <ul style="list-style-type: none"> <li>○ Recreation</li> <li>○ Light Pollution</li> <li>○ Noise Pollution</li> </ul> </li> <li>■ <b>Atmospheric Pollution</b> - generated as a result of housing, employment and transport growth.</li> <li>■ <b>Water Pollution</b> - increased pressure on sewerage capacity and an increase in non-permeable surfaces.</li> <li>■ <b>Water Abstraction</b> - as a result of proposed development, potential for reduced water levels.</li> <li>■ <b>Modified Drainage</b> - as a result of proposed development altering surface and groundwater flow.</li> <li>■ <b>Land Take</b> - as a result of proposed development. <ul style="list-style-type: none"> <li>○ Coastal Squeeze</li> </ul> </li> </ul>

Maldon District Council Core Strategy, 2009	
<ul style="list-style-type: none"> <li>■ Springfield Industrial Estate, Burnham-on-Crouch</li> <li>■ Station Approach Industrial Area, Burnham-on-Crouch</li> <li>■ Oval Park, Langford</li> <li>■ Water Works, Langford</li> <li>■ Bard wells Yard, Cold Norton</li> <li>■ Maple dean Industrial Estate, Latchingdon</li> <li>■ Mayfair Industrial Estate, Latchingdon</li> <li>■ Mayland Industrial Estate, Mayland</li> <li>■ Hall Road Estate, Southminster</li> <li>■ Scott's Hill, Southminster</li> <li>■ Beckingham Business Park, Tolleshunt Major</li> <li>■ Wood rolfe Road, Tollesbury</li> </ul> <p>Developments within Employment Allocations will be limited to office, industrial, warehousing and other B-class uses as stated in the Use Class Order.</p> <p>Any proposal for new office development exceeding 2,500 m<sup>2</sup> of net floorspace within employment allocations will be in or around Maldon and Heybridge employment areas.</p> <p><b>Accessibility</b> All new development must:</p> <ul style="list-style-type: none"> <li>■ be located close to and have ready access to areas with an established transport network and public transport services so as to reduce reliance to travel by private car;</li> <li>■ not have a detrimental impact on the existing main road networks;</li> <li>■ seek to assist and contribute to the provision and</li> </ul>	<p>Development in Malden town in particular has the potential for a negative effect due to its proximity to Blackwater estuary SPA/Ramsar. With increase housing development, economic expansion and tourism promotion there is a great potential for disturbance, pollution and land take on the SPA/Ramsar site.</p>



<b>Maldon District Council Core Strategy, 2009</b>	
<p>maintenance of infrastructures, transport facilities and resources to support public transport services;</p> <ul style="list-style-type: none"> <li>■ Provide and/or enhance safe and convenient dedicated footpaths for pedestrians, including those with mobility difficulties and cyclists that enhance connectivity and can be used by all;</li> <li>■ Improve accessibility to buildings, streets and public spaces for all users especially for those with mobility impairments;</li> <li>■ Where appropriate, provide green travel plans together with implementation and monitoring strategies that aim to minimise the need to travel and show a preference for more environmental friendly choices;</li> <li>■ Provide adequate parking facilities, especially for mobility equipment and bicycles, in accordance with Parking Standards to be agreed by the Council; and,</li> <li>■ Take into account the cumulative impact they would have and where appropriate be accompanied by a Transport Statement.</li> <li>■ Major developments should be supported by a Transport Assessment, which will take into account any potential impacts of transport and assess measures to improve access by public transport, walking and cycling.</li> </ul>	

<b>Southend-on-Sea Borough Council Core Strategy Adopted, December 2007</b>	
<b>Plan Type</b>	<b>Local Development Framework</b>
<b>Plan Owner/ Competent Authority</b>	<b>Southend-on-Sea Borough Council</b>

Southend-on-Sea Borough Council Core Strategy Adopted, December 2007	
<b>Currency</b>	2021
<b>Region/Geographic Coverage</b>	Southend-on-Sea Borough Council administrative boundaries
<b>Sector</b>	Planning
<b>Related work HRA/AA</b>	The HRA (including AA) of proposed changes to Southend-on-Sea Core Strategy DPD July 2007
Document Details	Potential impacts that could cause 'in-combination' effects
<p>The Core Strategy forms part of the Southend-on-Sea Local Development Framework and provides the vision, objectives and planning strategy for the spatial development of the whole Borough of Southend-on-Sea until 2021, including the distribution of growth and the policy context for a 10 year housing supply.</p> <p><b>Housing and Employment Growth</b> The primary focus of regeneration and growth will be in Southend Town Centre and Central Area - to provide for 6,500 new jobs and providing for at least 2,000 additional homes in conjunction with the upgrading of strategic and local passenger transport accessibility, including development of Southend Central and Southend Victoria Stations as strategic transport interchanges and related travel centres.</p> <p>In addition, appropriate regeneration and growth will be focussed in the following locations:</p> <ul style="list-style-type: none"> <li>■ Seafront - to enhance the Seafront's role as a successful leisure and tourist attraction and place to live, and make the best use of the River Thames, subject to the safeguarding of the biodiversity importance of the foreshore.</li> <li>■ Shoeburyness - to provide an additional 1,500 jobs and 1,400 additional dwellings.</li> </ul>	<ul style="list-style-type: none"> <li>■ <b>Disturbance</b> - as a result of development near/ adjacent to European sites, including: <ul style="list-style-type: none"> <li>○ Recreation</li> <li>○ Light Pollution</li> <li>○ Noise Pollution</li> </ul> </li> <li>■ <b>Atmospheric Pollution</b> - generated as a result of housing, employment and transport growth.</li> <li>■ <b>Water Pollution</b> - increased pressure on sewerage capacity and an increase in non-permeable surfaces.</li> <li>■ <b>Water Abstraction</b> - as a result of proposed development, potential for reduced water levels.</li> <li>■ <b>Land Take</b> - as a result of proposed development. <ul style="list-style-type: none"> <li>○ Coastal Squeeze</li> </ul> </li> <li>■ <b>Modified Drainage</b> - as a result of proposed development altering surface and groundwater flow.</li> </ul> <p>The HRA found that two Core Strategy Policies have the potential for likely significant effects and would benefit from strengthening. Amendments to policy wording were proposed and considered to be sufficient to address the identified likely significant effects. These revised policies have been reassessed and it is considered that if the recommended changes to the Core Strategy Policies are adopted within the Core Strategy DPD then no further Appropriate Assessment of this document is required.</p>

Southend-on-Sea Borough Council Core Strategy Adopted, December 2007													
<ul style="list-style-type: none"> <li>■ Priority Urban Areas – these comprise:                             <ul style="list-style-type: none"> <li>a. The District Centres of Westcliff (Hamlet Court Road) and Leigh (Leigh Broadway, Elm Road and Rectory Grove), the Southchurch Road shopping area, and the West Road/Ness Road shopping area of Shoebury;</li> <li>b. The main Industrial/employment areas as identified on the Key Diagram, and</li> <li>c. The Cluny Square Renewal Area.</li> </ul> </li> </ul> <p>Provision is made for 3,350 net additional dwellings between 2001 and 2011 and for 3,150 net additional dwellings between 2011 and 2021.</p> <p>Provision is made for not less than 6,500 net additional jobs by 2011, and not less than 13,000 net additional jobs by 2021, distributed as follows:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Town Centre and Central Area</td> <td style="text-align: right;">6,500</td> </tr> <tr> <td>Shoeburyness</td> <td style="text-align: right;">1,500</td> </tr> <tr> <td>Seafront</td> <td style="text-align: right;">750</td> </tr> <tr> <td>Priority Urban Areas</td> <td style="text-align: right;">2,750</td> </tr> <tr> <td>Intensification</td> <td style="text-align: right;">1,500</td> </tr> <tr> <td><b>TOTAL</b></td> <td style="text-align: right;"><b>13,000</b></td> </tr> </table> <p><b>Transport</b></p> <ul style="list-style-type: none"> <li>■ Improvements to the A127/A1159 east-west strategic transport and freight corridor including junction improvements at Progress Road, Kent Elms, The Bell, Cuckoo Corner, Sutton Road, Fairfax Drive, East/West Street and Victoria Circus;</li> <li>■ Improving accessibility to key development opportunity</li> </ul>	Town Centre and Central Area	6,500	Shoeburyness	1,500	Seafront	750	Priority Urban Areas	2,750	Intensification	1,500	<b>TOTAL</b>	<b>13,000</b>	<p>The assessment concluded that if the recommendations were incorporated then the Core Strategy will not have adverse effects on the integrity of the following European sites either alone or in-combination:</p> <ul style="list-style-type: none"> <li>■ Benfleet and Southend Marshes SPA</li> <li>■ Foulness SPA and</li> <li>■ Essex Estuaries SAC</li> <li>■ Crouch and Roach Estuaries SPA</li> <li>■ Thames Estuary &amp; Marshes SPA</li> </ul>
Town Centre and Central Area	6,500												
Shoeburyness	1,500												
Seafront	750												
Priority Urban Areas	2,750												
Intensification	1,500												
<b>TOTAL</b>	<b>13,000</b>												

<b>Southend-on-Sea Borough Council Core Strategy Adopted, December 2007</b>	
<p>sites, including improved access to Shoeburyness and London Southend Airport to support the potential of the Airport to function as a catalyst for economic growth;</p> <ul style="list-style-type: none"> <li>Providing for the development of high quality transport interchanges at Southend and the key urban interchanges at Leigh Railway Station, Shoeburyness Railway Station, Southend Hospital and London Southend Airport;</li> </ul>	

<b>Southend Local Transport Plan 2006-2011</b>	
<b>Plan Type</b>	Transport Plan
<b>Plan Owner/ Competent Authority</b>	Southend Borough Council
<b>Currency</b>	N/A
<b>Region/Geographic Coverage</b>	Southend Borough
<b>Sector</b>	Planning
<b>Related work HRA/AA</b>	
<b>Document Details</b>	<b>Potential impacts that could cause 'in-combination' effects</b>
<p><b>Shared Objectives</b></p> <ul style="list-style-type: none"> <li>Tackling congestion by the more efficient use of road capacity; providing for quality public transport; placing greater emphasis on travel plans and 'smarter choices' of travel; and improving conditions for motorists, cyclists, pedestrians and motorists. Both in the Borough and cross boundary with Essex.</li> <li>Delivering Accessibility by working with local groups to</li> </ul>	

Southend Local Transport Plan 2006-2011	
<p>improve and encourage access to places of work, learning, health care, shopping and leisure services; and encourage sustainable modes of transport, especially for people from disadvantaged groups and areas in the town.</p> <ul style="list-style-type: none"> <li>■ Providing for Safer Roads by taking forward the Southend Road Safety Strategy in partnership, improving road and bridge maintenance; slower speeds within Environmental Rooms and near schools; road safety measures; improved safety for cyclists and pedestrians; and safety awareness, particularly amongst children.</li> <li>■ Achieving Better Air Quality by reducing congestion, driver distances travelled and number of vehicle trips made.</li> <li>■ Achieving a Better Quality of Life by addressing wider quality of life issues including a quality public realm, landscaping, safer communities, health and reduction in traffic noise</li> </ul> <p><b>Local Objectives</b></p> <ul style="list-style-type: none"> <li>■ Regeneration of Southend by Improving the Economy by promoting and supporting sustainable economic growth in appropriate locations</li> <li>■ Achieving an Efficient Transport System by ensuring that land use and transport (all modes) planning are integrated.</li> <li>■ Raising Community Awareness by publicising the effects of continuing traffic growth and the benefits and availability of alternative transport modes.</li> <li>■ Improving the Highway by pursuing effective maintenance procedures that achieve value for money solutions whilst keeping the quality of life and urban renaissance objectives by improving the street scene.</li> </ul>	

<b>London Southend Airport Runway Extension and Associated Development Oct 2009</b>	
<b>Plan Type</b>	<b>Planning Application</b>
<b>Plan Owner/ Competent Authority</b>	<b>London Southend Airport Company Ltd</b>
<b>Currency</b>	<b>N/A</b>
<b>Region/Geographic Coverage</b>	<b>London Southend Airport Boundary</b>
<b>Sector</b>	<b>Planning</b>
<b>Related work HRA/AA</b>	<b>Stage 1 Screening Report - Habitats Regulation Assessment August 2009</b>
<b>Document Details</b>	<b>Potential impacts that could cause 'in-combination' effects</b>
<p>The planning application seeks permission for the following:</p> <ul style="list-style-type: none"> <li>■ Runway extension (approx 300m plus 80m starter strip) and repositioning of landing lights;</li> <li>■ Diversion of Eastwoodbury Lane as this currently crosses the site of the proposed runway extension;</li> <li>■ Alterations to the pedestrian and vehicular access to St Laurence and</li> <li>■ All Saints Church, and removal and reinstatement of part of the churchyard wall</li> <li>■ Drainage facilities for the extended runway and road diversion;</li> <li>■ Demolition of four cottages on the south side of the runway extension area, and an additional two on the north side.</li> </ul>	<p>The HRA Screening identified that the project has the potential to increase disturbance of the qualifying bird species and assemblages of the Crouch and Roach Estuaries SPA/ Ramsar. It concluded that this impact however, is likely to be temporary as typical altitude of flights would remain unchanged from that currently employed, and taking into account the ability of most birds to become habituated to regularly-occurring noise disturbance the increased frequency of these flights would pose little disturbance to the bird species and assemblages. This conclusion was supported by Natural England in their consultation response to the JAAP.</p>