

## Appendix 3: Screening Matrix

Policy Screening: Categorising the Potential Effects of the Plan (Tyldesley, 2009)	
Criteria Category	Rationale
<b>Category A: No negative effect</b>	
A1	Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.
A2	Options/ policies intended to protect the natural environment, including biodiversity.
A3	Options/ policies intended to conserve or enhance the natural, built or historic environment, where enhancement measures will not be likely to have any negative effect on a European site.
A4	Options/ policies that positively steer development away from European sites and associated sensitive areas.
A5	Options/ policies that would have no effect because no development could occur through the policy itself, the development being implemented through later policies in the same plan, which are more specific and therefore more appropriate to assess for their effects on European Sites and associated sensitive areas.
<b>Category B: No significant effect</b>	
B	Options/ policies that could have an effect but would not be likely to have a significant (negative) effect on a European site (alone or in-combination with other plans or projects) because the effects are trivial or 'de minimis' even if combined with other effects.
<b>Category C: Likely significant effect alone</b>	
C1	The option, policy could <b>directly affect</b> a European site because it provides for, or steers, a quantity or type of development onto a European site, or adjacent to it.
C2	The option, policy could <b>indirectly affect</b> a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically, hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressure.
C3	Proposals for a <b>magnitude of development</b> that, no matter where it is located, the development would be likely to have a significant effect on a European site.
C4	An option, or policy that makes provision for a quantity/ type of development (and may indicate one or more broad locations e.g. a particular part of the plan area), but the effects are uncertain because the detailed location of the development is to be selected following <b>consideration of options in a later, more specific plan</b> . The consideration of options in the later plan will assess potential effects on European Sites, but because the development could possibly affect a European site a significant effect

Policy Screening: Categorising the Potential Effects of the Plan (Tyldesley, 2009)	
Criteria Category	Rationale
	cannot be ruled out on the basis of objective information
<b>C5</b>	Options, policies or proposals for developments or infrastructure projects that <b>could block options or alternatives</b> for the provision of other development or projects in the future, which will be required in the public interest, that may lead to adverse effects on European sites, which would otherwise be avoided.
<b>C6</b>	Options, policies or proposals which <b>depend on how the policies etc are implemented</b> in due course, for example, through the development management process. There is a theoretical possibility that if implemented in one or more particular ways, the proposal could possibly have a significant effect on a European site
<b>C7</b>	Any other options, policies or proposals that would be <b>vulnerable to failure</b> under the Habitats Regulations at project assessment stage; to include them in the plan would be regarded by the EC as 'faulty planning'.
<b>C8</b>	Any other proposal that may have an adverse effect on a European site, which might try to pass the tests of the Habitats Regulations at project assessment stage by arguing that the <b>plan provides the imperative reasons</b> of overriding public interest to justify its consent despite a negative assessment.
Category D: Likely significant effects in combination	
<b>D1</b>	The option, policy or proposal alone would not be likely to have significant effects but if its effects are combined with the effects of other policies or proposals <b>provided for or coordinated</b> by the Local Development Document (internally) the <b>cumulative</b> effects would be likely to be significant.
<b>D2</b>	Options, policies or proposals that alone would not be likely to have significant effects but if their effects are <b>combined with the effects of other plans and projects</b> and possibly the effects of other developments provided for in the Local Development Document as well, the combined effects are likely to be significant.
<b>D3</b>	Options or proposals that are, or could be, part of a <b>programme or sequence of development</b> delivered over a period, where the implementation of the early stages would not have a significant effect on European sites, but which would dictate the nature, scale, duration, location, timing of the whole project, the later stages of which could have adverse effects on such sites.

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Core Strategy Preferred Options and Policies	Assessment Category	Potential Effect	Can the element be changed at screening stage to avoid likely significant effect (LSE)	Is an Appropriate Assessment Required?
Policy E1 - General Development Considerations	A5	No	N/A	No
Policy E2 - Aviation Way Industrial Estate	D2	<ul style="list-style-type: none"> <li>■ Reduced water levels</li> <li>■ Reduced water quality</li> <li>■ Increased atmospheric pollution</li> </ul> <p>The policy itself does not propose development; rather it supports the intensification of Business and General Industrial uses within Avian Way Industrial Estate, accommodating an additional 750 jobs. This is unlikely to have an effect alone, however, it has the potential to have likely significant in-combination effects through reduced water levels (increased water abstraction), reduced water quality (increased pressure on sewerage capacity and increased surface runoff) and increased levels of atmospheric pollution (increased road transport).</p>	No	<p>Yes</p> <p>Further detailed assessment is required to assess the potential for adverse in-combination effects on the integrity of European sites.</p>
Policy E3 - Saxon Business Park	C2 & D2	<ul style="list-style-type: none"> <li>■ Reduced water levels</li> <li>■ Reduced water quality</li> <li>■ Increased atmospheric pollution</li> </ul> <p>The policy proposes the development of approximately 100,000 sqm of floorspace and 4,950 jobs. This may have likely significant effects both alone and in-combination through reduced water levels (increased water abstraction), reduced water quality (increased pressure on sewerage capacity and increased surface runoff) and</p>	No	<p>Yes</p> <p>Further detailed assessment is required to assess the potential for adverse effects on the integrity of European sites, both alone and in-combination.</p>

Core Strategy Preferred Options and Policies	Assessment Category	Potential Effect	Can the element be changed at screening stage to avoid likely significant effect (LSE)	Is an Appropriate Assessment Required?
		increased levels of atmospheric pollution (increased road transport). As advised by NE, the identified coastal European sites are not considered sensitive to atmospheric pollution <sup>1</sup> ; therefore the Appropriate Assessment will consider impacts on water levels and quality in relation to this policy.		
Policy E4 - Phasing of Saxon Business Park	A5	No.  Refer to Screening for Policies E4, E5 and E6.	N/A	No
Policy E5 - Development of Area 1A - Saxon Business Park	D2	<ul style="list-style-type: none"> <li>■ Reduced water levels</li> <li>■ Reduced water quality</li> <li>■ Increased atmospheric pollution</li> </ul> <p>The policy proposes the development of a landmark building, entrance feature and new junction to provide access to the new business park from Cherry Orchard Way. This is unlikely to have an effect alone, however, it has the potential to have likely significant in-combination effects through reduced water levels (increased water abstraction), reduced water quality (increased pressure on sewerage capacity and increased surface runoff) and increased levels of atmospheric pollution (increased road transport).</p>	No	Yes  Further detailed assessment is required to assess the potential for adverse in-combination effects on the integrity of European sites.
Policy E6 - Development of Area 1B - Saxon Business	D2	<ul style="list-style-type: none"> <li>■ Reduced water quality</li> <li>■ Increased atmospheric pollution</li> </ul> <p>The policy proposes the extension of the access road required to</p>	No	Yes  Further detailed assessment is required to

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Park		enable the development of the business park prior to the occupation of any buildings. The policy has the potential to increase surface water run-off resulting from the increased area of hard surfaces and also has the potential to increase traffic. The policy is unlikely to have an effect alone, however, it has the potential for likely significant in-combination effects on European sites through reduced water quality and increased atmospheric pollution.		assess the potential for adverse in-combination effects on the integrity of European sites.
Policy E7 - Development of Area 2 - Saxon Business Park	A5	No	N/A	No
Policy E8 - Nestuda Way Business Park	D2	<ul style="list-style-type: none"> <li>■ Reduced water levels</li> <li>■ Reduced water quality</li> <li>■ Increased atmospheric pollution</li> </ul> <p>The policy supports the development of employment use class B1 on land capable of accommodating 10,000 sq metres of floorspace, which has the potential to deliver 500 jobs. The policy is unlikely to have an effect alone, however, it has the potential for likely significant in-combination effects through reduced water levels (increased water abstraction), reduced water quality (increased pressure on sewerage capacity and increased surface runoff) and increased levels of atmospheric pollution (increased road transport).</p>	No	Yes  Further detailed assessment is required to assess the potential for adverse in-combination effects on the integrity of European sites.
Policy LS1 -	D2	<ul style="list-style-type: none"> <li>■ Reduced water levels</li> </ul>	No	Yes

Core Strategy Preferred Options and Policies	Assessment Category	Potential Effect	Can the element be changed at screening stage to avoid likely significant effect (LSE)	Is an Appropriate Assessment Required?
General Policy		<ul style="list-style-type: none"> <li>■ Reduced water quality</li> <li>■ Increased disturbance</li> <li>■ Increased atmospheric pollution</li> </ul> <p>The policy supports the growth of Southend Airport to a capacity of up to 2 million passengers per annum. In 2008, approximately 48,000 passengers used the airport, with a total of 41,693 aircraft movements (passenger, cargo and other) during that year. London Southend Airport forecast<sup>2</sup> that by 2019 (with runway extension) there will be 2 million passengers per annum and that total aircraft movements will have increased to 53,300 per annum. This is a significant increase of passengers per annum as well as total flight movements per annum. This has the potential to have likely significant in-combination effects on European sites through increased disturbance (aircraft noise), increased atmospheric pollution (increased airborne and surface transport) and reduced water quality (increased surface run-off). Please refer to the potential effects column for Policy LS6.</p> <p>The JAAP Preferred Options contained policies that supported the extension of the existing runway, which has now been completed since the Draft HRA Report was completed in October 2010. An Environmental Statement accompanied the planning application for the runway extension and included an HRA Screening Report (August 2009) that considered the potential for the proposed development to have likely significant effects on European sites. The report concluded that there will be no likely significant effects</p>		Further detailed assessment is required to assess the potential for adverse in-combination effects on the integrity of European sites as a result of increased water use.

<sup>2</sup> London Southend Airport (October 2009) Unlocking Potential – Proposals to Improve London Southend Airport.

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		<p>on European sites either alone or in-combination as a result of the proposed airport runway extension and associated infrastructure developments. NE agreed with the findings of the project-level HRA screening, subject to flight paths not being significantly altered from their existing routes and altitudes and to other mitigatory measures such as balancing ponds being implemented as necessary. The Draft HRA Report (Oct 2010) therefore considered that JAAP policies supporting the extension of the runway will not have likely significant effects on European sites either alone or in-combination as a result of reduced water quality, increased disturbance and increased atmospheric pollution. As the runway extension has now been completed, the JAAP Pre-Submission document no longer includes policies that support this.</p> <p>However, it is considered that there is still uncertainty with regard to the potential effects of continued airport growth in-combination with development proposed in surrounding areas on water resources and this needs to be considered further in the Appropriate Assessment.</p>		
Policy LS2 - Development at London Southend Airport	A5	No	N/A	No
Policy LS3 - Noise	A1	No	N/A	No
Policy LS4 - Noise Compensation and Purchase	A1	No	N/A	No

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Scheme				
Policy LS5 - Airport Surface Access Strategy	A1	No	N/A	No
Policy LS6 - Public Safety Zones	A1	No	N/A	No
Policy LS7 - Operation of the New Runway	A1	No	N/A	No
Policy LS8 - Air Quality Monitoring	A1	No	N/A	No
Policy TF1 - Expansion of New Terminal	D2	<ul style="list-style-type: none"> <li>■ Reduced water levels</li> <li>■ Reduced Water Quality</li> <li>■ Increased atmospheric pollution</li> </ul> <p>The policy supports development to expand terminal facilities at the airport. There is potential for future development to have likely significant in-combination effects with proposed development in surrounding areas on the identified European sites. The policy is unlikely to have an effect alone, however, it has the potential to have likely significant in-combination effects through reduced water levels (increased water abstraction), reduced water quality (increased pressure on sewerage capacity and increased surface runoff) and increased levels of atmospheric pollution (increased road transport). As advised by NE, the identified coastal European</p>	No	<p style="text-align: center;">Yes</p> <p>Further detailed assessment is required to assess the potential for adverse in-combination effects on the integrity of European sites.</p>



Core Strategy Preferred Options and Policies	Assessment Category	Potential Effect	Can the element be changed at screening stage to avoid likely significant effect (LSE)	Is an Appropriate Assessment Required?
		sites are not considered sensitive to atmospheric pollution <sup>3</sup> ; therefore the Appropriate Assessment will consider impacts on water levels and quality in relation to this policy.		
Policy MRO1 - Northern MRO	D2	<ul style="list-style-type: none"> <li>■ Reduced water levels</li> <li>■ Reduced Water Quality</li> </ul> <p>The policy supports the provision of future development within the Northern MRO. There is potential for future development at this site to have likely significant in-combination effects with proposed development in surrounding areas on the identified European sites through reduced water levels (increased water abstraction), reduced water quality (increased pressure on sewerage capacity and increased surface runoff).</p>	No	Yes  Further detailed assessment is required to assess the potential for adverse in-combination effects on the integrity of European sites.
Policy MRO2 - Northern MRO Extension	D2	<ul style="list-style-type: none"> <li>■ Reduced Water Levels</li> <li>■ Reduced Water Quality</li> </ul> <p>The policy supports development within the Northern MRO Zone extension. There is potential for future development at this site to have likely significant in-combination effects with proposed development in surrounding areas on the identified European sites. The policy is unlikely to have an effect alone, however, it has the potential to have likely significant in-combination effects through reduced water levels (increased water abstraction), reduced water quality (increased pressure on sewerage capacity and increased surface runoff) and increased levels of atmospheric pollution (increased road transport).</p>	No	Yes  Further detailed assessment is required to assess the potential for adverse in-combination effects on the integrity of European sites.

<sup>3</sup> Natural England 2009: Response to JAAP Preferred Options Consultation

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Policy MRO3 - Southern MRO Zone	D2	<ul style="list-style-type: none"> <li>■ Reduced water levels</li> <li>■ Reduced Water Quality</li> </ul> <p>The policy supports the provision of future development within the Northern MRO. There is potential for future development at this site to have likely significant in-combination effects with proposed development in surrounding areas on the identified European sites through reduced water levels (increased water abstraction), reduced water quality (increased pressure on sewerage capacity and increased surface runoff).</p>	No	Yes  Further detailed assessment is required to assess the potential for adverse in-combination effects on the integrity of European sites.
Policy ADZ1 - Existing Terminal Area	D2	<ul style="list-style-type: none"> <li>■ Reduced water levels</li> <li>■ Reduced water quality</li> <li>■ Increased atmospheric pollution</li> </ul> <p>The policy supports future development within the Airport Development Zone. The implementation of this future development has the potential to contribute to the likely significant in-combination effects of proposed development in the JAAP and surrounding areas on the identified European sites.</p> <p>This may occur through reduced water levels (increased water abstraction), reduced water quality (increased pressure on sewerage capacity and increased surface runoff) and increased levels of atmospheric pollution (increased road transport). As</p>	No	Yes  Further detailed assessment is required to assess the potential for adverse in-combination effects on the integrity of European sites.

Core Strategy Preferred Options and Policies	Assessment Category	Potential Effect	Can the element be changed at screening stage to avoid likely significant effect (LSE)	Is an Appropriate Assessment Required?
		advised by NE, the identified coastal European sites are not considered sensitive to atmospheric pollution <sup>4</sup> ; therefore the Appropriate Assessment will consider impacts on water levels and quality in relation to this policy.		
Policy T1 - Access to Development Areas	B	The policy proposes an access road and junction from Cherry Orchard Way as well as a modified junction at the intersection of Aviation Way and Eastwoodbury Lane. Given the scale and location of the proposals the policy is unlikely to result in any impacts that would have a significant effect on European sites alone or in combination.	N/A	No
Policy T2 - Access to Saxon Business Park	B	The policy proposes a new junction access to serve the Saxon Business Park from Cherry Orchard Way. Given the scale and location of the proposals the policy is unlikely to result in any impacts that would have a significant effect on European sites alone or in combination.	N/A	No
Policy T3 - Travel Planning	A1	No	N/A	No
Policy T4 - Public Transport	A1	No	N/A	No
Policy T5 - Walking and Cycling	B	No	N/A	No
Policy T6 - Freight and Network Management	A1	No	N/A	No

<sup>4</sup> Natural England 2009: Response to JAAP Preferred Options Consultation

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Policy T7 - Network Capacity Improvements	A1	No	N/A	No
Policy ENV1 - Revised green belt boundary	A5	No	N/A	No
Policy ENV2 - New Public Open Space - North	A3	No	N/A	No
Policy ENV3 - Green buffer south	A3	No	N/A	No
Policy ENV4 - Country Park; Access and Facilities	A4	No	N/A	No
Policy ENV5 - Green Corridor to Business Park	A1	No	N/A	No
Policy ENV6 - Green Buffer East of Railway	A1	No	N/A	No
Policy ENV7 - Environmental sustainability	A1	No	N/A	No