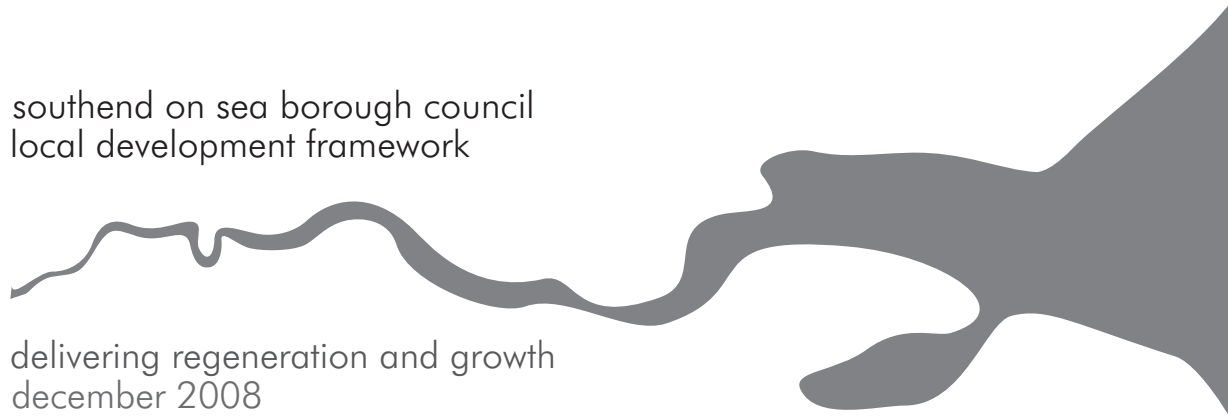


**southend-on-sea
annual monitoring report (samr)**

southend on sea borough council
local development framework

delivering regeneration and growth
december 2008



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Executive Summary

This Southend-on-Sea Annual Monitoring Report (SAMR) is the third such report to be submitted to Government in accordance with the requirements of the Planning and Compulsory Purchase Act 2004 and its associated Regulations.

As part of its Local Development Framework (LDF), the Borough Council is currently pursuing an active programme of Local Development Document (LDD) preparation in order to bring up to date the planning policy framework for Southend. For this reason, and to allow such work to remain a priority, this SAMR has been prepared substantially as a simple update of the previous (the first being December 2005) SAMRs. This also allows some direct comparisons of performance and progress between the documents.

The SAMR seeks to assess the extent to which development in Southend is contributing to national, regional, sub-regional and local policies and targets, and to the delivery of sustainable development and sustainable communities.

In particular, the SAMR must assess progress towards the delivery of infrastructure and jobs led regeneration and growth as well as demonstrate whether a better alignment between jobs and houses is being achieved, in accordance with the priorities and requirements of existing and emerging plans and strategies. Above all, these require the balanced delivery of additional infrastructure, jobs and housing, including a 'step change' in the provision of transport services and facilities, throughout the Essex Thames Gateway sub-region.

With the establishment of 'Renaissance Southend', the Urban Regeneration Company¹ charged with the specific responsibility of delivering sustainable regeneration and growth in the town, the SAMR will also play a critical role in monitoring such delivery to ensure that it is achieving stated objectives and priorities.

The specific monitoring period covered by this SAMR is 1st April 2007 to 31st March 2008. However, in undertaking the tasks set out above, the document also looks at progress since 1st April 2001, the start date of the regional and local development plan period (2001-2021).

The document is laid out in 5 sections, namely:

- Section 1 provides an introduction to the report setting out its context and purpose;
- Section 2 examines the key characteristics, issues, challenges and opportunities relating to development in Southend that have arisen over recent years, and the consequent emerging strategic and local priorities for the period to 2021. It also explains the 'Plan, Monitor and Manage' approach to be followed to achieve these priorities, and on which this SAMR is predicated.
- Section 3 discusses progress on the 'Plan' element of this approach, in relation to existing and emerging national, regional, sub-regional and local plans. This includes

¹ As part of the Government's Sustainable Communities Agenda, a number of Urban Regeneration Companies (URCs) have been established for key towns and cities to promote and deliver regeneration and growth. A URC for Southend, 'Renaissance Southend' was established in late 2005.

an assessment of implementation to date of the Council's Local Development Scheme (LDS), specifically its programme and timetable for preparation of the Local Development Documents (LDDs) making up the Local Development Framework for the Borough. Those policies in the existing adopted Southend-on-Sea Borough Local Plan which are no longer being implemented are also identified.

- Section 4 details monitoring of progress towards regeneration and growth through the provision of, and commentary on, data and other information on a range of key indicators - core, local and contextual. In particular, data on jobs and business development, transport, local services (retail, office, leisure and open space) and housing are looked at in some detail, together with information on core and local indicators for minerals and waste, flood protection and water quality, biodiversity, renewable energy, and gypsies and travellers. Finally, changes with regard to key contextual indicators on unemployment, gross value added (GVA) per head and gross weekly pay are examined.
- Section 5 seeks to bring all the above information together into an overall assessment of progress towards delivery of sustainable regeneration and growth, and of the actions needed to manage that delivery. This is done under the following four headings:
 - is a review of the Local Development Scheme needed?
 - are we delivering on priorities and targets for infrastructure, jobs and dwellings?
 - are we delivering on the essential balance between infrastructure, jobs and housing?
 - conclusions – key actions to be considered.

The principal findings and conclusions of this overall assessment are that:

- There has been limited plan preparation progress against the 2006 LDS milestones, apart from the successful adoption of the Core Strategy DPD. This has been due to the need to carry out additional research to provide a robust evidence base before other Development Plan Documents can be taken forward. In addition, significant changes have been made to the LDF process since its inception. On receipt of new guidance from GO-East in autumn 2008 the Council has amended its LDS as follows.
 - A development management policies document, the Town Centre AAP and Design and Townscape Guide SPD are considered of primary importance.
 - The second phase of documents will be the Seafront and London Southend Airport AAPs & the Development Delivery DPD(a replacement for the Planning Obligations DPD) and a Vehicle Parking Standards DPD.
 - The proposed SPD for Shoeburyness New Ranges is to be increased in status and its coverage to an AAP for Shoebury.
 - As soon as the phase one and two documents are prepared, work on the Shoebury AAP and the Sustainable Transport and the Southend-on-Sea Green Space and Green Grid Strategy SPDs will be brought forward
 - The new LDS will include the plan preparation timetable for the joint waste developing documents being prepared by Southend and Essex County Council.
- existing and emerging policy requirements and targets with regard to housing delivery have been exceeded in the period up to 31st March 2008, with some 'front-loading' of net additional housing provision indicated in the early part of the 2001-2021 plan period, in excess of annualised East of England Plan (RSS14) requirements. However

the net additional dwelling completions for the most recent monitoring year (2007/08) were, at 234 units, below the annualised average requirement of the East of England Plan period;

- Affordable housing provision is lower, year on year than the regional target. This is in part owing to the lack of appropriate policy until the adoption of the Core Strategy (December 2007) which would enable delivery on smaller sites which predominate Southend's housing schemes. The Core Strategy DPD policy CP8 now allows for delivery of affordable housing on smaller sites whilst maintaining a balance between the priorities to meet housing need and those of regeneration and viability issues;
- further delivery and development management policies are therefore being incorporated in the emerging Local Development Framework, including the Core Strategy adopted in December 2007, to promote and secure improved performance on affordable housing;
- employment and economic data suggests that there has been job growth between 2001 and 2008 in the order of 3,000, however there has been a slow down in new employment floorspace provision;
- It is clear that the Council should address, during the current economic downturn, the provision of top class infrastructure by delivering the transportation and public realm schemes that have already been successful in drawing down funding. Working in partnership with Renaissance Southend Ltd the Borough Council should also actively lobby for its RFA (Regional Funding Allocation) schemes to be funded in the future. In addition effective Area Action Plans for the London Southend Airport and the Town Centre will be essential to ensure the Borough is ready for the recovery and in a good position to attract investment for both housing and job growth in these key areas.
- appropriate policy is being incorporated in the emerging Local Development Framework, including the Core Strategy, to ensure improvements in transport infrastructure and accessibility are provided in parallel with additional development.

Section 1: Introduction to the Southend-on-Sea Annual Monitoring Report (SAMR): Plan, Monitor and Manage

The LDF planning system includes a statutory requirement for local planning authorities to prepare and submit an Annual Monitoring Report (AMR). The introduction of the AMR framework is intended to help planning bodies monitor progress made in achieving the targeted outputs of their regional and local spatial strategies. The recent introduction of the 198 National Indicators has also helped to ensure a strong monitoring framework to manage the performance of local authorities.

Monitoring is an essential part of the continuous planning process. The approach to local monitoring is set out in Planning Policy Statement 12: Creating Strong Safe and Prosperous Communities through Local Spatial Planning and accompanying guidance².

Southend now has an adopted Core Strategy DPD which has clear targets to assist the monitoring process.

This report sets out the authority's progress in implementing its Local Development Scheme through the preparation of Local Development Documents. It also provides information as it relates to the Government's Core Output Indicators and their related National Indicators, and the extent to which the policies set out in the Core Strategy DPD are being achieved. These cover national, regional and local planning policy and sustainability objectives for housing, transport and economic development. In particular PPS12 requires that an AMR should:

- Report progress on the timetable and milestones for the preparation of documents set out in the local development scheme including reasons where they are not being met.
- Report progress on the policies and related targets in local development documents. This should also include progress against any relevant national and regional targets and highlight any unintended significant effects of the implementation of the policies on social, environmental and economic objectives. Where policies and targets are on track or are not being met or are having unintended effects, reasons should be provided along with any appropriate actions to redress the matter. Policies may also need to change to reflect changes in national or regional policy.
- Include progress against the core output indicators including information on net additional dwellings (required under Regulation 48(7)7) and an update of the housing trajectory to demonstrate how policies will deliver housing provision in their area.
- Indicate how infrastructure providers have performed against the programmes for infrastructure set out in support of the core strategy. AMRs should be used to reprioritise any previous assumptions made regarding infrastructure delivery.

This Southend-on-Sea Annual Monitoring Report (SAMR) covers the period from 1st April 2007 to 31st March 2008. It seeks in particular to assess the extent to which development in Southend is contributing to national, regional, sub-regional and local policies and targets,

² Regional Spatial Strategy Monitoring: A Good Practice Guide (December 2005) and Local Development Framework Monitoring: A Good Practice Guide (March 2005).

and to the delivery of sustainable development and sustainable communities, a key focus of the new planning system.

Southend is part of the Thames Gateway, a national and regional priority for regeneration and growth. It is also an area in which economic performance has in the past been relatively poor, and in which housing development has outstripped employment growth and infrastructure provision. This has resulted in a lack of local employment opportunities, an adverse balance between the economically active population and jobs, high levels of unemployment, long-distance commuting and traffic congestion, relatively low skill levels, and limited provision of community facilities. Until the recent economic downturn, house prices have continued to increase and there remains a significant housing need, in particular for affordable dwellings.

In the light of this, the key objective for development in Southend is to contribute to infrastructure and jobs led regeneration and growth, both in the Borough itself and in the Essex Thames Gateway sub-region as a whole. Only through a balanced delivery of infrastructure, jobs and dwellings, in accordance with the policies and targets in existing and emerging national, regional and local spatial strategies, will a more sustainable pattern of development and more sustainable communities be achieved.

This SAMR therefore seeks to continue the process of monitoring and assessing progress towards achieving these objectives, policies and targets, as contained in the following plans and strategies:

- Sustainable Communities: building for the future – the Government’s ‘Sustainable Communities Plan’ (2003);
- East of England Plan – the Regional Spatial Strategy for the East of England adopted in May 2008;
- Southend-on-Sea Core Strategy, Development Plan Document – delivering regeneration and growth, adopted in December 2007;
- Relevant ‘saved’ policies from the current adopted development plan – Southend-on-Sea Borough Local Plan (1994), its First and Second Alterations (1997 and 1999), Essex and Southend-on-Sea Replacement Structure Plan (2001) and Essex and Southend Waste Local Plan (2001).

The SAMR reflects the ‘plan, monitor and manage’ approach being developed as a key feature of the planning system and policy context at both national and regional level. Appropriate and sustainable provision should be made, through plans, for the community’s development needs. The planning system should then monitor the delivery of that provision and the effectiveness of those plans, and it should manage that delivery and effectiveness accordingly through the updating and revision of the plans.

An important advantage of this approach is the opportunity it provides to monitor more closely the essential balance in delivery of infrastructure, jobs and dwellings, and – where this balance is not being achieved – to manage provision accordingly, for example through the re-phasing of housing delivery over the current plan period.

The Regional Spatial Strategy for the East of England (RSS), the East of England Plan (published May 2008), seeks to develop this approach as it should apply in the region.

This SAMR is a key tool in applying this policy approach and taking forward the plan, monitor and manage approach at the local level in Southend, to assist the balanced provision of the infrastructure, jobs and dwellings needed in Southend to achieve sustainable regeneration and growth.

Section 2: The Context: Key Characteristics, Issues, Challenges and Opportunities

Where have we been? A profile of Southend at the start of the plan period (2001)

Population

The 2001 Census population estimate for Southend was 160,257; Males 76,749 (48%) and Females 83,508 (52%). However, the Council continues to question the ONS population estimates for Southend-on-Sea for 2001 onwards because they are significantly out of step with population counts based on other sources. The number of Southend residents registered with GPs was 175,240 in July 2002 [86,482 (49%) Males and 88,758 (51%) Females], including 172,880 in households and 2,360 persons in communal establishments. Furthermore, the 2001-2007 net population increase shown in the ONS mid-year population estimates for Southend is out of step with the expected net population growth due to the additional occupied household spaces in 2001-2005, even after accounting for the effect of household size decline. Similarly, the ONS figures are considered to underestimate the number of households and household spaces in Southend. There are significant adverse financial and budgetary implications for the Borough of Southend, and for the services that it can provide to residents and stakeholders, as a result of the ONS population estimates.

According to ONS figures, the total population of Southend increased by just 3% between 1981 and 2001. However, if the data on 2001 residents registered with GPs is used, a population increase of 12.5% is indicated.

Households, Household Size and Tenure

According to the 2001 Census estimates there were 70,978 occupied households in Southend, over a third of which (35%) were one person households (East of England 28% and England & Wales 30%), with an average household size of 2.22 persons per household (East of England 2.37, England & Wales 2.36). However, in Southend there was a relatively high (98%) response to the Census from those in the older age groups, but a relatively low (60-65%) response from those in the age groups 25-60. It is reasonable to expect, therefore, that the actual average household size in Southend is higher than the 2001 Census estimate because small household size is characteristic of those households from whom the response to Census was high. At the same time, larger household size is characteristic of the 25-60 age groups. Household size has been declining for a number of years, a world-wide phenomenon, although it is evident that the rate of decline in household size is slowing in all regions of the country.

73% of households were owner occupied, which is similar to that for the East of England and higher than for England & Wales (69%). Only 8% of households rented from the Council in Southend (East of England 12%, England & Wales 13%) and a higher percentage rented from a private landlord or letting agency (13%) compared with the East of England (11%) and England & Wales (9%). Less than 4% rented from a Housing Association/Registered Social Landlord, compared with 5% in the East of England and 6% nationally. Southend therefore has a low proportion of households falling within the socially rented tenure, although the

decline in this sector between 1981 and 2001 was only about one third of the decline nationally.

Health

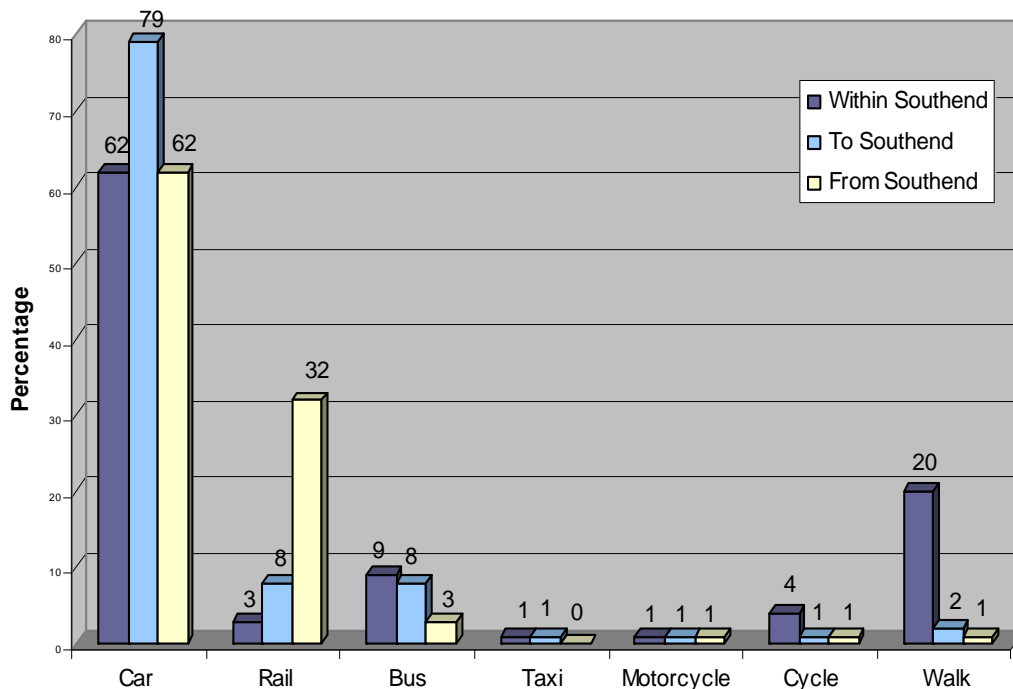
9% of residents in Southend described their health as 'not good', which is the same as for England & Wales, but higher than for the East of England (8%). 19% had a limiting long-term illness (18% in England & Wales, and only 16% in the East of England).

Car Ownership and Travel

Between 1981 and 2001, car ownership by Southend residents increased by 60%, which is low compared with the regional increase of 76% and national increase of 70%.

29% of households in Southend had no car, compared with 20% in the East of England and 27% in England and Wales. 57% of people in employment travelled to work by car (either driving or as a passenger) compared to 65% in the East of England and 62% in England and Wales. 11% walked to work (compared with 9% in the East of England and 10% in England & Wales) and 13% travelled by train (7% in the East of England, 4% in England & Wales). 6% of people in Southend travelled to work by bus compared to 4% in the East of England and 8% in England and Wales.

Figure 2.1 - Modes used for Southend Journeys to Work (2001 Census)



Qualifications and Skills

There are 111,789 people aged 16 to 74 in Southend of which 30% have no qualifications, which is more than for England & Wales (29%) and for the region (28%). A significantly lower percentage of people in Southend (14%) have a degree (or equivalent qualification) than in England & Wales (20%) or the region (18%).

Economic Participation Rates (Activity Rates)

In 2001, 67% of Southend residents aged 16-74 were economically active, which is slightly less than the regional and national rates. The most significant employment sectors in which Southend residents work are financial services, real estate, renting and business activities. Administrative and secretarial jobs represent the largest occupational groups.

Gross Value Added (GVA £ per head)

GVA, and in particular GVA per head, is a key measure of productivity, output and the performance of the local economy. It is defined as 'the difference between the value of goods and services produced and the cost of raw materials and other inputs which are used in the production.' In 2002, the workplace based GVA per head for Southend was just £12,966, compared to £14,512 for the East of England and £15,633 for England. The performance of the local economy and its productivity was therefore relatively poor, although Southend had seen a rise of 55% in this figure since 1981, compared with regional and national rises of 47% and 42% respectively.

Average Weekly Pay

Similarly, workplace based gross weekly pay (2004) in Southend had a median value of £299, compared with £348 for the East of England, £356 for England as a whole, and £480 for London. The mean values showed a similar pattern, at £353, £415, £430 and £594 respectively. The local economy in Southend has therefore been offering a relatively poor choice of jobs and pay.

The residence-based gross weekly pay figures were more in line with regional and national figures, reflecting the significant number of Southend residents working in London, and the better choice and pay of jobs offered there.

Traffic Congestion and Commuting

Despite being a sub-regional shopping, commercial and employment centre in its own right, Southend has consistently experienced a significant level of net out-commuting, rising from a net daily outflow of about 5,500 in 1981 to 6,900 in 2001 (Census data). This compares with Luton and Peterborough, which had net inflows of 1,100 and 17,300 respectively in 2001.

Over 26,000 resident's travel to work outside Southend, some 10,500 of these to London attracted by the wide range of job opportunities and higher wages. The majority of these workers travel to London by train. Others travel to the neighbouring towns for employment principally in Basildon and its related employment sites along the A127, the vast majority by car. 19,700 workers commute in to Southend mainly from the neighbouring towns again principally by car.

These travel patterns are concentrated on the A127 - the only strategic highway serving Southend - and A13. Average 7 day daily traffic flow counts show that the A127 with some 65,000 movements experiences traffic flows similar to the A12 and M11. As a result of these travel patterns and the poor highway infrastructure, the town suffers from severe traffic congestion and accessibility problems³.

The London to Southend Movement Study (LOTS, May 2004 - commissioned by the Thames Gateway South Essex Partnership following the identification of the need for such a study in Regional Planning Guidance for South East England RPG 9, March 2001), identified that:

- significant parts of the existing road and rail infrastructure were already at capacity;
- if current travel patterns continue, the existing road and public transport networks have insufficient capacity to cater for any substantial growth;
- to retain the existing infrastructure and cater for substantial growth, a significant modal shift would be required from the car to public transport of up to 50%.

Having regard to these findings the LOTS Study identifies the need for a 'step change' in transportation provision; a combination of highway and public transport infrastructure improvements; and complementary land use planning and transport policies.

Unemployment

Unemployment is a key baseline indicator of the health and performance of the local economy, and of the balance between jobs and resident workforce in the area including the effects of commuting. In addition, unemployment statistics are collected and published on a monthly basis, as counts of claimants of unemployment benefit by local authority area and ward, and can therefore be monitored closely and regularly.

The average claimant count and unemployment rate in 2001 was 3058, representing 3.3% of the economically active population. Whilst this was substantially lower than the position 5 years earlier in 1996 (7,946, an unemployment rate of 8.3%), it still compared unfavourably with the rate for the East of England region (1.7%) and even with that for England as a whole (2.6%).

Whilst unemployment levels in Southend have generally followed national unemployment trends and the state of the national economy, they have consistently and persistently remained significantly above the national and regional levels for many years. Even in the stable economic conditions since 2001, this has remained the case, although initial regeneration efforts and initiatives have seen some further improvement and narrowing of the gap.

Deprivation

In terms of deprivation, as a District, Southend has been ranked highly (i.e. relatively deprived) amongst the Districts in the region, being ranked 7th, 13th, 8th and 7th most deprived in 1998, 2000, 2004 and 2007 respectively. The town had 42 'Super Output Areas' (sub-ward areas) within the most deprived 20% SOAs in the region in 2007, accounting for around 39% of the population, approximately 63,000 residents.

³ Comprehensive transport data is set out in the 'Transport Data Report 2006' published by the Borough Council and its term transport consultant Atkins in November 2007.

Conclusions

All the above indicators illustrate that Southend is:

- an already densely developed urban area;
- in the past has experienced relatively poor local economic performance, employment opportunity and skill levels;
- has high levels of out commuting for employment;
- suffers severe traffic congestion; and
- high levels of deprivation within a number of areas.

Regeneration, and in particular economic regeneration and the provision of related infrastructure, is therefore a key requirement for a balanced and sustainable community.

Where do we want to be? Strategic and local priorities 2001 – 2021

Southend lies within the Thames Gateway, a national and regional priority for both regeneration and growth as set out in the Government's Sustainable Communities Plan of 2003 and Thames Gateway Interim Plan (November 2006).

East of England Plan

The Regional Spatial Strategy for the East of England (the East of England Plan) adopted in May 2008 in addition to setting out district level housing and job requirements, introduces specific guidance for the Essex Thames Gateway sub-region to deliver regeneration in a manner specific to the needs and opportunities of the local area. The central requirements are to achieve infrastructure and employment-led regeneration, wealth creation and growth across the sub-region, whilst maintaining a sustainable balance between jobs, infrastructure and housing in the future. For Southend, this translates into a strategic policy requirement to deliver 13,000 net additional jobs and 6,500 net additional dwellings in the period 2001 to 2021. In addition the key policy approaches for Southend are as follows:

- Key Centre for Development and Change (KCDC) (Policy SS1),
- Priority Area for Regeneration (as part of Essex Thames Gateway) (Policy SS5),
- Strategic Employment area (Policy E3);
- Regional Town Centre (Policy E5)
- Supports the expansion of London Southend Airport to meet local demand (policy E7)
- Regional Transport Node (Policy T5)
- Transport Investment Priorities (Essex Thames Gateway including London to Southend corridor) (Policy T15)
- Essex Thames Gateway Sub Regional Strategy (Policies ETG1, 4, 5, 6 and 7)

It is also essential that improvements to social infrastructure are put in place before or in parallel with new development. This includes requiring development that contributes to the delivery of health care strategies and social and education plans. The approach to regeneration and growth in the Thames Gateway at national, regional and sub-regional level, working in partnership, is to focus resources in more localised and specific areas, where there are greater opportunities and/or need for achieving this regeneration and growth. In Essex Thames Gateway, this means securing the development of three complementary regeneration hubs and associated zones of change and influence, including Southend as a cultural and

intellectual hub and a higher education centre of excellence. This approach will also contribute to the delivery of the Regional Economic Strategy prepared by the East of England Development Agency (EEDA).

In parallel, the Southend Local Strategic Partnership, 'Southend Together', has produced a Sustainable Community Strategy 2007 – 2017 'Building our Future' which sets out a long-term strategy for delivering the vision for Southend. The document has been developed by a partnership drawn from the public, private and voluntary and community sectors within the Borough. Southend Together has set the following ambitions for the next decade:

- to be a borough that has safer, more accessible, and affordable means of getting about, which supports the potential for regeneration and growth
- to provide visionary leadership and enable inclusive, active and effective participation by individuals and organisations
- to create a safer community for all
- to be recognised as the cultural capital of the East of England
- to create a thriving and sustainable local economy, which extends opportunity for local residents and promotes prosperity throughout the borough
- to continue improving outcomes for all children and young people
- to protect the borough for current and future generations and to remain an attractive place for residents, businesses and visitors
- to provide opportunities, support and information to people of all ages and abilities to enable them to take responsibility for their health and choose a healthy lifestyle, and
- to be a borough with decent housing, in a safe and attractive residential areas, that meets the needs of those who want to live here

There is, therefore, considerable synergy between these ambitions and the requirements of, and approach to, regeneration and growth in Essex Thames Gateway outlined above. Particular objectives identified in the Sustainable Community Strategy that are relevant to the Local Development Framework for Southend include:

- To involve communities in decision making
- To make Southend a place where people from different backgrounds get on well together
- To reduce crime, the fear of crime and levels of anti-social behaviour
- To increase engagement with the community and voluntary sector, especially those at risk of exclusion
- To promote community well-being through increased participation in sport and culture
- To make Southend a desirable place to live, work and play by making it attractive, active and alive with sport and culture
- To increase investment in people and places
- To increase enterprise creation and business sustainability
- To create a cleaner and greener Southend
- To achieve a high quality built environment
- Lead the environmental care and management of the area to promote a sustainable future for Southend, its residents, visitors and wildlife
- To reduce carbon emissions and minimise the impact of climate change
- To increase recycling within the borough and significantly reduce the level of waste going to landfill

- To increase the number of adults and children who eat a healthy diet and take regular physical exercise to reverse the trend of increasing levels of obesity
- To ensure energy efficiency of homes and reduce fuel poverty
- The provision of a range of housing options, broad enough to meet the needs of existing and future residents and the local workforces
- More affordable housing
- Improved housing conditions in deprived wards
- Reduce congestion and make more efficient use of the transport network
- Improve accessibility in the Borough, particularly to the town centre
- Improve and provide appropriate parking
- Increase the use of public transport, walking and cycling
- Improve the quality of the environment and air quality

Reducing congestion, improving accessibility to and from the town and transport provision, and widening travel choice, particularly through improved and integrated public transport services and facilities, are also the key objectives of the Thames Gateway South Essex Business Plan for Transport (November 2005) and the Southend-on-Sea Local Transport Plan (LTP). The latter applies both to LTP1 adopted in July 2000 (2001-2006) and to LTP2 adopted in March 2006 (2006-2011).

Southend on Sea Local Development Framework

The Core Strategy Development Plan Document (adopted December 2007) sets out a clear aim and set of strategic objectives for the spatial planning policies that will guide development in the Borough to 2021.

The Aim

To secure a major refocus of function and the long term sustainability of Southend as a significant urban area which serves local people and the Thames Gateway.

To do this there is a need to release the potential of Southend's land and buildings to achieve measurable improvements in the town's economic prosperity, transportation networks, infrastructure and facilities; and the quality of life of all its citizens. **This will include safeguarding and improving the standards of the town's amenities and improving the quality of the natural and built environment.**

Strategic Objectives

- SO1 Deliver employment led regeneration, wealth creation and growth across Essex Thames Gateway sub-region.
- SO2 Secure the regeneration of Southend as a cultural and intellectual hub and a centre of education excellence.
- SO3 Create and maintain a balance between employment and housing growth in the future.
- SO4 Secure sustainable regeneration and growth focused on the urban area.
- SO5 Provide for not less than 13,000 net additional jobs in the period 2001 to 2021 within Southend.
- SO6 Provide for 6,500 net additional dwellings in the period 2001 to 2021 within Southend.

- SO7 Target future dwelling provision to meet the needs of local people including the provision of affordable housing.
- SO8 Secure a thriving, vibrant and attractive town centre and network of district and local centres.
- SO9 Secure a 'step change' in the provision of transport infrastructure as an essential concomitant to new development.
- SO10 Maximise the effectiveness and integration of key transport corridors and interchanges as a principal focus for development in the urban area.
- SO11 Secure the regeneration of London Southend Airport to enable it to reach its potential to function as a local regional airport providing for significant new employment opportunities and improved surface access subject to environmental safeguards.
- SO12 Secure the sustainable use of the River Thames and its Estuary as an asset for transport, leisure and business.
- SO13 Secure the social and physical infrastructure related to improving the health, education, lifelong learning and well-being of all sectors of the community.
- SO14 Deliver high quality, well designed and attractive urban and natural environments which are safe, people friendly and distinctive, and which respect and enhance existing character and local amenity.
- SO15 Secure effective and efficient sustainable development which prevents or minimises local contributions to, and the impact of, climate change, flood risk and the depletion of non-renewable resources, including the application of sustainable construction and operation in all development through the prudent use of natural resources, energy efficiency and low carbon emissions, and the maximum use of renewable and recycled resources.
- SO17 Regenerate and bring back into productive and beneficial long-term use, including where appropriate use for biodiversity or other natural resource value, land which is contaminated or otherwise degraded.
- SO18 Contribute to the creation of a 'Green Grid' of high quality, linked and publicly accessible open spaces and landscapes across the sub-region.
- SO19 Secure delivery of strategic objectives through all relevant delivery bodies and their strategies.

In addition, there are a range of plans and strategies being developed by community infrastructure and other service providers, relating in particular to health, education, social care and greenspace provision, against which delivery of regeneration and growth should be monitored. These considerations will be developed further in future Southend-on-Sea Annual Monitoring Reports.

How do we get there? Plan

Policies and targets for the nature and scale of development in Southend will cascade down from the Government's national policies – in particular its Sustainable Communities Plan (2003) – through regional strategies and their sub-regional elements – in particular the Regional Spatial Strategy – to local development documents, regeneration frameworks, masterplans and service strategies. If the town is to deliver good quality, appropriate and sustainable regeneration and growth, strategies at all levels must take account of local needs and priorities, as well as those for the region and sub-region.

It is therefore important that Southend is involved in and influences national, regional and sub-regional plans and strategies, because the policies and targets set within them, including the number of additional houses and jobs in Southend over the next twenty years, must be reflected in local planning policy frameworks and delivery plans. Close partnership working, particularly through the Thames Gateway South Essex Partnership and Renaissance Southend Limited will be an important part of this.

Plan: Action 1

Active involvement and partnership working in the preparation of key national, regional and sub-regional plans and strategies will be a key element of the Borough Council's planning work.

The Local Development Framework

The Planning and Compulsory Purchase Act 2004 has resulted in major changes to the way the planning system operates locally, establishing the Local Development Framework (LDF) approach to plan-making.

The LDF will comprise a series of documents that have to be prepared, including:

- A Local Development Scheme (LDS)
- Local Development Documents (LDDs), both Development Plan Documents (DPDs - policy) and Supplementary Planning Documents (SPDs - guidance)
- A Statement of Community Involvement (SCI)
- An Annual Monitoring Report (AMR)

Following the adoption of the Core Strategy DPD in December 2007, further LDDs will deal with different issues such as Planning Obligations and development management policies and the geographical areas where growth and regeneration is focussed as identified in the Core Strategy DPD Key Diagram and policies, for example the Town Centre/Central Area Seafront, London Southend Airport and Environs and Shoeburyness Area Action Plans. Taken as a whole they will set out the Council's policies relating to the development and use of land, and the patterns of movement within the Borough.

Southend's LDF will over time replace the current Southend-on-Sea Borough Local Plan, whose policies will be 'saved' in the interim where they remain up-to-date and relevant.

The Council is required to prepare and maintain a Local Development Scheme (LDS) to inform the public of the documents that will make up the LDF and the timescales they can expect for the preparation and review of these documents. The Council published its first LDS, effective from 1st March 2005, and, in the light of progress made during the first year of LDD preparation and the findings of the SAMR 2005, brought into effect a revised LDS, effective from October 2006.

The planning system must be responsive to local needs and able to reflect changing priorities and resources. The preparation and maintenance of an up-to-date and flexible LDF will therefore be essential. The LDS is critical to successful programme management of the Local Development Framework.

Plan: Action 2

The Southend Local Development Scheme will be monitored and reviewed on an annual basis, assessing progress, change and its continuing appropriateness, in order to ensure the maintenance of an up-to-date and responsive programme and timetable of local development documents appropriate to the Borough's needs, priorities and resources.

Partnership Working

In 2003, the Government announced the creation of a new range of local delivery vehicles (LDVs) to help drive forward targeted investment in regeneration and growth. They are expected to play a major role in delivering or enabling delivery of commercial and residential development, local transport and other infrastructure, and amenity and recreational facilities. In Southend, this has resulted in the formation of an Urban Regeneration Company, 'Renaissance Southend Ltd (RSL)'. All new LDVs are required to develop a regeneration framework for the area, and RSL are now actively preparing this, together with an associated masterplan for Southend Town Centre, in partnership with key local and sub-regional stakeholders.

Plan: Action 3

Close partnership working will be maintained with Renaissance Southend Ltd and other local partners to ensure that the Local Development Framework, Regeneration Framework and other local strategies, particularly the Local Transport Plan, are properly aligned and together drive forward an appropriate scale, nature, location and timing of development and investment in the town.

How will we know? Monitor

In accordance with paragraphs above, a report will be prepared each year that will: set out how the Council is performing against the timescales within the published LDS; provide information on the extent to which policies within the LDF are achieving strategic and local priorities and targets, using identified core, local and contextual indicators; assess the continued appropriateness of the programme, timetabling and content of LDD preparation in the LDS; and conclude as to whether any LDDs need reviewing, their priority, programming, timetabling or content changed, or new LDDs introduced.

The Government's required Local Development Framework Core Indicators are set out in three key documents outlining and explaining the purpose of the Annual Monitoring Report. These are:

- Local Development Framework Monitoring: A Good Practice Guide, ODPM, March 2005;
- Annual Monitoring Report (AMR) – FAQs and Seminar Feedback on Emerging Best Practice 2004/05, ODPM, September 2005;
- Regional Spatial Strategy and Local Development Framework Core Output Indicators – Update 2/2008

In addition, the Borough Council will maintain up to date Strategic Housing Market Assessment (SHMA) and Strategic Housing Land Availability Assessment (SHLAA). The findings

say that the Thames Gateway SHMA (Final Report August 2008) and the Southend on Sea SHLAA (February 2009) will be reported in the next AMR for the period 2008-09.

There are also a number of key local indicators which are crucial to monitoring progress towards delivering sustainable regeneration and growth in Southend, and must therefore be included in the Southend Annual Monitoring Report. These key local indicators, considered in Section 4 below together with the Government's Core Output Indicators, are *inter alia*:

- net change in jobs, 2001 to 2008;
- progress on 'Key Transport Infrastructure Projects';
- number of dwellings provided by size (gross bedrooms) type and tenure; and
- spatial delivery of dwellings and employment in line with the Core Strategy DPD
- dwelling completions by Ward

The local indicator list for 2007/08 is not exhaustive and may be added to or revised in subsequent years, in the light of the developing sustainability framework for Southend as well as changing requirements with regard to monitoring the performance of existing and future plan policies.

The indicators included in the Local Transport Plan, which are monitored and their findings published in Annual Progress Reports, will also provide additional valuable information on the progress being made to deliver infrastructure improvements. These indicators are focussed on the Government's shared priorities for transport relating to tackling congestion, delivering accessibility, safer roads, better air quality and quality of life.

Key contextual indicators, not specifically development related, can also be valuable in providing information as to progress towards delivering sustainable development, especially where such indicators can be measured on a relatively frequent basis (e.g. not dependent on 10-yearly Census information) and can provide comparisons with other local authority areas. In the context of the over-arching objective of achieving employment-led regeneration and growth, and the baseline position outlined in section 2.1 above, relevant contextual indicators are identified in the Core Strategy DPD (Para 11.4.i) and include:

- changes in unemployment levels and rates, both absolute and relative;
- changes in workplace-based Gross Value Added (GVA) per head; and
- changes in workplace-based gross weekly pay.

What if we are not delivering? Manage

Where the actions set out in above indicate it to be necessary, the LDS will be updated or revised. Such revision may include revising the timetables for LDD production, where the current timetables in the LDS are not being achieved or are shown to be no longer appropriate or realistic. Where monitoring indicates that priorities need to change, or new LDDs introduced, the whole programme will be revised.

Similarly, where policies in the LDF are not delivering strategic and local priorities and targets, the programme or content of emerging or proposed LDDs may need to be changed, in order to bring forward revised and more effective policies and proposals.

Section 3: Planning for Regeneration and Growth: Progress

Sustainable Communities, Thames Gateway and the East of England Plan

In 'Creating Sustainable Communities in the South East', 2003, the Government stated that 'London and the Growth Areas have the potential to accommodate an additional 200,000 homes above levels currently planned in Regional Planning Guidance.' Partners across the Thames Gateway Regeneration and Growth area, working with the Department of Communities and Local Government (CLG), have subsequently assessed the level of housing and employment growth that could sustainably be accommodated to meet the Government's target.

This partnership working has formed the basis for the development of policies within the East of England Plan, particularly the Essex Thames Gateway Sub-Regional Strategy including the dwelling provision and job growth targets in that plan. Southend is a strategic authority and will continue to provide Section 4.4 advice to the Region for the purposes of the review of the East of England Plan.

Considerable resources have therefore been committed to ensuring that strategy development at the national, regional and Thames Gateway level reflects the needs and opportunities of Southend. This has been based on establishing, through partnership, a consensus on the nature of regeneration needed in the town and in the Essex Thames Gateway sub-region, and on the scale of growth that would be sustainable. The Government in turn has incorporated the agreed spatial and thematic objectives and targets in its framework for guiding its funding programme for delivering the Thames Gateway project.

Key developments previously completed in Southend and contributing to the regeneration of the Thames Gateway include:

- a new college campus in Southend town centre, as phase 1 of the development of a new 'education quarter' in the heart of the town centre;
- Phase 2 of the education quarter development, establishing a significant presence in Southend by the University of Essex, now completed and receiving students
- public realm improvements in the High Street (Sshape);
- a new Travel Centre (phase 1);
- completion of the first two phases of the A13 Passenger Transport Corridor; and
- a remodelled Pier Hill area, improving the connectivity between the town centre and major tourism and leisure facilities on the seafront.

More recent successes include:

- a public transport interchange (SustAccess Project) at Southend Victoria Station
- CIF funding for major public realm / transport infrastructure projects
- The Victorias at the entrance to the Town Centre adjacent to Victoria Station
- City Beach on the seafront
- A127/Progress Road industrial estate junction

Proposed Local Development Framework – Local Development Scheme Implementation

- In October 2006, the Council published a revised Local Development Scheme (LDS). This document set out the priorities and resources necessary for the delivery of the Council's Local Development Framework (LDF), taking on board the relevant legislation and guidance from GO-East. Table 3.1 below sets out in detail the progress made in meeting plan preparation milestones as at 1st April 2008 set against the 2006 LDS timetable.

Table 3.1 – Local Development Scheme Implementation: Progress against 2006 LDS Milestones

DPD Title	Date DPD Commenced	LDS Date for Submission to Secretary of State	Actual Date of Submission to Secretary of State	LDS Date for Adoption	Actual Date of Adoption
Core Strategy DPD	21/01/2005	31/08/2006	31/08/2006	31/08/2007	13/12/2007
Planning Obligations and Vehicle Parking Standards DPD	November 2006	July 2007	Pending revision of LDS in line with new regulations	July 2008	Pending revision of LDS in line with new regulations
Town Centre Area Action Plan	Issues and Options Consultation published January 2007	January 2008	Pending revision of LDS in line with new regulations	February / March 2009	Pending revision of LDS in line with new regulations
Seafront Area Action Plan	Issues and Options Consultation published January 2007	January 2008	Pending revision of LDS in line with new regulations	February / March 2009	Pending revision of LDS in line with new regulations
Criteria based policies and site allocations	Evidence gathering underway – including SHLAA/ELR study	31/03/2009	Pending revision of LDS in line with new regulations	31/05/2010	Pending revision of LDS in line with new regulations

The table shows that there has been limited progress against the 2006 milestones, apart from the successful adoption of the Core Strategy DPD. This has been due to the need to carry out additional research to provide a robust evidence base before other Development Plan

Documents can be taken forward. This research includes the following studies:

- Essex Thames Gateway Strategic Housing Market Assessment – Completed August 2008
- Southend on Sea Strategic Housing Land Availability Assessment – February 2009
- Southend on Sea Employment Land Review – February 2009
- Thames Gateway South Essex Strategic Flood Risk Assessment Refresh - commissioned
- Scoping Report for Sub-area Water Cycle Study - commissioned

Good progress has also been made on a joint Area Action Plan with Rochford District Council in relation to London Southend Airport and its Environs. This document was not included in the 2006 AMR and has been brought forward as a priority during the examination into the soundness of the Core Strategy DPD during 2007 and its preparation milestones are as follows:

DPD Title	Date DPD Commenced	LDS Date for Submission to Secretary of State	Actual Date of Submission to Secretary of State	LDS Date for Adoption	Actual Date of Adoption
London Southend Airport & Environs Joint Area Action Plan	Issues and Options Report published for consultation - 24 th June 2008	June / July 2009	N/A	June/July 2010	N/A

In addition, commitment has been agreed to take forward Waste Planning on a joint basis between Southend on Sea Borough Council and Essex County Council.

Conclusions with regard to the monitoring information set out in the above table and the need for a revision of the LDS are set out in Section 5 of this report.

Local Delivery

Renaissance Southend, the local delivery vehicle for Southend, was granted formal designation as an Urban Renaissance Company by the ODPM in April 2005. It is chaired by a local businessman, with a private sector-led Board. In liaison with the Borough Council and other stakeholders, Renaissance Southend has published a regeneration framework for Southend, together with a Central Area Masterplan.

The Borough Council has agreed to adopt the Town Centre Masterplan prepared by Renaissance Southend Ltd as a design brief (pending the adoption of the Town Centre / Central Area AAP). The Council is also working closely with Renaissance Southend LTD in preparing the following documents to assist delivery of regeneration in the Town:

- Clarence Street and Alexandra Street Development Brief
- City Beach Development Brief (Public Realm)
- Victorias Development Brief (Public Realm)
- Progress Road Industrial Estate Framework
- Elmer Square Development Brief

Progress has already been made in relation to delivery of key transport infrastructure schemes contained in the Southend Local Transport Plan (LTP1), particularly with regard to public transport services and facilities. This includes on-going implementation of the Major Scheme - A13 Public Transport Corridor and completion of Phase 1 of the Southend Travel Centre. Progress on these matters is also contributing significantly to the delivery of relevant priorities in the Community Plan for Southend. The first Progress Report for LTP2 has been published and can be found at the following link www.southend.gov.uk/ltp2progressreport, which covers the period up to March 2008.

Much remains to be done, however, and will be taken forward through LTP2, covering the period 2006 to 2011, submitted to Government in March 2006, and through the transport priorities identified in the emerging East of England Plan (RSS).

More detailed monitoring information on progress and delivery in relation to core, local and contextual indicators is set out in Section 4.

Section 4: Monitoring Regeneration and Growth: Key Indicators

Business Development and Jobs

Local Output Indicators

The over-arching objective for both the East of England and Thames Gateway is to achieve jobs-led regeneration and economic growth, which translates to a strategic regional target of delivering 13,000 net additional jobs in Southend between 2001 and 2021. Achieving job growth is therefore one of the most important key output indicators for the Borough which is identified as a Key Centre for Development and Change in the East of England Plan.

Regional monitoring guidance outlines that monitoring employment change accurately across the East of England is problematic and due to discrepancies between employment data sources it is not possible to monitor annual changes with any certainty. It is therefore only possible to reach tentative policy conclusions using a number of economic indicators, since the 2001 Census.

Indicator LBD1: Employee Jobs

The Inter-Departmental Business Register (IDBR), produced by the Office for National Statistics, is considered to be the most robust and comprehensive dataset when measuring employment at a district level. This stance was confirmed after reviewing different datasets, including the Annual Business Inquiry⁴, together with other economic indicators during the Examination in Public of the Southend Core Strategy, see Hearing Paper 5: Employment, of the Core Strategy.

The IDBR methodology has recently been amended and also standardised to a September date. This has improved the reliability of the data but as a consequence the results from 2007 are not directly comparable to past releases. According to the IDBR release for 2007 there were 63,500 jobs in Southend-on-Sea and 64,000 in 2008. The old methodology attributes 60,900 jobs in 2001. Although a time-series is not possible the relatively large differential between the figures for 2001 and 2008, together with the time-series up to 2006, suggest a likely increase in jobs has occurred in the order of 3,000.

Indicator LBD2: Unemployment

Looking at the period 2001 to 2008, monthly average unemployment in Southend has fallen from 3.3% (3,058 claimants) to 2.8% (2,752 claimants)⁵, a reduction of 0.5% in the claimant rate. The unemployment for England as a whole has also reduced during this period (by approximately 0.3%). The higher unemployment levels historically evident in Southend have closed slightly therefore on the national average. In comparison the East of England

⁴ The ABI data for Southend-on-Sea suggests a job loss since 2001. This is primarily due to a higher baseline figure at 2001. However the regional AMR has warned against the accuracy of the ABI data especially at the district level.

⁵ Average Unemployment for 2008 taken at October.

experienced an increase in the unemployment rate from 1.7% to 1.8% but unemployment rates remain significantly lower than in Southend.

Indicator LBD3: Gross Value Added (GVA) Per Head

Southend's workplace-based GVA per head increased from £11,761 in 2001 to £14,142 in 2005, the latest year for which information is yet available. This represents an increase of 20% which is comparable to the increase evident for the East of England and England. In absolute terms, Southend's increase was £2,381 per head, compared with the regional and national increase of £2,993 and £3,207 respectively.

Indicator LBD4: Gross Weekly Pay

Between 2006 - 2008 the average weekly pay for employees working in Southend increased by 7.8%, which is greater than the rise experienced for England as a whole (7.3%) and the East of England region (5.7%). Between 2008 and 2001 the methodology for calculating weekly pay has changed so a time-series from 2001 is not possible.

Indicator LBD5: VAT registrations and deregistration

VAT registered businesses (2007)	Southend-on-Sea (numbers)	Southend-on-Sea (%)	East of England (%)	Great Britain (%)
Registrations	540	10.4	9.6	10.2
De-registrations	565	10.9	7.2	7.3
Stock (at the end of the year)	5,180			

Source: BERR - vat registrations/deregistration by industry

Note: % is a proportion of stock (at end of year)

Year	VAT registered business in Southend
2001	5410
2002	5370
2003	5325
2004	5280
2005	5260
2006	5210
2007	5180

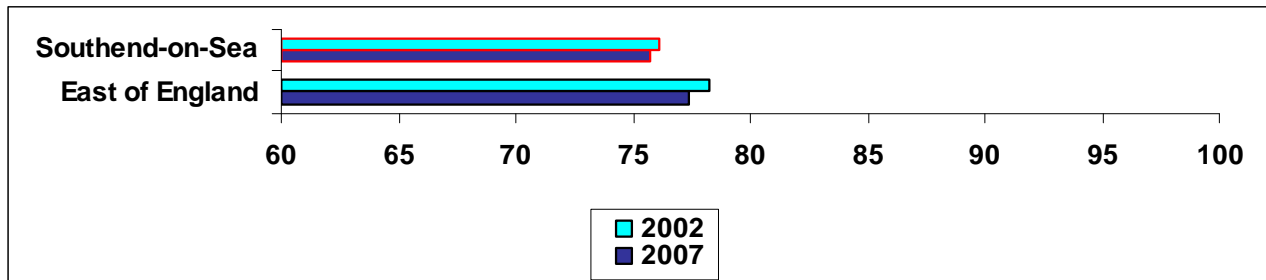
Source: BERR - vat registrations/deregistration by industry

Despite the high level of newly registered businesses the level of deregistration has remained significantly high for the Borough to experience a net loss in the number of businesses since 2001. The findings suggest that business skills and support may need enhancing at a local level.

Economic Participation Rates

Recent research on Southend's economy carried out by EEDA as part of the Economic Participation Programme has indicated that Southend's economic participation levels are amongst the lowest in the East of England. Looking first at the employment rate, 76% of Southend's working age population are employed, which is below the 77% average for the region.

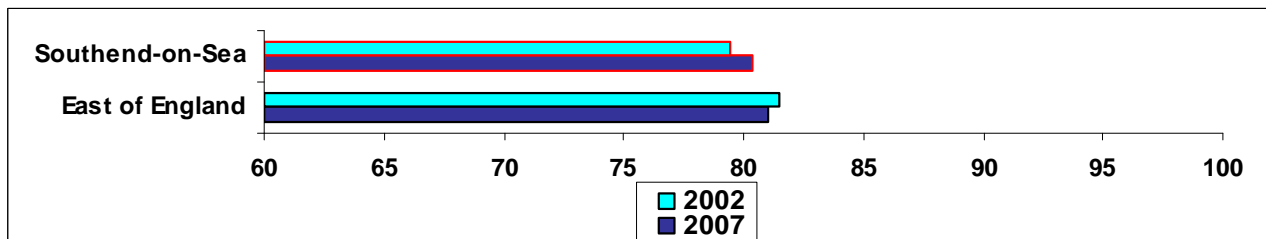
Employment Rate (%), 2002 and 2007



Source: Annual Population Survey; Labour Force Survey

In terms of the economic activity rate, Southend rate at 80% is close to the East of England average and compares favourably with the region's other LAAs.

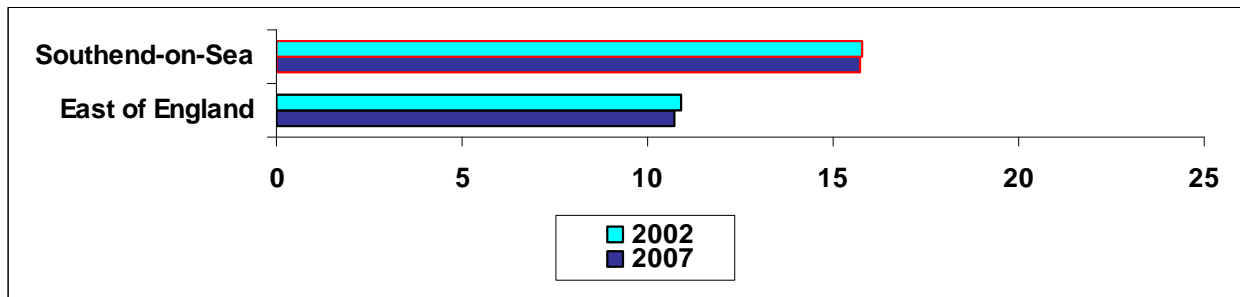
Economic Activity Rate (%), 2002 and 2007



Source: Annual Population Survey; Labour Force Survey

Southend had 15,000 working age DWP out-of-work benefits claimants in 2007. This equates to 16% of the working age population and is significantly above the East of England average of 11%. Indeed, Southend has the highest rate of the East of England's LAAs.

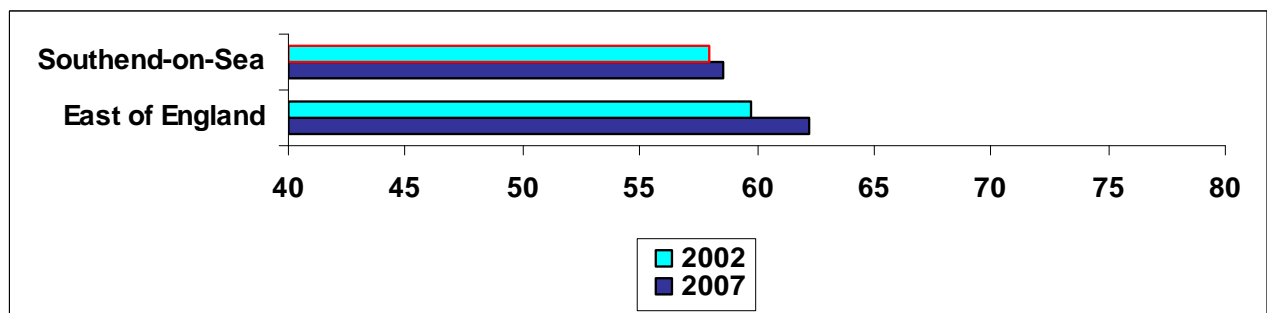
Working Age Benefits Claimants as a % of Working Age Population, 2002 and 2007



Source: DWP Work and Pensions Longitudinal Study

The final headline indicator looks at educational attainment amongst the working age population. Educational attainment in Southend is below the East of England average at 59% qualified to at least NVQ Level 2 compared with the region's 62%.

Working Age Population Qualified to at least NVQ Level 2 (%), 2002 and 2007



Source: Annual Population Survey; Labour Force Survey

Core Output Indicators

Government also requires business development data to be included in Annual Monitoring Reports, as Local Development Framework Core Output Indicators. In addition, Regional Annual Monitoring Reports require data on land change relating to employment and business developments. There is therefore a need to capture the change in employment and business land use in the Borough as well as actual net additional job numbers

Business Development is required to be captured by type, in accordance with the following Use Classes categorised by the Use Classes (Amendment) Order 2005:

Table 4.1 Use Class Order Description for Business Development

Use Class		Description
B1	(a)	Offices (not within A2)
	(b)	Research and Development, Studios, Laboratories, High tech
	(c)	Light industry
B2		General Industry
B8		Wholesale warehouse, distribution centres, repositories

The government requirement is to capture the amount of employment land development or change as per each Use Class above, with the B1 group divided into 3 groups B1a and B1b & B1c. However, due to the urban characteristics of Southend a high number of mixed applications are received and the specific use class is sometimes unclear. Therefore in order to ensure that the employment and business figures remain as accurate as possible and also to match data that is now submitted to the region, employment and business development has been captured in the following groups:

- B1a
- B1 (b)
- B1 (c)
- B1 Unknown Breakdown
- B2
- B8
- B1-B8 Unknown breakdown

Core Indicator BD1: Total amount of additional employment floorspace – by type (floorspace defined in terms of gross internal square metres)

During the monitoring year 2075m² of new B1-B8 employment floorspace was completed in the Borough with 82% (1697m²) being for B8 uses. There was, however, a net gain of only 766 m² in B1-B8 employment floorspace owing to the loss of 1309m² over the period. The greatest floorspace gain was in B8 uses (net gain 1,425m²) and B2 (net gain 170m²). (see table 4.2)

Table 4.2 Indicator BD1: Total amount of additional employment floorspace – by type (Floorspace defined in terms of gross internal square metres)

Southend-on-Sea			
Use Class	Gain	Loss	Total
B1 a	58	783	-725
B1 (b)	0	0	0
B1 (c)	0	0	0
B1 (Unknown Breakdown)	0	0	0
B2	320	150	170
B8	1697	272	1425
B1-B8 (Unknown Breakdown)	0	104	-104
Total	2075	1309	766

Core Indicator BD2: Total Amount of employment floorspace on previously developed land – by type

Policy SS4 in the draft RSS14 states that at least 60% of all new development should take place in or using previously developed land (PDL). The dense urban character of the Borough means that there is currently little Greenfield land available for development. As a result all (100%) of the monitoring year’s employment floorspace development by all employment types has been on Previously Developed Land

Indicator LB6: amount of floorspace developed for employment by type, in employment or regeneration areas.

Employment or regeneration areas are as follows and are defined in the Core Strategy:

- Town Centre and Central Area
- Seafront
- Shoeburyness
- Priority Urban Area: Industrial
- Priority Urban Area: District

The category 'non-specified areas' (the rest of the Borough) combined with the employment and regeneration areas form the total land area for the Borough.

Table 4.3 illustrates loss and gain within each of the regeneration/employment areas by employment type where 86% (1787m²) of the total gross employment floorspace in the town was created in the regeneration areas. However, significantly the Town Centre lost 150m² of B1 uses with no new floorspace being created, employment floorspace (mainly B1a) was also lost in key industrial estates and district centres. The majority of new employment floorspace was created at Shoeburyness (1555m²) which was all for B8 uses.

Table 4.3 Indicator LBD1: Amount of Floorspace developed for employment by type in employment or regeneration areas (square metres)

Town Centre and Central Area			
Use Class	Gain	Loss	Total
B1 a	0	150	-150
B1 (b)	0	0	0
B1 (c)	0	0	0
B1 (Unknown Breakdown)	0	0	0
B2	0	0	0
B8	0	0	0
B1-B8 (Unknown Breakdown)	0	0	0
Total	0	150	-150
Seafront			
B1 a	0	0	0
B1 (b)	0	0	0
B1 (c)	0	0	0
B1 (Unknown Breakdown)	0	0	0
B2	0	0	0
B8	0	0	0
B1-B8 (Unknown Breakdown)	0	0	0
Total	0	0	0
Shoeburyness			
B1 a	0	0	0
B1 (b)	0	0	0
B1 (c)	0	0	0
B1 (Unknown Breakdown)	0	0	0
B2	0	0	0
B8	1555	0	1555

B1-B8 (Unknown Breakdown)	0	0	0
Total	1555	0	1555
Priority Urban Area: Industrial			
B1 a	30	0	30
B1 (b)	0	0	0
B1 (c)	0	0	0
B1 (Unknown Breakdown)	0	0	0
B2	60	0	60
B8	56	272	-216
B1-B8 (Unknown Breakdown)	0	0	0
Total	146	272	-126
Priority Urban Area: Districts			
B1 a	0	169	-169
B1 (b)	0	0	0
B1 (c)	0	0	0
B1 (Unknown Breakdown)	0	0	0
B2	0	0	0
B8	86	0	86
B1-B8 (Unknown Breakdown)	0	0	0
Total	86	169	-83
All regeneration Areas (sum of the above)			
B1 a	30	319	-289
B1 (b)	0	0	0
B1 (c)	0	0	0
B1 (Unknown Breakdown)	0	0	0
B2	60	0	60
B8	1697	272	1425
B1-B8 (Unknown Breakdown)	0	0	0
Total	1787	591	1196

Indicator LBD7: Loss of employment land

Table 4.4 and table 4.5 shows that there has been a net loss of 0.14 (Ha) employment land in the Borough for the monitoring year with only a small gain of 0.04 (Ha). The loss of employment land was primarily B1 uses.

Approximately half of the net loss of employment land occurred within the regeneration areas and in particular the town's industrial estates. The Seafront and Shoeburyness did not experience a loss of employment land. There was only 0.1 Ha of additional land for employment created within all regeneration areas during the monitoring year.

Table 4.4 Indicator LBD2: Loss of employment land in (i) employment/regeneration areas (Hectares)

Town Centre and Central Area			
Use Class	Gain	Loss	Total
B1 a	0.00	0.03	-0.03
B1 (b)	0.00	0.00	0.00
B1 (c)	0.00	0.00	0.00
B1 (Unknown Breakdown)	0.00	0.00	0.00
B2	0.00	0.00	0.00
B8	0.00	0.00	0.00
B1-B8 (Unknown Breakdown)	0.00	0.00	0.00
Total	0.00	0.03	-0.03
Seafront			
B1 a	0.00	0.00	0.00
B1 (b)	0.00	0.00	0.00
B1 (c)	0.00	0.00	0.00
B1 (Unknown Breakdown)	0.00	0.00	0.00
B2	0.00	0.00	0.00
B8	0.00	0.00	0.00
B1-B8 (Unknown Breakdown)	0.00	0.00	0.00
Total	0.00	0.00	0.00
Shoeburyness			
B1 a	0.00	0.00	0.00
B1 (b)	0.00	0.00	0.00
B1 (c)	0.00	0.00	0.00
B1 (Unknown Breakdown)	0.00	0.00	0.00
B2	0.00	0.00	0.00
B8	0.00	0.00	0.00
B1-B8 (Unknown Breakdown)	0.00	0.00	0.00
Total	0.00	0.00	0.00
Priority Urban Area: Industrial			
B1 a	0.01	0.00	0.01
B1 (b)	0.00	0.00	0.00
B1 (c)	0.00	0.00	0.00
B1 (Unknown Breakdown)	0.00	0.00	0.00
B2	0.00	0.00	0.00
B8	0.00	0.04	-0.04
B1-B8 (Unknown Breakdown)	0.00	0.00	0.00
Total	0.01	0.04	-0.04
Priority Urban Area: Districts			
B1 a	0.00	0.02	-0.02
B1 (b)	0.00	0.00	0.00
B1 (c)	0.00	0.00	0.00
B1 (Unknown Breakdown)	0.00	0.00	0.00
B2	0.00	0.00	0.00
B8	0.00	0.00	0.00
B1-B8 (Unknown Breakdown)	0.00	0.00	0.00

Total	0.00	0.02	-0.02
All regeneration Areas (sum of the above)			
B1 a	0.01	0.05	-0.04
B1 (b)	0.00	0.00	0.00
B1 (c)	0.00	0.00	0.00
B1 (Unknown Breakdown)	0.00	0.00	0.00
B2	0.00	0.00	0.00
B8	0.00	0.04	-0.04
B1-B8 (Unknown Breakdown)	0.00	0.00	0.00
Total	0.01	0.09	-0.08

Table 4.5 Indicator LBD2 (ii) Loss of employment land in the local authority (Ha)

Southend-on-Sea			
Use Class	Gain	Loss	Total
B1 a	0.01	0.10	-0.09
B1 (b)	0.00	0.00	0.00
B1 (c)	0.00	0.00	0.00
B1 (Unknown Breakdown)	0.00	0.00	0.00
B2	0.03	0.00	0.03
B8	0.00	0.05	-0.05
B1-B8 (Unknown Breakdown)	0.00	0.03	-0.03
Total	0.04	0.18	-0.14

Indicator LBD8: Amount of employment land lost to residential development

A total of 0.08 Ha (out of a total of 0.18 ha) of employment land has been lost to residential use during the monitoring year. This is lower than the corresponding figure reported last year.

Indicator LBD9: Change in B1 employment land

Table 4.6 outlines that during the monitoring year there was a loss of 0.1 hectares of B1 employment land. This land was lost to C3 (residential), A2 and other employment uses.

Outstanding planning permissions identify 0.56 hectares of land for future B1 use. However, 2.17 hectares of B1 employment land is due to be lost to other uses, 1.74 Ha of this loss is to residential purposes. (see table 4.7)

Table 4.6 Indicator LBD4i: Change in B1, Completions (Hectares)

Southend-on-Sea		
	Gained From	Loss to
B2	0.00	0.00
B8	0.01	0.00
B1-B8 Unknown	0.00	0.00
A1	0.00	0.00
A2	0.00	0.03
D2	0.00	0.00

C3	0.00	0.04
Other Use	0.00	0.04
Total	0.01	0.10

Table 4.7 Indicator LBD4ii: Potential change in B1, Outstanding (Hectares)

Southend-on-Sea		
	Gained From	Loss to
B2	0.03	0.00
B8	0.00	0.00
B1-B8 Unknown	0.44	0.04
A1	0.04	0.33
A2	0.00	0.00
D2	0.01	0.06
C3	0.01	1.74
Other Use	0.04	0.00
Total	0.56	2.17

Core Indicator BD3: Employment land available (outstanding permission)

The Core Strategy sets out the spatial strategy for the Borough with no site specific allocations. Therefore at this stage in the LDF there are no defined sites allocated to employment land. The Core Strategy policies seek to protect and enhance the towns existing key employment areas such as industrial estates, district centres and the town centre.

Within these areas however, outstanding employment permissions will create a loss of -0.48 hectares in employment land. This is primarily due to a single permission which would lead to a loss of 1.05 Ha within the town centre. (see table 4.8)

Table 4.8 Indicator BD3 Employment land available by type (outstanding permissions) (Ha)

Southend-on-Sea			
Use Class	Gain	Loss	Total
B1 a	0.15	1.20	-1.05
B1 (b)	0.00	0.02	-0.02
B1 (c)	0.00	0.93	-0.93
B1 (Unknown Breakdown)	0.41	0.03	0.39
B2	0.00	0.32	-0.32
B8	0.03	0.16	-0.13
B1-B8 (Unknown Breakdown)	0.97	1.29	-0.32
Total	1.56	3.94	-2.38
Town Centre and Central Area			
Use Class	Gain	Loss	Total
B1 a	0.03	1.07	-1.04
B1 (b)	0.00	0.00	0.00
B1 (c)	0.00	0.00	0.00
B1 (Unknown Breakdown)	0.00	0.00	0.00
B2	0.00	0.00	0.00
B8	0.00	0.02	-0.02

B1-B8 (Unknown Breakdown)	0.00	0.11	-0.11
Total	0.03	1.20	-1.17
Seafrost			
B1 a	0.00	0.04	-0.04
B1 (b)	0.00	0.02	-0.02
B1 (c)	0.00	0.00	0.00
B1 (Unknown Breakdown)	0.00	0.00	0.00
B2	0.00	0.06	-0.06
B8	0.00	0.00	0.00
B1-B8 (Unknown Breakdown)	0.00	0.00	0.00
Total	0.00	0.12	-0.12
Shoeburyness			
B1 a	0.00	0.00	0.00
B1 (b)	0.00	0.00	0.00
B1 (c)	0.00	0.00	0.00
B1 (Unknown Breakdown)	0.00	0.00	0.00
B2	0.00	0.00	0.00
B8	0.03	0.00	0.03
B1-B8 (Unknown Breakdown)	0.41	0.00	0.41
Total	0.44	0.00	0.44
Priority Urban Area: Industrial			
B1 a	0.00	0.00	0.00
B1 (b)	0.00	0.00	0.00
B1 (c)	0.00	0.00	0.00
B1 (Unknown Breakdown)	0.40	0.00	0.40
B2	0.00	0.07	-0.07
B8	0.00	0.00	0.00
B1-B8 (Unknown Breakdown)	0.57	0.40	0.17
Total	0.97	0.47	0.50
Priority Urban Area: Districts			
B1 a	0.03	0.05	-0.02
B1 (b)	0.00	0.00	0.00
B1 (c)	0.00	0.00	0.00
B1 (Unknown Breakdown)	0.01	0.00	0.01
B2	0.00	0.03	-0.03
B8	0.00	0.08	-0.08
B1-B8 (Unknown Breakdown)	0.00	0.00	0.00
Total	0.04	0.15	-0.12
Non Specified Areas (Intensification)			
B1 a	0.10	0.04	0.06
B1 (b)	0.00	0.00	0.00
B1 (c)	0.00	0.93	-0.93
B1 (Unknown Breakdown)	0.00	0.03	-0.03
B2	0.00	0.16	-0.16
B8	0.00	0.06	-0.06
B1-B8 (Unknown Breakdown)	0.00	0.78	-0.78
Total	0.10	2.00	-1.90

Core Indicator BD4i: Amount of completed retail, office and leisure development in Town Centres (floorspace in square metres)

In this section 'town centre uses' are captured by type as categorised by the Use Classes (Amendment) Order 2005 and as defined in the table below:

Table 4.9 Use Classes (Amendment) Order 2005

Use Class	Description
A1	Shops, retail warehouses, hairdressers, undertakers, travel agents and ticket agencies, post offices, dry cleaners, internet cafes etc. Pet shops, cat-meat shops, tripe shops, sandwich bars Showrooms, domestic hire shops, funeral directors
A2	Banks, building societies, estate and employment agencies Professional and financial services, betting offices
B1(a)	Offices (not within A2)
D2	Cinemas, music and concert halls Dance, sport halls, swimming baths, skating rinks, gymnasiums Other indoor and outdoor sports and leisure uses, bingo halls, casinos

Core Indicator BD4ii: Amount of completed retail, office and leisure development (floorspace in square metres)

Policy CP2: Town Centre and Retail Development of the Southend Core Strategy states that Southend Town Centre will remain the first preference for all forms of retail development and for other town centre uses attracting large numbers of people.

Within the Town Centre there was a net loss in employment floorspace for A1 (-774 m²), A2 (-183 m²) and B1a (-150m²) uses over the monitoring period. There was an additional 195 m² of floorspace created for D2 uses. (see table 4.10)

Table 4.11 shows that, within the Borough as a whole, there was a loss in A1 (-693 m²) and B1a (-725 m²) floorspace over the monitoring period. Both D2 and A2 uses recorded an increase of 437 and 32 m² respectively.

Table 4.10 Indicator BD4i: Amount of completed retail, office and leisure development in the town centre (floorspace in square metres)

Use Class	Town Centre		
	Gain	Loss	Total
B1 a	0	150	-150
A1	0	774	-774
A2	110	293	-183
D2	195	0	195

Table 4.11 Indicator BD4ii: Total amount of completed retail, office and leisure development (floorspace in square metres)

Southend-on-Sea			
Use Class	Gain	Loss	Total
B1 a	58	783	-725
A1	1665	2358	-693
A2	742	709	32
D2	437	0	437

Transport

There is a need to deliver a significant programme of transport infrastructure improvement, as set out in Southend's Second Local Transport Plan and the Regional Spatial Strategy (and Regional Transport Strategy), without which sustainable regeneration and growth will be severely compromised. Progress towards implementation of this programme is therefore a key local indicator. Table 4.12 seeks to monitor this progress.

Table 4.12 Key Transport Infrastructure Projects (draft East of England Plan/Local Transport Plans 1 and 2) 2001- 2011

Within the Borough of Southend								
Project	Delivering Authority	Scheme Description	Commitment /Priority*	Progress in Delivery			Are we on Target?	Comment
				Progress to 31/03/07	Likely Progress 2007/8	Anticipated Progress 2008-2013/14		
LTP1 approved Major Scheme: A13 Passenger Transport Corridor: Phase 1 Phase 2 Phase 3	Southend	Passenger transport improvements on A13 from Borough boundary to town centre. Bus priority systems, bus infrastructure improvements and traffic management to promote public transport modes and improve street scene/environment.	Committed Scheme	Phases 1 and 2 complete. Phase 3 design complete	Const commenced April 2008 - will complete A13 PTC to Borough Boundary	Completed – ECC promoting A13 PTC to Sadlers Farm	Phases 1 and 2: YES Phase 3: Yes	A13 PTC planned completion in March 2009 – SBC supporting ECC scheme to continue and completed A13 PTC prior to 2012
LTP1 approved Major Scheme: Southend Travel Centre - Phase 1	Southend	Replacement of outmoded bus station to provide modern travel centre facilities for sustainable transport modes.	Phase 1 Committed Scheme	Scheme completed	Tenancy agreed for retail area and use of office area	Travel Centre Phase 2 as part of comprehensive Central Area Masterplan for town centre	YES	Phase 1 Implementation achieved on target by 31/03/06
LTP1 approved Major Scheme: A127/A1159 Cuckoo Corner/Priory Crescent	Southend	Highway and junction improvements at major pinch point on strategic road network. Critical to realising full development potential of key sites in east and central Southend and	Government Support for funding (2006/7 to 2008/9) Regional Priority 1A	Scheme approved following CPO public inquiry.	Awaiting outcome of DfT funding decision – modified lower cost scheme supported by	Modelling data for revised scheme and updated Business case submitted to Dft – discussions	NO	Scheme re-evaluated to reduce cost and take account of match funding requirements

		reducing congestion to improve accessibility.	TGSE High Priority Flagship Scheme		Region	ongoing		– elements of the scheme to be considered alongside redevelopment of the Prittle Brook Industrial Estate
TGSE South Essex Scheme: South Essex Rapid Transit (SERT)	Joint TGSE project (Southend, Essex and Thurrock)	To develop a state of the art bus-based high quality rapid transit system to serve South Essex to promote sustainable transport modes. To be developed in the medium to longer term implementation period	Indicative Government Support for funding (2009/10 to 2015/16 Regional Priority 1A TGSE High Priority Flagship Scheme	Initial feasibility work completed and concept launched in November 2006 in three locations in Essex, Thurrock and Southend.	Transport modelling and corridor identification.	Selection of routes and programme development Submission as part of RFA2 refresh for schemes submitted for funding pre 2013/14 Public consultation planned for early 2009 on preliminary routes in Thurrock, Southend and Basildon Moving to first Business Case submission in 2009/10	YES	Identified as key component of the TGSE transport strategy and LTP2 transport strategy. Supported by EU Interreg 4b funding

Status of Thames Gateway South Essex (TGSE) Flagship Schemes (Outside Borough) - SERT included in Table above – As at November 2008

Scheme	Delivering Authority	Scheme Description	What will it deliver?	What stage are we at?	Are we on target	What happens next?	Scheme Status
A130/A13 Sadlers Farm Intersection Improvements	Essex CC	Grade separated carriageway between A13 west and A130 north providing improved movement along this strategic corridor.	Opens up development opportunities by easing the flow conditions for strategic through traffic. This project is on the critical path of almost all major road proposals in TGSE.	<ul style="list-style-type: none"> The project has been included within Priority List 1A of the East of England advice to Government on transport Regional Funding Allocations “Early Contractor Involvement” contract awarded to Birse Civils in November 2007. Planning consent was granted for the scheme in February 2008 Supplementary planning application was submitted on 14th July 2008 to take account of changes made through the ECI process. Determination 28th November 2008. Order publication December 2008. Prepare for Public Inquiry May 2009. 	Yes	<p>Following on from Public Inquiry, ECC will seek Conditional and Full Approval from the DfT.</p> <p>Construction Start Early 2010, completion late 2011.</p>	<p>Programme Entry</p> <p>Currently being reviewed as part of the RFA Process</p>

Scheme	Delivering Authority	Scheme Description	What will it deliver?	What stage are we at?	Are we on target	What happens next?	Scheme Status
M25/A13 Junction 30 Improvements : Longer Term	HA	May require improvements to 'existing' facilities and/or off line (i.e. away from A13/J30).	Long term capability to allow TGSE to be developed along intended lines.	<ul style="list-style-type: none"> • Presentation given to Model Reference Group on 23 November regarding modelling of 4 proposed options. Further work on this is continuing (see column right). • Following the Secretary of State announcement to improve the motorway network this scheme is now a high priority for the HA. 	Yes	Wider presentation to TGSE Transport Board on options	Options are currently being considered with a recent announcement to release £7 million of funding to assist

Scheme	Delivering Authority	Scheme Description	What will it deliver?	What stage are we at?	Are we on target	What happens next?	Scheme Status
M25/A13 Junction 30 Improvements : (with regards to London Gateway)	HA	<p>Junction and slip improvement at the interchange between the M25 & the A13.</p> <p>Improvements to A13 (Interim and final works).</p>	S278 Mitigation for impacts due to London Gateway.	<p>Government approval now given to London Gateway Port and business park proposals</p> <p>Current timescales for the interim scheme are:</p> <ul style="list-style-type: none"> Detailed design – start April 08 Contractor appointed – Spring 2009 Start of works – Summer 2009 <p>Completion – late 2009 early 2010</p>	Yes	<p>Interim: Enhanced Signal Control System. Design work due to commence shortly. Programmed for implementation 2009/2010.</p> <p>Final Works: Major improvements over and above the interim involving free flow slip roads and widening of approach.</p> <p>Progress dependent on delivery of London Gateway development.</p>	Planned

Scheme	Delivering Authority	Scheme Description	What will it deliver?	What stage are we at?	Are we on target	What happens next?	Scheme Status
Route management strategy / major maintenance for the A127, A13 & A1159	Essex CC Southend BC	A framework for managing traffic on the A127, A13 and A1159 as part of the wider transport network.	Enhancing access to key development sites and optimising the usage of the existing infrastructure.	<p>This project has been identified as a Category 1b priority in the Regional Prioritisation Exercise.</p> <p>The outline designs of schemes to improve traffic flow at the A127/A1245 (Fairglen Interchange), A127/A176 (Pipps Hill) junctions have been completed and included within a Basildon Enterprise Corridor Improvements Package bid for CIF funding.</p> <p>Similarly, in Southend, bids for an integrated improvement at the A127 Progress Road junction and enhancements to the A127/A13 Victoria Station and Plaza junction (Victoria Circus) were also submitted for CIF funding.</p> <p>Both CIF schemes for the A127 within Essex and Southend have had their funding approved.</p>	Yes	Detailed design	<p>The Route Management Strategy for the A127 (Essex and Southend portions) has been combined to form a joint scheme 'The A127 Corridor Improvements'</p> <p>The A13 widening remains as a scheme.</p> <p>Both schemes are currently being reviewed as part of the RFA process</p>

Scheme	Delivering Authority	Scheme Description	What will it deliver?	What stage are we at?	Are we on target	What happens next?	Scheme Status
A13 Passenger Transport Corridor	Essex County Council	The scheme comprises of bus stop improvements, provision of real time information along the route, prioritisation for buses at signals, junction enhancements and selective localised widening and bus lanes	A targeted programme of improvements aimed at increasing public transport usage and reliability. Scheme also builds on the A13 Passenger Transport Corridor phases in Southend	Currently preparing for public consultation planned for February. Draft Business case to be submitted in December 2008, full Business Case to be submitted shortly after consultation	Yes	Initial consultation with key stakeholders. With a view to seek member approval to go ahead with the consultation.	Currently being reviewed as part of the RFA process

Scheme	Delivering Authority	Scheme Description	What will it deliver?	What stage are we at?	Are we on target	What happens next?	Scheme Status
Driver information, telematics and incident management	Essex CC	<p>Increase the level and quality of information available (e.g. alternative route information, appropriate speed advice).</p> <p>A phased programme will be used to complete the VMS installations on key routes and journey time monitoring along the A127 and A13.</p>	Increases the efficiency of the network to deliver better traffic flow.	<p>Automatic Number Plate Recognition (ANPR) – 6 cameras now installed on A127.</p> <p>CCTV systems – Five Bells/Sadlers Farm and Fortune of War cameras have moved onto installation stage.</p> <p>A new SPECS enforcement system is proposed for the A127 between Nevendon Interchange (A132) and the Southend border. A 50mph speed limit will be enforced between Fairglen and the Southend border.</p> <p>The SPECS system is included within the County Council's programme of works for 2008/09</p>	Yes	<p>Cameras installed at Five Bells, Sadlers Farm and the Fortune of War. All images are being used in the ETCC for network management purposes.</p> <p>As part of the overall SPECS project, 2 further ANPR cameras are being installed to measure journey time reliability on the A127. The installation of these is being planned and timed as part of the SPECS project.</p> <p>Consultation on SPECS-related speed limit completed. Awaiting DfT announcement on the legality of the new SPECS system for implementation.</p>	

Scheme	Delivering Authority	Scheme Description	What will it deliver?	What stage are we at?	Are we on target	What happens next?	Scheme Status
Access to Gardiners Lane South (GLS)	Essex CC	Major road and junction improvements on A127	To increase the accessibility and unlock the potential of this key development site.	<ul style="list-style-type: none"> GLS Planning application approved at April 18th 2006 Planning Committee, subject to a S106 agreement. Scheme with consent not being implemented because of lack of funding. Smaller scheme currently being investigated with no access from A127. Options to look into the site for housing are currently being considered 	Programme delayed for reasons given.	<p>English Partnerships understood to be reviewing the scope of the GLS development.</p> <p>Discussions to be held with EP regarding SERT routes.</p> <p>Access to development area to be dovetailed with Cranes Farm Road dualling (CIF) as part of Basildon Enterprise Corridor work</p>	No Progress

Scheme	Delivering Authority	Scheme Description	What will it deliver?	What stage are we at?	Are we on target	What happens next?	Scheme Status
North South rail link	Essex CC DfT Rail Network Rail	Provide a rail link between the "c2c" and the "one" lines in the Benfleet to Wickford area, with a link between the Southend Victoria line and the Chelmsford line, the Shenfield Chord.	A choice of access options to London, giving Southend and Basildon users access to Stratford International Stn and Liverpool Street. Internally, within the Gateway, would enable direct rail access to Basildon from a wider area, provide the potential for a park and ride facility and new station in East Basildon and permit GE mainline access avoiding London.	<p>A brief note was tabled at the March 2007 Transportation Board meeting providing more detail of the rationale for this proposal and some very preliminary costs estimates to indicate the potential order of costs involved.</p> <p>Outline work so far undertaken was discussed at a meeting between officers and Theo Steel during November 2007.</p> <p>Report of progress made to TGSE Board in December 2007. Little chance of funding being made available in the foreseeable future</p>	Yes	Hold scheme in abeyance pending results of SERT planning and implementation	On Hold

Scheme	Delivering Authority	Scheme Description	What will it deliver?	What stage are we at?	Are we on target	What happens next?	Scheme Status
Roscommon Way Phase 1 (Charfleets link)	ECC	An extension to the existing Roscommon Way to allow much improved access to the Charfleets commercial area and linkage to Haven Road. Relieving congestion on Long Road	Improved access to jobs and commercial units and the first part of the full extension to Roscommon way	Local consultations held in 2007 > CIF bid submitted and approved in principle (Nov 2007). Business Case submitted in May (2008). Funding Awarded November 2008 (£12.1 M)	Yes	Planning application in February 2009 Scheme Completion early 2011.	Full Approval
Basildon Enterprise Corridor		Highway widening to Cranes Farm Road and Eastmayne. New dedicated left slip from the A130 to London Bound A127, Fairglen junction. Capacity improvements A176 Noak Bridge junction with the A127.	Capacity improvements to the road network around the Basildon Enterprise Corridor	Funding awarded November 2008 (£14.7M). Detailed design, detailed consultation	Yes	Fairglen Junction improvements (works start May 2009, completion Autumn 2009). Works to Cranes Farm Road, Eastmanyne and A176 (works to commence Early 2010, completion early 2011)	Full Approval

Scheme	Delivering Authority	Scheme Description	What will it deliver?	What stage are we at?	Are we on target	What happens next?	Scheme Status
Platform extensions at Tilbury	Network Rail	Lengthening of platforms to 12 car	Facilitate longer trains improving capacity along a congested line	To be updated following the meeting			
Barking to Gospel Oak – Gauge Clearance	Network Rail	Providing gauge clearance to W10	Facilitate the transport of 9'6" containers	To be updated following the meeting			

In addition the following list includes schemes to progress so that they are ready to be added to the programme. These are:

Significant Transport Schemes with funding up to March 2011	
Schemes Underway	Comments
A13 Passenger Transport Corridor Major Scheme	Scheme funded by SBC (£2m) to be completed by March 2009
A127/A1159 Priory Crescent/Cuckoo Corner LTP Major Scheme	Discussions continuing with DfT over scheme options and finalising funding package and modelling work
Approved schemes not yet underway	Comments
A130/A13 Saddlers Farm junction improvement.	The project has been included within Priority List 1A of the East of England advice to Government on transport Regional Funding Allocations. "Early Contractor Involvement" contract awarded in November 2007. Planning consent was granted for the scheme in February 2008. Order publication December 2008. Prepare for Public Inquiry May 2009.
CIF2 Scheme – A127 Progress Road Junction Improvement	To be completed March 2011 – This scheme will improve access to Southend by reducing congestion at the first junction on the A127 within the Borough. Improved access for public transport, walking and cycling will be included. The scheme directly supports employment opportunities at the Progress Road Industrial Estate and indirectly employment and housing targets in the wider Borough
A127/A13 Victoria Gateway Square	To be completed March 2011 – This scheme forms the first phase of the wider "Victorias" project supporting regeneration, housing and employment at the northern end of the High Street. Major intervention in terms of carriageway realignment and the creation of a "gateway square" as part of the TG "Parklands" initiative
EU Project – Interreg 4b - BAPTS supporting public transport improvements and marketing	This project will provide over €450k of match funding to support public transport investment, travel plans and the Victoria Gateway Scheme

Indicative List of Schemes from 2009/10 to 2015/16

Approved Schemes	Comments
South Essex Rapid Transit (SERT) – to develop a network of high quality bus routes that combine the reliability and frequency of the tram but with the flexibility and lower cost of the bus and associated infrastructure	This scheme was given an indicative allocation of £56m in 2006 as part of the Regional Funding Allocation process. It has recently been submitted for RFA2 prioritisation and a decision is awaited
A13 Passenger Transport Corridor – Borough Boundary to Castle Point	Located outside Borough of Southend - extension of corridor from Leigh to Basildon

The SERT (South Essex Rapid Transit System) project will build on the work commenced in improving passenger transport corridors. Feasibility work, initial corridor identification and transport modelling work has already commenced to take the scheme forward which will be essential in promoting more sustainable travel patterns in the sub-region. The project is being initially funded and developed by the Highway Authorities in TGSE (Essex, Southend and Thurrock) under the direction of the TGSE Transport Board. Currently, a public consultation on the proposals is planned for February/March 2009.

The extension of the Passenger Transport Corridor relates to the extension of the corridor outside the Borough from Leigh to Basildon and is a scheme being promoted by ECC.

Further transport improvements (in addition to those listed above) are vital in order to create the right support employment and housing. As part of the current refresh of the Regional Funding Allocation process the Council has submitted information supporting the case for improved access to London Southend Airport (as part of the Joint Area Action Plan), improved access to the east of the Borough, improvements to the A127 corridor and a scheme to support integrated transport improvements within the Town Centre and Seafront areas (consistent with the RSL Masterplan). A decision on schemes to be supported by the Region up to 2013/14 will be made in January 2009.

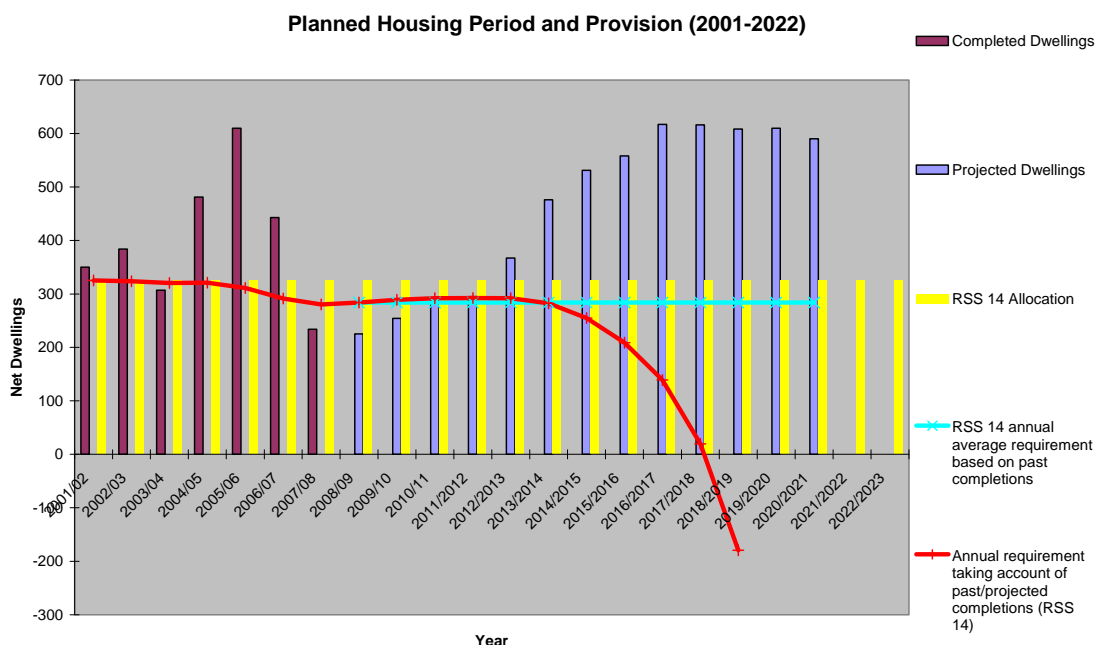
Housing

Core Indicator H1: Plan Period and Housing Targets

The minimum housing target for Southend on Sea is set out in the East of England Plan Policy H1 which allocates 6,500 new homes to the Borough for the period 2001 to 2021. This equates to a required annual average completion rate of 325 net additional dwelling units. The Southend on Sea Core Strategy DPD sets out the scale and distribution of this target within its Spatial Strategy for the regeneration and growth to 2021 (see Core Strategy DPD Policies KP1 and CP8). The Regional Housing Policy H1 identifies that to 2006 Southend had built 2,130 dwellings at an annual average rate of 430 leaving a minimum of 4,370 dwellings to be built by 2021. This equates to an annual average rate of 290. The regional Housing Policy also requires that Local Planning Authorities should plan for delivery of housing for at least 15 years from the date of adoption of their DPDs. In so doing they should assume that the average annual rate of provision after 2021 will be at the same rates for

2006-2021 or 2001-2021, which ever is the higher. This means for Southend that the 15 year period from adoption of the Core Strategy is 2007 - 2022. *Therefore the 15 year provision would be 14 years at 290 per annum and 1 year at 325 per annum (minimum to be provided) = 4,385.*

Figure 4.1



Core Indicator H2: Net Additional Dwellings – in previous years

Policy H1 of the East of England Plan identifies that to 2006 Southend had built new housing at a rate of 430 dwellings per annum (total of 2,130 rounded). This rate of completions continued during the period 2006-2007 with a total of 443 net additional dwelling being completed in the town. *The total completions therefore between 2001 and 2007 were 2,575 net additional dwellings.*

For information the detailed annual net dwelling completions for 2001 to 2007 are set out below.

Completions	Net Completions	Net dwelling stock increase ⁶
2001-2002	350	350
2002-2003	384	384
2003-2004	307	307
2004-2005	488	481
2005-2006	614	610
2006-2007	444	443
TOTAL	2,587	2,575
Annual Average		429

⁶ Net dwelling completions minus residential loss to non residential uses

Figure 4.2

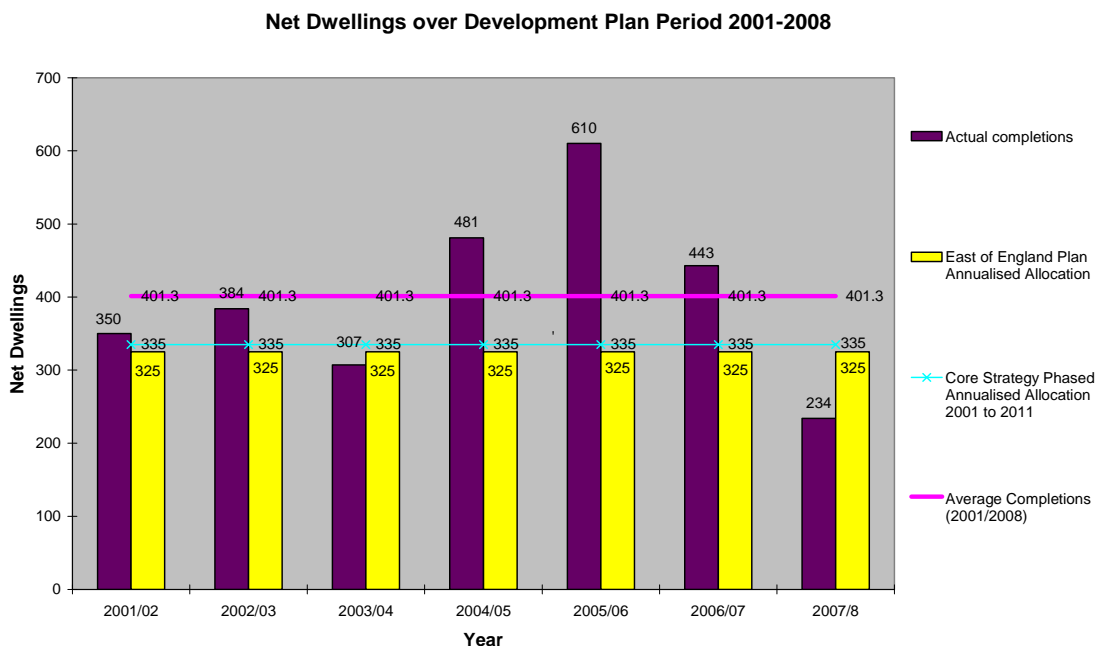


Figure 4.2 illustrates the ‘actual completions’ over the period from 1st April 2001 to 1st March 2008. The actual net completions are plotted against the ‘annualised allocation’ from the beginning of the East of England and Core Strategy plan periods (1st April 2001).

The chart reveals that for the period covered by the East of England Plan (RSS) and the Core Strategy, the specified allocations for individual years to date were either met or exceeded. The actual net completions for the period between 1st April 2001 and 31st March 2008 totalled 2,809 dwellings (an annual average of 401.3 dwellings). This figure equates to 534 more dwellings than the annualised allocation in the East of England Plan (2,275) and 464 more than the phased allocation in the Core Strategy (2,345).

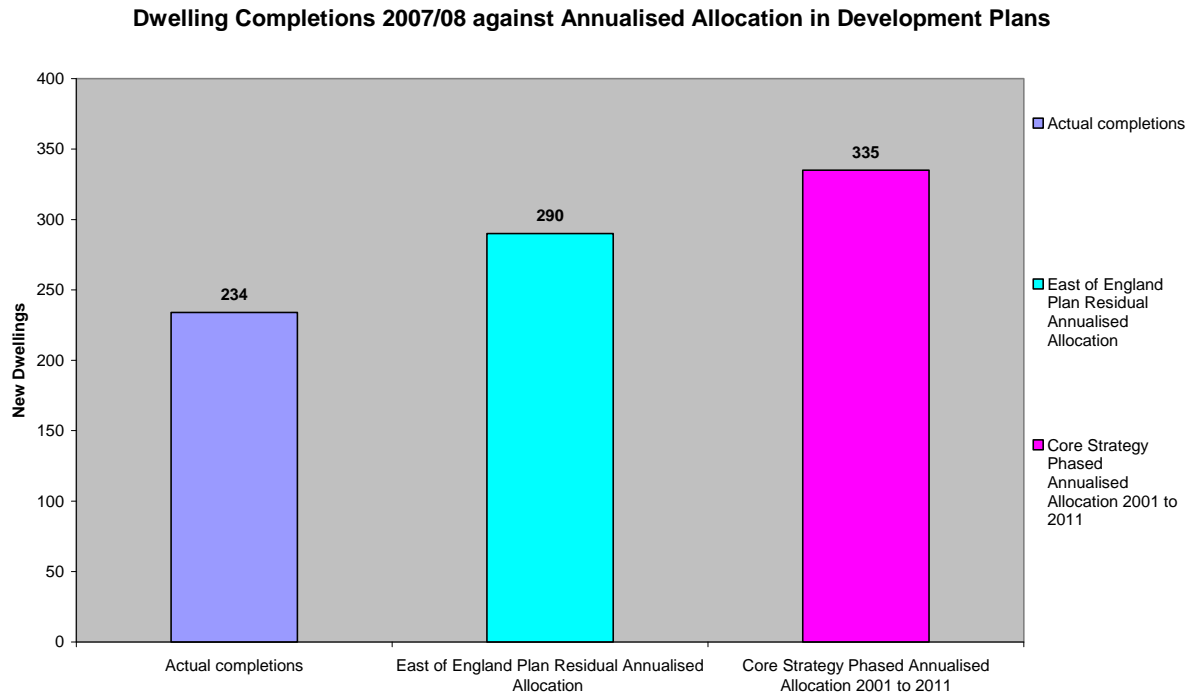
Core Indicator H2(b): Net additional – for the reporting year

Net dwelling completions for the period between April 2007 and March 2008 have fallen to 234 net (282 gross) additional units. It should be noted that the figure is not significantly lower than the residential development rate of 290pa required for the residual East of England Plan period (see figure 4.3). However, it is significantly lower than that projected in the 2006 AMR Housing Trajectory (596) which was based in part on past high development rates in the town and an expectation, in the buoyant economic climate that several large sites with planning permission would come forward in the short term.

This lower completion figure for the period 2007-08 reflects the national slow down in house building. Nevertheless, when taken together with the previous high delivery rates, Southend is still performing well against its housing targets with total completions between 2001 - 2008 of

2,809 dwellings. It is anticipated, however, that development rates will continue to be slow until economic circumstances change and the 2008 housing trajectory has been revised to reflect more realistic development assumptions over the next few years.

Figure 4.3



Core Indicator H2(c): Net Additional Dwellings – in future years

Figure 4.4

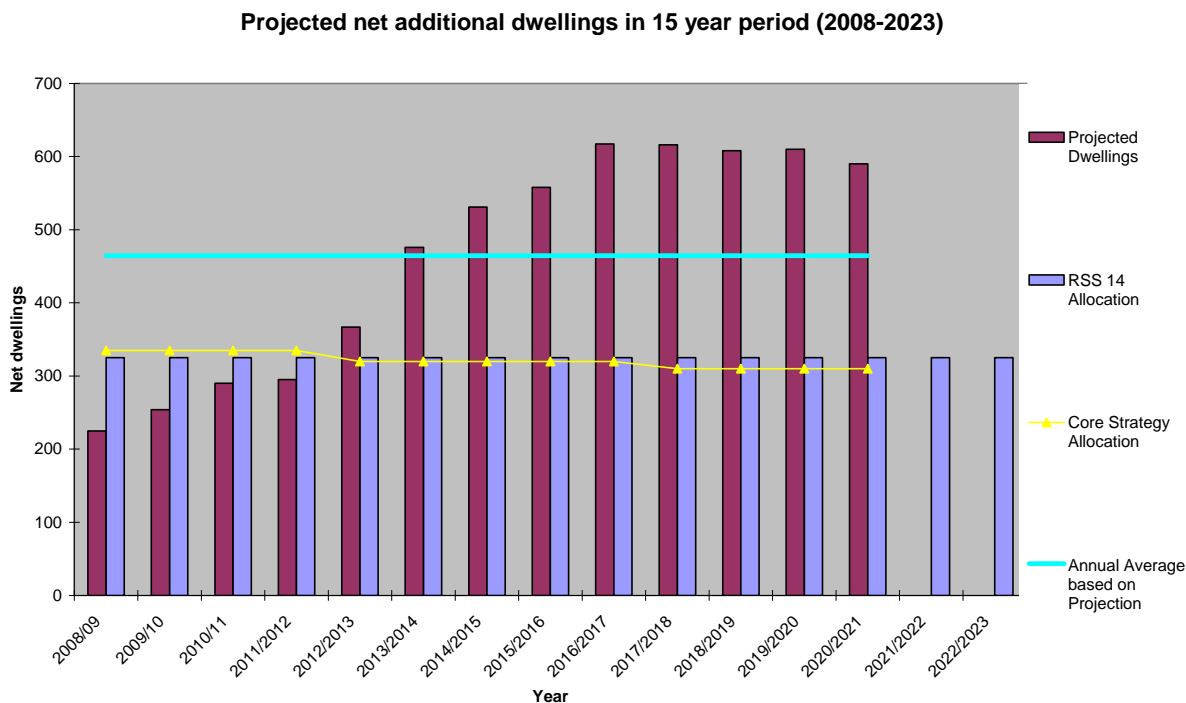


Figure 4.4 illustrates the net additional dwellings projected to be built between 1st April 2008 and 31st March 2021 *as a result of already identified capacity (2,213) and unidentified capacity*. These projected net additional dwellings have been determined by calculating the contribution of outstanding planning permissions, adopted Borough Local Plan allocations, expired permission sites and pending S106 agreements over the 15 year period, as well as windfall and urban capacity study sites. The chart reflects the present economic downturn and a subsequent reduction in projected dwelling completions over next two or three year period. It is expected that completions will rise to levels above the 5 year requirement using the Policy H1 residual annual development rate of 290 in 2010-11 and Core Strategy phased allocation (320) in 2012-13. It is also expected that the development rate will rise increasingly in the period between 2013 and 2020 owing to significant development and regeneration potential being realised in the town centre and Shoeburyness with the adoption of the Town Centre/Central Area and Shoeburyness Area Action Plans in combination with the work of Renaissance Southend Ltd.

Core Indicator H2(d): Managed Delivery Target

PPS3 ‘Housing’ requires that Local Planning Authorities should prepare housing trajectories and considers that these are an essential part of a housing implementation strategy in terms of managing delivery.

A trajectory is based on housing targets and the planned policy approach to housing delivery including past completion rates and identified 15 year land supply. The trajectory needs to show the net additional dwellings expected to come forward each year over the plan period.

Evidence of housing supply should demonstrate that it is based on sites that are suitable and available for housing and achievable within 5 years. For the remaining 15 years, the trajectory should be based on developable sites and (where appropriate) broad locations identified as part of the Core Strategy’s planned approach to housing.

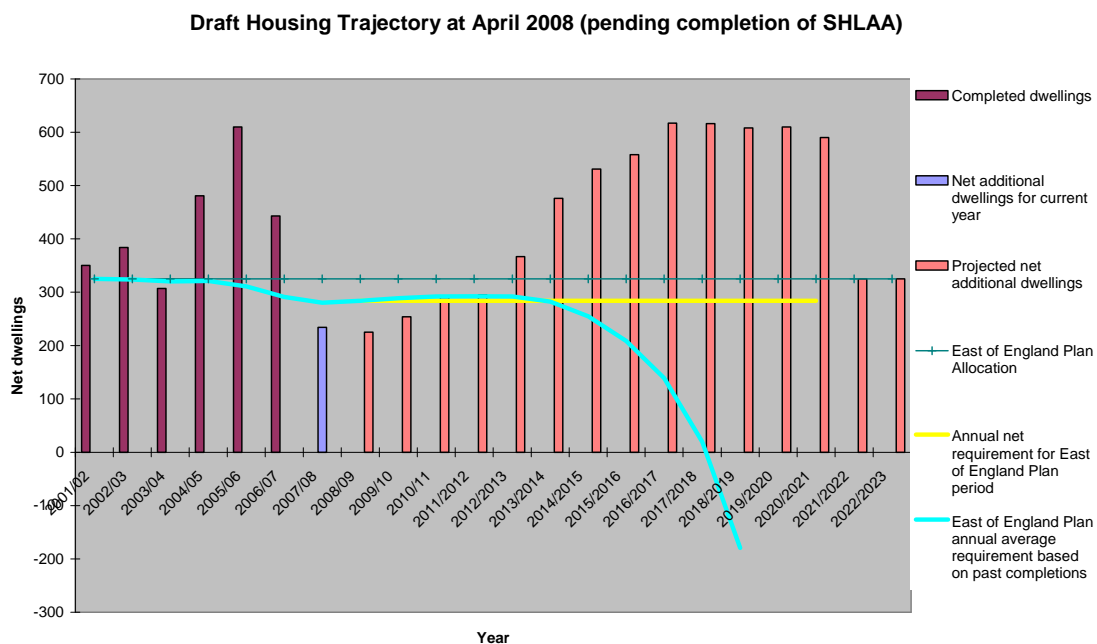
The following table compares actual completions against the annual planned delivery in the 2006 housing trajectory and compares it to a revised draft trajectory as at April 2008. It should be noted that the 2006 trajectory was the base information for the NI 154 targets set out in the Borough Council’s 2008-2011 Corporate Plan. These figures were based on a buoyant market and the expected delivery of several large development schemes in the short term.

	2007/8	2008/9	2009/10	2010/11
Corporate Priorities NI 158	596	535	436	325
Actual completions	234			
2008 draft revised trajectory		225	254	290

In addition, the 2008 trajectory estimates 295 and 365 dwelling completions for the years 2011-12 and 2012-13 respectively, making a planned 5 year supply of 1,429. This is only marginally lower than the 5 year requirement using the Policy H1 residual annual development rate of 290 (i.e. $290 \times 5 = 1,450$).

A revised draft housing trajectory has been prepared for this year’s AMR and is shown as Figure 4.5.

Figure 4.5



The most robust evidence base to inform this trajectory is an up to date Strategic Housing Land Availability Assessment (SHLAA). The Council has recently commissioned a SHLAA. An up-to-date SHLAA is also a requirement of PPS3 and the subject of Housing and Planning Delivery Grant Monitoring. The current Study is not expected to report its findings until February 2009 at which time an update to the Borough Council's AMR will be published and submitted to GO-East. The expected completions over the next 5 and 15 year period within the Housing Trajectory are therefore draft pending completion of the SHLAA.

In lieu of the SHLAA findings the following table provides draft information about the total identified sites for housing based on units with outstanding planning permissions and demonstrates a 5 year supply of housing, in line with PPS3.

Identified Sites available for housing purposes @ 1st April 2008

Outstanding commitments with planning permission	1,596
<i>Saved Borough Local Plan Allocations</i>	<i>73</i>
<i>Other identified sites</i>	<i>100</i>
Total outstanding commitments without planning permission	173
Total outstanding commitments	1,769

Adequacy of supply

Plan requirement 2001 - 2021	6,500
Net completions 2001 – 08	2,809
Minimum still to build 2008-21 (13 years)	3,691 (284pa)
5 year requirement (5x284)	1,420
Identified sites with planning permission	1,596
Surplus/Shortfall	+176

Core Indicator H3: New and Converted Dwellings – on previously developed land

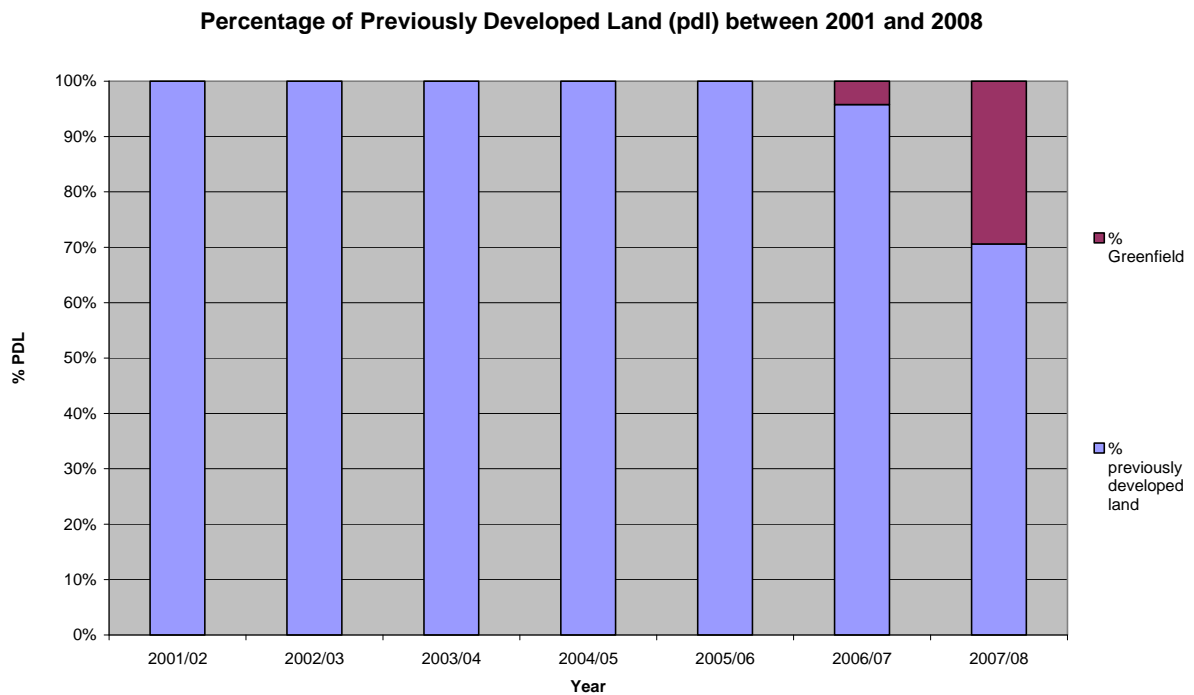
National and Regional Policy (East of England Plan Policy SS2) set a target for 60% of all development to be on previously developed land (pdl). The Core Strategy Policy CP8 requires the provision of not less than 80% of residential development on pdl. Performance against these targets is set out in the table below and in figure 4.6.

Previous monitoring years		Lifstan Way Development Scheme
2001-02	100%	
2002-03	100%	
2003-04	100%	
2004-05	100%	
2005-06	100%	
2006-07	95.79%	20 units completed
Current monitoring year		
2007-08	70.59%	70 units completed

Southend continues to perform well against national and regional pdl targets. However the last year has seen development on pdl fall below the Core Strategy requirement. The reduced percentage in the last two years is solely as a result of one scheme at Lifstan Way (old

Municipal College playing fields) for a total of 145 units. To date 125 units have been completed. There remain 55 to be built which will also impact on next years results.

Figure 4.6



Core Indicator H4: New Additional Pitches (Gypsy and Traveller)

There were no new additional gypsy and traveller sites provided in the present monitoring year.

Figure 4.7

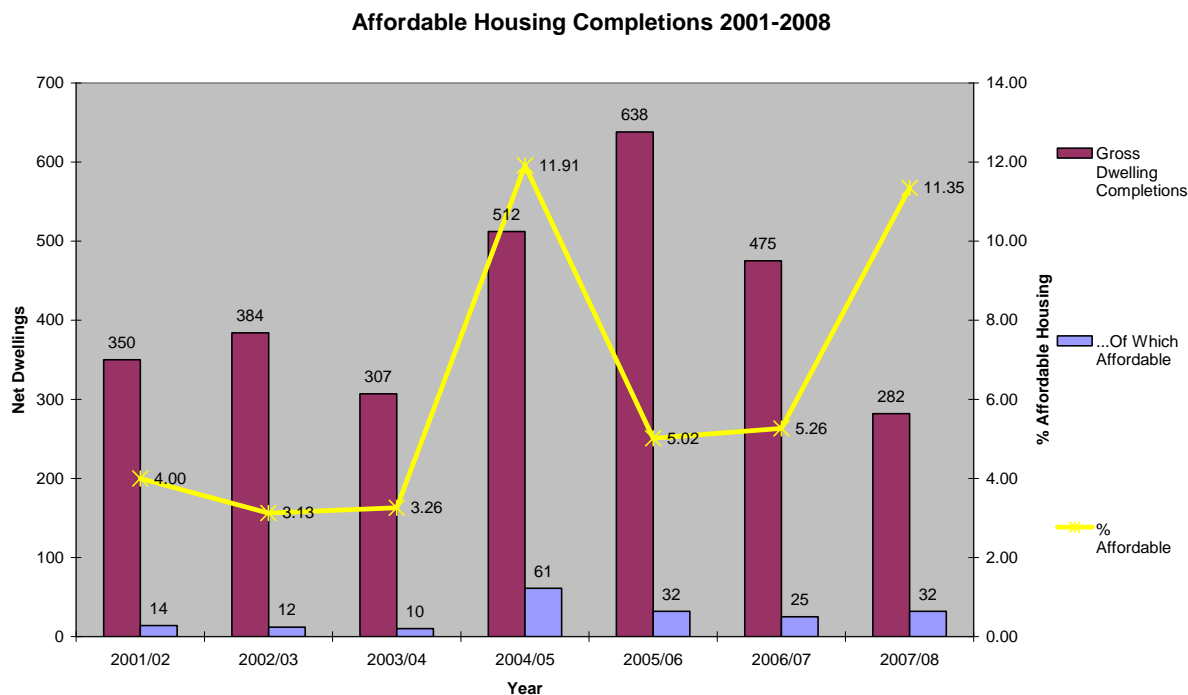


Figure 4.7 illustrates the number and percentage of affordable housing completions compared to the overall net dwelling completions over a seven year period between 1st April 2001 and 31st March 2008. The provision of affordable housing in Southend is becoming a key issue owing to an increasing polarisation between household income and house prices.

The chart reveals that affordable housing completions have been low compared to the amount of development which has taken place over this period. Over the seven years the amount of affordable housing has been consistently below the target levels in emerging regional and local plans. The amount of affordable housing has increased slightly in the most recent year to 11.35%.

In the monitoring years prior to 2007-2008, requirements for affordable housing in Southend were based on 20% of qualifying sites of 25 units or more. During that period, as now, most of the town’s housing development was delivered on sites of less than 25 units on which there were no policy requirement to provide an affordable element. This accounts for the low affordable housing figures in figure 4.7.

At a regional level Policy H2 requires that delivery of affordable housing should be monitored against the target of 35% of housing coming forward through planning permissions granted.

However since December 2007 Southend will now deliver affordable homes in accordance with policy in the adopted Core Strategy DPD. This takes into account viability issues and the

sizes and types of site likely to come forward through the plan period and reflects a 30% affordable element on sites over 50 units and 20% on sites between 10 and 49 units. This policy approach was accepted by the Inspector at the Examination in Public on the basis that there were regeneration priorities in the town for the short to medium term and that we had demonstrated that housing needs could and would be met in other ways. The inspector therefore also recognised that a higher affordable housing provision in the town (to meet RSS aspirations) would need to be enhanced by the provision of affordable homes using more innovative means as set out in the Council's Housing Strategy – such as bringing forward the redevelopment of garage sites, RSL buying up empty homes etc.

It is anticipated that policies in the Core Strategy and related development documents will help to redress the East of England deficiency. In addition, the Council has also secured financial contributions from residential developments towards off-site affordable housing provision totalling £415,000 between 2001 and 2006. At present, it is not known how many such off-site affordable housing units this has or will secure. Furthermore the Council has investigated other methods of securing more affordable housing through means other than Section 106 agreement. This is being addressed through the Housing Department.

The Government's Core Output Indicator for the provision of affordable housing also includes provision by other means such as those units acquired by Registered Social Landlords etc. Monitoring of this source of provision will be reported in next year's AMR.

Core Indicator H6: Housing Quality – building for life assessments

This is a new Government Core Output Indicator and as yet the monitoring systems are not in place. It is intended to commence reporting on the indicator in next year's AMR. The indicator is defined as the number and proportion of total new build completions on housing sites reaching very good, good, average and poor ratings against the Building for Life criteria⁷.

The Building for Life criteria is a government-endorsed assessment benchmark developed by CABE. The assessment has been designed to ensure that it meets the criteria described for housing quality in PPS3. Each housing development (scheme) is awarded a score out of 20, based on the proportion of CABE Building for Life questions that are answered positively. The scores are categorised as very good (16 or more positive answers out of 20), good (14 or more positive answers out of 20), average (10 or more positive answers out of 20) or poor (less than 10 questions answered positively).

⁷ A housing site should only be included where it involves at least 10 new dwellings that have been completed (available for use). This should include phases of large developments where they meet the same requirements and are to be counted within the same reporting year as net additional completions

Indicator LH1: Spatial Distribution of Dwelling Completions (Core Strategy DPD Policy CP8) as at 1st April 2008

Figure 4.8 Distribution of Dwelling Provision – Core Strategy DPD

All Borough (Net)

Total Required 2001-2021	2001-2008 Phased Total	2001-2008 Completions	Ahead or Behind 2008 Phased Total	Outstanding at 2008	Residual Amount to be Found by 2021
6500	2345	2809	464	1596	2095

Intensification (Net)

Total Required 2001-2021	2001-2008 Phased Total	2001-2008 Completions	Ahead or Behind 2008 Phased Total	Outstanding at 2008	Residual Amount to be Found by 2021
2550	875	1341	466	471	738

Town Centre (Net)

Total Required 2001-2021	2001-2008 Phased Total	2001-2008 Completions	Ahead or Behind 2008 Phased Total	Outstanding at 2008	Residual Amount to be Found by 2021
2000	700	719	19	585	696

Seafront (Net)

Total Required 2001-2021	2001-2008 Phased Total	2001-2008 Completions	Ahead or Behind 2008 Phased Total	Outstanding at 2008	Residual Amount to be Found by 2021
550	315	334	19	184	32

Shoeburyness (Net)

Total Required 2001-2021	2001-2008 Phased Total	2001-2008 Completions	Ahead or Behind 2008 Phased Total	Outstanding at 2008	Residual Amount to be Found by 2021
1400	455	419	-36	356	625

Figure 4.8 demonstrates the broad spatial locations of future housing growth to 2021, the delivery of housing completions between 2001 and 2008 in these locations and the residual requirement to be found to meet the target in the East of England Plan and adopted Southend Core Strategy by 2021.

Clearly much of the Council's housing provision is being met through renewal and intensification across the Borough which was expected and as such included within the Core Strategy spatial distribution of housing growth (Policy CP8). The Spatial Strategy also envisaged that this would and should diminish over time as more rigorous Development Management Policies are adopted to discourage inappropriate intensification and Area Action Plans are adopted to assist the regeneration and growth of the Town Centre/Central Area, Seafront and Shoeburyness.

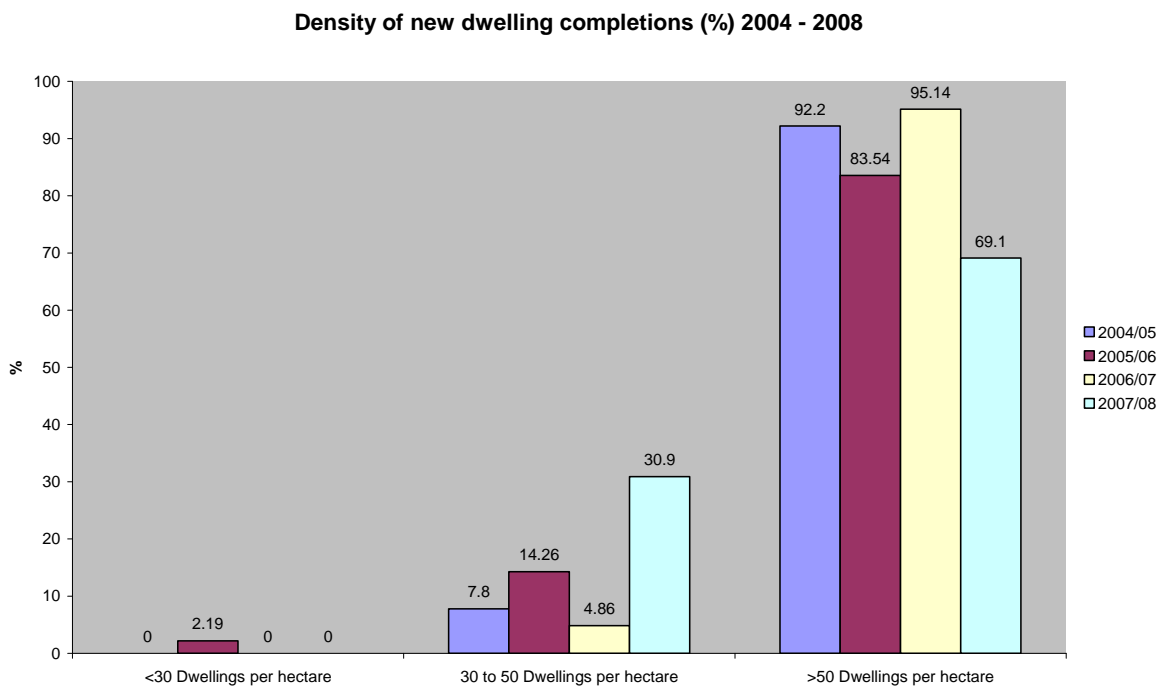
The table reveals that overall the requirement has been exceeded in Southend by 464 dwellings. A similar scenario has occurred in all the broad locations apart from Shoeburyness which has delivered 36 dwellings below its quota. Delivery of regeneration along the Seafront has been successful over the last few years. The planned provision for the Town Centre and Shoeburyness was always expected to be delivered later in the plan period due to the more complex nature of land ownership and investment requirements.

Indicator LH2: Density of New Dwelling Completions

Figure 4.9 illustrates the density levels of dwelling completions between 1st April 2004 and 31st March 2008. In recent policy and guidance, such as PPS 3, the government has expressed a need for new development to be built at higher densities and has set a national minimum indicative target of 30 dwellings per hectare. Development density has been expressed in terms of average dwellings per hectare of 'net developable land' and the percentage of dwellings falling into three bands; these being '<30 dwellings per hectare', '30-50 dwellings per hectare' and '>50 dwellings per hectare'. The developments included are those comprising 10 dwellings and above and where the site area is easily identifiable.

The chart reveals that for Southend nearly 70% of dwellings were built at a density of over 50 dwellings per hectare. Achieving this level of density in Southend far exceeds the level encouraged by government. This outcome reflects the aspirations of emerging local and sub-regional planning policies which aim to regenerate and develop urban areas close to transport hubs to create more sustainable communities.

Figure 4.9



Indicator LH3: Size and Type of Dwelling Completions

Of the 282 gross dwelling completions 116 (41%) were houses and 166 (59%) were flats. Previous housing development mix by type is shown below and in figure 4.10.

Gross Completions	Flats	Houses	Total
2002-2003	292 (72%)	112 (28%)	404
2003-2004	226 (67%)	111 (33%)	337
2004-2005	363 (71%)	140 (29%)	503
2005-2006	524 (82%)	114 (18%)	638
2006-2007	393 (83%)	82 (17%)	475
2007-2008	166 (59%)	116 (41%)	282
Total	1,672 (75%)	563 (25%)	2,235

The average split in new dwellings between houses and flats over the last 5 years is 25% / 75% respectively. In the last monitoring year however there has been a notable shift with over 40% of completions being houses. This has been the result of the completions on a major housing scheme at Lifestans Way.

Figure 4.10

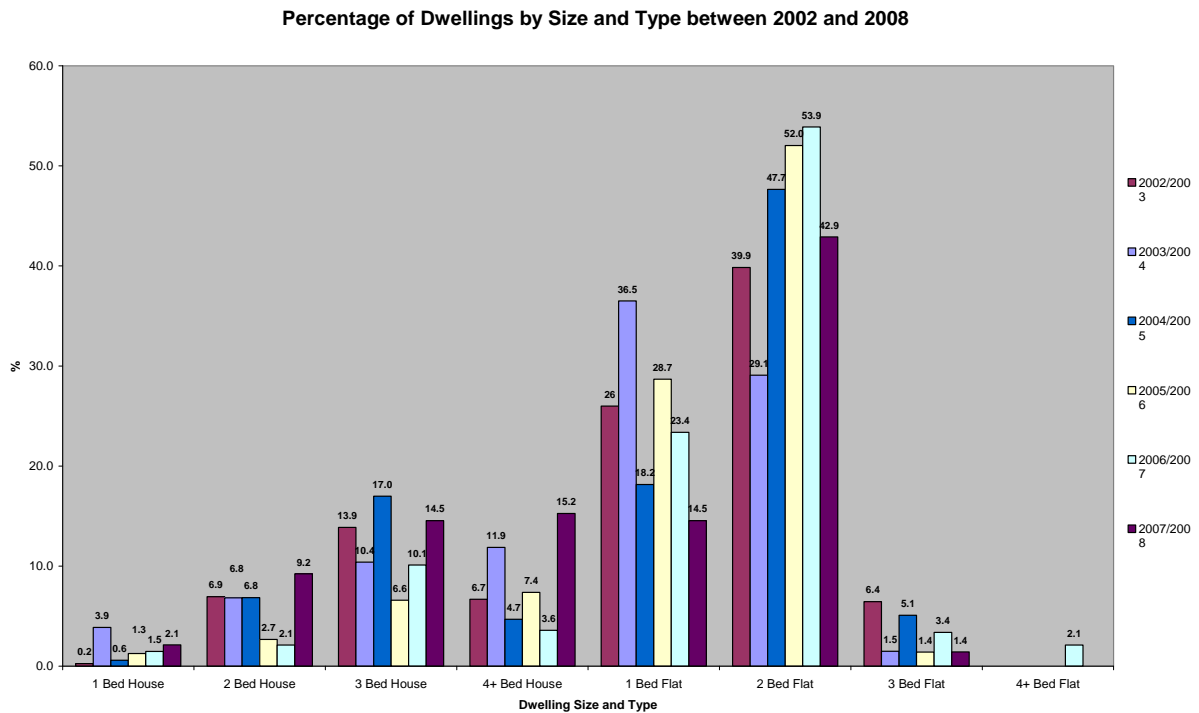


Indicator LH4: Dwellings Completions by Type and number of bedrooms

Figure 4.11 illustrates the size and type of dwellings completed between 1st April 2002 and 31st March 2008. It is important that a range of properties of different sizes and types are

provided in order to meet a variety of housing needs and requirements. A mix of dwelling types and sizes will help contribute towards more socially balanced localities and sustainable communities, although provision of a higher number of smaller dwellings may contribute to improved affordability.

Figure 4.11



The chart reveals that a consistently high proportion of one and two bedroom flats have been constructed during this six year period. This year a higher proportion of two, three and four bedroom houses have been built. This has been the result of the completions on a major housing scheme at Lifestans Way

In terms of size of dwellings, completions between 2007 and 2008 were as follows, 47 (17%) were one bedroom, 147 (52%) were 2 bedroom, 45 (16%) were 3 bedroom and 43 (15%) were 4 bedroom or more.

Indicator LH5: Residential Development Completion by Ward between 2001 and 2008

Figure 4.12

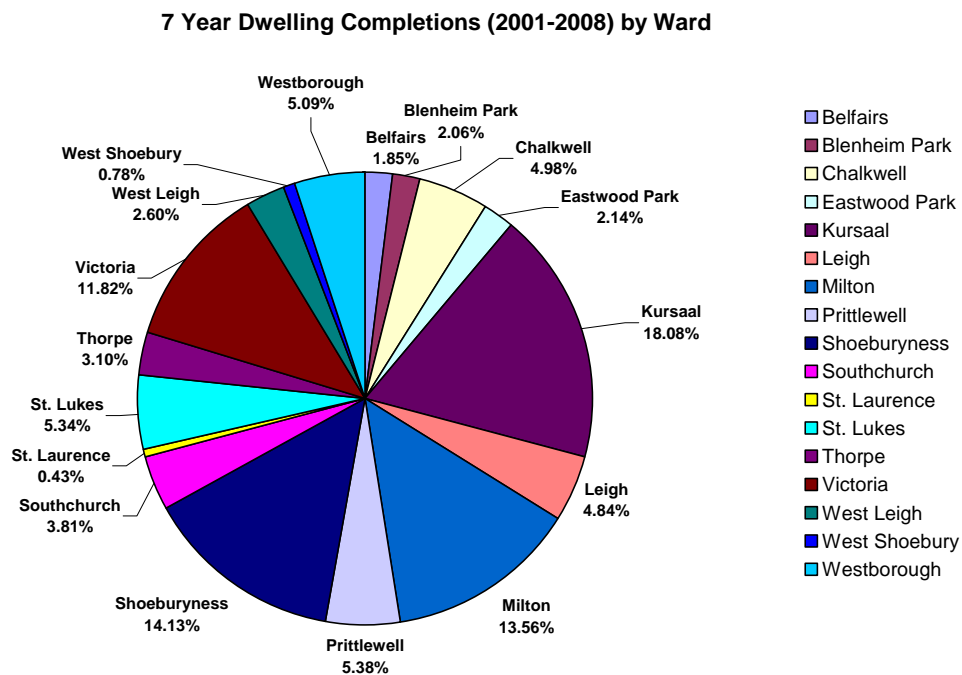


Figure 4.12 illustrates the percentage of dwelling completions by ward between 1st April 2001 and 31st March 2008. In this period a total of 2,809 net additional dwellings have been completed. The chart reveals that Kursaal, Shoeburyness, Milton and Victoria wards comprise just under 58% of completed development, making up 18.08%, 14.13% 13.56% and 11.82% of dwellings built respectively. This indicates that a large proportion of housing is being focused in the Town Centre and Shoeburyness in line with the Core Strategy DPD spatial strategy.

This year Southchurch has made up over 30% of development in Southend. This significant increase is owing to the major development taking place on Liftstan Way. Overall the geographical distribution of development in part may be considered to be reflective of the aspirations and objectives of emerging planning policies to direct development towards existing urban centres and regeneration areas to aid the creation of sustainable communities.

Indicator LH6: Residential Development completed by ward on a yearly basis since 2001

Figure 4.13

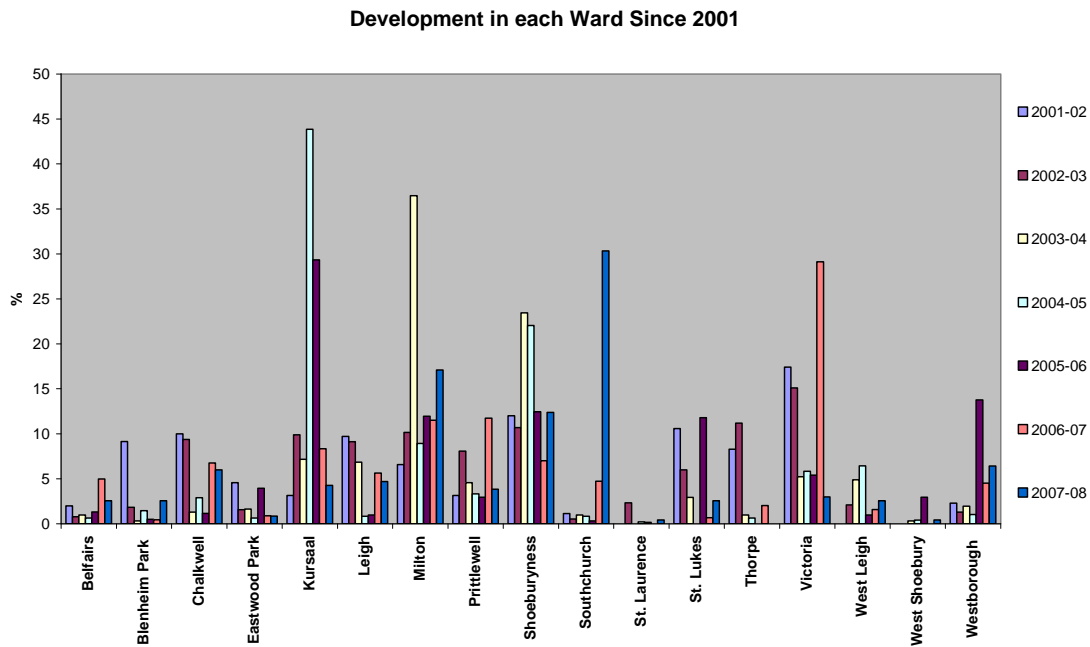


Figure 4.13 shows the residential development completed in each ward in Southend by year since 1st April 2001 in percentage terms. The chart demonstrates that a significant percentage of development has occurred in the wards of Kursaal, Milton, Shoeburyness and Victoria. However in the most recent monitoring year the higher proportion of development has occurred in Southchurch ward (30.34%), followed by Milton (17.09%) and Shoeburyness (12.39%). Traditionally Kursaal and Victoria wards have delivered a high percentage of development but this year has only contributed 4.27% and 2.99% respectively.

Indicator LH7: Type of Residential Development Completed by Ward between 2001 and 2008

Figure 4.14

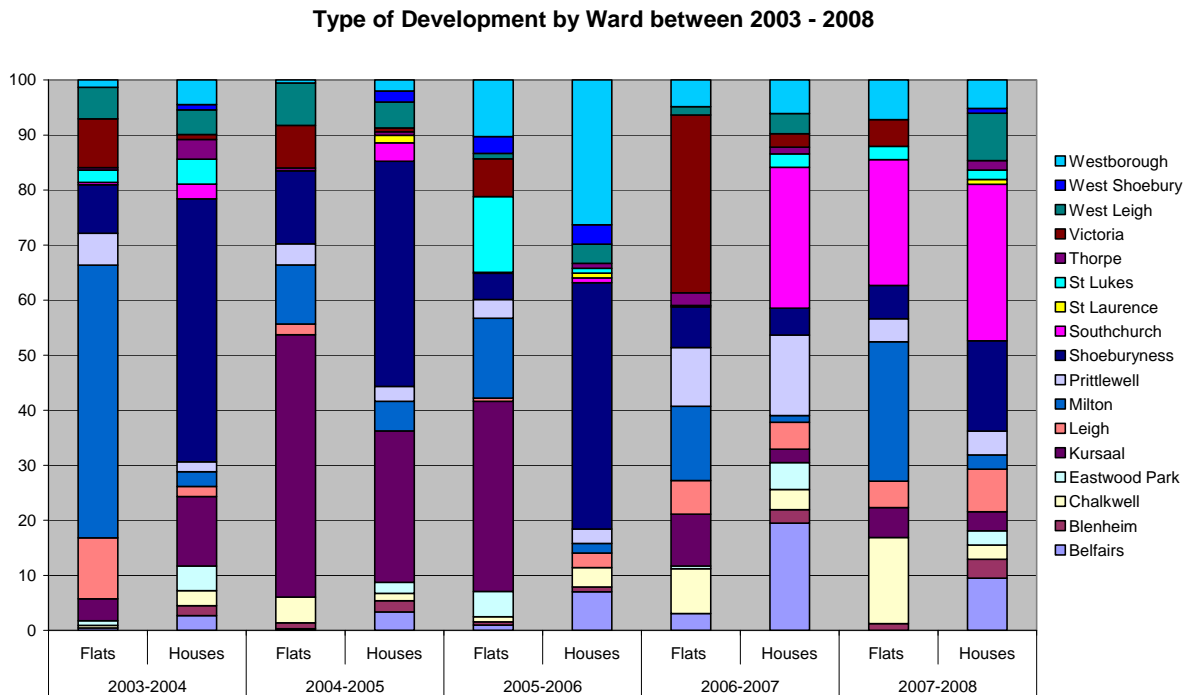


Figure 4.14 shows the number of flats and houses built in each of the 17 wards in Southend during each monitoring year since 2003. The chart reveals that the greatest number of flats built in each year has been in the wards of Milton (2003-2004), Kursaal (2004-2005), Kursaal once more (2005-2006), Victoria (2006-2007) and Milton (2007-2008). The greatest number of houses built in one ward between 2003 and 2006 has consistently been in Shoeburyness. This is due in part to the level of development at the Shoebury Garrison Site. However in last two years (2006-2007 and 2007-2008) the contribution from Shoeburyness has been overtaken by Southchurch, mainly owing to a large residential development at Liftstan's Way.

Over the five year period, over 62% of flats have been built in Kursaal, Milton, Victoria and Shoeburyness wards with 20.20%, 22.72%, 12.11% and 8.05% respectively. Chalkwell (5.98%), Leigh (4.90%), Prittlewell (5.59%), Southchurch (4.70%), St Lukes (3.72%), West Leigh (3.19%) and Westborough (4.85%) making up nearly 33% of flatted development with the remaining wards delivering more or less 1% each apart from St Lawrence which has deliver no development of this type.

In terms of housing the most over the five year period has been delivered in Shoeburyness (30.94%), mostly owing to the Garrison site. This is followed by Southchurch (12.20%) with the major greenfield development at Liftstan Way. Higher levels of housing development have

also occurred in the wards of Belfairs (8.41%), Kursaal (9.20%) and Westborough (8.82%), the later two having major developments at the former gasworks site and a former timber yard in previous years. The remaining wards have had around 5% and less of their development being housing over the timeframe specified.

Environmental Quality

Core Indicator E1: Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds

The Council's records and knowledge on this matter (which remain informal at the present time) indicate that no planning permissions were granted during the monitoring year contrary to the advice of the Environment Agency on either flood defence grounds or water quality. This position is reinforced by Environment Agency data for 2006/07, which indicates that the number of planning permissions granted in Southend during that year contrary to the advice of the Agency was nil (High Level Target 5, Development and Flood Risk 2005/06, Environment Agency, November 2006). Of the applications to EA objected to on flood risk grounds during the same year, none were approved contrary to that objection. In 3 cases the objection was withdrawn.

The Thames Gateway South Essex Strategic Flood Risk Assessment (SFRA) final reports became available during November 2006. With the assistance of the Environment Agency, the local planning authority partners in TGSE have since commission a refresh to the SFRA to take into account PPS25 and new Climate Change data. As part of this refresh the partners have requested the Consultants carry out a scoping study to inform further work on Water Cycle issues in the sub-region. The SFRA and Water Cycle Studies may provide additional indicators with regard to this topic for inclusion in future SAMRs. On the basis of this, it is intended that a more formal recording and monitoring procedure relating to this matter should be developed in 2008/09.

Core Indicator E2: Changes in areas of Biodiversity importance.

The Council's records and knowledge indicate that there was no change in priority species (by type), or in areas designated for their intrinsic environmental value, in the monitoring year 2007/08. Specifically, there is a 'nil' return in relation to:

- changes to the numbers of priority species types, and
- changes in the hectarage of areas designated for their intrinsic environmental significance or value at international, national, regional, sub-regional or local level.

At the present time, the Council's monitoring regime on this matter is relatively limited and informal, with information for most of the priority species and habitats identified in the adopted Southend Biodiversity Action Plan not collected or recorded on a regular basis. In the light of anticipated changes, up-to-date baseline figures for each priority species and habitat, together with a more formal monitoring template and procedure, are required, possibly including the commissioning of a new survey of the Borough involving local biodiversity groups and the regional and local Biological Records Centres.

During 2008 the Council has entered in to a partnership agreement with Essex Wildlife Trust to deliver its Green Infrastructure Projects over the next five years. In addition to this the Council is working with the trust to on ways in which they will be able to assist on reporting on NI197 in future years.

Core Indicator E3: Renewable energy generation

The Borough of Southend-on-Sea is an already densely developed urban area with tightly drawn boundaries, and with an extensive foreshore which is of international, national and local significance for biodiversity. There is therefore little or no opportunity within the Borough for commercial scale electricity generation capacity from any source within its boundaries. No renewable energy megawatt capacity was installed during the monitoring year, and this situation is not expected to change in the short to medium term.

Clearly, however, regeneration and growth provide the opportunity, indeed the requirement, to promote the use of renewable energy sources in relation to new development in the town. The Council has therefore included appropriate policy wording requiring this in its Core Strategy Development Plan Document. 'Policy KP1 Development Principles' requires all development to

“include appropriate measures in design, layout, operation and materials to achieve:

- a. a reduction in the use of resources, including the use of renewable and recycled resources. All development proposals should demonstrate how they will maximise the use of renewable and recycled energy, water and other resources. This applies during both construction and the subsequent operation of the development. At least 10% of the energy needs of new development should come from on-site renewable options (and/or decentralised renewable or low carbon energy sources), such as those set out in SPD 1 Design and Townscape Guide, wherever feasible. How the development will provide for the collection of re-usable and recyclable waste will also be a consideration”.

Monitoring systems are being put in place to collect data on how well this policy is being implemented. The Borough Council will be developing this in more detail through its development management policies to address national and local sustainable development objectives including the need for all homes to be zero carbon by 2013.

Open Space

Planning Policy Guidance 17 (PPG17) provides advice for local authorities regarding provision and enhancement of parks and open spaces, as accessible green space has a central role to play in securing successful and sustainable economic and social regeneration. The government wants to see the Thames Gateway become a world class model of sustainable development, with the living landscape at its heart. Because of this, the Thames Gateway has implemented a “Greening the Gateway” strategy. The main objective is to establish a functional green infrastructure to provide a sense of place, environmental protection and to enhance the quality of life for communities within the Gateway.

At the local level there are various strategies and policies that have regard to open space such as the draft green space strategy which formulates a holistic vision for all green spaces, their use and how future demands and pressures can be met. The adopted development plan (comprising the adopted Core Strategy and saved policies in the Borough Local Plan) contains firm policies for the safeguarding of all greenspace, and for securing additional such space, in the Borough. This is a major consideration in such a densely developed urban area as Southend.

In 2003/04, the Council carried out an audit and needs assessment of recreational open space and sports facilities in the Borough (a 'PPG17' study). The report indicated no clear evidence of any quantitative deficiency in provision of parks and open spaces in relation to the existing population, although current levels should be regarded as an absolute minimum, but it did demonstrate that there is a need for additional facilities to serve the proposed additional housing development.

Policy CP4 "the environment and urban renaissance" in the Core Strategy seeks to achieve protection and enhancement of the town's parks, gardens and other urban open spaces and makes reference to the creation of a 'green grid' in accordance with sub regional objectives. In the light of these adopted policy considerations, there is a need to develop a local indicator and associated monitoring framework with regard to the safeguarding of existing and the development of additional greenspace facilities in the Borough.

An independent MORI poll undertaken in 2003 recorded a satisfaction rating of 84% for open spaces by local residents.

Indicator LE1: Amount of eligible open spaces managed to Green Flag Award standard

Southend covers an area of 4163 hectares and over 500 hectares is considered to be open space. The amounts of designated open spaces in the Borough are as follows:

Table 4.13 Amount of Open Spaces

Open space type	Total Area (Hectares)
Parks (District, Local & Neighbourhood)	303.91
Amenity Open Space	17.36
Sports Grounds	103.01
Closed Churchyards	1.78
Allotments & Community Gardens	27.82
playgrounds	6.55
Nature and conservation areas	109.02
Woodlands	2.87
Total	572.32

The Council aims to maintain all green spaces in the most sustainable way possible, and to manage all parks and amenity open spaces to green flag award standards. However, in 2006, only 2 parks have been awarded green flag status, as follows:

Table 4.14 Parks Awarded Green Flag Status, 2008

Park Name	Classification	Area
Priory Park	Local	18
Shoebury Park	Local	7.9
Southchurch	Local	12.5
Chalkwell Park	Local	10.5
Belfairs Park	Local	123
Total		171.9

Minerals

The Borough of Southend contains no aggregate deposits, no secondary/recycled aggregate production capacity, nor any aggregate importation facilities. Production of primary land won, secondary/recycled or marine dredged aggregates was therefore nil in the monitoring year, and is likely to remain so for the long-term future. The Borough Council is, however, including policies within its Local Development Framework which promote and facilitate the provision and use of secondary and recycled minerals.

The only mineral that does occur is the specialist mineral brickearth, previously used in the manufacture of local stock bricks at the neighbouring Star Lane brickworks. However, no brickearth has been extracted for many years, and in August 2005, the owner/operator of the brickworks advised that the deposits are no longer commercially viable, that brick manufacture at the works had ceased, and following sale of the remaining stocks of bricks being stored on site, the works would be closed completely. They also confirmed that they knew of no other facility for which these deposits could provide a feedstock, and that they could not foresee any change to this situation in the future.

Mineral production and safeguarding is therefore no longer an issue in the Borough, and the Council has reviewed and revised its previous safeguarding policy in the preparation of its Core Strategy Development Plan Document.

Waste

Core Indicator W1: Capacity of new waste management facilities by waste planning authority

The Council is the Waste Planning Authority for the Borough. During the monitoring year 2007/08, no new waste management facility capacity received planning permission or became operable in addition to those reported in the previous monitoring statement. In November 2008 Southend and Essex County Council re-submitted a Outline Business Case to Defra for developing a network of new and sustainable waste management facilities centred on two major waste management facilities, encompassing a range of treatment processes, to be developed at sites in Basildon and Braintree Districts in accordance with the site specific adopted Essex and Southend Waste Local Plan (Preferred Locations for Waste Management Site WM5).

Core Indicator W2: Amount of municipal waste arising, and managed by management type by waste planning authority (2006/07 figures in brackets).

Table 4.15 - Waste Management

Management Type	Amount Managed (Tonnes)	Percentage Managed
Total municipal waste arising,	80,869 (87,907)	100 (100)
Of which:		
Amount sent to landfill	53,638 (60,166)	66 (72)
Amount incinerated	22 (15)	0.02 (0.02)
Total amount diverted,	27,232 (23,357)	34 (28)
Of which:		
Amount recycled	19,245 (15,454)	24 (19)
Amount composted	7,987 (7,902)	10 (9)

A diversion rate of 34% away from landfill (compared to 25% for 2005/06 and 28% for 2006/07) represents an improving rate of progress towards more sustainable waste management. Much clearly remains to be done in both the short and long term if national and local targets are to be achieved and maintained for the future, particularly in the face of planned regeneration and growth in the Borough. Year on year comparative data will be incorporated into future SAMRs, in order to monitor more explicitly progress up the waste hierarchy and towards a more sustainable pattern of waste management.

Gypsies and Travellers

During the monitoring year 2007-08, there were no authorised public or private sites in the Borough, nor any changes in this position. The biennial counts have consistently recorded a 'nil' response for the Borough for many years, including the two counts in July 2005 and January 2006, together with the further count in July 2006 and January 2008.

In consequence, there were deemed to be no authorised or unauthorised gypsy and traveller sites or encampments in the Borough during the monitoring year. In addition, there have been no planning applications submitted for new public or private sites, nor any outstanding unimplemented permissions in recent years. This has remained the position up until the time of preparing this SAMR. Until this point in time, therefore, and for the relevant monitoring year, there is considered to be no indication of unmet need in the Borough.

East of England Plan was prepared prior to the publication of Government guidance on Gypsy and Traveller provision and therefore did not address the issues therein. As such East of England Regional Assembly is carrying out a Single Issue Review of the East of England Plan to specifically cover Gypsy and Traveller provision across the Region. Initially EERA commissioned consultants to examine and to advise on the future pitch requirements across region. This research identified a total need for 186 pitches (+ unauthorised pitches) in Essex to 2011 this was much higher than that identified in Essex-wide study (28 pitches + unauthorised).

Since then EPOA (Essex Planning Officers Association) have commissioned Fordham Associates to try to resolve the wide ranging difference between the forecast of future need between the Essex-wide study and the EERA Study. Fordham's concluded that an adjustment of the provision to 105 additional pitches to 2011 (+ unauthorised sites), a midway point between the two studies, would reflect better the need.

EERA issued the draft Policy H4 consultation in February 2008. The draft policy proposes for Southend a requirement for 15 pitches by 2011 from a baseline of 2006 of zero pitches. The policy also states an annual 3% increase in the level of overall provision (to be calculated from the overall planned provision in 2011). This would result in Southend delivering 20 pitches (an additional 5 between 2011 and 2021) by 2021, if the draft policy was to be adopted as proposed.

Most recently Southend and Essex have opted to jointly commission a study which aim to produce a new Gypsy and Traveller Accommodation Assessment (GTAA) for Essex (county) to challenge the proposed regional figure (policy H4) and the rationale behind it at the examination in public of the Single Issue Review.

In the light of this, the Council will operate policies of the Development Plan DPD, to any proposal coming forward in the short term for Gypsy and Traveller accommodation, pending findings of the further Essex-wide assessment work, the most recent counts, and the outcome of the RSS review. Revised proposals will then be brought forward in the Development Management DPD and Site Allocations' DPD as per the new LDS.

Section 5: Managing Regeneration and Growth: Delivering Sustainable Development

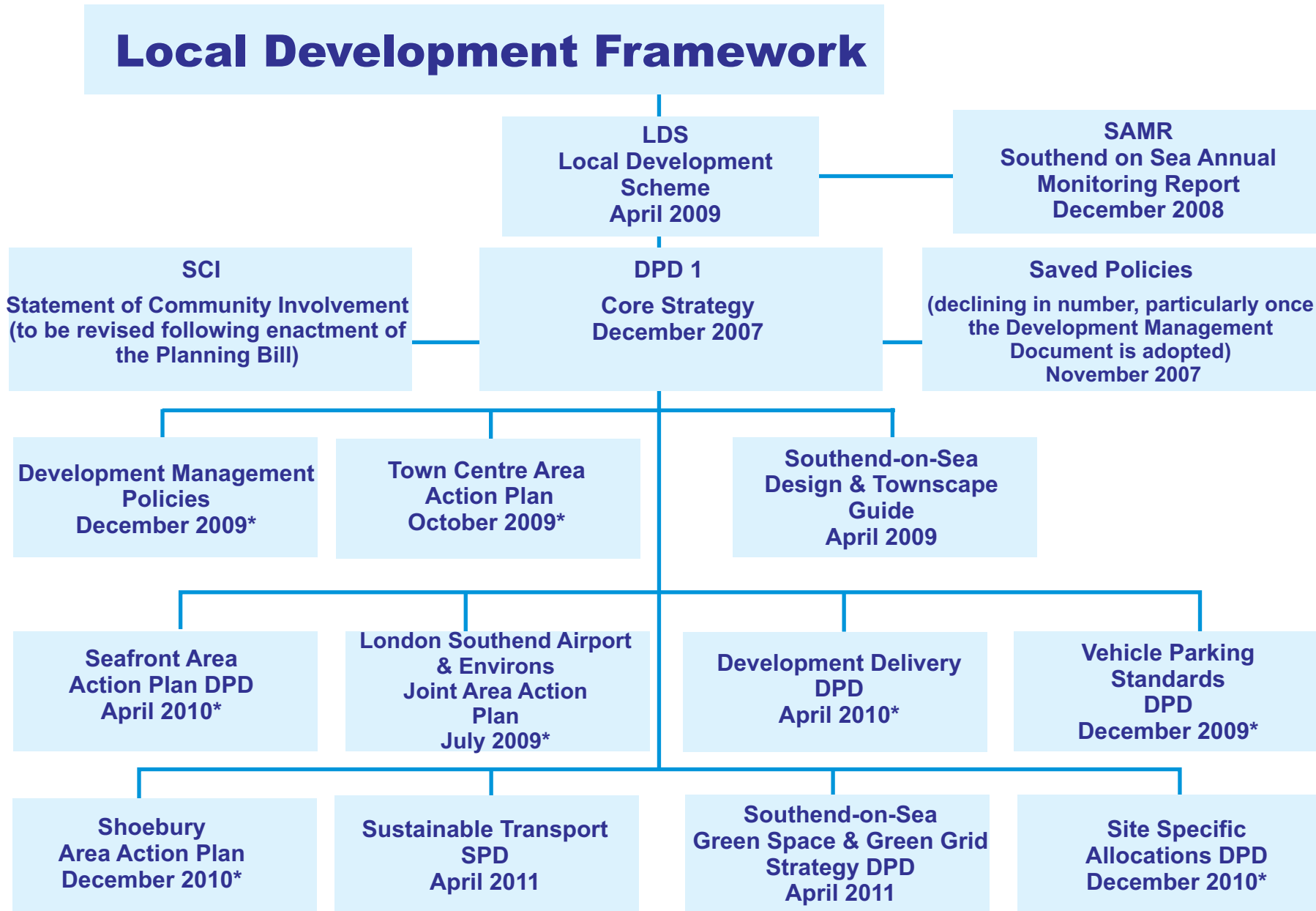
Is a review of the Local Development Scheme needed?

The Table 3.1 shows that there has been limited progress against the 2006 milestones, apart from the successful adoption of the Core Strategy DPD. This has been due to the need to carry out additional research to provide a robust evidence base before other Development Plan Documents can be taken forward. In addition, significant changes have been made to the LDF process since its inception and the Council has received new guidance from GO-East in autumn 2008.

On receipt of this guidance the Council has amended its LDS. The new LDS takes on board guidance received from GO-East and the Planning Advisory Service and reflects that guidance onto local circumstances and priorities. The new LDS will include waste planning documents, however, these are still the subject of negotiations between the Council and Essex County Council. The results of these negotiations on a joint process will feed into a final revised LDS.

The revised LDS sets out three levels of priority and allocates documents to those priorities, as can be seen from figure 5.1.

Figure 5.1 Southend on Sea Local Development Framework - Content



*Publication of Development Plan Document

Having a Core Strategy in place gives the Council a plan-making advantage, which needs to be taken forward. However, it is noted that one of the weaknesses of the Development Control and Enforcement teams is their lack of ability to use up to date development management policies. The best way of resolving this is to focus on a development management policies document. This, the Town Centre AAP and Design and Townscape Guide SPD are considered of primary importance.

The Town Centre AAP is considered vital to delivering and managing the regeneration of the town centre and the Borough more generally. Members have adopted the Town Centre Masterplan prepared by Renaissance Southend Ltd as a design brief and interim solution. The Town Centre AAP has been through an issues and options consultation and further public consultation is required to prepare this for submission. These documents link well with the refresh of the Design and Townscape Guide Supplementary Planning Document.

Coming forward in the second phase are the Seafront and London Southend Airport AAPs & the Development Delivery DPD (a replacement for the Planning Obligations DPD) and a Vehicle Parking Standards DPD. The Vehicle Parking Standards DPD is also expected to be a straightforward roll forward of existing standards, with some targeted updates.

In the old LDS, it was proposed to prepare an SPD for Shoeburyness New Ranges. This is increased in status and its coverage to an AAP for Shoebury. As soon as the phase one and two documents are prepared, work on this and the Sustainable Transport and the Southend-on-Sea Green Space and Green Grid Strategy SPDs will be brought forward.

In summary, the status of the documents comprising the LDS is shown in table 5.1.

Table 5.1 – The Status of the Documents comprising the LDS		
Document	Priority	Status
Statement of Community Involvement	N.a.	Adopted, but a refresh may be required in light of the Planning Act 2008
Core Strategy	N.a.	Adopted
Town Centre AAP	One	Issues and Options consultation undertaken
Development Management Policies DPD	One	Evidence gathering underway
Design and Townscape Guide SPD	One	Public consultation expected in early 2009
London Southend Airport and environs AAP	Two	Submission expected in summer 2009
Seafront AAP	Two	Issues and Options consultation undertaken and significant work arising from this
Development Delivery DPD	Two	Issues and Options consultation undertaken
Vehicle Parking Standards DPD	Two	Issues and Options

Table 5.1 – The Status of the Documents comprising the LDS

Document	Priority	Status
		consultation undertaken
Shoebury AAP	Three	Evidence gathering underway
Sustainable Transport SPD	Three	Evidence gathering underway
Southend-on-Sea Green Space and Green Grid Strategy SPD	Three	Evidence gathering underway

Are we delivering on priorities and targets for infrastructure, jobs and dwellings?

Housing

Despite a lower level of completions in the most recent monitoring year a high performance in dwelling provision in the previous six years has resulted in the East of England and Core Strategy requirement for that period being exceeded by 464 net dwellings. In addition the low completion rate for 2007-2008 is still only marginally lower than the residual regional monitoring requirement of 290 dwellings pa. This low figure reflects the national downturn in the housing market and this is expected to continue to influence the level of provision for at least the next two years. Nevertheless the Borough Council is confident it has an identified 5 year supply of available and deliverable dwelling sites should the economic climate change. It is considered that completions will pick up again toward 2010-11 as Area Action Plans are adopted to synchronise with the delivery mechanisms of Renaissance Southend Ltd. These assumptions have been built into the revised housing trajectory as at April 2008 which is also based on the existing high level of outstanding planning permissions and known development sites. The Borough Council recognises that the Housing Trajectory should be based on a robust evidence base and has commissioned a Strategic Housing Land Availability Assessment which is due to report in February 2009. The study has a base date of April 2008 and a revised 2008 trajectory will be published in due course.

In terms of the local spatial strategy in the Core Strategy DPD, clearly much of the Council's housing provision is being met through renewal and intensification across the Borough which was expected and as such included within the Core Strategy spatial distribution of housing growth (Policy CP8). The Spatial Strategy envisaged that this would and should diminish over time as more rigorous Development Management Policies are adopted to discourage inappropriate intensification. Area Action Plans will be adopted to assist the regeneration and growth of the Town Centre/Central Area, Seafront and Shoeburyness. Delivery of regeneration along the Seafront has been successful over the last few years and there have been high development rates in the central wards of Milton, Victoria and the Kursaal which corresponds to the Town Centre/Central area on the Core Strategy DPD key diagram. Shoeburyness has also performed well as a result of the delivery of the Shoebury Garrison Development Brief. The residual planned provision for the Town Centre and Shoeburyness is challenging and was always expected to be delivered later in the plan period due to the more complex nature of land ownership and investment requirements. There is therefore a need to focus regeneration activity in the Town Centre and Shoeburyness and the preparation of Area Action Plans for these areas will be a priority.

Southend's dwelling provision continues to perform well against national and regional previously developed land (pdl) targets. However the last year has seen building on pdl fall below the Core Strategy requirement. The reduced percentage in the last two years is solely as a result of one scheme at Lifstan Way (old Municipal College playing fields) for a total of 145 units. To date 125 units have been completed. There remains' 55 to be built which will impact on next years results.

The average split in new dwellings between houses and flats over the last 6 years is 28% / 72% respectively. In the last monitoring year however there has been a notable shift with over 40% of completions being houses. This has been the result of the completions on a major housing scheme at Lifstan Way. In terms of size of dwellings, completions between 2007 and 2008 were as follows, 47 (17%) were one bedroom, 147 (52%) were 2 bedroom, 45 (16%) were 3 bedroom and 43 (15%) were 4 bedroom or more. There has also been a strong bias to small 1 and 2 bed roomed flats over the last 7 years. Clearly it is essential that future housing meets local needs in terms of size and type. The findings of the Thames Gateway HMA (August 2008) will help to inform more detailed policies to assist delivery of a better mix of houses to flats and to ensure houses are built at the right size to meet local needs and to a high quality standard including Lifetime Homes Standard. The preparation of the Development Management Policies DPD and Development Delivery DPD has been brought forward, therefore, in the revised LDS.

Since 2001 the number of affordable dwellings built in the borough has been consistently low both in terms of meeting housing need and the regional targets. Development of affordable housing ranges from between 3.13% of dwellings completed in 2002/03 to 11.91% in 2004-05 and 11.35% in 2007/08 averaging just over 6% for the 2001-2008 period. However it should be noted that in the monitoring years prior to 2007-2008, requirements for affordable housing were based on 20% of qualifying sites of 25 units or more. During that period, as now, most of the town's housing development was on sites less than 25 units on which there were no policy requirement to provide an affordable element. This accounts for the low affordable housing figures in the town during that period. However, since December 2007 the planning system will now deliver affordable homes in accordance with policy in the adopted Core Strategy DPD. This takes into account viability issues and the sizes and types of site likely to come forward through the plan period and reflects a 30% affordable element on sites over 50 units and 20% on sites between 10 and 49 units. Clearly the ability of the planning system to deliver the Regional target of 35% of housing coming forward through all planning permissions granted will be limited whilst Southend pursues its current spatial strategy based on regeneration priorities (an approach found sound by the inspector examining the soundness of the Core Strategy DPD). It is recognised, however, that a higher affordable housing provision in the town (to meet RSS aspirations) will need to be enhanced by the provision of affordable homes using more innovative means as set out in the Council's Housing Strategy – such as bringing forward the redevelopment of garage sites, empty homes strategy etc.

The economy and jobs

Development data and indicators on actual job numbers suggest an increase in jobs within Borough between 2001 and 2008 in the order of 3,000. The Regional Annual Monitoring

Report, (2006), outlines that it is only possible to reach tentative policy conclusion using a number of economic indicators since the 2001 census. The 2011 census will provide a definitive platform in determining whether Southend is in line to meet the RSS/LDF job target by 2021.

The contextual indicators suggest that the economy of Southend, whilst still behind the national average and significantly behind the regional average, has shown greater improvements since 2001 which is consistent with an increase in jobs provision as illustrated by the IDBR data. However, economic participation indicators and business deregistration rates show that there is a need to focus activity of skills and training and business support. Clearly this data does not take into account the economic downturn that has probably had its greatest effect since April 2008.

Section 4.1 above indicates that across the Borough there was a net loss in B1 floorspace and land – with a significant proportion of this loss being in the town centre. Outstanding planning permissions should they come forward would result in a net loss of employment land and again the highest proportion of loss would be B1 uses. Most of this loss is to D2, A2 and C3 uses. There was a slight increase B2 floorspace provision in the industrial areas and a significant amount of B8 floorspace provided at Shoeburyness. The town Centre experienced a net loss in A1, A2 and B1 uses and a slight growth in D2 uses.

Overall there has been major slow down in commercial development activity in the town during 2007-08 and the small amount of movement in land use and new floorspace reflects a marginal amount of renewal and refurbishment taking place in the Borough.

Infrastructure

Continuing progress is being made in delivering key elements of the transport strategy contained in the Thames Gateway South Essex Business Plan for Transport and the Southend Second Local Transport Plan. In particular, work commenced in early 2008 on the design of the final phase of the A13 Passenger Transport Corridor (PTC) with a commitment by the Borough Council to fund the construction from April 2008 and the Region has re-confirmed its support for a revised Cuckoo Corner Priory Crescent Scheme at a lower cost.

The A13 PTC has seen an increase in bus passengers of over half a million per annum since 2002/03, which is extremely encouraging and supports the case for continued investment in public transport infrastructure both in Southend and the wider south Essex area. Essex County Council are developing proposals to extend the A13 PTC from the Borough Boundary to the Sadlers Farm junction with the A130. This also supports improved access to the 2012 Olympic mountain biking event at Hadleigh.

The three Highway Authorities in TGSE (Essex, Southend and Thurrock) continue to meet as part of the TGSE Transport Board providing a collective focus for transport investment within the sub-region. This supports the coordination of transport programmes and bids, monitoring scheme development and a wider forum for discussion of key transport issues. Work completed to March 2008, included development of the SETLUM (TGSE Strategic Transport and Land Use Model), coordinating transport bids for Community Infrastructure Fund 2 and the continuing development of SERT (South Essex Rapid Transit) system.

In November 2007, at the Thames Gateway Forum, the Minister for Housing and Planning launched the Delivery Plan for Thames Gateway. £100m of funding for local transport schemes within the Gateway was announced, supporting town centre renaissance and the delivery of housing and employment. This forms part of the £300m of Community Infrastructure Funding 2 allocation included within the Housing Green Paper published in July 2007.

Within the TGSE area four CIF2 schemes were approved to proceed to Business Case development. The two in Southend are the A127/Progress Road junction improvement and the A127/13 Victoria Gateway Square project. Business Case development continued throughout 2007 and into 2008 with a final submission made in June 2008 (subsequently both schemes have been approved (November 2008), together with further funding to take forward the landscaping element of the Victoria Gateway Scheme). The total value of these two projects is nearly £13m and both have to be completed by March 2011.

In early 2008, the Borough Council began the preparation of a bid to “Cycling England” for funding to become a “Cycling Demonstration Town” to increase levels of cycling by developing the infrastructure alongside a package of “soft measures” to promoting, publicising and marketing more cycling. The bid was submitted in March 2008 and subsequently approved in June 2008 awarding the Council £3.2m of match funding up to 2011.

The development of options for two major regeneration projects commenced early 2008, with consultants appointed to develop proposals for the “Victorias” project at the northern end of the High Street (major regeneration involving highway realignment, public realm and “shared space” concepts to create an attractive and vibrant area, also supporting the CIF2 bid) and the “City Beach” project focussing on the central seafront area (major intervention to remodel the seafront carriageway supporting public realm and public space improvements to regenerate this vital tourism and leisure area)

Progress with European Union funding initiatives has seen the completion of the passenger transport facilities at Southend Victoria Station by integrating the station with the town centre (Interreg 3b – SustAccess). In early 2008, Southend was invited by Eindhoven to become a partner in a developing Interreg 4b project, Boosting Advanced Public Transport Systems (BAPTS). This project seeks to support investment in public transport infrastructure, ITS and marketing/publicity. Southend has recently been informed that this application has been successful and will be working alongside nine other European cities to deliver public transport improvements.

Balanced delivery of strategic and local transport and community infrastructure is essential for the achievement of the Government’s key objectives of employment-led regeneration and growth and sustainable development, and to develop Southend’s role as a cultural and intellectual hub for Essex Thames Gateway.

Currently, however, whilst a start has been made in improving transport infrastructure it is not providing for the ‘step change’ in physical and social infrastructure provision required that will

enable the town to fully realise its development opportunities and to deliver real change. Such a 'step change' in turn requires a step change in public and private sector funding and infrastructure investment, which has yet to be delivered. Central Government and other public sector or service provider funding will be critical. However, it will also need to be complemented by local delivery of development funded infrastructure secured through planning obligations, Section 106 agreements and the Community Infrastructure Levy.

The Borough Council is developing new local development documents to ensure that essential local social and physical infrastructure, services and facilities, such as health, education and affordable housing, are delivered in association with development. The Development Delivery DPD (formally known as 'Planning Obligations and Vehicle Parking Standards' DPD) will, in particular, provide a delivery mechanism by which measures will be secured alongside the grant of planning permission to enhance the quality of both the development and the wider environment, its services, facilities and infrastructure.

Nevertheless, planning obligation funding and provision can only act as a complementary measure and cannot be expected to replace the need for significant central government funding and investment in strategic and local infrastructure service and facilities.

In particular, for Essex Thames Gateway and Southend, investment in multi-modal transport improvements is required if sustainable regeneration and growth are to be delivered. Some key transport schemes have been approved in relation to Southend, but which are still awaiting agreement to funding. In addition, a number of key schemes identified in the TGSE and LTP2 transport strategies will, if agreed, now not be eligible for funding until post 2015. These schemes are not therefore being sufficiently progressed in the short to medium term to ensure the provision of the necessary infrastructure to achieve the balanced and sustainable delivery of infrastructure, jobs and housing in the longer term.

Are we delivering on the essential balance between infrastructure, jobs and housing?

The SAMR has indicated that the economic downturn has had an effect on the scale of development in the town both in terms of housing provision and employment floorspace. Nevertheless housing provision is still ahead of regional requirements for the plan period and job numbers have maintained an upward trend. The overall economy remains weak, however, relative to the regional economy.

The Borough Council has been very successful in drawing down funding for transport infrastructure to deliver both LTP and major regeneration schemes promoted through Renaissance Southend Regeneration Framework and Central Area Masterplan. The Borough Council is also satisfied it has at least a 5 year supply of readily available land for housing. The current economic climate does mean that the future is uncertain in terms of private investment in the town. It is essential therefore to ensure that the transportation and social infrastructure schemes that have received funding are now delivered on the ground to bring forward the necessary improvements need to facilitative regeneration and growth in the

future. This will ensure that the town is ready for the recovery and is in a good position to attract inward investment.

Conclusions – key actions to be considered

The production of the Southend Annual Monitoring Report (SAMR) 2008 has provided a significant opportunity to conduct a review of progress on preparation of the Southend Local Development Framework (LDF) and to measure achievements, targets and indicators in relation to a number of key policy areas. In particular, monitoring of key policies and targets relating to housing, employment and infrastructure, and of the balance between them, allows the Council to assess progress in the delivery of sustainable, infrastructure and employment-led regeneration and growth. This reflects the key strategic objectives and policies set out in the Government's Sustainable Communities Plan and in the East of England Plan including its sub-regional strategy for Essex Thames Gateway and the Core Strategy DPD Regional Spatial Strategy, South Essex.

The SAMR findings have indicated that,

1. It is clear that the programme and timetable for LDD preparation set out in the current (2006) Local Development Scheme (LDS) will require some, limited updating and rolling forward for the period 2009 onwards. Consequently a revised LDS has been prepared and will be submitted to the Secretary of State in early 2009.
2. It is clear that the Council should address, during the current economic downturn, the provision of top class infrastructure by delivering the transportation and public realm schemes that have already been successful in drawing down funding. Working in partnership with Renaissance Southend Ltd the Borough Council should also actively lobby for its RFA schemes to be funded in the future. In addition effective Area Action Plans for the London Southend Airport and the Town Centre will be essential to ensure the Borough is ready for the recovery and in a good position to attract investment for both housing and job growth in these key areas.
3. In respect of housing provision, there is a need for the LDF and Development Management policies in particular to address the need for:
 - I. a greater provision of affordable housing in line with regional and LAA targets
 - II. a better balance between development of houses and flats to promote and maintain balanced and sustainable communities within the borough
 - III. the need for housing to be of a size and quality that meets local needs, including the to meet Lifetime Homes Standards
 - IV. planned regeneration of the Town Centre, Seafront and Shoeburyness to deliver residual housing and regeneration requirements and at the same time adopt a more rigorous approach to unacceptable intensification in those parts of the borough not identified as the focus for regeneration and growth in the Core Strategy DPD
4. In respect of job creation and economic development, there is a need to address through the LDF the findings of this SAMR of those of the Employment Land Review (due February 2009) to achieve:

- I. a more targeted policy approach to the promotion/protection of particular employment use classes in appropriate locations, particularly in respect of B1 uses to be progressed through the Development Management Policies DPD
 - II. work with Renaissance Southend Ltd to accelerate a programme of estate frameworks to promote regeneration of existing employment areas
 - III. progress as a priority the preparation of the Joint London Southend Airport and its environs Area Action Plan to stimulate economic development
 - IV. work with Renaissance Southend Ltd to ensure town centre is the primary focus for office, retail, education, culture and leisure uses through an Area Action Plan
5. In addition a number of further actions are identified as being required, particularly in relation to LDD preparation, the Council's monitoring regime and the development of future SAMRs, as follows:
- I. On-going alignment of the timing and content of relevant LDD preparation with work of Renaissance Southend Ltd, through close partnership working;
 - II. Take forward a review of current policy relating to Gypsies and Travellers in the Development Management Policies DPD and Site Allocation DPD proposed in the Council's revised LDS.
 - III. Development of a monitoring framework that will maintain an up to date Strategic Housing Land Availability Assessment (SHLAA) and Strategic Housing Market Assessment (HMA) in association with GIS capabilities
 - IV. Development of a more formal recording and monitoring procedure relating to:
 - affordable housing acquired by other means
 - flood risk and protection;
 - renewable energy provision and carbon reduction programmes
 - Housing Quality using Building for Life Assessments
 - biodiversity
 - safeguarding of existing, and the provision of additional, greenspace;
6. Finally, in view of the continuing length and complexity of this SAMR, it is still considered appropriate and necessary to seek to develop a more concise and streamlined structure, format and content for future SAMRs.

Appendix 1

Glossary of Terms and Abbreviations

ABI	Annual Business Inquiry – sample survey of employment
AMR	Annual Monitoring Report
Contextual Indicators	Measure changes in the wider social, economic and environmental background
Core Indicators	LDF monitoring indicators prescribed by ODPM (Good Practice Guide LDF Monitoring 2005)
DCLG	Department of Communities and Local Government
DPD	Development Plan Document – containing policy
EEDA	East of England Development Agency
EERA	East of England Regional Assembly (the Regional Planning Body)
FAQS	Frequently Asked Questions
GVA	Gross Value Added (£)
Ha (or ha)	Hectare
IDBR	Inter Departmental Business Register – source of job numbers data
IMD 2004	Index of Multiple Deprivation 2004
LDD	Local Development Document
LDF*	Local Development Framework – Replacing Local Plans
LDS	Local Development Scheme – the programme management document for the LDDs
LDV	Local Delivery Vehicle
Local Indicators	Indicators for monitoring key local planning considerations not covered by the core indicators
LP	Local Plan
LSP	Local Strategic Partnership – the body which prepares the Community Strategy for the area
LTP	Local Transport Plan
NOMIS	National Online Manpower Information Service – source of unemployment data
ODPM	Office of the Deputy Prime Minister (now Department of Communities and Local Government - DCLG)
ONS	Office of National Statistics
RES	Regional Economic Strategy (prepared by EEDA)
RPG	Regional Planning Guidance
SAMR	Southend Annual Monitoring Report
SCI	Statement of Community Involvement – the authority’s policy and standards for involving the community in the planning process
SIC	Standard Industrial Classification
SP	Structure Plan
SPD	Supplementary Planning Document – providing further guidance
SPG	Supplementary Planning Guidance
TGSE	Thames Gateway South Essex

TGSEP

Thames Gateway South Essex Partnership

*The LDF consists of the LDS, SCI, several LDDs – both DPDs and SPDs - and the AMR