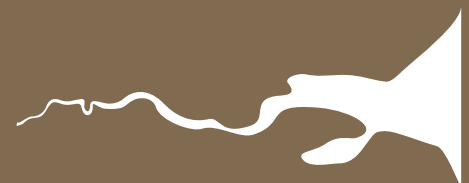


annual monitoring report december 2009

local development framework
delivering regeneration and growth



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Executive Summary

This Southend-on-Sea Annual Monitoring Report (SAMR) is the fourth 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 2008 to 31st March 2009. 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

¹ As part of the Government's Sustainable Communities Agenda, a number of Urban Regeneration Companies (URC's) 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.

- 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 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 2008 AMR highlighted a need to revise the 2006 LDS. As a consequence a revised LDS was adopted by Cabinet in November 2009 and agreed by GO-East. The principle findings and conclusions of this 2009 monitoring review are that:

- Overall good progress has been made against the 2009 LDS:
 - The Core Strategy was adopted in December 2007;
 - The Statement of Community Involvement was updated in November 2009 to reflect the new Regulations;
 - Preliminary preparation is underway for the Southend Central Area Action Plan and the Seafront Area Action Plan. Reg 25 consultation is due in January.
 - Limited preparation has occurred concerning the Development Management DPD, though no slippage is envisaged in its timetable at present.

- Issues and Options consultation and Preferred Options consultation has been implemented for the London Southend Airport and Environs Joint Area Action Plan with Rochford District Council. However, progress may be delayed slightly whilst a planning application, submitted by London Southend Airport, is considered by Southend Borough Council in January 2010.
 - The Design and Townscape Guide SPD has been refreshed following consultation and review; and the Planning Obligations Guide and Victoria Avenue Development Brief SPD are on target.
- However, the initial consultation concerning the Essex and Southend Joint Waste Development Plan has slipped and it is envisaged that the associated Non-Strategic Waste Site Allocations DPD will also be delayed. Therefore, a change to the LDS timetable is necessary and it has been agreed with GO-East that a further revision to the LDS will be required. At present the following progress is anticipated over the next 12 months:
- Issues and Options consultation proposed late 2010;
 - Non-Strategic Site Allocation consultation in conjunction with the above document.

The principle findings and conclusions of this AMR are that:

- existing and emerging policy requirements and targets with regard to housing delivery have been exceeded in the period up to 31st March 2009, 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. The net additional dwelling completions for the most recent monitoring year (2008/09) were, at 315 units, above the annualised average requirement of the East of England Plan and the previous monitoring year;
- affordable housing provision for this monitoring year (2008/2009) has exceeded the regional requirement for the first time. This is mainly due to a number of Council led schemes. However, Affordable housing provision up until this monitoring year has been lower, year on year than the regional target and it remains to be seen whether the level of affordable housing provision evident this year can be maintained in the future;
- 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 development plan policies outlined in the LDS combined with the Core Strategy will seek to promote and secure a consistent performance on affordable housing;
- employment and economic data suggests that there has been job growth between 2001 and 2009 in the order of 2,000. However, the monitoring year (2008/2009) reported a loss of 1,000 jobs and an overall loss in employment floorspace;
- the regional target for job creation in Southend (13,000) for the period 2001/2021 is twice as great as that for housing (6,500). Despite this housing provision has so far outstripped job growth between 2001/2009. Careful planning

and management is therefore needed to ensure that future growth in the Borough is balanced and that jobs-led regeneration is realised.

- 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.
- appropriate policy is being incorporated in the emerging Local Development Framework, including the Core Strategy, to ensure improvements in transport infrastructure and that accessibility is provided in parallel with additional development.



section one

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 not being met or on track 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 2008 to 31st March 2009. 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);
 - First and Second Alterations (1997 and 1999);
 - Essex and Southend-on-Sea Replacement Structure Plan (2001);
 - 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 two

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 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 such as residents registered with GPs (see table 2.1).

Table 2.1 – Population in Southend 2001 and 2002

Southend Population	Total	Males	%	Females	%	Total in Households	Total in communal establishments
2001 census	160,257	76,749	48	83,508	52	157,895	2,362
2002 mid year estimates	160,700	77,100	48	83,500	52		
Registered with GPs - 2002	175,240	86,482	49	88,758	51	172,880	2,360

The 2001-2007 net population increase shown in the ONS mid-year population estimates for Southend is not in line 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

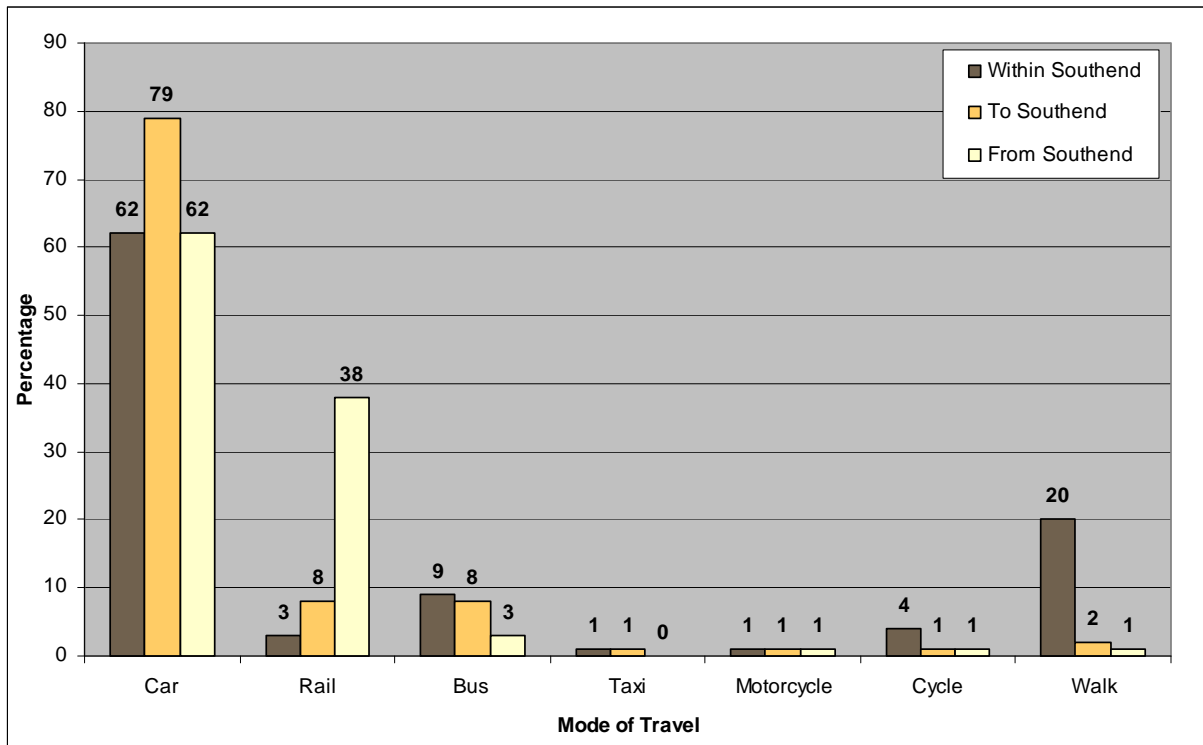
9% of residents in Southend described their health as 'not good', which is the same as for England & Wales, but higher than for the East of England (8%). 19% had a limiting long-term illness (18% in England & Wales, and only 16% in the East of England).

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%.

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.

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.

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 (2003) and the Thames Gateway Interim Plan (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 Polices 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:

**Local Development Framework – Annual Monitoring Report (AMR)
December 2009**

- 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

Following the adoption of the Core Strategy DPD in December 2007, further LDDs will deal with different issues such as Development Delivery and 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 Southend Central, Seafront, Shoeburyness and London Southend Airport 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. Since then the LDS has been updated on two occasions, in October 2006 and more recently in November 2009 which constitutes the current up-to-date version.

Local Development Framework – Annual Monitoring Report (AMR) December 2009

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;
- 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 – Annual Monitoring Report (AMR)
December 2009**

- 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 Preliminary findings for the SHLAA have been incorporated in this AMR providing an update to housing forecasts and the housing trajectory evident in section 4 (Housing) of this report.

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;
- 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 2008/09 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;
- 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 three

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

The 2008 SAMR has shown that there has been limited progress against the plan preparation milestones since the adoption of the Core Strategy DPD in December 2007. 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. (See Table 3.3 – Research studies completed and commissioned since SAMR 2008)

The adopted Core Strategy DPD has also introduced the need for further Development Plan Documents, in addition to those in the 2006 LDS, including Area Action Plans for London Southend Airport and Shoeburyness and Development Plans dealing with Waste issues.

Since the 2006 LDS came into effect the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008 came into force on 27 June 2008. These have changed the requirements for the preparation and consultation on Development Plan Documents (DPDs).

In light of the above, a revised LDS was prepared during the 08/09 monitoring year and adopted in November 2009. It revises the planning policy and related documents that will comprise the Local Development Framework for Southend and rolls forward a 3-year timetable for their preparation and review.

In addition the Statement of Community Involvement (SCI), which outlines community involvement both in the preparation and review of the planning policy documents making up the LDF and in the consideration of planning applications, has been updated to reflect the new Regulations. The updated SCI was adopted in November 2009.

Tables 3.2 and 3.3 identify the changes to DPDs and SPDs incorporated into the revised 2009 LDS and details progress made against plan preparation milestones as at 1st April 2009. There are a number of research studies that have been completed or commissioned since SAMR 2008, summarised in Table 3.3:

Table 3.1 – Research studies completed or commissioned since SAMR 2008

Title	Progress
Thames Gateway South Essex Strategic Housing Market Assessment	Final Report August 2008
Southend Strategic Housing Land Availability Assessment	Draft Report July 2009
Southend Employment Land Review	Draft Report July 2009
Evidence documents associated with production of a Joint Waste Core Strategy DPD: <ul style="list-style-type: none"> ▪ Southend on Sea Waste Arisings, Capacity and Future Requirements Study 	<ul style="list-style-type: none"> ▪ Final report July 2009

<ul style="list-style-type: none"> ▪ Detailed Site Assessment Study – Evidence Report ▪ Essex and Southend Waste Compilation Report 	<ul style="list-style-type: none"> ▪ Final report July 2009 ▪ tba
Affordable Housing Development Viability Assessment Model	Commissioned - Report expected January 2010
Southend on Sea Multi Modal Model – to include Southend Transport Strategy (STS) and Local Transport Plan 3 (LTP3)	Work commissioned and Project Board Established
SFRA Level 1 and Level 2 study	Commissioned – Report expected March 2010
Water Cycle Study	Commissioned – Report expected March 2010
Retail and Town Centre Study	Commissioned
Southend Gypsy & Traveller Accommodation Assessment	tba
Borough Wide Character Assessment	Draft brief being produced
A Study of Open Space and Recreation in Southend	tbc
Tourism Assessment	tbc
London Southend Airport and Environs JAAP – Various Technical Studies	Various stages either being completed, have been planned or have been commissioned

Table 3.2 – Comparison and details of DPDs in the 2006 and 2009 LDS

LDS 2006 DPD Title	Stage	2006 LDS	Mile stone met	LDS 2009 DPD Title	Stage	2009 LDS	Mile stone met	Notes
Statement of Community Involvement	Preparation	Mar 2006	Yes	Statement of Community Involvement	Preparation	Jun 2009	Yes	
	Submission	Aug 2006	Yes		Submission	N/A	N/A	
	Adoption	Aug 2007	Yes		Adoption	Nov 2009	Yes	
Core Strategy DPD	Preparation	Jan 2005	Yes	Review of Core Strategy DPD	Preparation	Apr 2011		
	Consultation	Jul 2005	Yes		Consultation	Jan 2012		
	Submission	Aug 2006	Yes		Submission	Feb 2013		
	Adoption	Aug 2007	Yes		Adoption	Nov 2013		
Planning Obligations and Vehicle Parking Standards DPD	Preparation	Feb 2006	Yes	Now becomes: Development Delivery DPD and Proposals Map)	Preparation	May 2010		Vehicle Parking Standards now falls within Development Management DPD
	Consultation	Nov 2006			Consultation	Dec 2010		
	Submission	Jul 2007			Submission	Nov 2011		
	Adoption	Jul 2008			Adoption	Jul 2012		
Town	Preparation	Jan 2006	Yes	Now called:	Preparation	Sep	Yes	Issues and

Local Development Framework – Annual Monitoring Report (AMR)
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Centre Area Action Plan	Consultation	Jul 2007	Yes	Southend Central Area Action Plan and Proposals Map	2009		Options Consultation published January 2007	
	Submission	Jan 2008			Consultation	Jan 2010		
	Adoption	Feb/Mar 09			Submission	Dec 2010		
Seafront Area Action Plan	Preparation	Jan 2006	Yes	Seafront Area Action Plan and Proposals Map	Preparation	Sep 2009	Yes	Issues and Options Consultation published January 2007
	Consultation	Jul 2007	Yes		Consultation	Jan 2010		
	Submission	Jan 2008			Submission	Dec 2010		
	Adoption	Feb/Mar 09			Adoption	Nov 2011		
Criteria based policies and site allocations	Preparation	Jan 2007	Yes	Now becomes: Development Management DPD and proposals map	Preparation	Nov 2009	Yes	This document will incorporate Vehicle Parking Standards
	Consultation	Sep 2008			Consultation	Jul 2010		
	Submission	Mar 2009			Submission	Jun 2011		
	Adoption	May 2010			Adoption	Feb 2012		
				Shoebury Area Action Plan and Proposals Map	Preparation	Jun 2010		
					Consultation	Mar 2011		
					Submission	Jun 2012		
					Adoption	Feb 2013		
				Site Allocation DPD and Proposals Map	Preparation	Apr 2011		
					Consultation	Jan 2012		
					Submission	Feb 2013		
					Adoption	Nov 2013		
				London Southend Airport and Environs Joint Area Action Plan	Preparation	Jan 2008	Yes	Includes two consultation periods
					Consultation	Jun 2008	Yes	
					Consultation	Mar 2009	Yes	
					Submission	Jun 2010		

	Adoption	Apr 2011		
Essex and Southend Joint Waste Core Strategy, Development Management Policies & Strategic Sites DPD	Preparation	Jul 2009	Yes	Includes two consultation periods
	Consultation	Jan 2010		
	Consultation	Oct 2010		
	Submission	Mar 2012		
	Adoption	Feb 2013		
Essex and Southend on Sea Joint Non-Strategic Waste Site Allocations DPD and Proposals Map	Preparation	Nov 2009	Yes	Includes two consultation periods
	Consultation	Jul 2010		
	Consultation	Jul 2011		
	Submission	Oct 2012		
	Adoption	Aug 2013		

Consultation refers to Regulation 25 – Public Participation in the preparation of the Development Plan Document. Refer to the Southend Statement of Community Involvement (SCI) for more information.

Table 3.3 – Comparison and details of SPDs in the 2006 and 2009

LDS 2006 SPD Title	Stage	2006 LDS	Milestone met	LDS 2009 – Title of SPD	Stage	2009 LDS	Milestone met	Notes
Design and Townscape Guide	Preparation	Jan 2005	Yes	Design and Townscape Guide (Review)	Preparation	2008	Yes	
	Consultation	Jul 2005	Yes		Consultation	Feb 2009	Yes	
	Adoption	Jun 2006	Yes		Adoption	Nov 2009	Yes	
Green Space and Green Grid Strategy	Preparation	2006	No	Green Space and Green Grid Strategy	Preparation	Jan 2012		
	Consultation	Mar 2007	No		Consultation	Jul 2012		
	Adoption	Jan 2008	No		Adoption	Feb 2013		
Sustainable Transport	Preparation	2007	No	Sustainable Transport	Preparation	Jan 2011		
	Consultation	Jul 2007	No		Consultation	Jul 2011		
	Adoption	May 2008	No		Adoption	Feb 2012		
				Planning Obligations	Preparation	May 2009	Yes	
					Consultation	Dec 2009	Yes	

Guide	Adoption	Aug 2010		
Victoria Avenue Development Brief	Preparation	Jul 2009	Yes	
	Consultation	Mar 2010		
	Adoption	Jul 2010		

Consultation refers to Regulation 17 – Public Participation in the preparation of the Supplementary Planning Document

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 Southend's Local Transport Plan (LTP2), 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, 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 four

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. Most recent IDBR data is shown in Table 4.1 and indicates that the number of jobs in 2009 has fallen by 1,000 over the past year. However, this still suggests an increase in jobs in Southend in the order of approximately 2,000 over the period 2001 to 2009. The recent decline in job numbers is consistent with the current economic downturn.

Table 4.1 – Employment within Southend

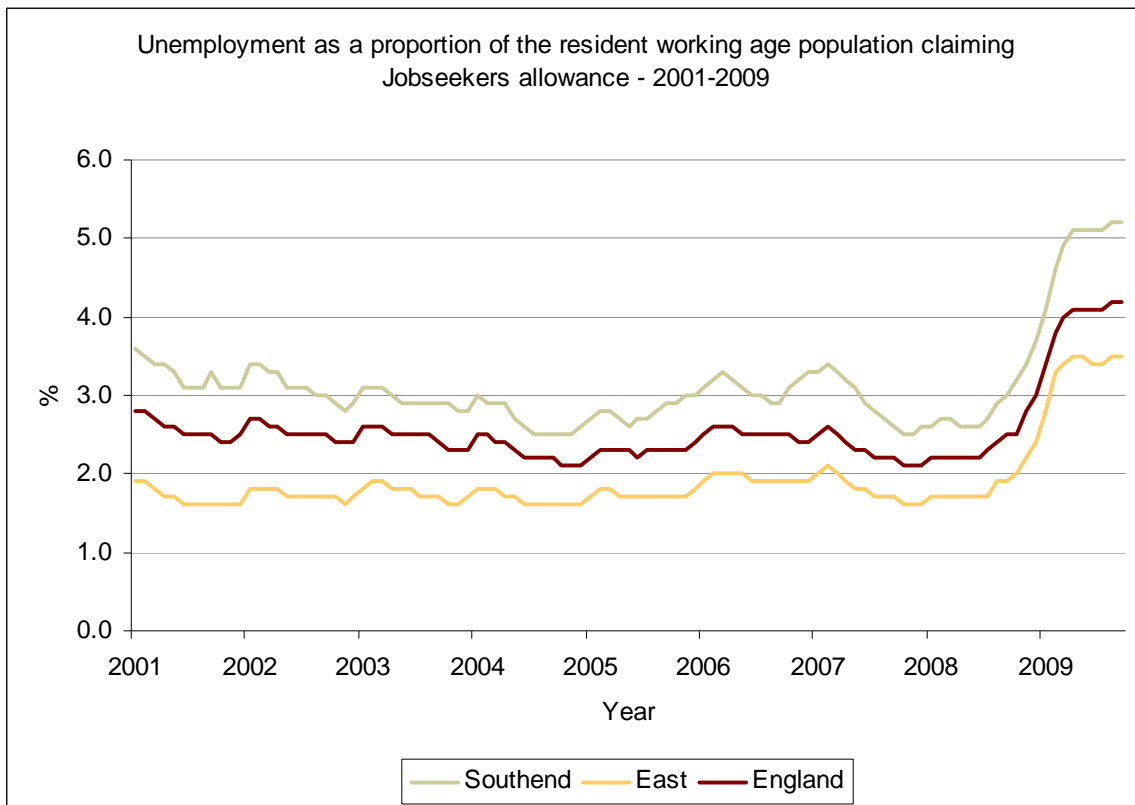
	Inter-Departmental Business Register (IDBR)
	Jobs in Southend
2007	63500
2008	64000
2009	63000

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.

Indicator LBD2: Unemployment

Looking at the period 2001 to 2009, monthly average unemployment in Southend has risen from 3.4% (3,229 claimants) to 4.8% (4,701 claimants)⁵, an increase of 1.4% in the claimant rate. The unemployment rates for the Region and England as a whole have also increased during this period (by 1.6% and 1.3% respectively) and are indicative of the current economic downturn. Figure 4.1 shows that the rate of unemployment has been increasing sharply since mid 2008, with Southend widening the gap on the regional and National averages. Subsequent data up to October 2009 (the most recent available) indicates that the unemployment rates are beginning to plateau across the board.

Figure 4.1 – Unemployment Rates 2001-2009



Source: NOMIS - claimant count with rates and proportions

Indicator LBD3: Gross Value Added (GVA) Per Head

Southend's workplace-based GVA per head increased from £12,619 in 2001 to £15,728 in 2007, the latest year for which information is available (see table 4.2). This represents an increase of 25% over this period, which appears low in comparison with the rest of the Region (36% increase) and with England as a whole (33% increase), see Figure 4.2.

⁵ Average Unemployment for 2001 and 2009 taken at March.

Care must be taken when interpreting workplace based GVA in areas with high levels of out-commuting such as Southend. This is due to the 'wealth creation' of commuters contributing to GVA of the area of employment, i.e. London. Underestimates of workplace GVA can also take place in areas with a high proportion of retired people. This is also relevant to Southend as the proportion of people of retirement age is higher (21.4%) than the regional (19.9%) or national (18.9%) percentages (ONS – Neighbourhood Statistics – based upon 2007 population estimates).

Table 4.2 – Workplace based GVA per head

	2001	2002	2003	2004	2005	2006	2007
Southend-on-Sea	12 619	13 393	14 189	14 739	14 898	15 259	15 728
East of England	14 080	14 801	15 721	16 659	17 249	18 160	19 083
England	15 411	16 223	17 160	18 021	18 589	19 496	20 458

Indicator LBD4: Gross Weekly Pay

Between 2006 and 2009 the median gross weekly workplace pay within Southend increased by 1.5% compared with 8.7% in the East of England and 10.1% in England as a whole. At a Regional and National level, the gross weekly pay has steadily increased over the period 2006-08. However, in Southend, pay has fluctuated over the same time period (see table 4.3), falling to a low of £403 per week in 2007. The methodology for calculating weekly pay changed during 2006 so a time-series from 2001 is not possible.

Table 4.3 – Median Gross Weekly Pay of Full time Workers

	Southend on Sea	East of England	England
2006	414.1	440.6	449.8
2007	403.4	450.5	463.6
2008	438.9	469.1	483.9
2009	420.2	479.1	495.2

Source: NOMIS – Annual Survey of Hours and Earnings (ASHE) – Workplace Analysis

Indicator LBD5: VAT registration and de-registrations

As the result of a new European regulation, the Department for Business, Enterprise and Regulatory Reform (BERR) will no longer produce and publish the dataset 'Business start-ups and closures - VAT registrations and de-registrations' as of 28th November 2008. The ONS will instead produce annually a set of statistics that incorporates PAYE registered businesses with VAT registrations and de-registrations. This new dataset 'Business demography: Enterprise Births and Deaths' will therefore include those business start ups that are not VAT registered and will no longer be comparable with the previously used data. However the new figures will give a more comprehensive overview of business start up activity and will ensure greater comparability across the EU. The births, deaths and total count of active enterprises within Southend are shown in table 4.4. Data regarding the survival of businesses since 2002 is shown in table 4.5.

Table 4.4 - Births and Deaths of enterprises within Southend.

	2004	2005	2006	2007	2008
Births of new enterprises	790	810	875	785	820
Deaths of enterprises	945	875	835	795	835
Total count of active enterprises	6,825	6,685	6,685	6,620	6,745

Source: ONS Business Demography: Enterprise Births & Deaths 2008

Table 4.5 - Survival of Enterprise Start-ups – including VAT and PAYE registered businesses.

	Births	1 Year Survival	1 Year %	2 Year Survival	2 Year %	3 Year Survival	3 Year %	4 Year Survival	4 Year %	5 Year Survival	5 Year %
2002	840	785	93.5	645	76.8	500	59.5	395	47.0	335	39.9
2003	845	780	92.3	625	74.0	500	59.2	410	48.5	-	-
2004	790	740	93.7	605	76.6	480	60.8	-	-	-	-
2005	810	755	93.2	620	76.5	-	-	-	-	-	-
2006	875	835	95.4	-	-	-	-	-	-	-	-

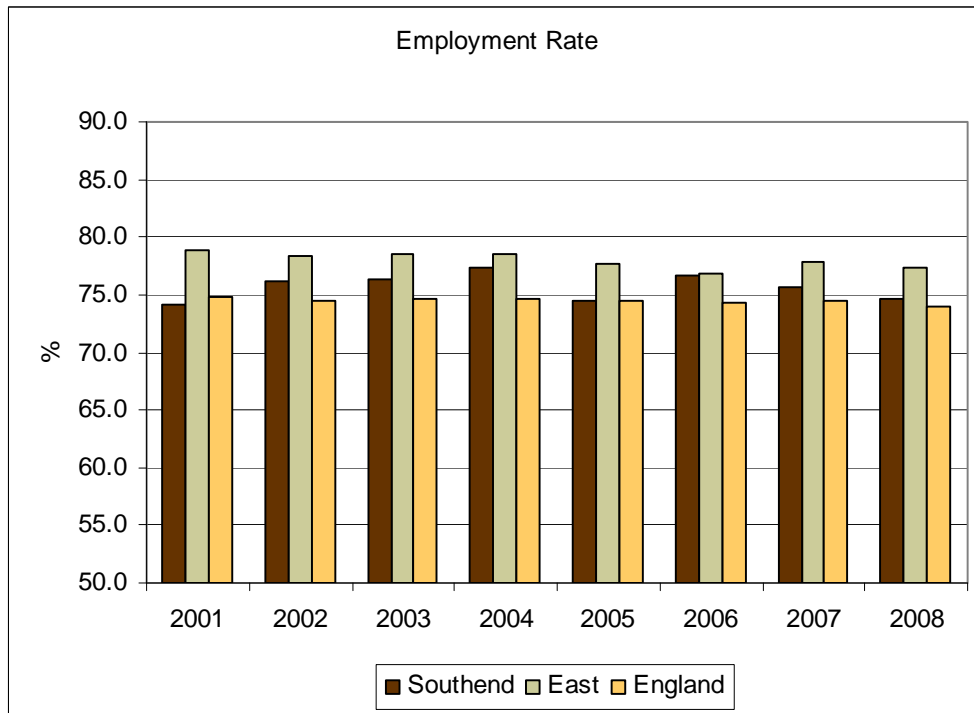
Source: ONS Business Demography: Enterprise Births & Deaths 2007

By 2006, 95.4% of businesses in Southend were surviving their first year, an increase of 2.2% on average over the previous 4 years. The count of active enterprises in 2008 was 6,745, an increase of 125 businesses on the previous year. The count of active enterprises omits any business that is not VAT or PAYE registered – this may include anyone working as a sole trader or self employed and those businesses that employ workers who do not earn above the Lower Earnings Limit.

Economic Participation Rates

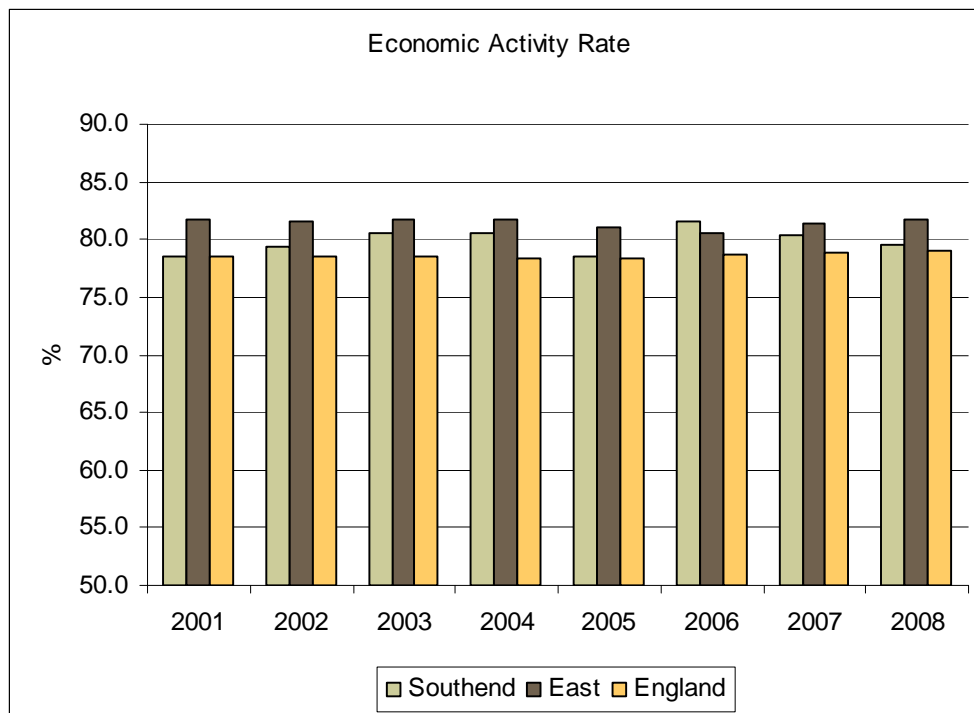
Recent research on Southend's economy carried out by EEDA as part of the Economic Participation Programme has indicated that Southend's economic participation levels are amongst the lowest in the East of England. Figures 4.2 to 4.5 show that economic participation in Southend seems to be improving slightly over the period 2001 to 2008.

Figure 4.2 - Employment Rate (%) - 2001 to 2008



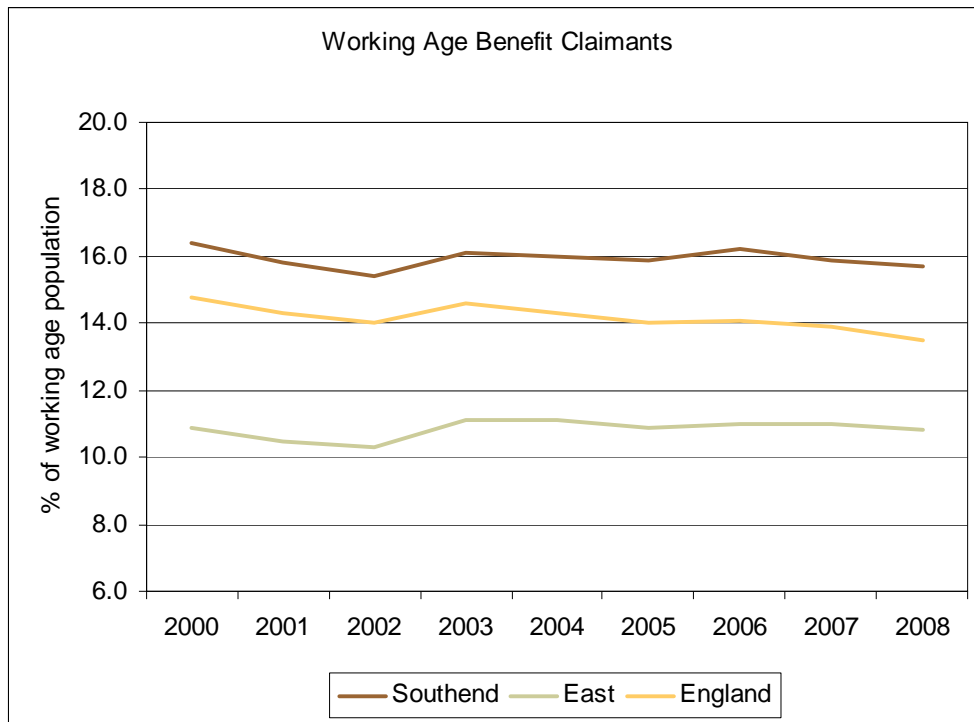
Source: NOMIS, Annual Population Survey (2004-2008), Labour Force Survey (2001-2003)

Figure 4.3 Economic Activity Rate (%), 2001 to 2008



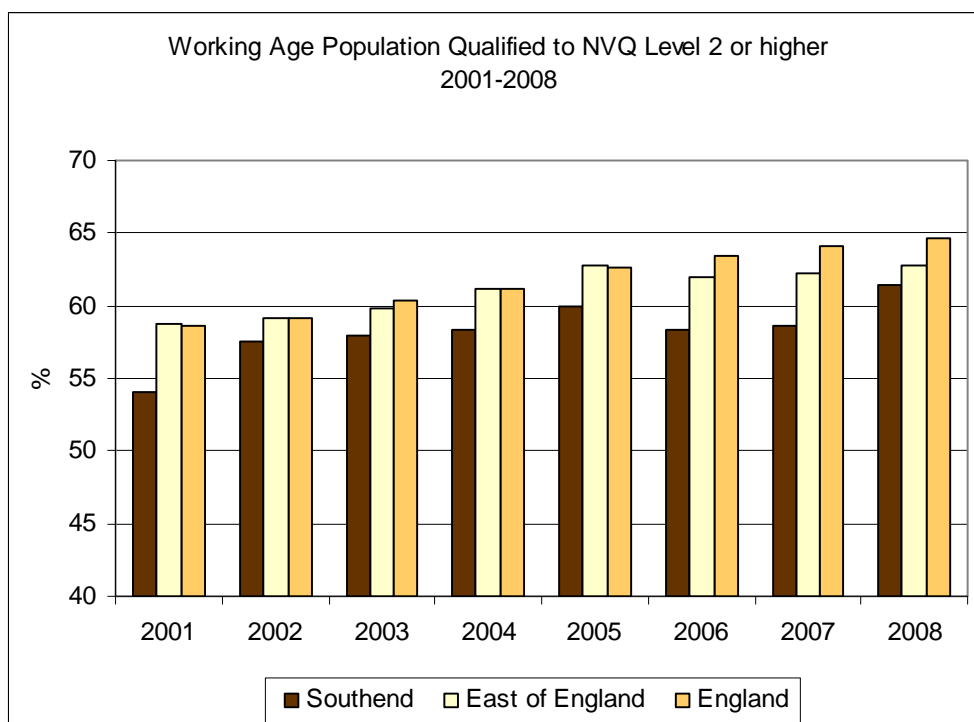
Source: NOMIS, Annual Population Survey (2004-2008), Labour Force Survey (2001-2003)

Figure 4.4 - Working Age Benefits Claimants as a % of Working Age Population, 2001-2008



Source: NOMIS, benefit claimants – working age client group

Figure 4.5 - Working Age Population Qualified to at least NVQ Level 2 (%), 2001 to 2008



Source: NOMIS, Annual Population Survey (2005-2008), Labour Force Survey (2001-2004)

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 4.6 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 not clear. 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 08/09 monitoring year 861m² of new B1-B8 employment floorspace was completed in the Borough with 91% being for B1 uses (the majority (785m²) for B1a use). There was, however, a net loss of 3,922m² in B1-B8 employment floorspace owing to the loss of 4,784m² over the period (see table 4.7). The majority of this loss is due to one application in the Town Centre, which see 3,700 m² of B1a floor space lost to education use (class D1).

Table 4.7 Indicator BD1: Total amount of additional employment floorspace – by type (Floorspace defined in terms of gross internal square metres)

Use Class	Southend-on-Sea		
	Gain	Loss	Total
B1 a	785	4118	-3333
B1 (b)	0	210	-210
B1 (c)	0	0	0
B1 (Unknown Breakdown)	38	0	38
B2	0	356	-356
B8	39	100	-61
B1-B8 (Unknown Breakdown)	0	0	0
Total	861	4784	-3922

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 LBD6: 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 4.8 illustrates loss and gain within each of the regeneration/employment areas by employment type where 89% (767m²) of the total gross employment floorspace in the town was created in the regeneration areas. However, significantly the Town Centre lost 3700m² of B1 uses with only 732m² B1 floorspace being created.

Table 4.8 Indicator LBD1: Amount of Floorspace developed for employment by type in employment or regeneration areas (square metres)

	Town Centre and Central Area			Seafront			Shoeburyness		
Use Class	Gain	Loss	Total	Gain	Loss	Total	Gain	Loss	Total
B1 a	694	3700	-3006	0	418	-418	0	0	0
B1 (b)	0	0	0	0	210	-210	0	0	0
B1 (c)	0	0	0	0	0	0	0	0	0
B1 Unknown	38	0	38	0	0	0	0	0	0
B2	0	0	0	0	0	0	0	0	0
B8	0	100	-100	0	0	0	0	0	0
B1-B8 Unknown	0	0	0	0	0	0	0	0	0
Total	732	3800	-3068	0	628	-628	0	0	0
	Priority Urban Area: Industrial			Priority Urban Area: Districts			Sum of all Regeneration Areas		
Use Class	Gain	Loss	Total	Gain	Loss	Total	Gain	Loss	Total
B1 a	0	0	0	0	0	0	694	4118	-3424
B1 (b)	0	0	0	0	0	0	0	210	-210
B1 (c)	0	0	0	0	0	0	0	0	0
B1 Unknown	0	0	0	0	0	0	38	0	38
B2	0	356	-356	0	0	0	0	356	-356
B8	0	0	0	36	0	36	36	100	-64

B1-B8 Unknown	0	0	0	0	0	0	0	0	0
Total	0	356	-356	36	0	36	767	4784	-4016

Indicator LBD7: Loss of employment land

Table 4.10 shows that there has been a net loss of 0.39ha employment land in the Borough for the monitoring year, with only a small a gain of 0.08ha. The lost of employment land was primarily B1a uses and in association with one application in the Town Centre (see Table 4.9).

Table 4.9 Indicator LBD2: Loss of employment land in (i) employment/regeneration areas in hectares (ha)

	Town Centre and Central Area			Seafront			Shoeburyness		
Use Class	Gain	Loss	Total	Gain	Loss	Total	Gain	Loss	Total
B1 a	0.07	0.37	-0.30	0.00	0.04	-0.04	0.00	0.00	0.00
B1 (b)	0.00	0.00	0.00	0.00	0.02	-0.02	0.00	0.00	0.00
B1 (c)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B1 Unknown	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B8	0.00	0.01	-0.01	0.00	0.00	0.00	0.00	0.00	0.00
B1-B8 Unknown	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.07	0.38	-0.31	0.00	0.06	-0.06	0.00	0.00	0.00
	Priority Urban Area: Industrial			Priority Urban Area: Districts			Sum of all Regeneration Areas		
Use Class	Gain	Loss	Total	Gain	Loss	Total	Gain	Loss	Total
B1 a	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.41	-0.34
B1 (b)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	-0.02
B1 (c)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B1 Unknown	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B2	0.00	0.04	-0.04	0.00	0.00	0.00	0.00	0.04	-0.04
B8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	-0.01
B1-B8 Unknown	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.04	-0.04	0.00	0.00	0.00	0.08	0.48	-0.40

Table 4.10 Indicator LBD2: Loss of employment land in (ii) the local authority (Ha)

Use Class	Southend		
	Gain	Loss	Total
B1 a	0.08	0.41	-0.33
B1 (b)	0.00	0.02	-0.02
B1 (c)	0.00	0.00	0.00
B1 Unknown	0.00	0.00	0.00
B2	0.00	0.04	-0.04
B8	0.00	0.01	-0.01
B1-B8 Unknown	0.00	0.00	0.00
Total	0.08	0.48	-0.39

Indicator LBD8: Amount of employment land lost to resident development

A total of 0.02ha (out of a total of 0.48ha) of employment land has been lost to residential use during the monitoring year. This is lower than the corresponding figure (0.08ha) reported last year.

Indicator LBD9: Change in B1 employment land

Table 4.11 outlines that during the monitoring year there was a loss of 0.43ha of B1 employment land. The majority of this land was lost to D1 use.

Outstanding planning permissions identify 0.05ha of land for future B1 use. However, 2.02ha of B1 employment land is due to be lost to other uses, 2.00ha of this loss will be for residential purposes (see table 4.12).

Table 4.11 Indicator LBD4i: Change in B1, Completions (Hectares)

Use Class	Southend-on-Sea	
	Gained From	Loss to
B2	0	0
B8	0	0
B1-B8 Unknown	0	0
A1	0	0
A2	0.01	0
D2	0.06	0.06
C3	0.005	0
Other Use	0	0.37
Total	0.075	0.43

Table 4.12 Indicator LBD4ii: Potential change in B1, Outstanding (Hectares)

Use Class	Southend-on-Sea	
	Gained From	Loss to
B2	0	0
B8	0	0
B1-B8 Unknown	0	0
A1	0.022	0
A2	0	0
D2	0	0.02
C3	0	2.00
Other Use	0.03	0.01
Total	0.05	2.02

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 2.74ha in employment land (see table 4.13). This is primarily due to a single permission which would lead to a loss of 1.82ha within the town centre.

Table 4.13 Indicator BD3 Employment land available by type (outstanding permissions) (Ha)

Use Class	Southend-on-Sea			Town Centre and Central Area			Seafront		
	Gain	Loss	Total	Gain	Loss	Total	Gain	Loss	Total
B1 a	0.15	2.02	-1.94	0.05	1.91	-1.86	0.00	0.00	0.00
B1 (b)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B1 (c)	0.15	0.01	0.14	0.00	0.00	0.00	0.00	0.00	0.00
B1 Unknown	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B2	0.14	0.25	0.08	0.00	0.01	0.00	0.00	0.06	-0.06
B8	0.04	0.20	-0.16	0.00	0.02	-0.02	0.00	0.00	0.00
B1-B8 Unknown	0.18	0.27	-0.09	0.00	0.27	-0.27	0.00	0.00	0.00
Total	0.66	2.76	-1.97	0.05	2.21	-2.15	0.00	0.06	-0.06
Use Class	Shoeburyness			Priority Urban Area: Industrial			Priority Urban Area: Districts		
	Gain	Loss	Total	Gain	Loss	Total	Gain	Loss	Total
B1 a	0.00	0.00	0.00	0.04	0.00	0.03	0.00	0.10	-0.10
B1 (b)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

B1 (c)	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.01	-0.01
B1 Unknown	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B2	0.00	0.00	0.00	0.14	0.18	0.14	0.00	0.00	0.00
B8	0.00	0.00	0.00	0.04	0.17	-0.13	0.00	0.01	-0.01
B1-B8 Unknown	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.55	0.36	0.38	0.00	0.12	-0.12
	Non Specified Areas (Intensification)			Sum of all Regeneration Areas					
Use Class	Gain	Loss	Total	Gain	Loss	Total			
B1 a	0.06	0.02	-0.02	0.09	2.01	-1.92			
B1 (b)	0.00	0.00	0.00	0.00	0.00	0.00			
B1 (c)	0.00	0.00	0.00	0.15	0.01	0.14			
B1 Unknown	0.00	0.00	0.00	0.00	0.00	0.00			
B2	0.00	0.00	0.00	0.14	0.25	0.08			
B8	0.00	0.00	0.00	0.04	0.20	-0.16			
B1-B8 Unknown	0.00	0.00	0.00	0.18	0.27	-0.09			
Total	0.06	0.02	-0.02	0.60	2.74	-1.95			

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 4.14 below:

Table 4.14 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 (-50 m²), A2 (-32 m²) and B1a (-3,006m²) uses over the monitoring period. There was an additional loss of floorspace within D2 uses (-574 m²) (see table 4.15).

Table 4.16 shows that, within the Borough as a whole, there was a loss in B1a (-4,118 m²), A1 (-685 m²), A2 (-104m²) and D2 (-82m²) floorspace over the monitoring period.

Table 4.15 Indicator BD4i: Amount of completed retail, office and leisure development in the town centre (floorspace in square metres)

Town Centre			
Use Class	Gain	Loss	Total
B1 a	694	3700	-3006
A1	155	205	-50
A2	105	137	-32
D2	0	574	-574

Table 4.16 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	785	4118	-3333
A1	155	840	-685
A2	252	356	-104
D2	708	790	-82

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 4.17 seeks to monitor this progress.

Table 4.17 - Key Transport Infrastructure Projects

Within the Borough of Southend	
Project	A127/A1159 Cuckoo Corner Scheme
Scheme Description	Improves junction of A127/A1159 at Cuckoo Corner with future revised junction at Prittle Brook industrial estate creating a single point of entry/exit. Priory Crescent section now not proceeding
What will it deliver?	Facilitates access to development at Shoeburyness and reduces congestion and improves accessibility to Town Centre and Airport
Delivering Authority	Southend BC

What stage are we at?	DfT response received confirming funding allocation of £5 million for works costs from the Integrated Transport Block Preferred option agreed at Cabinet on 22nd Sept 2009 Programme being developed to start construction in 2010. Report presented to EPAG on 23/11/09 with the funding profile agreed at RTF 4/12/09. Confirmation received from DfT that allocation will be made in April 2010.
Are we on Target?	Yes
What happens next?	HA framework contract to be used for construction ECI has been awarded to Carillion. The main contract is yet to be awarded
Scheme Status	Start date Jan 2010. Completion in March 2011. SBC to fund detailed design and procurement costs.
Project	Progress Road/ A127 Junction Improvement
Scheme Description	Improve surface access improvement to A127 at the junction with Progress Road and The Fairway £5.2 million. CIF2 Scheme
What will it deliver?	Improved access to Southend and Progress Road Business Park (links with the estate framework.
Delivering Authority	Southend BC
What stage are we at?	Detailed design and procurement stage. Exhibition held in September 2009. Advanced utility works commencing Spring 2010. Main work June
Are we on Target?	Yes
What happens next?	Design continues - Highway Agency HA framework contract to be used ECI agreed. Traffic Access and Routing Plan being taken forward.
Scheme Status	Scheme construction May 10/11
Project	Victoria Gateway Scheme
Scheme Description	Major public realm and town centre improvement scheme Funded through CIF2/Parklands Bid. Value £7.7m
What will it deliver?	Improved links between the town centre, Victoria Railway Station and parkland concept of 'Gateway Square'
Delivering Authority	Southend BC
What stage are we at?	Currently at detailed design stage
Are we on Target?	Yes
What happens next?	Advanced works Jan 2010. Construction due to start in April 2010 and completion in March 2011

Scheme Status	Funded detail design in progress
Project	South Essex Rapid Transit (<i>sert</i>)
Scheme Description	Introduction of a high quality bus-based rapid transit system. sert will offer a realistic alternative choice of transportation to the private car while providing additional road capacity. Service launch targeted in stages starting late 2012.
What will it deliver?	sert will provide a reliable public transport service for major residential and commercial developments proposed within TGSE. sert will also provide an attractive new travel option to key existing attractors in TGSE.
Delivering Authority	Essex County Council, Southend-on-Sea Borough Council & Thurrock Council
What stage are we at?	In Nov 2009 the sert Project Board agreed the initial sert scheme, for which a Major Scheme Business Case (MSBC) is scheduled for submission to DfT in March 2010. The two routes in the initial scheme are: <ul style="list-style-type: none"> ▪ Route 1 – Lakeside, Grays, A13, Basildon Town Centre, Basildon Enterprise Corridor ▪ Route 2 – Progress Road, A127, Southbourne Grove/ Westbourne Grove, Southend Hospital, Southend Town Centre, Seafront (subject to junction work re Airport Application) <p>Scheme confirmed by DfT and the East of England Regional Transport Forum as an RFA priority. Public consultation has been completed, covering Basildon, Southend and Thurrock.</p>
Are we on Target?	Yes
What happens next?	Draft MSBC targeted for officer sign-off in January 2010 and approval by Essex, Southend and Thurrock cabinets and the TGSE Transportation Board in February 2010. MSBC scheduled for submission to DfT in March 2010.
Scheme Status	Currently developing draft MSBC and securing letters of support from key stakeholders.
Project	City Beach Project, Marine Parade.
Scheme Description	Major Public Realm Regeneration Scheme for Seafront to incorporate: <ul style="list-style-type: none"> ▪ Reduction in carriageway width to increase pedestrian area. ▪ Redevelopment of the south side of the carriageway to become more 'pedestrian friendly' incorporating the following <ul style="list-style-type: none"> ▪ new building; ▪ water feature;

	<ul style="list-style-type: none"> ▪ lighting totems; ▪ timber decking area; ▪ tree planting.
What will it deliver?	Improved access to the beach, with a clutter free 'shared space' feel for pedestrians, new footpaths and cycle facilities.
Delivering Authority	Southend BC
What stage are we at?	Funding in place, work due to start in January.
Are we on Target?	Yes
What happens next?	<p>Early Works January 2010 – April 2010 - works to the carriageway and footway, installation of the six lighting totems</p> <p>Completion Works May 2010 – Feb 2011 - new building, water feature, timber decking areas and tree planting</p>
Scheme Status	Start Date Jan 2010

Table 4.18 - Status of Thames Gateway South Essex (TGSE) Flagship Schemes (Outside Borough) - SERT included in Table above – As at November 2009

Thames Gateway South Essex Schemes Affecting Accessibility to Southend (Outside Borough)	
Project	A130/A13 Sadlers Farm Intersection Improvements
Scheme Description	Grade separated carriageway between A13 west and A130 north providing improved movement along this strategic corridor.
Delivering Authority	Essex CC
What will it deliver?	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.
What stage are we at?	<p>The project has been included within Priority List 1A of the East of England advice to Government on transport Regional Funding Allocations</p> <p>"Early Contractor Involvement" contract awarded to Birse Civils in November 2007.</p> <p>Planning consent was granted for the scheme in February 2008</p> <p>Supplementary planning application was submitted on 14th July 2008 to take account of changes made through the ECI process. Determination 28th November 2008.</p> <p>Order publication December 2008.</p> <p>Prepare for Public Inquiry May 2009</p>
Are we on target?	Yes

What happens next?	Following on from Public Inquiry, ECC will seek Conditional and Full Approval from the DfT. Construction Start Early 2010, completion late 2011.
Scheme Status	Programme Entry
Project	M25/A13 Junction 30 Improvements: Longer Term
Scheme Description	May require improvements to 'existing' facilities and/or off line (i.e. away from A13/J30).
Delivering Authority	HA
What will it deliver?	Long term capability to allow TGSE to be developed along intended lines.
What stage are we at?	<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. • A workshop was held on 26 March to discuss the options for the M25 longer term improvements as well as A13 corridor improvements
Are we on target?	Yes
What happens next?	Moving towards public consultation in 2010/2011 Aim to start work by 2015
Scheme Status	Options are currently being considered with a recent announcement to release £7 million of funding to assist
Project	M25/A13 Junction 30 Improvements: (with regards to London Gateway)
Scheme Description	Junction and slip improvement at the interchange between the M25 & the A13. Improvements to A13 (Interim and final works).
Delivering Authority	HA
What will it deliver?	S278 Mitigation for impacts due to London Gateway.
What stage are we at?	Government approval now given to London Gateway Port and business park proposals Preferred option is to be determined imminently Current timescales for the interim scheme are: <ul style="list-style-type: none"> ▪ Detailed design – start April 08 ▪ Contractor appointed – Spring 2009 ▪ Start of works – mid 2010 ▪ Completion – mid 2011

Are we on target?	Yes
What happens next?	Interim: Enhanced Signal Control System. Design work due to commence shortly. Programmed for implementation 2009/2010. Final Works: Major improvements over and above the interim involving free flow slip roads and widening of approach. Progress dependent on delivery of London Gateway development.
Scheme Status	Planned
Project	A13 Passenger Transport Corridor
Scheme Description	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
Delivering Authority	Essex County Council
What will it deliver?	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
What stage are we at?	DfT have confirmed they do not require a Business Case, but that the scheme will be funded through the Integrated Transport fund The scheme is in the detailed stage. The section between Sadlers and Tarpots is being designed in conjunction with Sadlers Farm. The rest of the scheme is being designed by the ECC term consultants.
Are we on target?	Yes
What happens next?	ECC meeting with DfT to confirm funding allocation in October Advanced work is planned for March
Scheme Status	Priority in the RFA recommendation to the DfT
Project	A127 Basildon Enterprise Corridor
Scheme Description	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.
Delivering Authority	
What will it deliver?	Capacity improvements to the road network around the Basildon Enterprise Corridor
What stage are we at?	Funding awarded November 2008 (£14.7M). Public exhibition complete, contract currently out to tender, and is to be awarded in September Work is completed at Fairglen and now open to traffic.

	<p>Carrillion have been appointed as the principle contractor for the main area of work.</p> <p>Works started 16th November along East Mayne. No works that will effect the traffic will be undertaken before Christmas.</p>
Are we on target?	Yes
What happens next?	Works to Cranes Farm Road, Eastmanyne and A176 (works to commence Early 2010, completion early 2011)
Scheme Status	Under construction
Project	Access to Gardiners Lane South (GLS)
Scheme Description	Major road and junction improvements on A127
Delivering Authority	Essex CC
What will it deliver?	To increase the accessibility and unlock the potential of this key development site.
What stage are we at?	<p>GLS Planning application approved at April 18th 2006 Planning Committee, subject to a S106 agreement.</p> <p>Scheme with consent not being implemented because of lack of funding. Smaller scheme currently being investigated with no access from A127.</p> <p>Options to look into the site for housing are currently being considered</p>
Are we on target?	Programme delayed for reasons given.
What happens next?	<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>
Scheme Status	No Progress
Project	Roscommon Way Phase 1 (Charfleets link)
Scheme Description	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
Delivering Authority	ECC
What will it deliver?	Improved access to jobs and commercial units and the first part of the full extension to Roscommon way
What stage are we at?	<p>Funding Awarded November 2008 (£12.1 M)</p> <p>Planning application was submitted in February determination expected in October 2009.</p> <p>Land has been acquired for scheme and mitigation.</p> <p>We have agreed a way forward to overcome Natural England's objection. This has resulted in the re-consultation of the environmental mitigation statement. Going to Essex Planning</p>

	Committee 29th January 2010. Planning granted for the replacement football pitch at Waterside Farm.
Are we on target?	Objections to planning applications caused delays however we are confident a solution has been found and completion date remains the same.
What happens next?	Procurement via HA framework taking place in parallel with planning application. Scheme Completion early 2011.
Scheme Status	Full Approval
Project	Tilbury Line Platform Extensions
Scheme Description	Lengthening of platforms to 12 car
Delivering Authority	Network Rail
What will it deliver?	Facilitate longer trains improving capacity along a congested line
What stage are we at?	Grays Bay platform is at advance stages of construction Funding will be via the Office of the Rail Regulator's Final determination of Network Rail funding for Control Period 4 The Tilbury line platform extension at Grays is now complete, The roll out is postponed as are the additional vehicles for c2c. reliant on DfT
Are we on target?	Yes for completion in 2011
What happens next?	The scheme is required to meet the DfT HLOS Capacity Metric in order to get funding.
Scheme Status	Committed
Project	Barking to Gospel Oak – Gauge Clearance
Scheme Description	Providing gauge clearance to W10
Delivering Authority	Network Rail
What will it deliver?	Facilitate the transport of 9'6" containers
What stage are we at?	Scheme is being progressed at an increased rate for delivery particularly within the TfL boundaries. Progressing well.
Are we on target?	Yes
What happens next?	A letter of endorsement from the Thames Gateway Transportation Board has been sent
Scheme Status	Current Design status is to GRIP Level 3
Project	Hadleigh, Olympic Mountain Biking Event
Scheme Description	Mountain Biking Event in Hadleigh Country Park and Salvation Army Fields and legacy facilities and access improvements
Delivering Authority	LOCOG, ODA, ECC
What will it deliver?	Prestige cycling event, legacy sports facilities

What stage are we at?	The agreement between ECC LOCOG and The Salvation Army has been signed The ODA have designated the A13 as part of the Olympic Route Network and the A127 as the contingency route A traffic management workshop has been arranged for January. Designs for the access improvements are being progressed.
Are we on target?	Yes
What happens next?	Planning application to be submitted in Spring. Test event Aug 2011, Olympics Aug 2012 Public consultation event is to be arranged for January.
Scheme Status	Detailed design

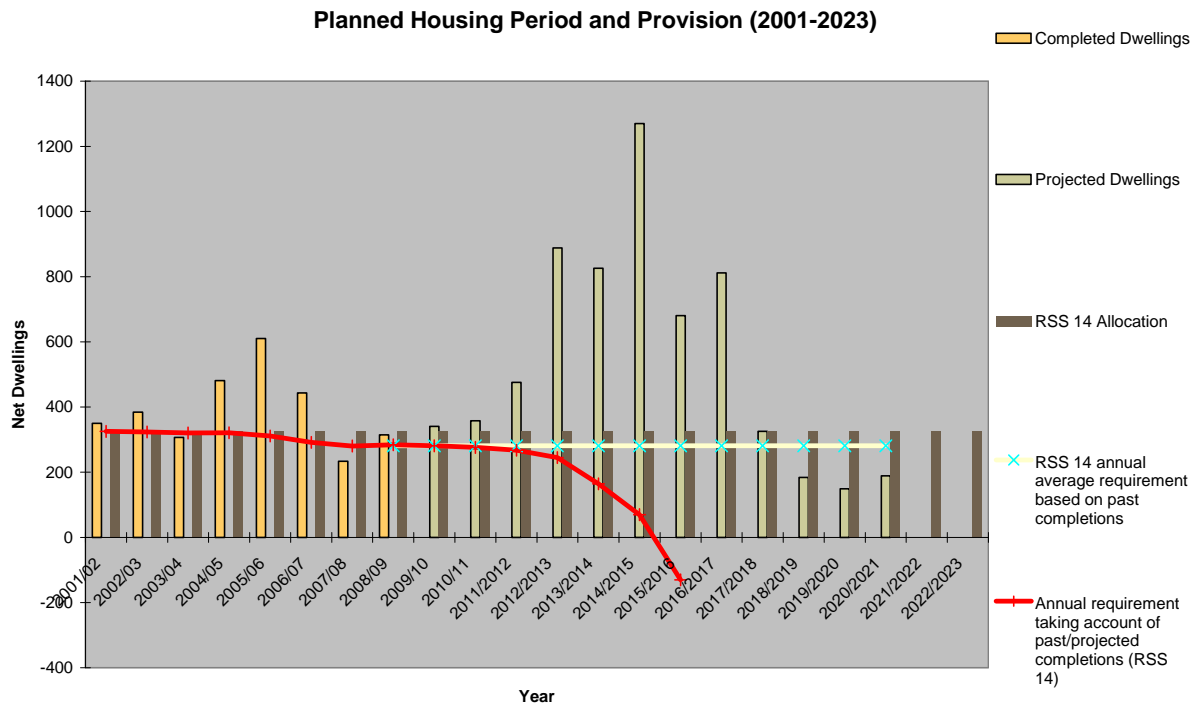
Further transport improvements (in addition to those listed above) are vital in order to create the right support employment and housing. As part of the current refresh of the Regional Funding Allocation process the Council has submitted information supporting the case for improved access to London Southend 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).

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 at 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 2008 - 2023. **Therefore the 15 year provision would be 13 years at 290 per annum and 2 years at 325 per annum (minimum to be provided) = 4,420 (see Figure 4.6).**

Figure 4.6 – Planned Housing Provision



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 fell slightly during the period 2007-2008 where total of 234 net additional dwelling were completed in the town. **The total completions therefore between 2001 and 2008 were 2,809 net additional dwellings.**

For information the detailed annual net dwelling completions for 2001 to 2008 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
2007-2008	238	234

TOTAL **2,825** **2,809**

Annual Average **401**

⁶ Net dwelling completions minus residential loss to non residential uses
Local Development Framework – Annual Monitoring Report (AMR)
December 2009

Figure 4.7 – Net Dwellings over Development Plan Period 2001-2009

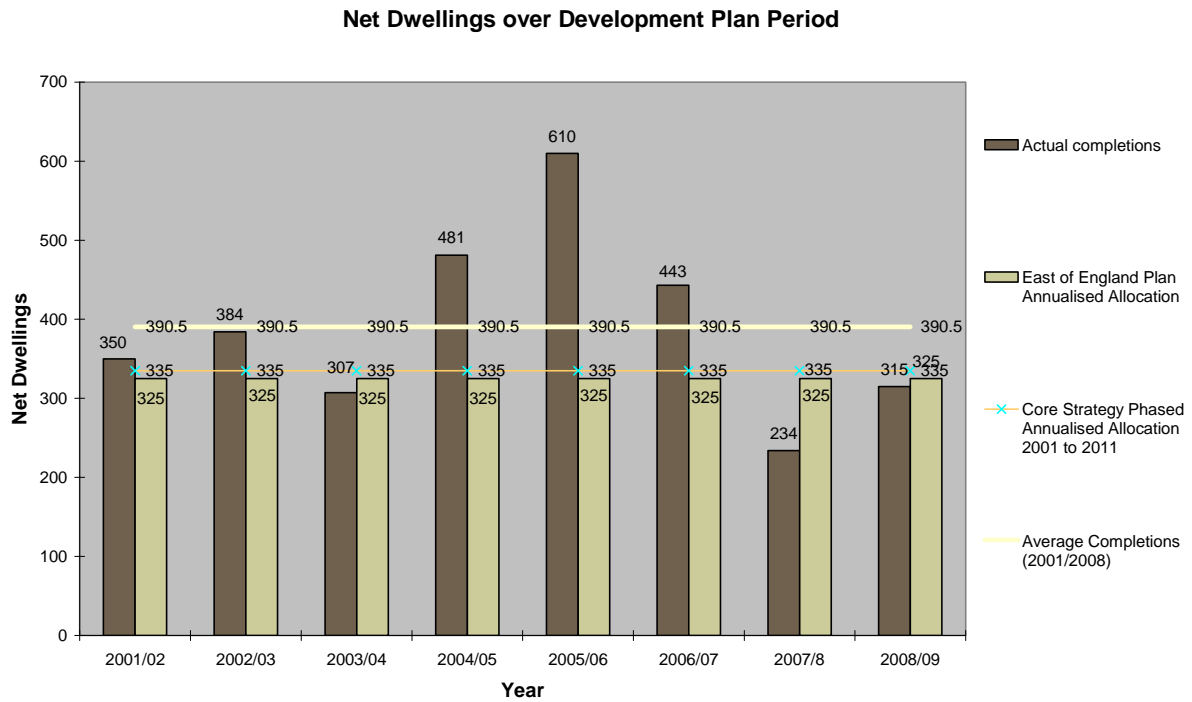


Figure 4.7 illustrates the ‘actual completions’ over the period from 1st April 2001 to 1st March 2009. The actual net completions are plotted against the ‘annualised allocation’ from the beginning of the East of England and Core Strategy plan periods (1st April 2001).

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 on the whole either met or exceeded. The actual net completions for the period between 1st April 2001 and 31st March 2009 totalled 3,124 dwellings (an annual average of 390.5 dwellings). This figure equates to 524 more dwellings than the annualised allocation in the East of England Plan (2,600) and 444 more than the phased allocation in the Core Strategy (2,680).

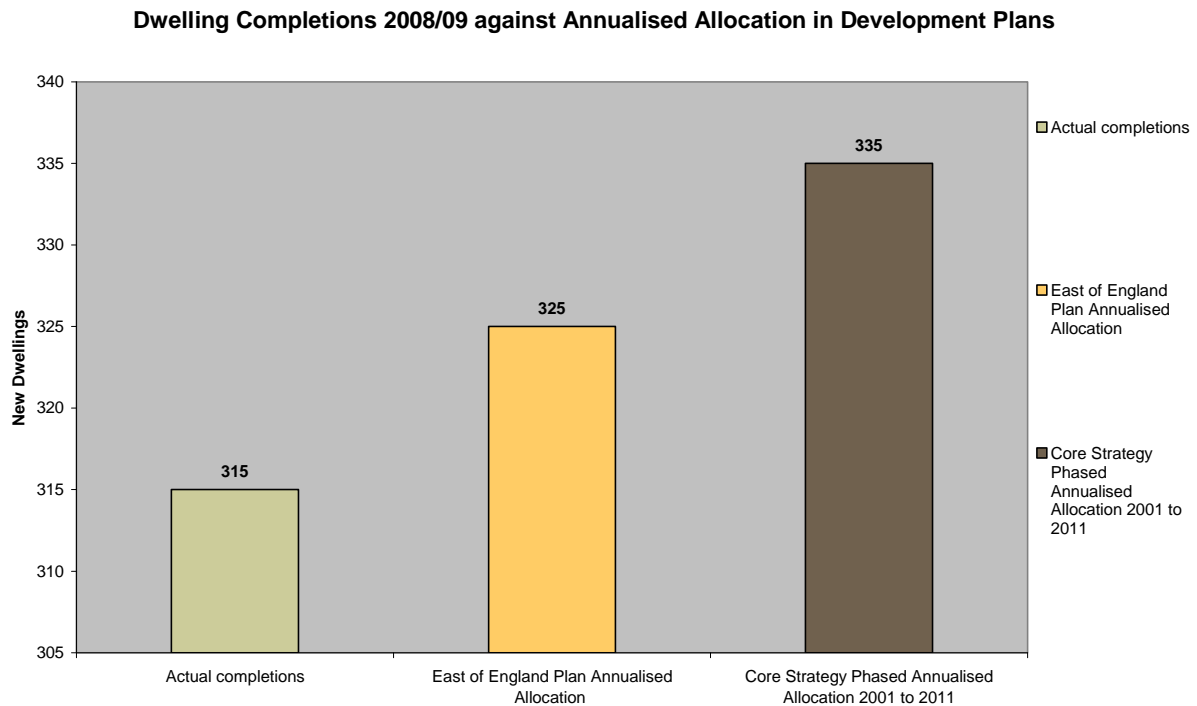
Core Indicator H2(b): Net additional – for the reporting year

Net dwelling completions for the period between April 2008 and March 2009 have risen to 315 net (365 gross) additional units. It should be noted that the figure is above the residential development rate of 290pa required for the residual East of England Plan period (see figure 4.8). However, it is significantly higher than that projected in the 2007 AMR Housing Trajectory (225) which was based on a perceived downturn in the economy and a slow down in build rates for the development industry. This demonstrates that Southend, for this monitoring year at least, has delivered above expectation.

Southend, therefore, is still performing well against its housing targets with total completions over the period 2001–2009 of 3,124 of dwellings. It is anticipated that development rates

will continue to perform reasonably well despite present economic circumstances. The 2009 Housing Trajectory has been revised to reflect more realistic development assumptions over the next few years.

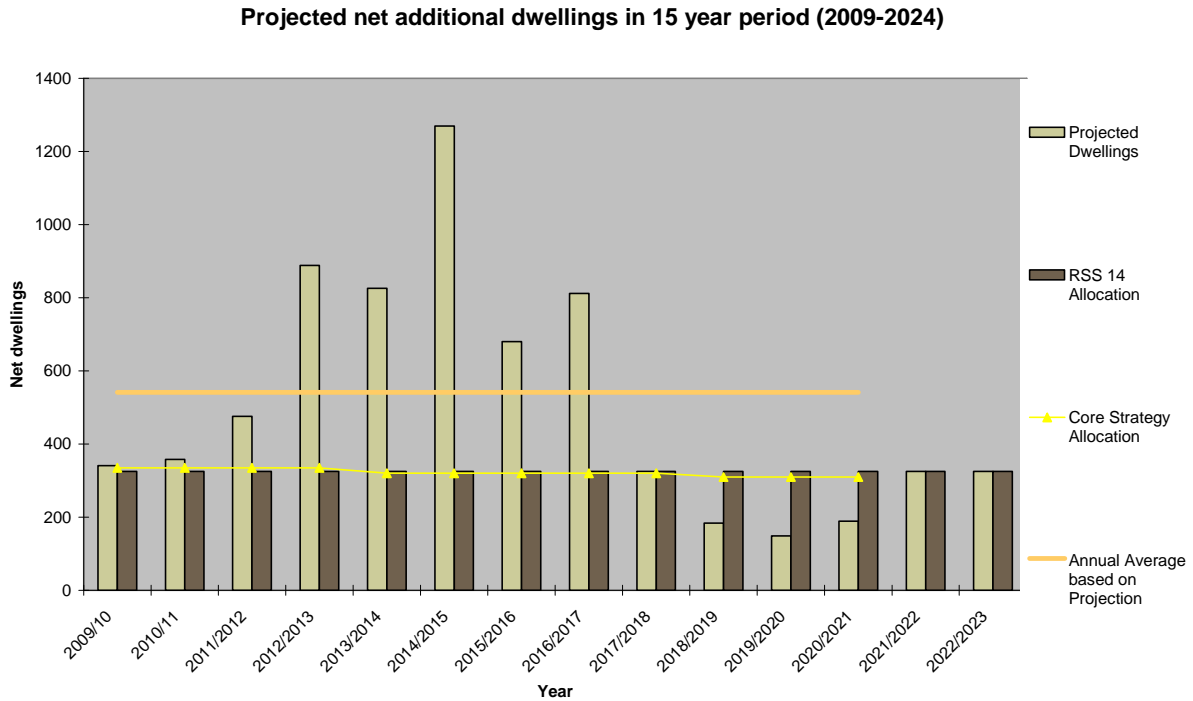
Figure 4.8 – Dwelling completions 2008/09 against annualised allocation



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

Figure 4.9 illustrates the net additional dwellings projected to be built between 1st April 2009 and 31st March 2021 *as a result of already identified capacity (2,237)* 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 planning permission sites and pending S106 agreements over the 15 year period, as well as windfall and data collected for the Strategic Land Availability Assessment 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 Southend Central and Shoebury Area Action Plans, in combination with the work of Renaissance Southend Ltd.

Figure 4.9 – Projected net additional dwellings over 15 year period (2008-2023)



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.

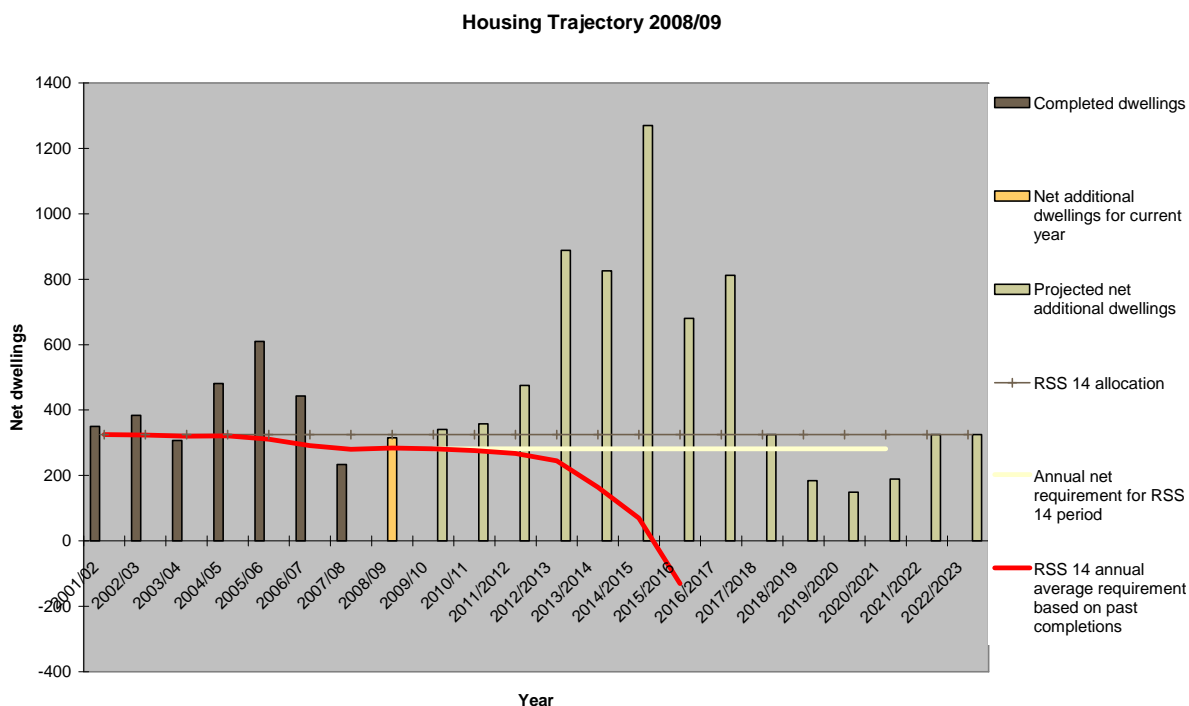
The following table compares actual completions against the annual planned delivery in the 2009 housing trajectory and Corporate Priority NI 154. It shows that completions in the most recent monitoring year are much higher than the figure projected for NI 154, which demonstrates that the housing market in Southend is delivering above expectation during the economic downturn.

	2008/9	2009/10	2010/11	2011/12
Corporate Priorities NI 154	225	254	290	295
Actual Completions	326			
Housing Trajectory 2009	N/A	341	358	475

In addition, the 2009 trajectory estimates 888 and 826 dwelling completions for the years 2012-13 and 2013-14 respectively, making a planned 5 year supply of 2,888. This is much higher than the 5 year requirement using the Policy H1 residual annual development rate of 290 (i.e. $290 \times 5 = 1,450$). It is expected that this period of higher dwellings completions will occur from 2013 up to 2017 as the regeneration agenda for Southend Central, the Seafront and Shoebury comes into fruition as evidence in data collected for the draft SHLAA. After this period the number of completions coming through is predicted to fall again.

A Housing Trajectory has been prepared for this year's AMR and is shown as Figure 4.10.

Figure 4.10 – Housing Trajectory 2008/09



The most robust evidence base to inform this trajectory is an up to date Strategic Housing Land Availability Assessment (SHLAA). An up-to-date SHLAA is also a requirement of PPS3 and the subject of Housing and Planning Delivery Grant Monitoring. The SHLAA provides an informed estimate of land availability for housing at a given point in time, to inform plan-making and to ensure that councils maintain a five-year supply of housing land. In 2007,

Communities and Local Government (CLG) published the Practice Guidance 'Strategic Housing Land Availability Assessment'. The Guidance provides the government's view on how it considers SHLAA should be undertaken and therefore provides the basis for conducting such studies. All the relevant stages of the SHLAA process, as outlined in the guidance, have been followed in this study. The SHLAA provides a key element of the evidence base for the Local Development Framework (LDF) and is intended to be used by the Council not only in preparing the Annual Monitoring Report (AMR), but also in preparing further documents, notably the Southend Central, Seafront and Shoebury Area Action Plans, and in preparing evidence for the review of the East of England Plan.

The Council has commissioned a SHLAA but the current Study is not expected to report its findings until February 2010 at which time an update to the Borough Council's AMR will have already been published and submitted to GO-East. The expected completions over the next 5 and 15 year period within the Housing Trajectory are therefore draft figures pending publication of the SHLAA.

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 2009

Outstanding commitments with planning permission	1,965
<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	2.138

Adequacy of supply

Plan requirement 2001 - 2021	6,500
Net completions 2001 – 08	3,134
Minimum still to build 2009-21 (12 years)	3,376 (281 pa)
5 year requirement (5x281)	1,405
Identified sites with planning permission	1,965
Surplus/Shortfall	+560

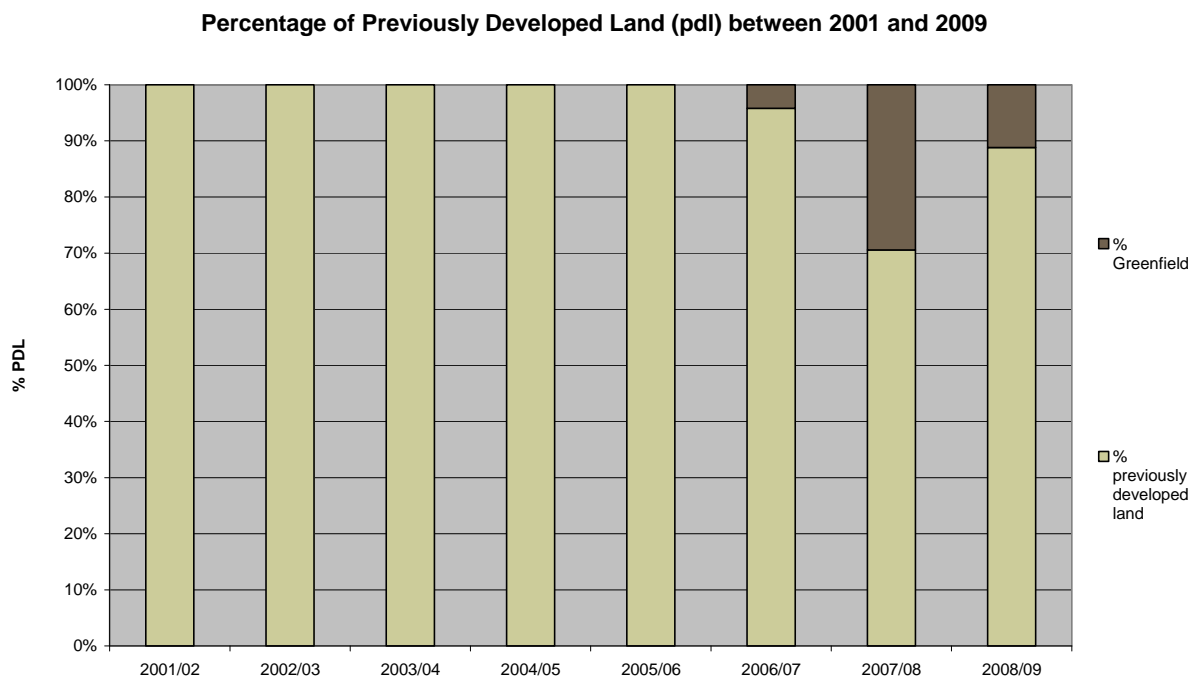
Core Indicator H3: New and Converted Dwellings – on previously developed land

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 4.11.

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
2007-08	70.59%	70 units completed
Current monitoring year		
2008-09	88.8%	42 units completed

Southend continues to perform well against national and regional PDL targets. The last year has seen building on PDL remain above the Core Strategy requirement. The reduced percentage in the last three 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 132 units have been completed. There remain 13 to be built which will create a lesser impact in the next monitoring year.

Figure 4.11 – Percentage of Previously Developed Land (PDL)



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

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

Core Indicator H5: Gross Affordable Housing Completions (NI 155)

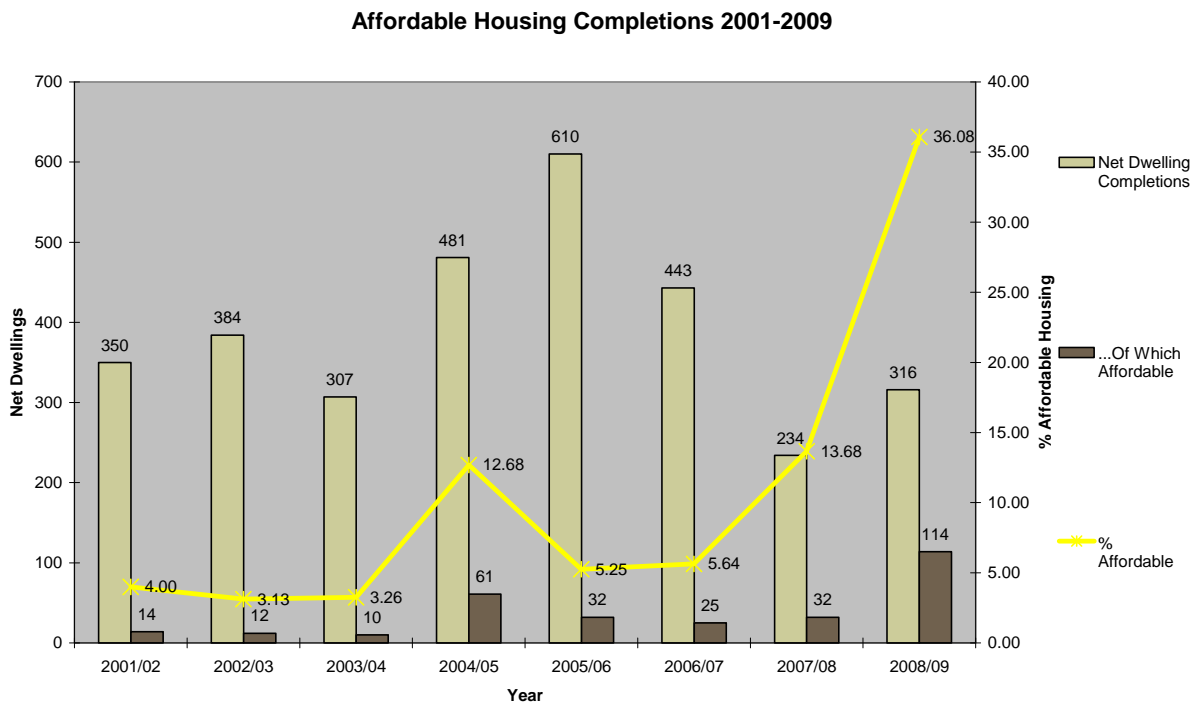
Figure 4.12 illustrates the number and percentage of affordable housing completions compared to the overall net dwelling completions over an eight year period between 1st April 2001 and 31st March 2009. The provision of affordable housing in Southend is becoming a key issue owing to an increasing polarisation between household income and house prices.

The chart reveals that overall affordable housing completions have been much lower compared to the amount of development which has taken place over this period. Over the eight years the amount of affordable housing has been consistently below the target levels in emerging regional and local plans. However, in the most recent year the amount of affordable housing delivered has been higher than the overall target in the East of England Plan and Southend Core Strategy. This higher figure has been heavily influenced by the delivery of new affordable housing on garage sites in the ownership of Southend Borough Council in conjunction with registered social landlords and a development at Olive Avenue.

The main reason for the lower delivery in the monitoring years prior to 2007-2008 was that 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 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 figure 4.12.

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.

Figure 4.12 – Affordable Housing Completions 2001-2009



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).

Indicator LH1: Spatial Distribution of Dwelling Completions (Core Strategy DPD Policy CP8) as at 1st April 2009

Figure 4.13 - Distribution of Dwelling Provision – Core Strategy DPD

All Borough (Net)					
Total Required 2001-2021	2001-2009 Phased Total	2001-2009 Completions	Ahead or Behind 2009 Phased Total	Outstanding at 2009	Residual Amount to be Found by 2021
6500	2680	3,124	444	1,965	1,411
Intensification (Net)					
Total Required 2001-2021	2001-2009 Phased Total	2001-2009 Completions	Ahead or Behind 2009 Phased Total	Outstanding at 2009	Residual Amount to be Found by 2021
2550	1000	1580	580	543	427
Town Centre (Net)					
Total Required 2001-2021	2001-2009 Phased Total	2001-2009 Completions	Ahead or Behind 2009 Phased Total	Outstanding at 2009	Residual Amount to be Found by 2021
2000	800	793	-7	865	342
Seafront (Net)					
Total Required 2001-2021	2001-2009 Phased Total	2001-2009 Completions	Ahead or Behind 2009 Phased Total	Outstanding at 2009	Residual Amount to be Found by 2021

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

550	360	336	-24	196	18
Shoeburyness (Net)					
Total Required 2001-2021	2001-2009 Phased Total	2001-2009 Completions	Ahead or Behind 2009 Phased Total	Outstanding at 2009	Residual Amount to be Found by 2021
1400	520	419	-101	361	620

Figure 4.13 demonstrates the broad spatial locations of future housing growth to 2021, the delivery of housing completions between 2001 and 2009 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.

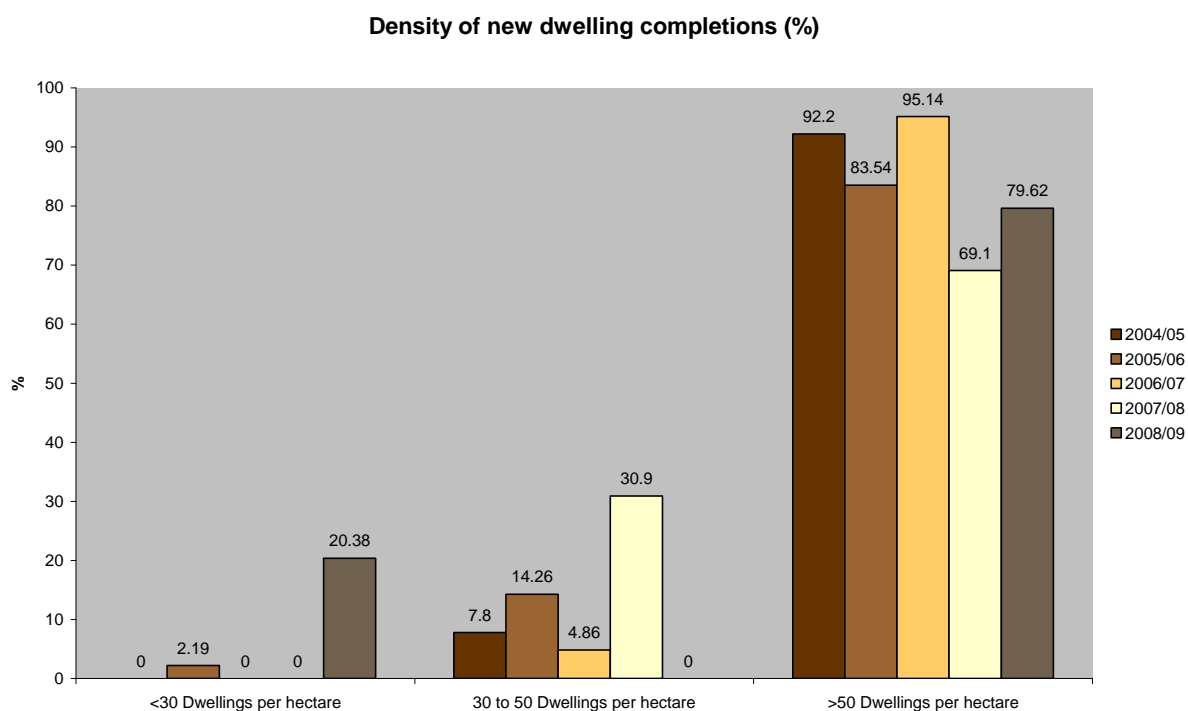
The table reveals that overall the requirement has been exceeded in Southend by 444 dwellings. Delivery of regeneration along the Seafront has slowed over the past year, this is most likely caused by the delay in completions due to the current economic climate. The planned provision for the Town Centre 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 4.14 illustrates the density levels of dwelling completions between 1st April 2004 and 31st March 2009. 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 80% 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 4.14 – Density of new dwelling completions



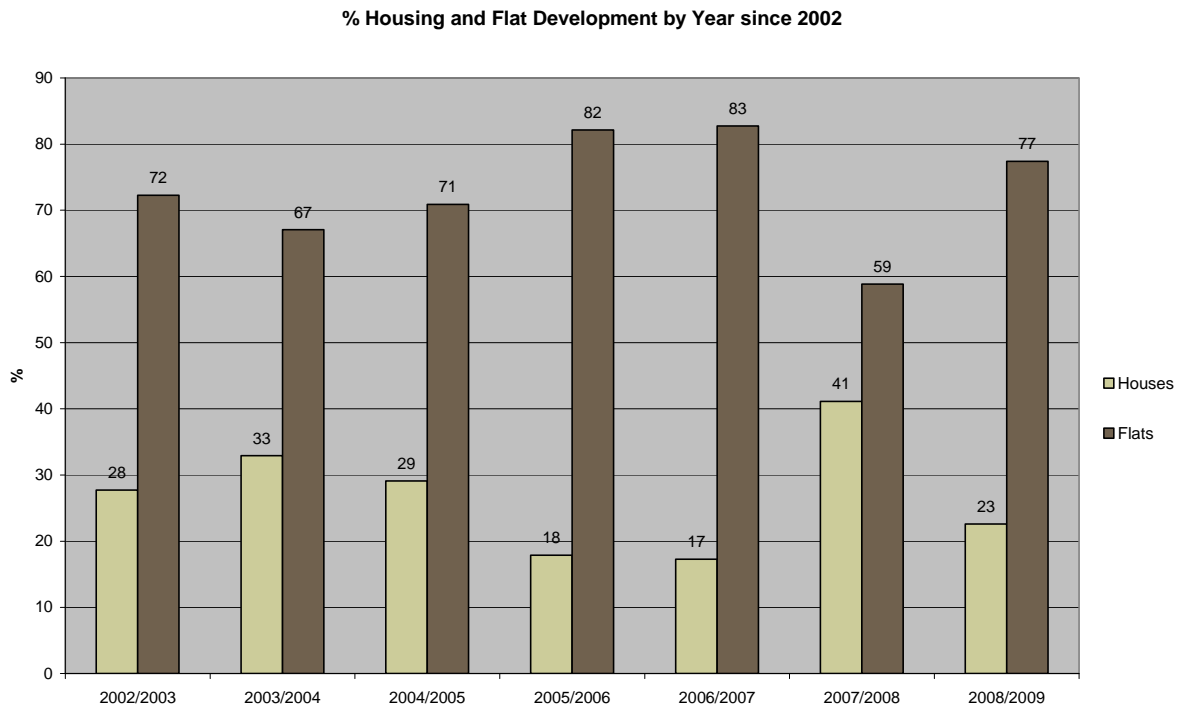
Indicator LH3: Size and type of dwelling completions

Of the 365 gross dwelling completions 85 (23%) were houses and 166 (77%) were flats. Previous housing development mix by type is shown below and in figure 4.15.

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
2008-2009	280 (77%)	85 (23%)	365
Total	2,244 (75%)	760 (25%)	3,004

The average split in new dwellings between houses and flats over the last 7 years is 25% / 75% respectively. In the monitoring year 2007-2008 there was 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. In the most recent monitoring year the split has returned to very close to the average for the period as a whole.

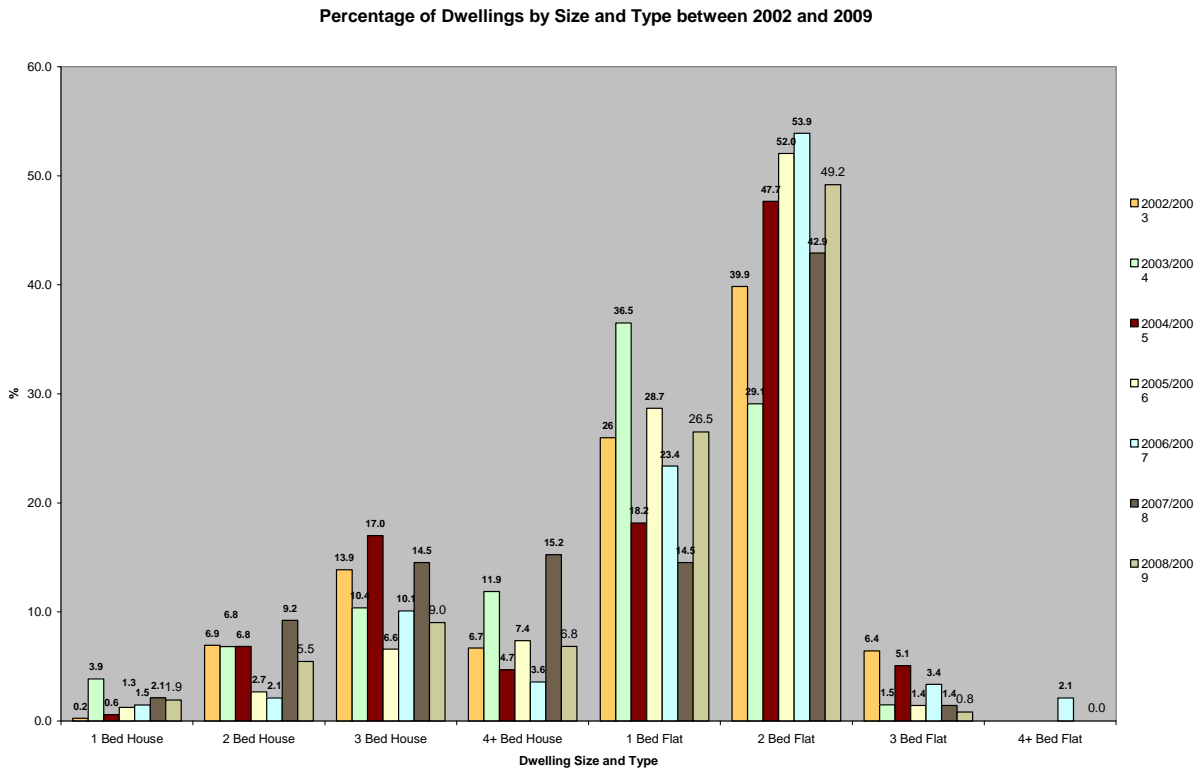
Figure 4.15 – House and Flat developments since 2002



Indicator LH4: Dwellings Completions by type and number of bedrooms

Figure 4.16 illustrates the size and type of dwellings completed between 1st April 2002 and 31st March 2009. 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 4.16 – Dwellings by size and type – 2002-2009



The chart reveals that a consistently high proportion of one and two bedroom flats have been constructed during this eight year period. This year a reasonably proportion of two, three and four bedroom houses have been built. However the figure is low compared to the previous year which saw the deliver of the majority of houses on a major housing scheme at Lifstans Way

In terms of size of dwellings, completions between 2008 and 2009 were as follows, 104 (28%) were one bedroom, 200 (55%) were 2 bedroom, 36 (10%) were 3 bedroom and 25 (7%) were 4 bedroom or more.

Indicator LH5: Residential Development Completion by Ward between 2001 and 2009

Figure 4.17 – Dwelling completions by ward

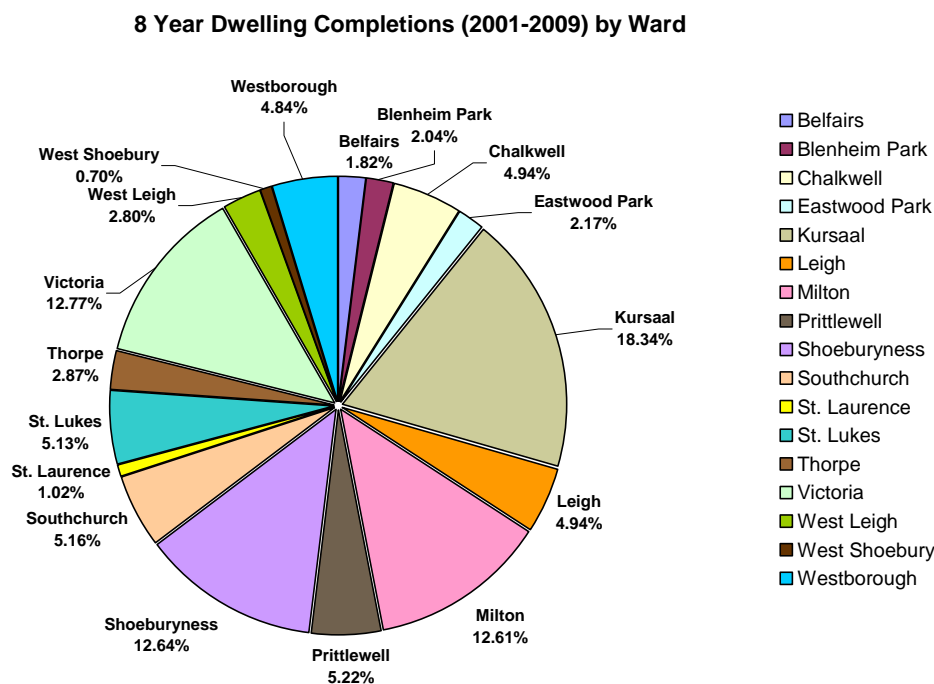


Figure 4.17 illustrates the percentage of dwelling completions by ward between 1st April 2001 and 31st March 2009. In this period a total of 3,124 net additional dwellings have been completed. The chart reveals that Kursaal, Shoeburyness, Milton and Victoria wards comprise just under 56% of completed development, making up 18.09%, 12.64%, 12.32% and 12.77% of dwellings built respectively. This indicates that a large proportion of housing is being focused in the Southend Central and Shoeburyness in line with the Core Strategy DPD spatial strategy.

This year Southchurch has made up nearly 18% 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 4.18 – Development by ward since 2001

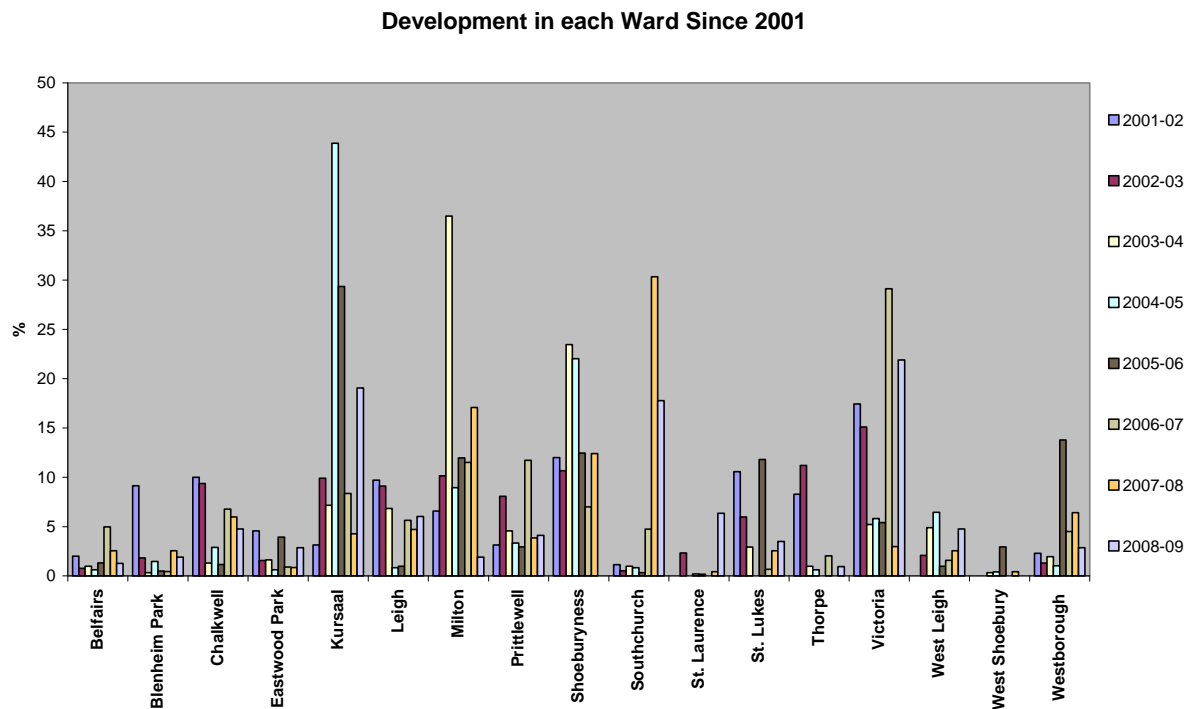


Figure 4.18 shows the residential development completed in each ward in Southend by year since 1st April 2001 in percentage terms. The chart demonstrates that a significant percentage of development has occurred in the wards of Kursaal, Milton, Shoeburyness and Victoria. However in the most recent monitoring year the higher proportion of development has occurred in Victoria (21.90%). followed by Kursaal (19.05%) and Southchurch ward (17.78%). Delivery in Milton and Shoeburyness, which are normally amongst the highest, were down on their averages in this monitoring year.

Indicator LH7: Type of Residential Development Completed by Ward between 2001 and 2009

Figure 4.19 – Type of development by ward 2003-2009

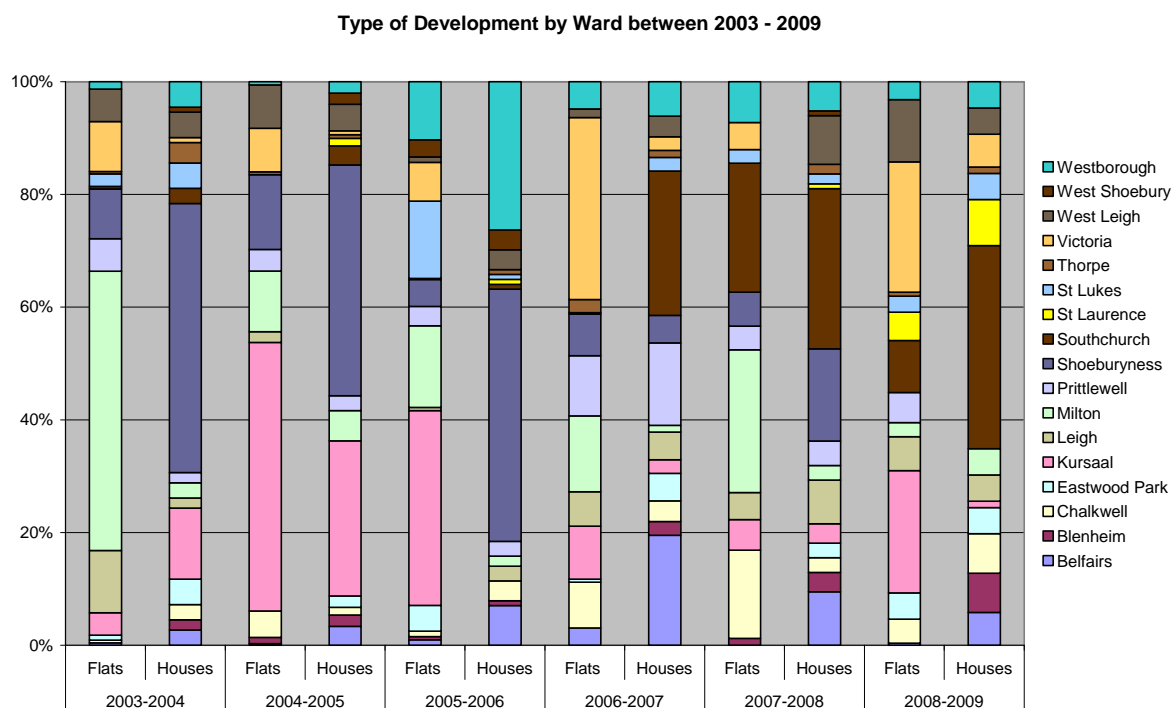


Figure 4.19 shows the number of flats and houses built in each of the 17 wards in Southend during each monitoring year since 2003. The chart reveals that the greatest number of flats built in each year has been in the wards of Milton (2003-2004), Kursaal (2004-2005), Kursaal once more (2005-2006), Victoria (2006-2007), Milton (2007-2008) and Victoria (2008-2009). 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 three years (2006-2007, 2007-2008 & 2008-2009) the contribution from Shoeburyness has been overtaken by Southchurch, mainly owing to a large residential development at Liftstan's Way.

Over the six year period, over 55% of flats have been built in Kursaal, Milton and Victoria and wards with 24.07%, 16.85% and 14.54% respectively. Chalkwell (4.76%), Leigh (4.30%), Prittlewell (5.58%), Southchurch (3.38%), St Lukes (4.61%), West Leigh (4.25%), Shoeburyness (6.76%) and Westborough (5.07%) making up nearly 40% of flatted development with the remaining wards delivering more or less 1%.

In terms of housing the most over the six year period has been delivered in Shoeburyness (28.57%), mostly owing to the Garrison site. This is followed by Southchurch (14.29%) with the major greenfield development at Liftstan Way. Higher levels of housing development have

also occurred in the wards of Belfairs (7.29%), Kursaal (9.42%) and Westborough (8.05%), 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 Environment Agency (EA) produces annually the publication 'High Level Target 5' (HLT5). The document and its appendices details the planning applications submitted to local authorities that the EA have objected to due to flood risk or water quality issues. Between 2007 and 2009, 32 planning applications submitted within the Borough were objected to by the EA on flood risk grounds of which, 7 were granted, 18 refused, 6 withdrawn and 1 not proceeded with. In addition, 1 application was objected to on water quality grounds and was subsequently refused permission. Table 4.19 lists the applications that have been granted by Southend Borough Council in the period 2007-2009 contrary to EA advice and also lists any conditions (related to flooding and water quality grounds) that are associated with the permission.

Table 4.19 - Applications objected to by the Environment Agency on flood risk grounds 07/08 and 08/09

2007/08					
	HLT5 Ref	Nature of Proposed Development	Reason for Agency Objection	DC Decision	Details
1	5119	Educational Institutions-Major	Adverse Impact on Surface Water Run-Off/ Unsatisfactory FRA/FCA Submitted	PERCON - Permission granted	Erect two storey building for use as vocational training college, lay out sports pitches, recreational space, car and cycle parking and landscaping.
2	5120	Recreational Schemes - Minor	Adverse Impact on Surface Water Run-Off/ Unsatisfactory FRA/FCA Submitted	PERCON - Permission granted	Lay out synthetic multi - use games area to south west of site with associated fencing and lighting
3	5121	Recreational Schemes - Major	Adverse Impact on Surface Water Run-Off/ Unsatisfactory FRA/FCA Submitted	PERCON - Permission granted	Lay out nine synthetic 5 a-side pitches to west of site with associated fencing and lighting, erect single storey building for clubhouse/changing rooms and use existing hardstanding to south of site for car parking

4	5137	Retail - Minor	Sequential Test not adequately demonstrated/ Unsatisfactory FRA/FCA Submitted	PERCON - Permission granted	Demolish building, erect retail store (1457 m2), amend parking layout and layout additional parking spaces (Amended Proposal)
5	5138	Residential - Minor	Unsatisfactory FRA/FCA Submitted	PERCON - Permission granted	Demolish existing buildings, erect two storey building comprising 4 self-contained flats with roof terrace, lay out 4 car parking spaces, cycle stores, refuse store and amenity area, extend existing vehicular access to side and form new vehicular access onto Shakespeare Avenue (Amended Proposal)
6	5139	Retail - Minor	Unsatisfactory FRA/FCA Submitted	PERCON - Permission granted	Use shelter as retail unit (class A1), alter elevations and reclad building and erect screened bin store.

2008/09

	HLT 5 Ref	Nature of Proposed Development	Reason for Agency Objection	DC Decision	Details
7	1229	Residential - Minor	Adverse impact on surface water run off	PERCON - Permission granted	Erect two storey block of 8 flats with accommodation in roof space, form refuse, cycle stores and amenity areas, lay out car parking and form vehicular access onto Shakespeare Drive (Amended proposal)

Conditions of Permission or reason for refusal

1	U23317 - Surface water shall be disposed to an underground storage attenuation tank designed and constructed as per drawing reference 9211/C003/D2, to provide no less than 500m3 of storage volume, and attenuating discharge from the site to 137l/s // U23554 - Within 4 calendar months of the date of this decision notice details of foul drainage shall be submitted to and approved by the LPA the development shall be carried out in accordance with the approved details.				
2	Prior to the commencement of development, a scheme for the provision and implementation of surface water drainage shall be submitted and agreed, in writing, with the local planning authority.				
3	Prior to the commencement of development, a scheme for the provision and implementation of surface water drainage shall be submitted and agreed, in writing, with the local planning authority.				
4	Surface water shall be discharged from the site at a maximum rate of 2 litres per second and a minimum of 112m3 of storage shall be provided on-site to accommodate the 1 in 100 year storm, as detailed within the submitted FRA.				
5	No conditions relevant				
6	Prior to the commencement of any development, a flood response plan shall be submitted to and				

	agreed in writing by the Local Planning Authority.
7	No development shall take place until a scheme for surface water drainage for the site has been submitted to and approved by the local planning authority. The development shall only be carried out in accordance with the approved details, unless by express permission of the Council.

The Thames Gateway South Essex Strategic Flood Risk Assessment (SFRA) final reports became available during November 2006. In addition to this sub-regional work, in November 2009, SBC commissioned consultants to carry out a SFRA and Water Cycle Study specific to the Borough taking account of new climate change data and PPS25. These assessments are due to be completed in March 2009 and will provide further useful evidence for future LDF documents including the Southend Central and Seafront AAPs.

Core Indicator E2: Change 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 2008/09. Specifically, there is a 'nil' return in relation to:

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

A more formal reporting system has been put in place to report on action points within the Southend Biodiversity Action Plan. On a regular basis throughout the year representatives within the council and approximately 80 community groups are approached and asked to complete a survey detailing any information on changes or improvements to or management of biodiversity in the area. This is collated, matched to action points within the Southend Biodiversity Action Plan and published in January of each year.

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. Three main infrastructure projects are:

- Belfairs Park Woodlands Resources Centre;
- Improve Access and Habitat restoration at Two-tree Island;
- Development of a heritage centre at Gunners Park.

Currently, funding is being sought for a local wildlife and geological sites survey to take place within Southend. This will provide a baseline against which National Indicator 197 can be reported. In order to continue the reporting the indicator, funding is being requested to enable the Essex Wildlife Trust to maintain the data on an annual basis and produce NI 197 for Southend Borough Council.

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.

The place survey undertaken in 2008, indicates that 80% of the respondents were satisfied with the parks and open spaces in Southend.

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 designation of open spaces in the Borough are listed in Table 4.20 below.

Table 4.20 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. In 2008/09, 5 parks within the Borough were awarded green flag status, as listed in Table 4.21.

Table 4.21 Parks Awarded Green Flag Status, 2008/09

Park Name	Area (ha)
Priory Park	18
Shoebury Park	7.9
Southchurch	12.5

Chalkwell Park	10.5
Belfairs Park	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 also the Waste Planning Authority for the Borough. During the monitoring year 2008/09, no new waste management facility capacity became operable. In July 2009, 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 one major waste management facility, using an MBT treatment process capable of producing a Compost Like Output and Solid Recovered Fuel, to be developed at a site in Basildon 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 (2007/08 figure in brackets).

A diversion rate of 42% away from landfill (compared to 32% for 2006/07 and 36% for 2007/08) represents an improving rate of progress towards more sustainable waste management (see Table 4.22). 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.

Table 4.22 - Waste Management

Management Type	Amount Managed (Tonnes)					Percentage Managed				
	2008/09	2007/08	2006/07	2005/06	2004/05	2008/09	2007/08	2006/07	2005/06	2004/05
Total municipal waste arising,	80,752	84,246	87,922	86,637	89,271	100	100	100	100	100
Of which:										
Amount sent to landfill	46,614	53,636	60,164	64,990	67,475	58	64	68	75	76
Amount incinerated	0	21	15	21	13	0	0.02	0.02	0.02	0.01
Total amount diverted,	34,138	30,589	27,743	21,626	21,783	42	36	32	25	24
Sum of last 3 lines										
Of which:										
Amount recycled	25,719	22,601	19,841	14,802	14,378	32	27	23	17	16
Amount composted	8,418	7,988	7,902	6,824	7,405	10	9	9	8	8

Gypsies and Travellers

During the monitoring year 2008-09, 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, January 2008, July 2008 and January 2009.

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. Fordhams 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. At the end of the monitoring year (2008-2009) local planning authorities were still awaiting the publication of the Government's revised policy.

In the light of this, the Council will operate policies of the Core Strategy 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 Development Plan Document and Site Allocations' DPD as per the new LDS.



section five

5. Managing Regeneration and Growth: Delivering Sustainable Development

Is a review of the Local Development Scheme needed?

The 2008 AMR highlighted a need to revise the 2006 LDS. As a consequence a revised LDS was adopted by Cabinet in November 2009 and agreed by GO-East. Figure 5.1 shows the revised structure of the Local Development Framework (LDF) as agreed in the revised 2009 LDS.

Tables 3.2 and 3.3 (found on pages 21 and 22 of this report) show that there has been good progress against the 2009 LDS milestones, including:

- The Core Strategy was adopted in December 2007;
- The Statement of Community Involvement was updated in November 2009 to reflect the new Regulations;
- Preliminary preparation is underway for the Southend Central Area Action Plan and the Seafront Area Action Plan. Reg 25 consultation is due in January 2010.
- Limited preparation has occurred concerning the Development Management DPD, though no slippage is envisaged in its timetable at present.
- Issues and Options consultation and Preferred Options consultation has been implemented for the London Southend Airport and Environs Joint Area Action Plan. However, progress may be delayed slightly whilst a planning application, submitted by London Southend Airport, is considered by Southend Borough Council in January 2010.
- The Design and Townscape Guide SPD has been refreshed following consultation and review. The Planning Obligations Guide and Victoria Avenue Development Brief SPD are on target.

However, the initial consultation concerning the Essex and Southend Joint Waste Development Plan Document has slipped and it is envisaged that the associated Non-Strategic Waste Site Allocations DPD will also be delayed. Reasons for this are outlined below.

Waste DPD Commentary

As a Waste Planning Authority Southend Borough Council is responsible for producing Waste Development Plan Documents. This consists of a Waste Core Strategy, development management policies and strategic site allocations. In addition there is also a non strategic site allocations document.

Progress in document preparation includes:

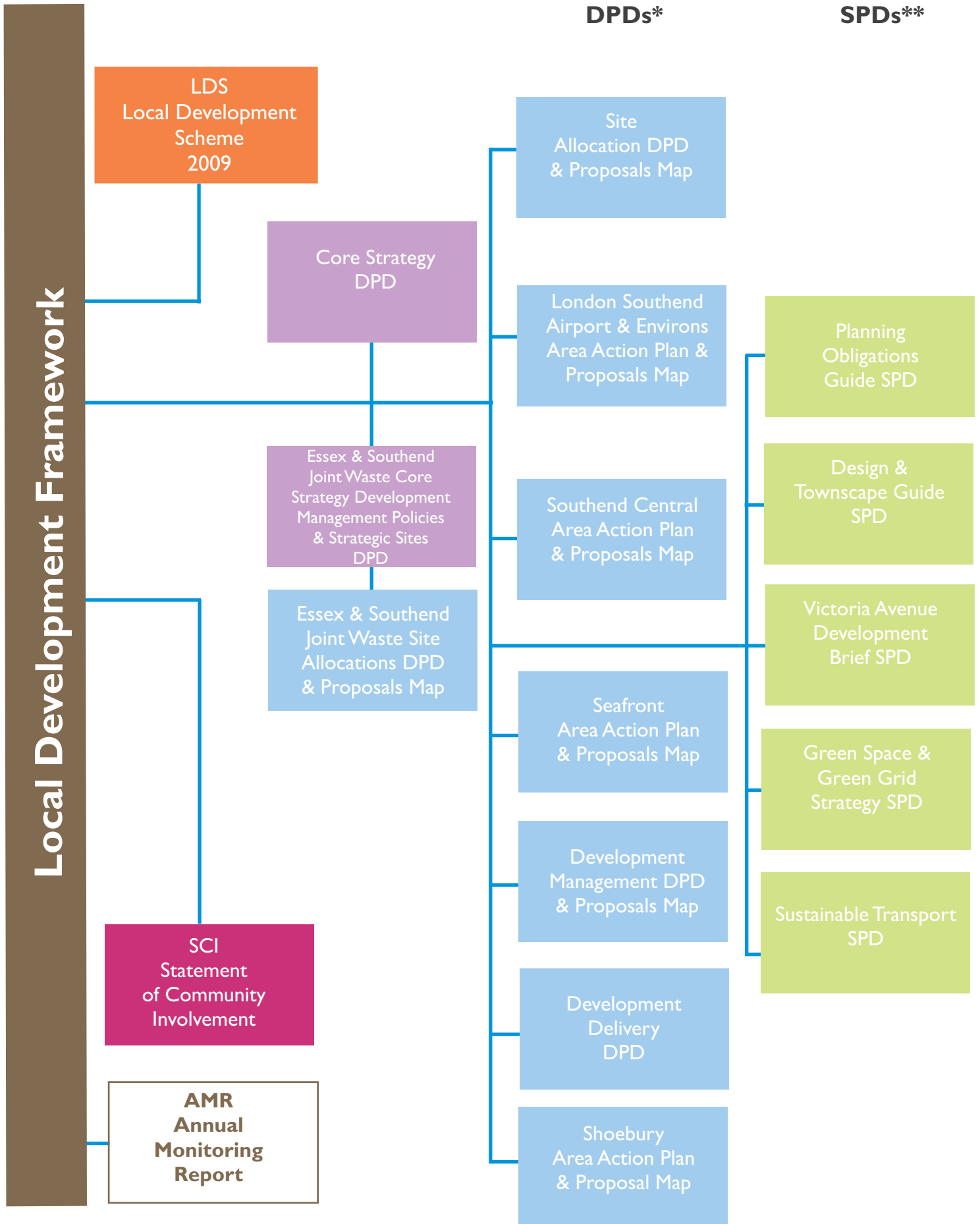
- Consultants were appointed to produce a waste evidence base;
- Joint working between Essex County Council and Southend Borough Council has been established for the WDD in March 2009;
- SA/SEA scoping report published December 2009.

During 2009 consultants were appointed to start drafting the main WDD and Non Strategic Site Issues and Options (first round of Reg 25 consultation) papers. Originally the main WDD Issues and Options paper was due to be published between Nov-Jan 2009/10. This has now been delayed until later 2010 due to problems with ensuring evidence base data is accurate and up to date. The second WDD non strategic site allocations Issues and Option Paper was scheduled for spring/summer 2009/10.

The current LDS was adopted in November 2009. However, as identified above a change to the timetable is necessary with regards to the Waste DPDs and it has been agreed with GO-East that a further revision to the LDS will be required. At present the following progress is anticipated over the next 12 months:

- SA/SEA scoping report published December 2009;
- Issues and Options consultation proposed later 2010;
- Non-Strategic Site Allocation consultation in conjunction with the above document.

Figure 1: Southend on Sea Local Development Framework - Content



*Development Plan Document

** Supplementary Planning Document

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

Housing

Net dwelling completions have risen to 315 for the period between April 2008 and March 2009. This is higher than the previous monitoring year (234) and is higher than that projected in the 2007 AMR Housing Trajectory (225) which was based on a perceived downturn in the economy and a slow down in build rates for the development industry. This demonstrates that Southend, for this monitoring year at least, has delivered above expectation and to date has provided 444 more dwellings in the Borough than the phased allocation in the Core Strategy. The completion rate for this monitoring year has also exceeded the residual regional monitoring requirement of 290 dwellings pa. Despite the encouraging housing completion figures during 2008/09 it is very likely that this may not continue into subsequent monitoring years as the effect of the economic downturn on house building may become evident. 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 2009 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 be published in February 2010.

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 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. Delivery of regeneration along the Seafront has slowed over the past year, as has housing development in the Town Centre and Shoeburyness. 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, with this year's house building on PDL (88.8%) falling well within the Core Strategy requirement (80%).

The average split in new dwellings between houses and flats over the last 7 years is 25% and 75% respectively. In terms of size of dwellings, completions between 2008 and 2009 were as follows, 104 (28%) were one bedroom, 200 (55%) were 2 bedroom, 36 (10%) were 3

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bedroom and 25 (7%) 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.

Generally, since 2001, affordable housing completions have been much lower compared to the amount of development which has taken place over this period. However, over the past two monitoring years, percentage of affordable housing coming forward has been increasing. The proportion of affordable homes provided over the period 2001/02 to 2006/07 has averaged at 5.7%. In 2007/08 this figure reached 13.7% and in the current monitoring year has risen to 36.1%. This higher figure has been heavily influenced by the delivery of new affordable housing on garage sites in the ownership of Southend Borough Council in conjunction with registered social landlords and a development at Olive Avenue. From December 2007 onwards, the planning system has delivered 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 in order to continue to supply a higher affordable housing provision in the town (to meet RSS aspirations) more innovative means as set out in the Council's Housing Strategy should be utilised 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. However, over the monitoring year the Inter-Departmental Business Register (IDBR) indicates that the number of jobs in Southend has decreased by 1,000. Therefore, between 2001 and 2009 the number of jobs in Southend has increased by approximately 2,000. The reduction in jobs over the monitoring year is consistent with the current economic downturn and the steep rise in unemployment in the town since mid 2008. 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 is growing at a slower rate compared to the rest of the Region and to England as a whole. For example, the increase in Workplace based GVA has been proportionally less since 2001, as has the gross weekly pay of workers within the town. Changes to the publication of VAT registrations and deregistrations means that a time-series analysis is not possible since 2001. A new method of

capturing births and deaths of enterprises in Southend has been published this year with the figures being back dated to 2004. This information indicated that the number of active enterprises within the borough has remained steady over the past four years. Clearly this data has not yet captured the full effect of the economic downturn that has probably had its greatest effect since April 2008..

Section 4 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 and attributed to one application. 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.

Overall there has been a major slow down in commercial development activity in the town during 2008-09 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. However, a high proportion of employment land loss has to be to other employment based uses such as educational (Class D1). This is not the case regarding outstanding planning permissions, where the vast majority of potential employment land loss is to residential (Class C3)

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 (LTP2). Preparation is now underway to develop the third Local Transport Plan for Southend (LTP3) and work is being carried out to deliver the Southend Multi Modal Model which will inform the new document.

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.

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). Both projects are scheduled to start construction works in January 2010.

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 (previously 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, and have now had

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funding agreed. However, 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 not as yet had a significant affect on residential development within the town. There has been an overall reduction in employment floorspace across the Borough but this was mainly due to a single change of use from B1a floorspace to D1 use related to educational training. Net additional residential completions have increased on last year and housing provision is still ahead of regional requirements for the plan period. The economic climate has had a negative effect in relation to employment, with indications showing that the number of jobs has reduced and unemployment has risen. However, job numbers in Southend have still maintained an upward trend since 2001. The overall economy remains weak, however, relative to the regional economy.

The Regional target for job creation in Southend (13,000) for the period 2001/2021 is twice as high as that for housing (6,500). Despite this housing provision has so far outstripped job growth between 2001/2009. Careful planning and management is therefore needed to ensure that future growth in the Borough is balanced and that jobs-led regeneration is realised to create a sustainable community.

The Borough Council has been 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 needed 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

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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. Since the adoption of the current 2009 LDS good progress has been made with document preparation. However, a change to the timetable is necessary with regards to the Waste DPDs and it has been agreed with GO-East that the further revision to the LDS is required.
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. consistent 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 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.
 - 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 monitoring framework that will maintain an up to date Employment Land Review in association with GIS capabilities.
 - V. 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



southend-on-sea
town, shore and so much more