

annual monitoring report december 2010

local development framework
delivering regeneration and growth



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Executive Summary

This Southend-on-Sea Annual Monitoring Report (SAMR) is the fifth 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.

The specific monitoring period covered by this SAMR is 1st April 2009 to 31st March 2010. 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 purpose;
- Section 2 examines the context for the AMR including key characteristics of the Borough, key 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.
- Section 3 discusses progress on the plan preparation 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.
- 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 principle findings and conclusions of this 2010 monitoring review are that:

Generally, good progress has been made in plan preparation, with a number of documents reaching key stages (including adoption) and undergoing preparation following the completion of key evidence base documents. The following key milestones have been reached during the period from April 2009 to March 2010.

- **Updated Statement of Community Involvement (SCI)** Adopted November 2009
- **A guide to Section 106 and Developer Contributions SPD** Public Consultation December 2009
- **Revised Design and Townscape Guide SPD** Adopted November 2009
- **London Southend Airport and Environs Joint AAP & Proposals Map** Preferred Options Consultation March – May 2009
- **Southend Central AAP & Proposals Map** Second Issues and Options Document Preparation
- **Development Management DPD & Proposals Map** Information gathering/ Scoping. Issues and Options Document Preparation
- **Essex and Southend Joint Waste Development Document (WDD)** Information gathering/ Scoping. Issues and Options Document Preparation
- **Research and Technical Studies** Several substantive technical studies were completed, or draft reports received, including the Employment Land Review, Strategic Housing Land Availability Assessment and evidence documents associated with the production of the joint waste Plans.

However significant delays have occurred when the progress of plan preparation is compared to key stages in the 2009 LDS. This has been partly due to external circumstances, the reprioritising of development plan documents and the extensive resources involved in establishing an up to date evidence base. These issues were identified during 2010 and a revised plan preparation timetable was adopted in July 2010. The AMR indicates mixed progress against this new timetable.

- The Essex and Southend Joint Waste Development Document (WDD) and the Development Management DPD are progressing well and there are no known issues that may hinder progress at this time.

- Other DPDs such as the Southend Central AAP, London Southend Airport and Environs Joint AAP have slipped significantly due to external circumstances, the reprioritising of development plan documents and the extensive resources involved in establishing an up to date evidence base.

There are therefore certain aspects of the LDS that could be altered further to provide a more concise and relevant LDF. An early review should reflect the need:

- To update the Strategic Housing Land Availability Appraisal and Employment Land Review and complete any outstanding technical studies;
- To expedite the preparation of an Infrastructure Plan and associated Schedule of Charges as a corporate project so that the Council can set a Community Infrastructure Levy (CIL). The Schedule of Charges must be independently examined;
- to maintain the target date for adoption of February 2012 for the Development Management DPD;
- To work jointly with Essex County Council on the preparation of the Joint Waste Plans;
- For the Southend Central AAP and London Southend Airport and its Environs JAAP preparation timetable to reflect the need to develop effective delivery plans, including transport strategies and Development Briefs for strategic sites within the AAPs;
- To investigate whether the scheduled Shoebury AAP should be taken forward as a Neighbourhood Plan;
- For the review of the Core Strategy DPD to reflect the measures proposed in the Localism Bill, in particular any review should inform and be informed by the work of the Local Enterprise Partnership

Excellent progress has been made in the delivery of key infrastructure and public realm projects in the town. However, the economic downturn is likely to continue and future public funding for large schemes will be limited. Never the less 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.

The principle findings and conclusions of this AMR are that:

1. Existing and emerging policy requirements and targets with regard to housing delivery have been exceeded in the period up to 31st March 2010, 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 (2009/10) were, at 144 units, below the annualised average requirement of the East of England Plan and the previous monitoring year;
2. Affordable housing provision for this monitoring year (2009/2010) has exceeded the regional requirement for the second year running. 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;

3. 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;
4. 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 (2009/2010) reported a loss of 2,300 jobs, which coincides with the economic downturn. Despite this, there has been a net gain in employment land over the monitoring period;
5. 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 2001/2010. Careful planning and management is therefore needed to ensure that future growth in the Borough is balanced and that jobs-led regeneration is realised.
6. There remains a need to actively pursue available funding for infrastructure and marshal the Council's own resources by prioritising schemes and designing excellence into its project development. The adoption of Local Transport 3 will help focus this.
7. Develop strategies within LTP3 to inform the Southend Central AAP and London Southend Airport JAAP will also be required and SERT should remain a priority for future funding if and when available.
8. The Localism Bill will introduce new measures for infrastructure delivery, giving new powers to local communities to decide the types of facilities they need and new mechanisms to deliver them. Delivery of development funded infrastructure secured through planning obligations, Section 106 agreements and the community infrastructure levy (CIL) will be critical to these proposals.
9. Effective Area Action Plans for the London Southend Airport and the Central Area will be essential to ensure the Borough is ready for the recovery and in a good position to attract investment to enable economic growth in these key areas.



section one

1. Introduction

The Local Development Framework (LDF) planning system includes a statutory requirement for local planning authorities (LPAs) to prepare and submit an Annual Monitoring Report (AMR). The introduction of the AMR is intended to help planning bodies monitor progress made in achieving the targeted outputs of their regional and local spatial strategies. However, in light of the impending abolition of Regional Spatial Strategies (RSS)¹, LPAs will in the future monitor against targets set out in their emerging LDF, local saved policies and relevant national policy. Southend adopted its Core Strategy DPD in 2007 which has clear targets to assist the monitoring process.

Local monitoring is an essential part of the continuous planning process, the approach to which is set out in Planning Policy Statement 12 and accompanying guidance - Local Development Framework Monitoring: A Good Practice Guide². This Southend Annual Monitoring Report (SAMR) covers the period from 1st April 2009 to 31st March 2010 and is required to:

- Review the progress towards local development document preparation against the timetable and milestones set out in the local development scheme;
- Assess the progress towards meeting policies and related targets set out in local development documents and in relevant national, regional and sub regional plans and strategies.
- Report where policies may not be being implemented, explain why and to set out what steps are to be taken to ensure that the policy is implemented; or whether the policy is to be amended or replaced;
- Include progress against local and core output indicators and update the housing trajectory to demonstrate how policies will deliver housing provision in the area.
- Review infrastructure provision as set out in the Core Strategy and, in association with the preparation of the Council's third Local Transport Plan, reprioritise any previous assumptions made regarding infrastructure delivery if required.

With the forthcoming revocation of local performance targets in Local Area Agreements and the replacement of the National Indicator set with a single comprehensive list³, a decision will be made corporately about the performance management framework within Southend Borough Council which may affect the future of local monitoring.

¹ Revocation of Regional Strategies: Letter to Chief Planning Officers – 6th July 2010 - <http://www.communities.gov.uk/documents/planningandbuilding/pdf/1631904.pdf>

² Planning Policy Statement 12: Local Development Framework Monitoring: A Good Practice Guide (March 2005) - <http://www.communities.gov.uk/documents/planningandbuilding/pdf/147438.pdf> and Creating Strong Safe and Prosperous Communities <http://www.communities.gov.uk/documents/planningandbuilding/pdf/pps12lsp.pdf>

³ Revocation of Local improvement targets and announcement of replacement of the 198 National Indicator Set – 14th October 2010 - <http://www.communities.gov.uk/newsstories/newsroom/1740503>



section two

2. The Context

2.1 Key Contextual Characteristics

2.1.1 Location

The unitary authority of Southend on Sea lies within the Thames Gateway Regeneration Area (see Figure 2.1) and collaborates with Basildon, Castle Point, Rochford and Thurrock as part of the Thames Gateway South Essex sub-region.

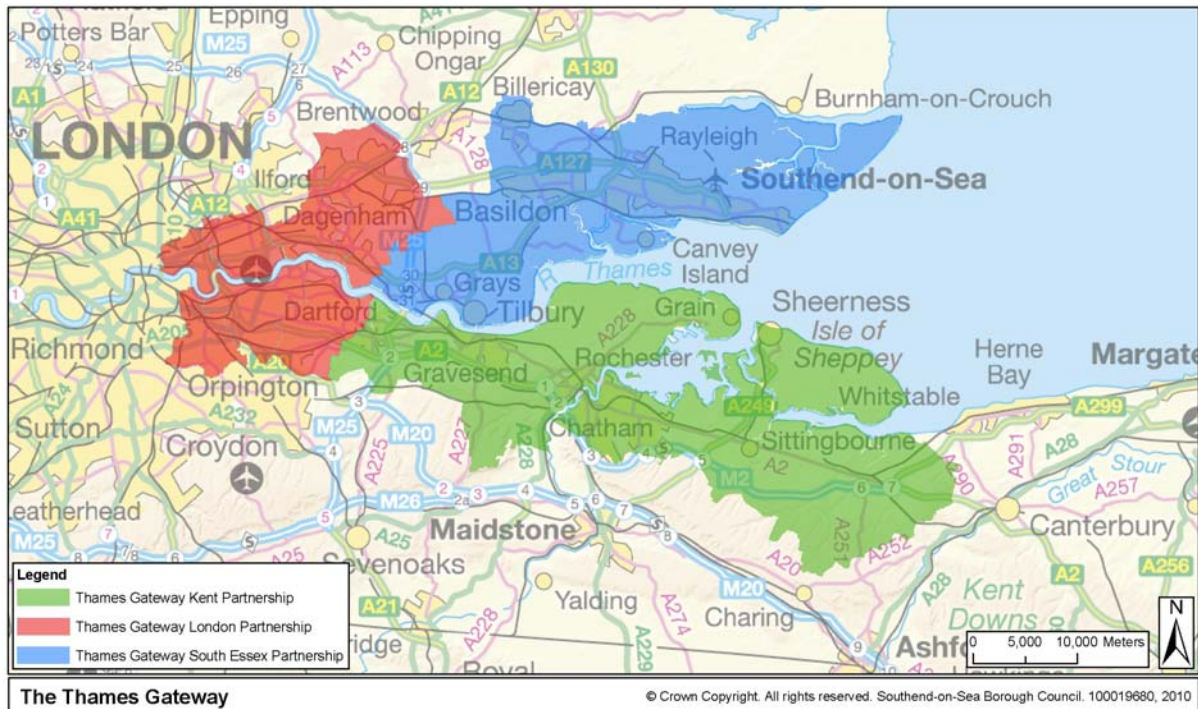
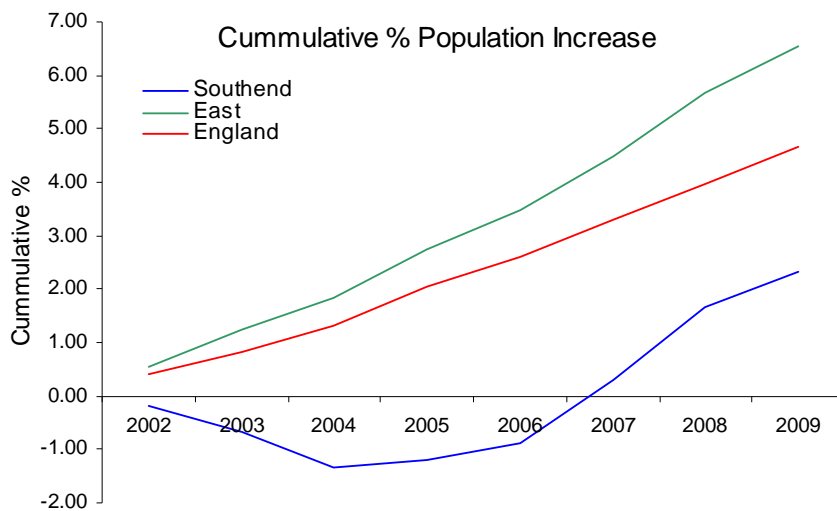


Figure 2.1 - Location of the Thames Gateway Sub Groups

2.1.2 Population

The Office of National Statistics (ONS) estimates indicate that there has been a population increase within the Borough of Southend of 3,800 people or 2.3% since 2001 (see Figure 2.2). This shows relatively low growth compared to the regional and national increases over the same period (6.4% and 4.6% respectively). However, the Council considers that the population count provided by the 2001 census underestimated the population in the Borough which has had an impact on all subsequent estimates.

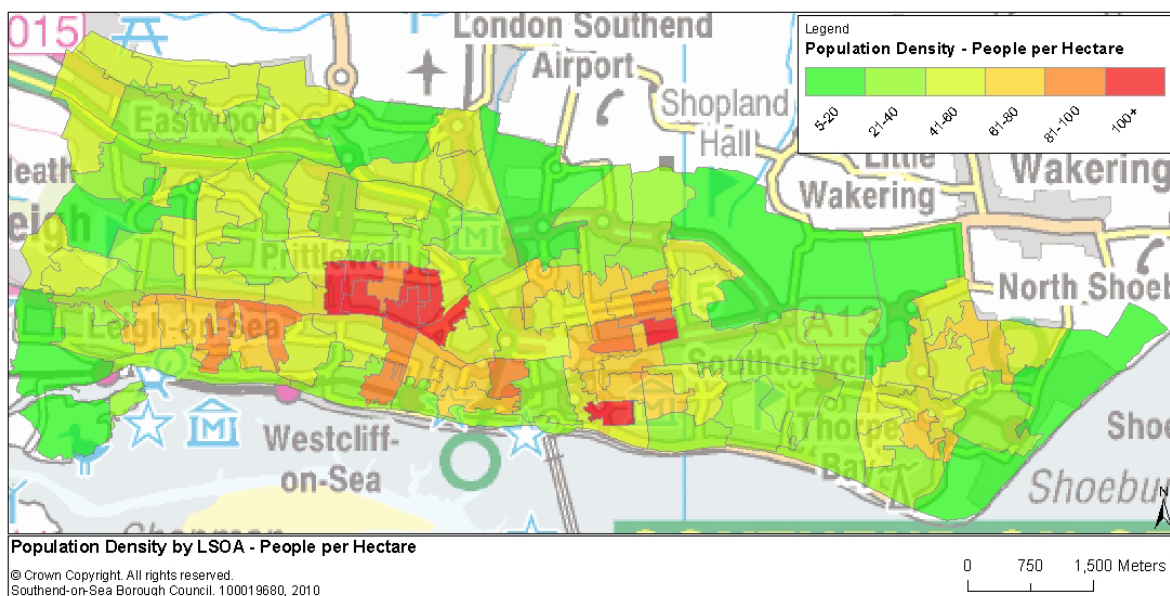
Figure 2.2 - Cumulative Percentage Population Increase 2002-2009



Source: ONS – Mid year population estimates

Southend is a densely populated urban area covering 4,175 hectares (ha) with an estimated 164,200 residents in 2009. This equates to almost 40 residents per ha, which is high compared with other Unitary authorities such as Thurrock and Brighton (10 and 31 residents per ha respectively). The most densely populated parts of the Borough fall within the districts of Leigh and Westcliff and to the east of central Southend where densities can be as high as 139 residents per ha (see Figure 2.3)

Figure 2.3 - Population Density within the Borough by Lower Super Output Area

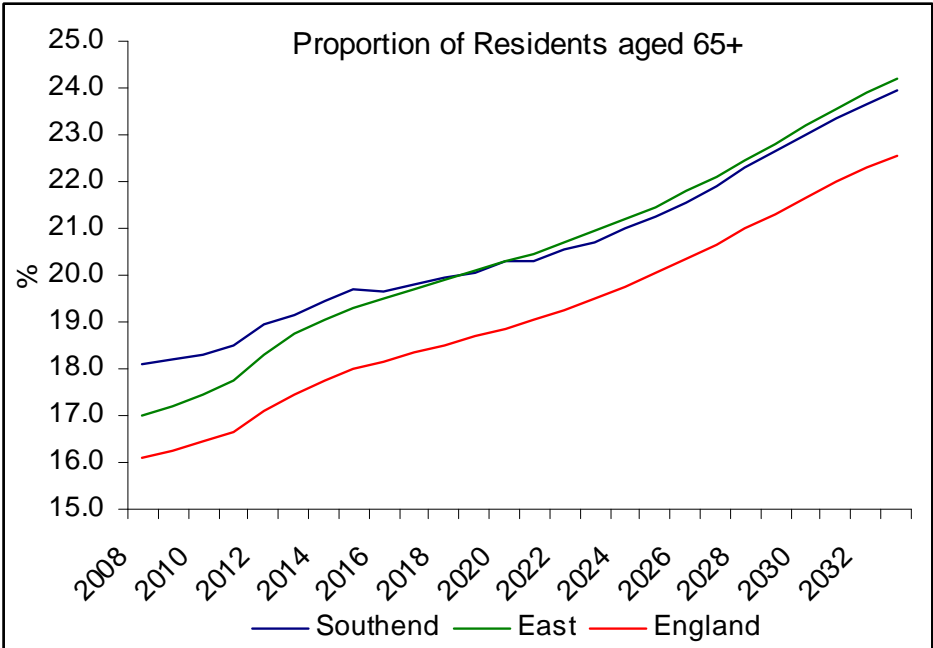


Source: ONS – Mid year population estimates 2009 & Land Use Statistic (2005)

ONS estimated that in 2009 18.2% of the population living in Southend were aged 65 or above. This figure is currently higher than both regional and national averages (17.2% and 16.3% respectively). Over the next 24 years the number of older people in Southend is projected to increase from 29,800 to 46,600 people (an increase of 56%). Figure 2.4

shows that the proportion of older people is projected to change in line with the regional and national figures.

Figure 2.4 – The Aging Population – Projection to 2033

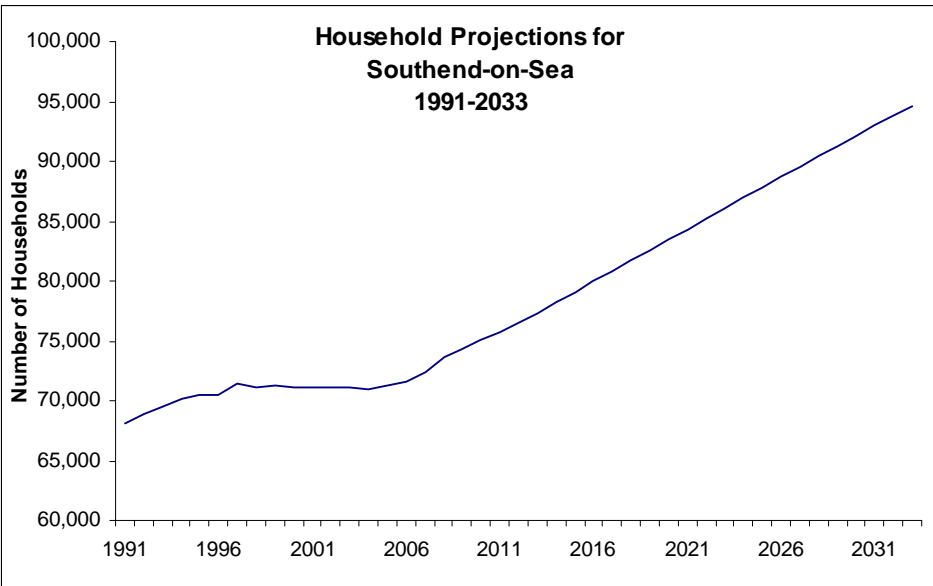


Source: ONS Mid year Population estimates 2008 and Sub-national Population Projections 2010

2.1.3 Households

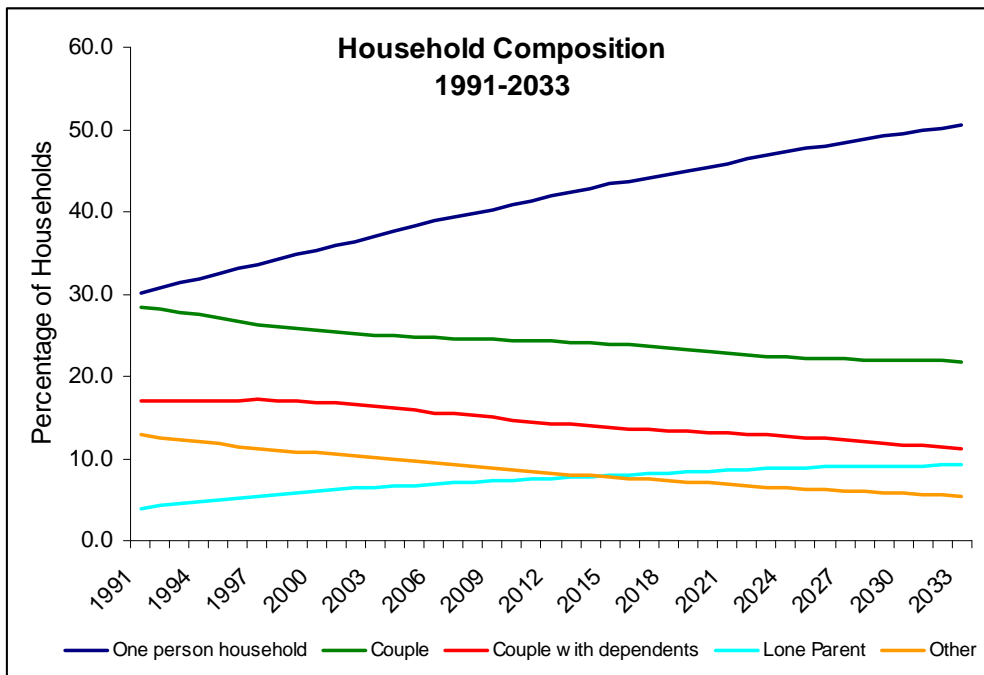
In 2009 there were an estimated 74,242 households in the Borough and by 2033 this is predicted to increase to 94,600 (see Figure 2.5), averaging an additional 850 households each year. The proportion of one person households is steadily rising (see Figure 2.6), with 40% estimated in 2009 and 50% predicted by 2033.

Figure 2.5 – Number of Households 1991 to 2033



Source: Department for Communities and Local Government Household Projections model (2008-based). Not National Statistics

Figure 2.6 – Proportion of Households by Type 1991 to 2033

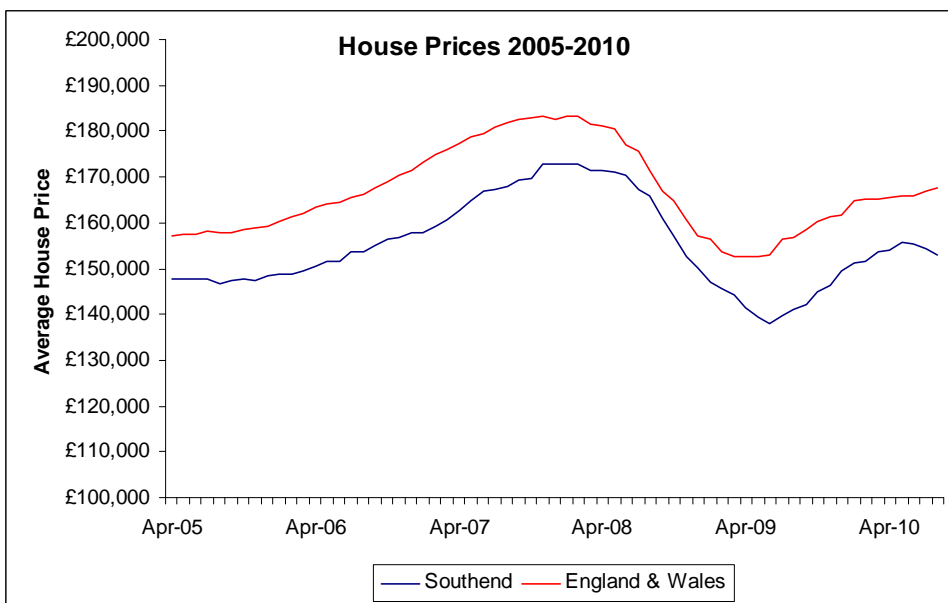


Source: Department for Communities and Local Government Household Projections model (2008-based). Not National Statistics

2.1.4 House Prices

House prices in the borough remain, on average, £11,700 below those for England & Wales. Between February 2008 and June 2009 the average house price in Southend fell by 25%. Although prices began to recover late 2009/early 2010, the latest data shows another downward trend (see Figure 2.7).

Figure 2.7 – House Prices



Source: Land Registry.gov.uk

2.1.5 Health

In the 2001 census, 91% of residents in Southend stated their health was good or fairly good. This proportion is comparable with the rest of the region (93%) and with England as a whole (91%).

The estimated life expectancy at birth for residents in Southend during 2008 was 77.6 years for males and 81.8 years for females, both similar to the national estimates (males = 77.9 years; females = 82.0 years).

In 2005, the rate of infant mortality (deaths at ages under one year per 1,000 live births) was lower in Southend at 3.8 per 1000 births compared to the regional and national figures (4.2 and 5.1 per 1000 births respectively).

2.1.6 Economy

Approximately 61,000 employees work within Southend for over 5,300 VAT and/or PAYE registered businesses. Most businesses within Southend are small, with 83% of companies employing 1 to 10 people.
(Source: IDBR 2010)

Southend’s workplace based Gross Value Added (GVA) is one of the lowest in the region. Table 2.1 below shows Southend’s GVA is also lower than that regionally and nationally. However, the high out-commuting from Southend may affect this workplace based figure (see Paragraph 2.2.2).

Table 2.1 – GVA per Head (2008)

	Southend	East of England	England
Workplace based GVA per head	£15,690	£19,375	£21,049

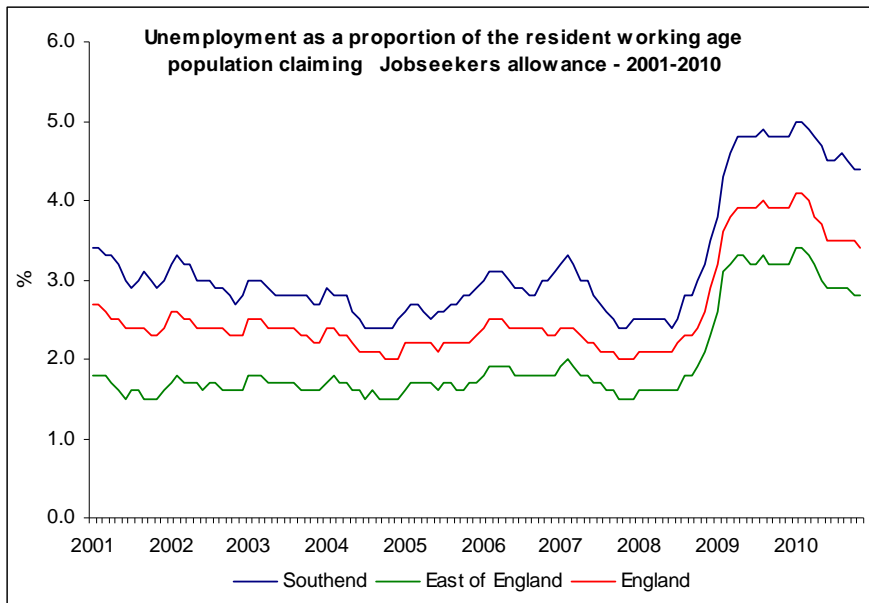
Source: ONS

For those who work in the Borough, the gross weekly full time pay is approximately £469, which is lower than that for England (£505) and for the East of England (£489).

Of the 103,900 estimated working age population in Southend during 2009, 77.6% are considered to be economically active, which is slightly higher than the national figure for economic activity (76.6%). A model based estimate indicates that 7.6% of those economically active in the Borough are currently unemployed. (Source: Annual Population Survey)

Unemployment within Southend (measured as percentage of resident population claiming jobseekers allowance - JSA) remains consistently above regional and national figures (see Figure 2.8). During August 2009, unemployment reached a high of 4.9% signifying that over 5,000 people within the borough were claiming JSA. This data does not however capture those people who are unemployed but do not claim out of work benefits. Figure 2.8 shows that JSA claimants have been declining across the country during late 2009 and early 2010.

Figure 2.8 – Unemployment - Measured by Claimant Count 2001-2010



Source: ONS from Nomis website

2.1.7 Qualifications and Skills

In 2009, 13% of working age people in Southend had no qualifications, which is higher than in the rest of the region (11%) and in England as a whole (12%). The proportion of working age people with a qualification classed as higher than ‘A level’ is greater regionally (27%) and nationally (30%) than locally (22%)

2.1.8 Open Space

Despite the high population density, over 570 ha of open space is accessible to residents in the Borough. Five parks received Green Flag Awards in 2009/10, the benchmark national standard for parks and green spaces in England and Wales. The quality of the town’s coastal attractions has also been steadily improving, with 5 beaches receiving the Quality Coast Award in 2010, two of which also acquiring Blue Flag Awards in the same year.

In order to safeguard important habitats and species, certain areas of the borough are protected and termed ‘designated sites’. These mostly encompass Southend marshes and mudflats (SSSI, SPA, SAC and Ramsar sites⁴) but also include certain parks and open spaces that are designated as Local Nature Reserves and Local Wildlife Sites.

2.1.9 Heritage

The listed buildings register aims to preserve over 150 historic buildings and sculptures within the town, and 14 conservation areas have been designated to protect the character of certain neighbourhoods against any inappropriate development.

⁴ SSSI = Site of Special Scientific Interest; SPA = Special Protection Area; SAC = Special Area of Conservation, Ramsar = wetland of international importance.

2.2 Issues and Challenges

The Thames Gateway as a whole 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. The latter is particularly pertinent to Southend and has resulted in:

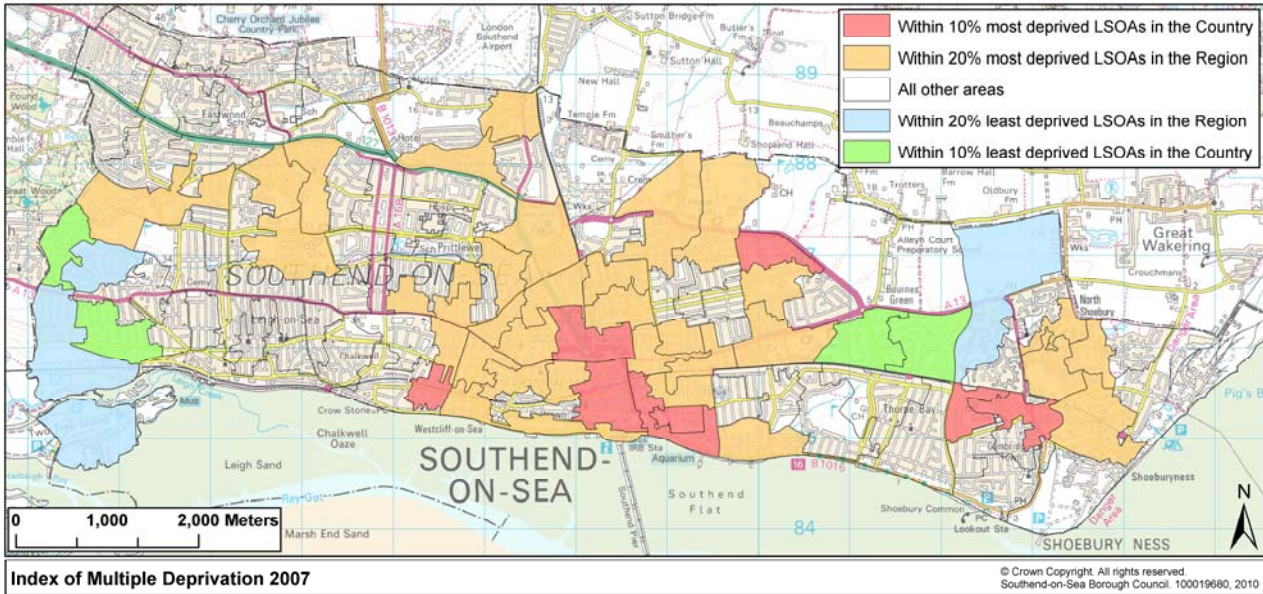
- a lack of local employment opportunities,
- an adverse balance between the economically active population and jobs,
- high levels of unemployment,
- long-distance commuting and traffic congestion,
- relatively low skill levels, and

Until the recent economic downturn, house prices have continued to increase and there remains a significant housing need, in particular for affordable dwellings.

2.2.1 Deprivation

In terms of deprivation, as a Borough, 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. There were 42 Lower Super Output Areas (LSOAs) in the town that fell within the most deprived 20% LSOAs in the region in 2007 (see map in Figure 2.9), accounting for around 39% of the population, approximately 63,000 residents. The index of multiple deprivation is calculated using indicators arranged into seven different domains: income; employment; health; crime; education; living environment and accessibility. Within Southend, the areas that are most deprived primarily suffer from high unemployment and low income. Certain areas are also regarded as deprived in terms of health and education.

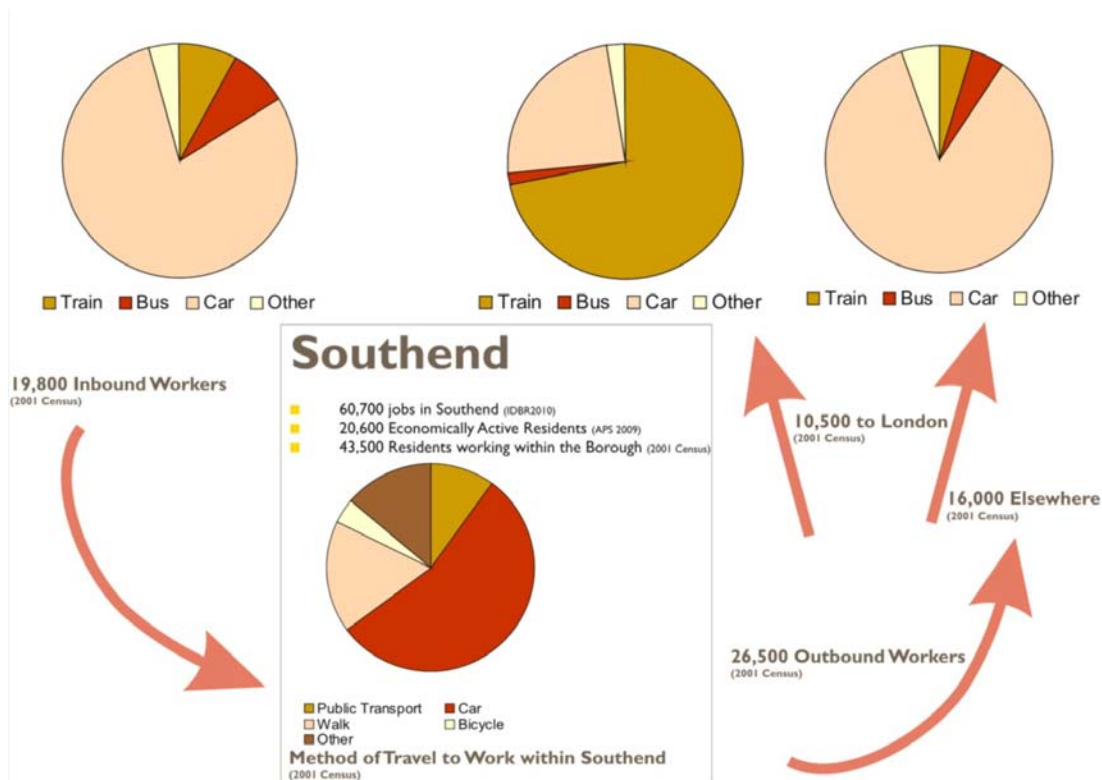
Figure 2.9 – Deprivation by Lower Super Output Area (2007)



Source: Department for Communities and Local Government 2007

2.2.2 Traffic Congestion and Commuting

Figure 2.10 – Overview of 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 the 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 problems⁵.

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

⁵ 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.

a study in Regional Planning Guidance for South East England RPG 9, March 2001), identified that:

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

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

2.2.3 Reduction in Carbon Emissions

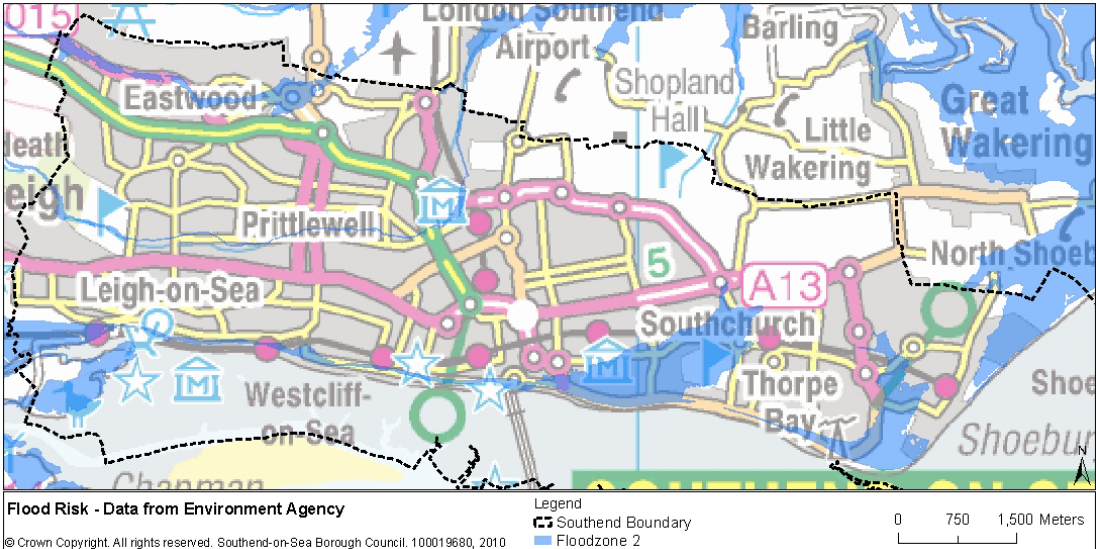
The Borough’s per capita CO₂ emissions for 2008 was 5.6 ktCO₂ per capita, this indicated a reduction of 9.7% from 2005⁶. The per capita emissions for Brighton and Hove and Peterborough are 5.3 and 7.9 ktCO₂ respectively. The average figure for England as a whole is 8.0 ktCO₂ per capita.

Total CO₂ emissions in the borough is 1,342 ktCO₂, 46% of which is from domestic use of energy, 37% from industry and commercial premises and 17% from road transport.

2.2.4 Flood Risk

Certain areas of the Borough have been indentified as being at risk from both fluvial and tidal flooding (Figure 2.11) and Southend Borough Council has commissioned a Strategic Flood Risk Assessment to inform future planning decisions.

Figure 2.11 – Flood Risk – Level 2



Source: Environment Agency

⁶ Local and Regional CO₂ Emissions Estimates for 2005-2008. This spreadsheet accompanies the report produced by AEA September 2010 (AEA/ENV/R/3064)

2.2.5 Summary

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.

2.3 Vision and Objectives

2.3.1 At a Local Level

The Core Strategy

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 green space provision, against which delivery of regeneration and growth should be monitored.

The Sustainable Community Strategy

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

- to be a borough that has safer, more accessible, and affordable means of getting about, which supports the potential for regeneration and growth
- to provide visionary leadership and enable inclusive, active and effective participation by individuals and organisations
- to create a safer community for all
- to be recognised as the cultural capital of the East of England
- to create a thriving and sustainable local economy, which extends opportunity for local residents and promotes prosperity throughout the borough

- to continue improving outcomes for all children and young people
- to protect the borough for current and future generations and to remain an attractive place for residents, businesses and visitors
- to provide opportunities, support and information to people of all ages and abilities to enable them to take responsibility for their health and choose a healthy lifestyle, and
- to be a borough with decent housing, in a safe and attractive residential areas, that meets the needs of those who want to live here

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).

2.3.2 At a Regional and Sub-Regional Level

Southend is part of the Thames Gateway, a national priority for regeneration and growth as set out in the Government's Sustainable Communities Plan (2003) and the Thames Gateway Interim Plan (2006). 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 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 strategies, will a more sustainable pattern of development and more sustainable communities be achieved.

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

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

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



section three

3. Progress and Delivery

3.1 Southend on Sea Local Development Framework

3.1.1 Introduction

The Planning and Compulsory Purchase Act 2004 established the Local Development Framework (LDF) approach to plan-making.

LDFs comprise a series of documents, including:

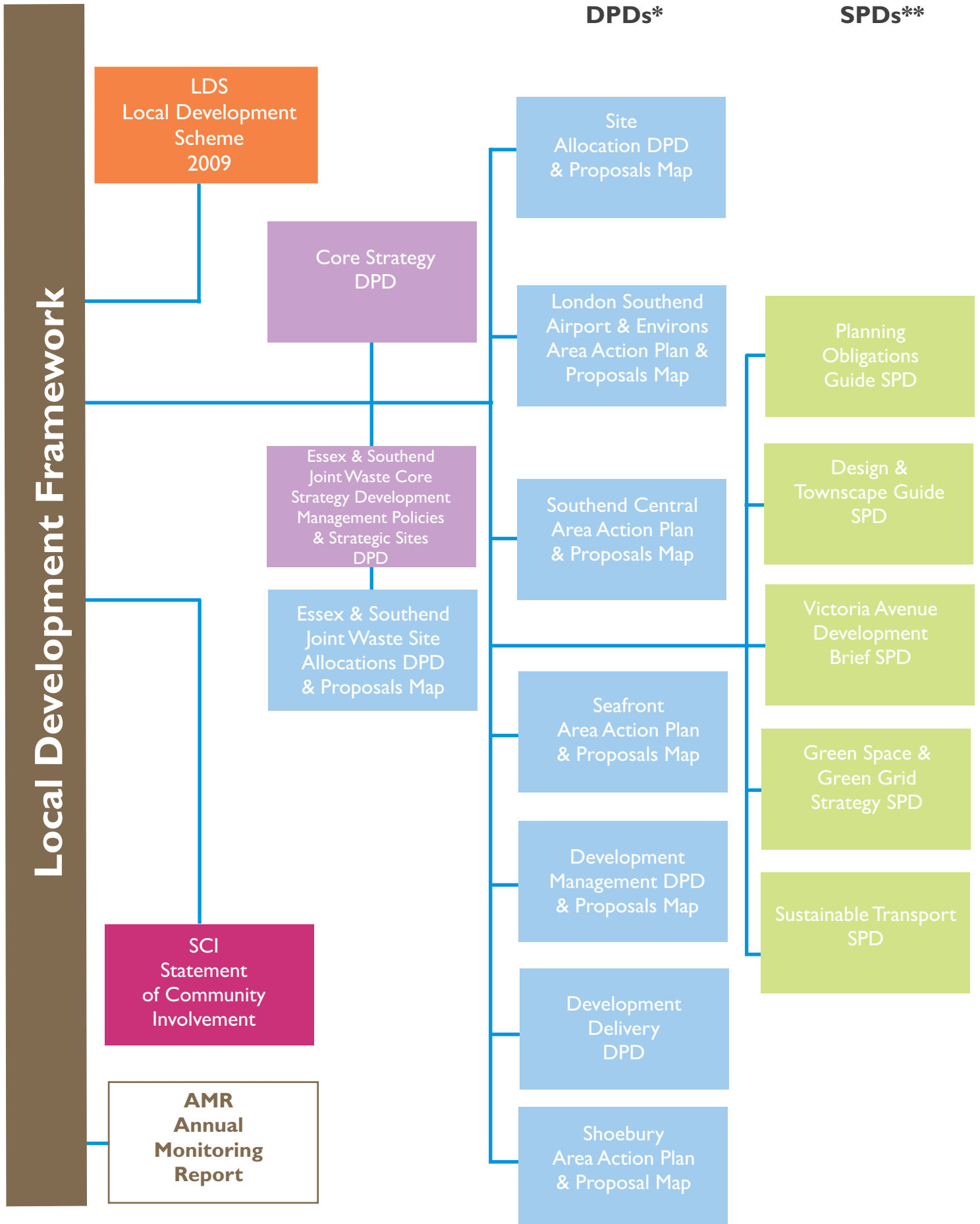
- A Local Development Scheme (LDS)
- Local Development Documents (LDDs), both Development Plan Documents (DPDs - policy) and Supplementary Planning Documents (SPDs - guidance)
- A Statement of Community Involvement (SCI)
- An Annual Monitoring Report

Following the adoption of the Southend on Sea Core Strategy DPD in December 2007, further LDDs are being prepared to deal with different issues such as Development Management policies, Development Delivery and the geographical areas where growth and regeneration is focussed as identified in the Core Strategy DPD Key Diagram and policies, for example the Central Southend area (including the Seafront), Shoeburyness and London Southend Airport Area Action Plans. There are also a number of supplementary planning documents within the LDF that are at various stages of preparation and which will provide further guidance on what the Council will expect in terms of development and land use in the town. Currently there are two adopted SPDs. These are the Design and Townscape Guide (2009) and A guide to Section 106 and Developer Contributions (2010).

The suite of development documents that make up the Southend Local Development Framework will constitute the planning policy framework for the Borough. This planning framework also includes those 'saved' policies from the adopted Borough Local Plan until such time as they are superseded by up-to-date development plans policies.

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. Figure 3.1 shows the proposed structure of local development documents in the Local Development Framework for Southend as set out in the LDS 2009.

Figure 1: Southend on Sea Local Development Framework - Content



*Development Plan Document

** Supplementary Planning Document

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. Therefore, the Southend LDS 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.

3.1.2 Progress on local development document preparation

A robust evidence base is essential for plan preparation. The Council has undertaken a substantial amount of studies, both in house and with external consultants to support the plan preparation process. Table 3.1 below identifies the progress towards completion of research studies for the LDF evidence base.

Table 3.1 – Research Studies and Evidence Documents

Title	Progress
Affordable Housing Development Viability Assessment Model	Final Report received January 2010
Southend Strategic Housing Land Availability Assessment	Final Report received May 2010
Strategic Housing Market Assessment Update (TGSE)	Final Report received April 2010
Southend Employment Land Review	Final Report received July 2010
Strategic Flood Risk Assessment Level 1	Final Report received September 2010
Strategic Flood Risk Assessment Level 2	Final Report received November 2010
Water Cycle Study	Commissioned – Report expected mid 2011
Retail and Town Centre Study	Final Report received January 2011
Borough Wide Character Assessment	Final Report received February 2011
Thames Gateway South Essex Strategic Housing Market Assessment - 2010 Update	Final Report received May 2010
Local Economic Assessment	Final Report received January 2011
Evidence documents associated with the production of the Essex and Southend Waste Development Document <ol style="list-style-type: none"> 1. Essex and Southend Waste Development Document Capacity Gap Compilation Report 2. Back Ground Paper. Waste Water Treatment 3. Level 1 Minerals and Waste Strategic Flood Risk Assessment 	<ol style="list-style-type: none"> 1. Final Report May 2010 2. Final Report June 2010 3. Final Report Sept 2010 4. Final report July 2009 5. Final report July 2009

4. Southend on Sea Waste Arisings, Capacity and Future Requirements Study 5. Detailed Site Assessment Study – Evidence Report	
Southend on Sea Multi Modal Model – to inform Southend Transport Strategy (STS) and Local Transport Plan 3 (LTP3)	Work commissioned and underway
London Southend Airport and Environs JAAP – Various Technical Studies	Various stages of either being completed, have been planned or have been commissioned

The Strategic Housing Land Availability Assessment (SHLAA) and the Employment Land Review (ELR) will require urgent updates for the next monitoring year. Reduced funding will require all research and data collection to be carried out in-house rather than commissioning external consultants.

A revised LDS was adopted in November 2009 that amends the 3-year timetable for Local Development Document preparation. Table 3.2 below shows the key stages of plan preparation during the period April 2009 to March 2010

Table 3.2 – Local Development Scheme 2009 Timetable - Progress

Progress Key

On schedule/Target met	
Slightly behind schedule	
Delayed/ Halted	
Revision to LDS Required	

LDS 2009 LDD Title	Stage	2009 LDS Timetable	Progress	Notes
Revised Local Development Scheme (LDS)	Adopted	November 2009		
Updated Statement of Community Involvement (SCI)	Adopted	November 2009		
Development Plan Documents				
Review of Core Strategy DPD and Site Allocation DPD & Proposals Map	Information gathering/ Scoping	November 2010 – March 2011		Progress ongoing on research and data analysis
	Document Preparation	April 2011 – November 2011		Progress to be determined by review of Planning System and work of Local Enterprise Partnership (LEP)
	Issues and Options consultation	December 2011 – January 2012		
Essex and Southend Joint Waste	Information gathering/	January 2009 –		

Development Document (WDD)	Scoping	June 2009		The Issues & Options Document covers 3 areas required in a WDD: Core Strategy, Development Management Policy & Site Allocations
	Document Preparation	July – October 2009		
	Issues and Options consultation	November – December 2009		
Essex and Southend Joint Waste non strategic sites allocations DPD and proposals map	Issues and Options consultation	November – December 2009		
London Southend Airport and Environs Joint AAP & Proposals Map	Preferred Options Consultation	March – May 2009		Timetable delayed pending Judicial Review
	Publication of Submission document	January 2010		
	Submission	June 2010		
Southend Central AAP & Proposals Map	Issues and Options consultation	December 2009 – January 2010		This document now incorporates the central seafront area previously incorporated in a proposed Seafront AAP.
	Publication of Submission document	July – August 2010		
	Submission	December 2010		
Seafront AAP & Proposals Map	Issues and Options consultation	December 2009 – January 2010		To be removed from LDS Related issues to be addressed in policies in the Development Management DPD and the Southend Central AAP.
	Publication of Submission document	July – August 2010		
	Submission	December 2010		
Development Management DPD & Proposals Map	Document Preparation	November 2009 – May 2010		This document now incorporates Vehicle Parking Standards & issues relating to development on the seafront previously in a proposed Seafront AAP.
	Issues and Options Consultation	June – July 2010		
Development Delivery DPD & Proposals Map	Document Preparation	May – October 2010		Delay pending preparation of Infrastructure Plan and associated Schedule of Charges and review of CIL legislation Vehicle Parking Standards now falls within Development Management DPD
	Public Participation	November - December 2010		
	Document Preparation	June 2010 – January 2011		
Shoebury AAP & Proposals Map	Issues and Options Consultation	February March 2011		
Supplementary Planning Documents				
A guide to Section 106 and Developer Contributions SPD	Public Consultation	December 2009		Adopted 2010
	Adoption	July 2010		
Revised Design and Townscape Guide SPD	Adopted	November 2009		
Victoria Avenue Development Brief SPD	Public Consultation	February March 2010		Preparation of draft consultation document

	Adoption	July 2010		extended to include public participation, draft consultation document due February 2011
Green Space and Green Grid Strategy SPD	Document Preparation	January – May 2012		
Sustainable Transport SPD	Document Preparation	January – April 2011		Timetable determined by adoption of LTP3 and Infrastructure Plan preparation

Table 3.2 indicates some significant delays have occurred when the progress of plan preparation is compared to key stages in the 2009 LDS. This has been partly due to external circumstances, the reprioritising of development plan documents and the extensive resources involved in establishing an up to date evidence base. These issues were identified during 2010 and a revised plan preparation timetable was adopted in July 2010.

3.2 Local Delivery

3.2.1 Local Delivery Vehicles

Following the change in government, local delivery vehicles will soon cease to exist. Therefore 2010/11 will be the final year in which work will be carried out with urban regeneration company Renaissance Southend to deliver the LDF.

Over the past year, the Council has been working closely with Renaissance Southend in producing the Victoria Avenue Development Brief which in due course will be adopted as a SPD. This document will provide guidance for the redevelopment of this largely vacant office quarter situated within the Southend Central Area.

Since Renaissance Southend was granted formal designation as an Urban Renaissance Company by the ODPM in April 2005, the company have produced the following documents in association with the Council:

- Regeneration Framework – A document guiding sustainable regeneration and development within the Borough until 2021
- Central Area Masterplan – A plan providing a vision and broad development strategy for the regeneration of Southend’s central area and seafront – adopted by the Council as interim guidance in November 2008
- Warrior Square Design Report
- Progress Road Estate Design Brief – Adopted by the Borough Council in November 2009
- Clarence Road and Alexandra Street Development Brief
- Elmer Square Development Brief
- Southend City Beach Design Report
- Victoria Gateway Design Report

3.2.2 Transport

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. The first Progress Report for LTP2 has been published, which covers the period up to March 2008.

The preparation of the Council's third LTP is well advanced. A substantive evidence base was published in May 2010 along with an Issues and Options Consultation. The adopted LTP3 will be a key tool in delivering key aspects of the Spatial Strategy set out in the adopted core strategy and will provide a platform from which to develop an Infrastructure Plan.

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

3.2.3 The Thames Gateway

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.

Considerable resources have 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;
- 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 Victoria Gateway at the entrance to the Town Centre adjacent to Victoria Station
 - City Beach on the seafront
 - A127/Progress Road junction
- Elmer Approach Public realm improvements

3.3 Monitoring

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 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 an up to date Strategic Housing Market Assessment (SHMA) and a Strategic Housing Land Availability Assessment (SHLAA). The findings for the SHLAA have been incorporated in this AMR providing an update to housing forecasts and the housing trajectory evident in section 4.3 (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 2009/10 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 a reliable comparison 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:

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



section four

4. Monitoring Regeneration and Growth: Key Indicators

4.1 Business Development and Jobs

4.1.1 Local Output Indicators

The over-arching objective for the East of England, Thames Gateway and the Core Strategy is to achieve jobs-led regeneration and economic growth, which translates to a 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.

4.1.2 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 was confirmed after reviewing different datasets, including the Annual Business Inquiry⁷, together with other economic indicators during the Examination in Public of the Southend Core Strategy⁸.

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 2010 has fallen by 2,300 over the past year. The recent decline in job numbers is consistent with the current economic downturn.

Table 4.1 – Employment within Southend

	Jobs in Southend
2007	63,500
2008	64,000
2009	63,000
2010	60,700

Source: Inter-Departmental Business Register (IDBR)

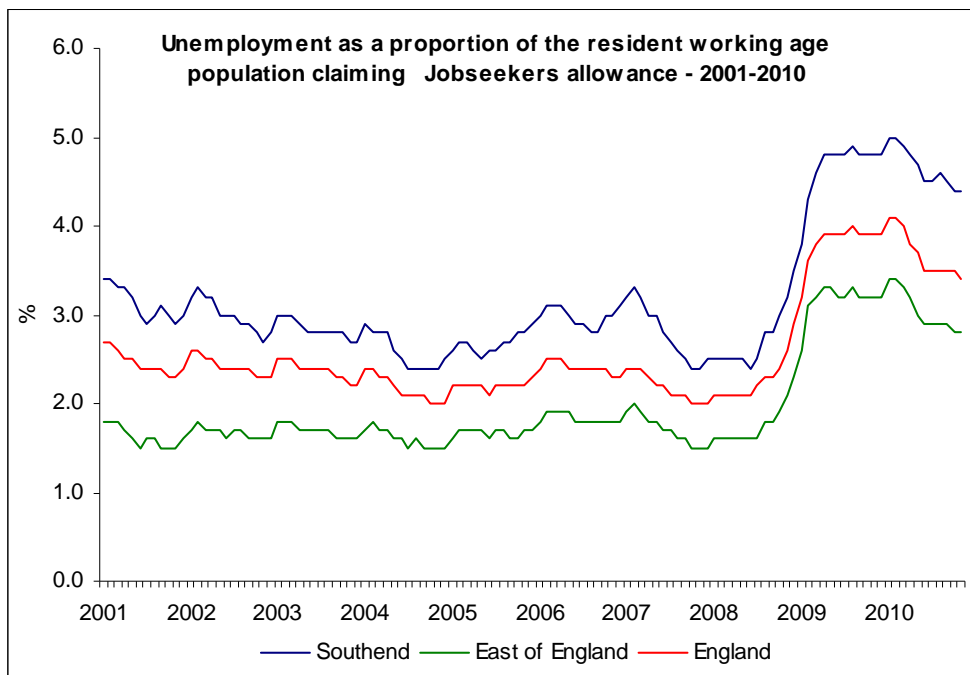
⁷ The ABI data for Southend-on-Sea suggests a job loss since 2001. This is primarily due to a higher baseline figure at 2001. However the regional AMR has warned against the accuracy of the ABI data especially at the district level.

⁸ see Hearing Paper 5: Employment, of the Core Strategy

4.1.3 Indicator LBD2: Unemployment

There was a sharp increase in the proportion of working age residents claiming jobseekers allowance (JSA) between June 2008 and June 2009 (2.4% to 4.8% - see figure 4.1). However, during the later part of 2009, this trend ceased, plateauing at 4.8% and rising only slightly to 5.0% in January 2010. Since this time, unemployment has fallen, with 4.4% of residents claiming JSA in November 2010, following a similar pattern to that found in the rest of the region and in England as a whole (see Figure 4.1). The average rate of JSA claimants in Southend for 2009/10 (4.9%) remains consistently higher than the rates observed regionally (3.3%) and nationally (4.0%).

Figure 4.1 – Unemployment Rates 2001-2010



Source: NOMIS - claimant count with rates and proportions. Note: Rates for local authorities from 2010 onwards are calculated using the mid-2009 resident population aged 16-64.

4.1.4 Indicator LBD3: Gross Value Added (GVA) Per Head

Southend's workplace-based GVA per head increased from £12,612 in 2001 to £15,690 in 2008, the latest year for which information is available (see Table 4.2). This represents an increase of 24% over this period, which appears low in comparison with the rest of the Region (38% increase) and with England as a whole (37% increase). The year on year increase in GVA has reduced dramatically for the period 2007 to 2008 compared with previous years as identified by the cumulative percentage increase shown in Figure 4.2. This is conducive with the economic downturn.

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%) that

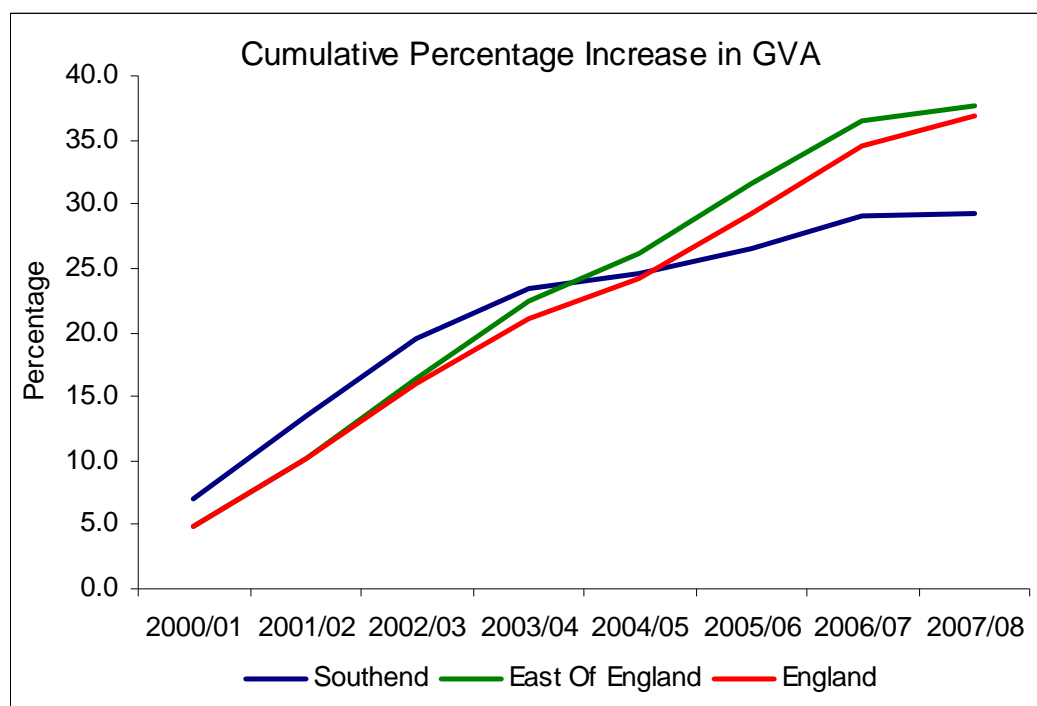
the regional (19.9%) or national (18.9%) percentages (ONS – Neighbourhood Statistics – based upon 2007 population estimates).

Table 4.2 – Workplace based GVA per head

	2000	2001	2002	2003	2004	2005	2006	2007	2008
Southend	£11,792	£12,612	£13,433	£14,258	£14,808	£14,960	£15,277	£15,650	£15,690
East Of England	£13,412	£14,077	£14,805	£15,735	£16,690	£17,292	£18,245	£19,152	£19,375
England	£14,685	£15,409	£16,223	£17,160	£18,020	£18,589	£19,539	£20,558	£21,049

Source: ONS

Figure 4.2 – Cumulative Year on Year Percentage Increase in GVA



Source: ONS

4.1.5 Indicator LBD4: Gross Weekly Pay

Between 2009 and 2010 the median gross weekly workplace pay within Southend increased by 11% compared with 2% in both the East of England and in England as a whole. The gross weekly pay for workers in Southend still remains below that found regionally and nationally (see Table 4.3). Due to the methodology for calculating these statistics changing, it is not possible to view a time-series from 2001.

Table 4.3 – Median Gross Weekly Pay of Full time Workers

	Southend on Sea	East of England	England
2008	438.9	469.1	483.9
2009	422.5	478.6	495.0
2010	468.8	488.7	504.5

Source: NOMIS – Annual Survey of Hours and Earnings (ASHE) – Workplace Analysis. Due to changes in methodology, data for 2007 and earlier are no longer comparable and are therefore not shown here.

4.1.6 Indicator LBD5: VAT registrations 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 2004 is shown in Table 4.5.

Table 4.4 - Births and Deaths of enterprises within Southend.

	2004	2005	2006	2007	2008	2009
Births of new enterprises	790	810	875	785	820	710
Deaths of enterprises	945	875	835	795	835	1,005
Total count of active enterprises	6,825	6,685	6,685	6,620	6,745	6,740

Source: ONS Business Demography: Enterprise Births & Deaths 2009

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 %
2004	790	740	93.7%	605	76.6%	480	60.8%	390	49.4%	340	43.0%
2005	810	755	93.2%	620	76.5%	495	61.1%	395	48.8%	-	-
2006	875	835	95.4%	685	78.3%	550	62.9%	-	-	-	-
2007	785	765	97.5%	620	79.0%	-	-	-	-	-	-
2008	815	755	92.6%	-	-	-	-	-	-	-	-

Source: ONS Business Demography: Enterprise Births & Deaths 2009

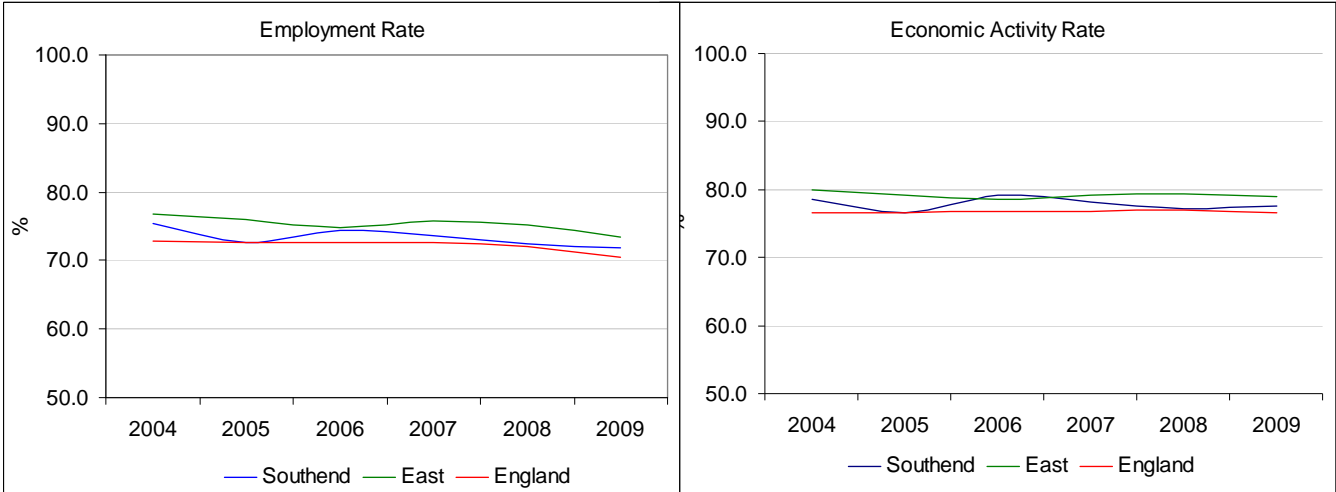
In 2009, 92.6% of businesses in Southend that had started up in 2008 had survived their first year, this is a lower proportion compared with previous years (see Table 4.1.5). The count of active enterprises in 2008 was 6,740, a decrease of 5 businesses on the previous year. There were also more 'deaths' of enterprises in 2009 compared with the previous 5 years, which would be explained by the current economic downturn. 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.

4.1.7 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

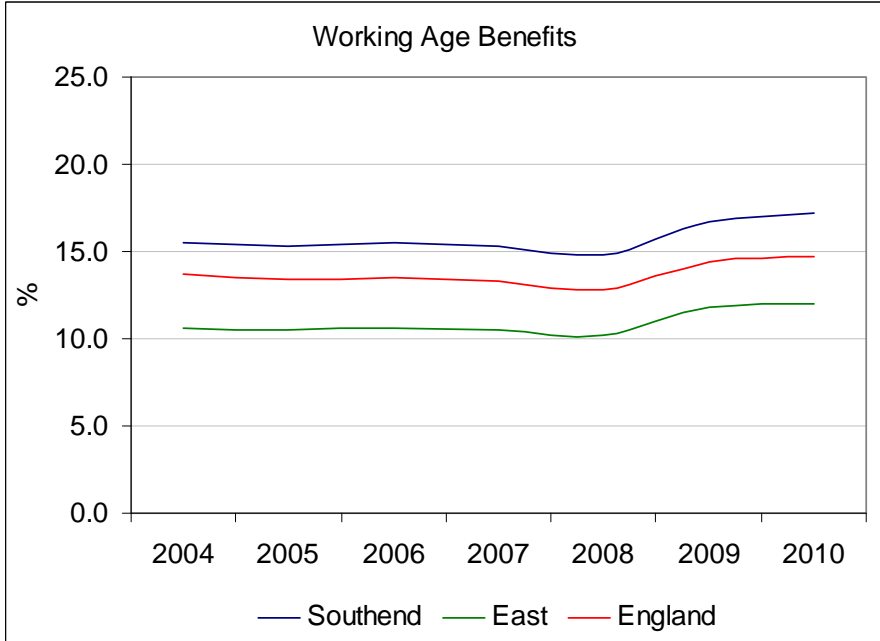
amongst the lowest in the East of England. Figure 4.3 shows that although the employment and economic activity rates in Southend are lower than in the East of England, in general they are slightly higher than in the rest of England. However, Figure 4.4 shows that the rate of residents claiming working age benefits is higher in Southend than both in the East or in England as a whole. In addition, a lower proportion of working age residents have qualifications to NVQ Level 2 + or equivalent in Southend compared with regional or national figures (Figure 4.5).

Figure 4.3 - Rates of Employment and Economic Activity - 2004 to 2009



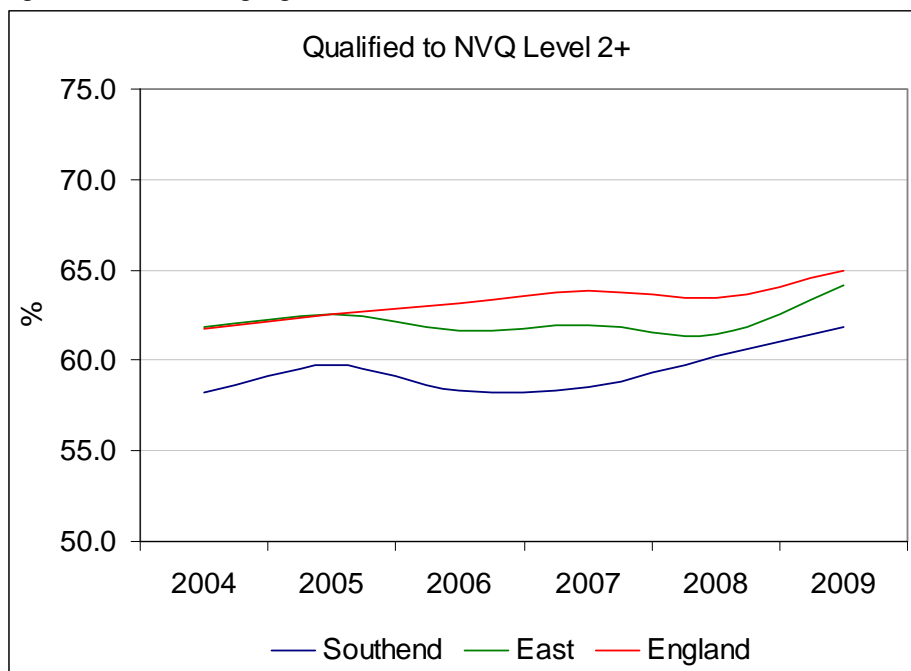
Source: NOMIS, Annual Population Survey

Figure 4.4 - Proportion of Working Age Benefits Claimants



Source: NOMIS, Benefit Claimants (working age client group). Working Age Benefits include: Bereavement Benefit; Carer’s Allowance; Disability Living Allowance; Incapacity Benefit; Severe Disablement Allowance; Income Support; Jobseeker’s Allowance; Widow’s Benefit.

Figure 4.5 - Working age Residents with Qualifications to Level NVQ2 or more



Source: Annual Population Survey

4.1.8 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

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

During the 2009/10 monitoring year 2720m² of new B1-B8 employment floorspace was completed in the Borough with 90% being for B1 uses (the majority (1500m²) for B1c use) – See table 4.7.

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

Southend-on-Sea			
Use Class	Gain	Loss	Total
B1 (a)	940	206	734
B1 (b)	0	0	0
B1 (c)	1500	114	1386
B1 Unknown	0	0	0
B2	0	90	-90
B8	280	0	280
B1-B8 Unknown	0	0	0
Total	2720	410	2310

4.1.10 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

4.1.11 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 77% (2,110m²) of the total gross employment floorspace in the Borough was created in the regeneration areas. However, the Town Centre lost 167m² of B1 uses with no B1 floorspace being created during the monitoring year.

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	0	77	-77	0	0	0	0	0	0
B1 (b)	0	0	0	0	0	0	0	0	0
B1 (c)	0	0	0	0	0	0	0	0	0
B1 Unknown	0	0	0	0	0	0	0	0	0
B2	0	90	-90	0	0	0	0	0	0
B8	0	0	0	0	0	0	0	0	0
B1-B8 Unknown	0	0	0	0	0	0	0	0	0
Total	0	167	-167	0	0	0	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	330	0	330	0	129	-129	330	206	124
B1 (b)	0	0	0	0	0	0	0	0	0
B1 (c)	1500	0	1500	0	114	-114	1500	114	1386
B1 Unknown	0	0	0	0	0	0	0	0	0
B2	0	0	0	0	0	0	0	90	-90
B8	280	0	280	0	0	0	280	0	280
B1-B8 Unknown	0	0	0	0	0	0	0	0	0
Total	2110	0	2110	0	243	-243	2110	410	1700

4.1.12 Indicator LBD7: Loss of employment land

Table 4.9 shows that in the Southend regeneration areas there has been a loss of 0.04ha employment land for the monitoring year, with a net gain of 0.17ha.

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

Use Class	Town Centre and Central Area			Seafront			Shoeburyness		
	Gain	Loss	Total	Gain	Loss	Total	Gain	Loss	Total
B1 a	0	0.008	-0.008	0	0	0	0	0	0
B1 (b)	0	0	0	0	0	0	0	0	0
B1 (c)	0	0	0	0	0	0	0	0	0
B1 Unknown	0	0	0	0	0	0	0	0	0
B2	0	0.009	-0.009	0	0	0	0	0	0
B8	0	0	0	0	0	0	0	0	0
B1-B8 Unknown	0	0	0	0	0	0	0	0	0
Total	0	0.017	0.017	0	0	0	0	0	0
Use Class	Priority Urban Area: Industrial			Priority Urban Area: Districts			Sum of all Regeneration Areas		
	Gain	Loss	Total	Gain	Loss	Total	Gain	Loss	Total
0	0.033	0	0.033	0	0.013	-0.013	0.033	0.021	0.012
B1 (b)	0	0	0.00	0	0	0	0	0	0
B1 (c)	0.15	0	0.15	0	0.011	-0.011	0.15	0.011	0.139
B1 Unknown	0	0	0.00	0	0	0	0	0	0
B2	0	0	0.00	0	0	0	0	0.009	-0.009
B8	0.028	0	0.028	0	0	0	0.028	0	0.028
B1-B8 Unknown	0	0	0.00	0	0	0	0	0	0
Total	0.211	0	0.211	0	0.024	-0.024	0.211	0.041	0.170

In the Borough as a whole, there was a net gain in employment land (0.231ha), with an overall loss of just 0.041ha (Table 4.10).

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

Use Class	Southend		
	Gain	Loss	Total
B1 a	0.094	0.021	0.073
B1 (b)	0	0	0
B1 (c)	0.150	0.011	0.139
B1 Unknown	0	0	0
B2	0	0.009	-0.009
B8	0.028	0	0.028
B1-B8 Unknown	0	0	0
Total	0.272	0.041	0.231

4.1.13 Indicator LBD8: Amount of employment land lost to residential development

All employment land (B1-B8 use) lost in the Borough during 2009/10 (0.41ha) was lost to residential use. This is higher than the corresponding figure (0.02ha) reported last year.

4.1.14 Indicator LBD9: Change in B1 employment land

Table 4.11 outlines that during the monitoring year there was a loss of 0.032ha of B1 employment land, all of which was lost to C3 use. However, across the Borough there was a 0.061ha gain in B1 land from sui generis uses.

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

Use Class	Southend-on-Sea	
	B1 - Gained From	B1 - Loss to
B2	0	0
B8	0	0
B1-B8 Unknown	0	0
A1	0	0
A2	0	0
D2	0	0
C3	0	0.032
Other Use	0.061	0
Total	0.061	0.032

Outstanding planning permissions identify 0.073ha of land for future B1 use. However, 2.173ha of B1 employment land is due to be lost to other uses, 1.987ha of this loss will be for residential purposes (see table 4.12).

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

Use Class	Southend-on-Sea	
	B1 - Gained From	B1 - Loss to
B2	0	0
B8	0	0.010
B1-B8 Unknown	0.002	0
A1	0.022	0.106
A2	0	0
D2	0.005	0.022
C3	0.014	1.987
Other Use	0.030	0.048
Total	0.073	2.173

4.1.15 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)

	Southend-on-Sea			Town Centre and Central Area			Seafront		
Use Class	Gain	Loss	Total	Gain	Loss	Total	Gain	Loss	Total
B1 a	0.054	2.023	-1.969	0.052	1.908	-1.856	0	0	0
B1 (b)	0	0	0	0	0	0	0	0	0
B1 (c)	0	0	0	0	0	0	0	0	0
B1 Unknown	0	0	0	0	0	0	0	0	0
B2	0.144	0.244	-0.100	0	0	0	0	0.06	-0.060
B8	0.010	0.201	-0.191	0	0.018	-0.018	0	0	0
B1-B8 Unknown	0.184	0.273	-0.88	0	0.273	-0.273	0	0	0
Total	0.392	2.741	-2.349	0.052	2.198	-2.147	0	0.06	-0.06
	Shoeburyness			Priority Urban Area: Industrial			Priority Urban Area: Districts		
Use Class	Gain	Loss	Total	Gain	Loss	Total	Gain	Loss	Total
B1 a	0	0	0	0.002	0	0.002	0	0.097	-0.097
B1 (b)	0	0	0	0	0	0	0	0	0
B1 (c)	0	0	0	0	0	0	0	0	0
B1 Unknown	0	0	0	0	0	0	0	0	0
B2	0	0	0	0.144	0.184	-0.040	0	0	0
B8	0	0	0	0.010	0.173	-0.163	0	0.01	-0.01
B1-B8 Unknown	0	0	0	0.184	0.00	0.184	0	0	0
Total	0	0	0	0.34	0.357	-0.017	0	0.107	-0.107
	Non Specified Areas (Intensification)			Sum of all Regeneration Areas					
Use Class	Gain	Loss	Total	Gain	Loss	Total			
B1 a	0	0.018	-0.018	0.054	2.023	-1.971			
B1 (b)	0	0	0	0	0	0			
B1 (c)	0	0	0	0	0	0			
B1 Unknown	0	0	0	0	0	0			
B2	0	0	0	0.144	0.244	-0.10			
B8	0	0	0	0.010	0.201	0.191			
B1-B8 Unknown	0	0	0	0.184	0.273	-0.089			
Total	0	0.018	-0.018	0.392	2.741	-2.349			

4.1.16 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

4.1.17 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 (-456 m²), and B1a (-77m²) uses over the monitoring period. There was, however net floorspace gain within A2 uses (456 m²) D2 uses (150 m²), see table 4.15.

Table 4.16 shows that, within the Borough as a whole, there were net gains in B1a (734 m²), A1 (1463 m²), A2 (365m²) and D2 (924m²) 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)

Use Class	Town Centre		
	Gain	Loss	Total
B1 a	0	77	-77
A1	0	456	-456
A2	456	0	456
D2	150	0	150

Table 4.16 Indicator BD4ii: Total amount of completed retail, office and leisure development (floorspace in square metres)

Use Class	Southend-on-Sea		
	Gain	Loss	Total
B1 a	940	206	734
A1	1940	477	1463
A2	456	91	365
D2	924	0	924

4.2 Transport

Transport infrastructure improvement is required for sustainable regeneration and growth of the Town. This is set out in Southend's Second Local Transport Plan and will continue to be incorporated during the preparation of the third Local Transport Plan.

The Council has received funding of £25million from central government which will be used to improve the transport infrastructure in four areas of the Borough (Cuckoo Corner, Progress Road, City Beach and Victoria Gateway Square - see table 4.2.1 below). The four major projects, grouped together using the term 'Better Southend'⁹, aim to unlock Southend's potential and bring considerable benefits to the town. There is a condition imposed by the Government in that the £25m must be spent by March 2011, leaving a tight timeframe in which the works can be designed and carried out.

This section aims to monitor progress of key infrastructure schemes both inside and outside of the Borough (Tables 4.17 and 4.18 respectively)

Table 4.17 – Southend Key Transport Infrastructure Projects – Better Southend

Project Name	A127/A1159 Cuckoo Corner Scheme
Delivering Authority	Southend BC
Description	To increase capacity and use computerised signal technology to improve one of the worst bottle necks in the Borough. Capacity will be increased by creating new lanes on the roundabout and on junction approaches.
Status as at 31/3/10	Works are due to start at the beginning of June 2010. Due for completion by March 2011. Currently on target
Project Name	Progress Road/ A127 Junction Improvement
Delivering Authority	Southend BC
Description	To reduce queues and journey times along the A127 and to improve access to Southend and Progress Road Business Park. This will be achieved by increasing the carriageways on the A127 and Progress Road from 2 lanes to 3 on the approach to the junction. In addition, a right turn lane will be created on the Southbound carriageway of the Fairway, improving access into Eastwood Old Road and reducing congestion.
Status as at	Works due to start Summer 2010, diversions will be put in place

⁹ More information can be found at http://www.southend.gov.uk/info/200130/better_southend

31/3/10	for HGVs whilst upgrading slip road from Progress Road to A127. Due for completion by March 2011. Currently on target.
Project	Victoria Gateway Square
Delivering Authority	Southend BC
Description	The aim of this scheme is to improve traffic flow across the Victoria Gateway junction and to enhance the appearance of the entrance to the town. The existing roundabout will be replaced by a signal controlled junction and a new public space linking the station with the town centre will be created.
Status as at 31/3/10	Works are due to start at the beginning of June 2010, with lane closures and diversions to be put in place. The 'T' Junction is due to be in place by the end of October. The scheme is due to be completed by March 2011. Currently on target
Project	City Beach Project, Marine Parade.
Delivering Authority	Southend BC
Description	To regenerate the city beach area of the seafront. The aim is to encourage use of the area by extending the day into the evening using digital lighting columns. Works will be undertaken to improve access to the beach, remodelling the carriageway and upgrade footpaths and cycling facilities. Money will be also spent on landscaping and installation of water features to improve the aesthetics of the area.
Status as at 31/3/10	Works on this project started in January 2010. Temporary traffic lights, lane restrictions and diversions (due to the temporary closure of pier hill) will be put in place during the works. Scheme is due for completion in March 2011. Currently on target

Table 4.18 - Status of Thames Gateway South Essex (TGSE) Transport Priorities – Affecting the accessibility to Southend

Project	South Essex Rapid Transit (<i>sert</i>)
Delivering Authority	Essex County Council, Southend-on-Sea Borough Council & Thurrock Council
Scheme Description	Introduction of a high quality bus-based rapid transit system, offering a realistic alternative choice of transportation to the private car while providing additional road capacity. 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.
Status as at 31/3/10	In November 2009 the sert project board agreed the initial sert scheme, with submission of a major scheme business case (MSBC) 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

	<ul style="list-style-type: none"> Route 2 – Progress Road, A127, Southbourne Grove/ Westbourne Grove, Southend Hospital, Southend Town Centre, Seafront (subject to junction work re Airport Application) <p>The scheme was confirmed by DfT and the East of England Regional Transport Forum as an RFA priority but funding has since stopped and therefore the scheme is on hold. However, the project is being incorporated into the Southend LTP3.</p>
Project	A130/A13 Sadlers Farm Intersection Improvements
Delivering Authority	Essex CC
Scheme Description	A new strategic link will be constructed between A13 West and A130 North, with the A13 West being widened to a dual four lane carriageway and the A130 North being widened to a dual three lane carriageway. The existing Sadlers farm junction will be converted to a four lane, single conventional roundabout, controlled by traffic signals. There will be a dedicated southbound link passing through the centre of the roundabout to improve access to Canvey Island from the A13 West. The approach to the junction from the B1464 will be widened, providing a bus lane with priority entry control and a shared two-way cycle and pedestrian route.
Status as at 31/3/10	A public inquiry was held during July 2009 and the decision to progress with the scheme was determined by the Secretary of State in December 2009. Construction began in 2010 and is expected to be completed within 2 years.
Project	A13 Passenger Transport Corridor
Delivering Authority	Essex CC
Scheme Description	<p>Sadlers Farm to Tarpots Junction - widening of the 4 narrow lanes to 3m each to improve congestion during peak times.</p> <p>Tarpots Junction – Replacement of the two mini roundabouts with traffic lights in order to increase capacity and enable bus prioritisation.</p> <p>Tarpots Junction to Kents Hill Road – Provision of bus lanes along specified sections to improve bus service reliability during congested periods.</p> <p>Kents Hill Road to Catherine Road – Upgrading of traffic lights and provision of an east to west bus lane to prioritise bus services and reduce delays.</p> <p>Kenneth Road Junction – Widening of Kenneth Road to improve traffic flow for buses and large vehicles, and reduce congestion.</p>
Status as at 31/3/10	Public exhibition scheduled for May 2010, with works on site and final scheme design due to commence summer 2010.

Project	A127 Basildon Enterprise Corridor
Delivering Authority	Essex CC
Scheme Description	<ul style="list-style-type: none"> ▪ Highway widening to Cranes Farm Road and East Mayne and improvements to bus stops, pedestrian footways & crossings and cycling facilities. These works will also improve access to Gardiners Lane South as previous plans to create direct access to the A127 could not secure funding. ▪ Capacity and safety improvements at the A176 Noak Bridge junction with the A127, to include slip road widening, construction of dedicated slip roads, queue detection, speed limit reduction and improvements to footways. ▪ Reduce congestion on the A127/A1245 Interchange (Fairglen junction) by widening of carriageways approaching the roundabout and constructing a dedicated slip lane onto A127 West.
Status as at 31/3/10	Funding was awarded in November 2008 (£14.7M) and a public exhibition took place in March 2009. Advance works started March 2009 with construction starting May 2009. Completion expected March 2011.
Project	Roscommon Way Extension, Canvey Island Phase 1 (Charfleets link)
Delivering Authority	Essex CC
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
Status as at 31/3/10	Planning application for the scheme was submitted in March 2009 and granted on 29 th Jan 2010. Construction should start in Spring 2010 with an aim to complete by 2011
Project	Hadleigh, Olympic Mountain Biking Event
Delivering Authority	Essex CC, The London Organising Committee of the Olympic and Paralympic Games (LOCOG), Olympic Delivery Authority (ODA)
Scheme Description	Access improvements to facilitate the safe operation of the venue are required on Chapel Lane, Castle Lane and Park Chase.
Status as at 31/3/10	Construction of the course began in July 2010, and work is on schedule to be completed in advance of a test event in summer 2011.
Project	M25 Widening – Junctions 27-30
Delivering Authority	Highways Agency
Scheme Description	Widening of the M25 carriageway from dual 3 lanes to dual 4 lanes in the vicinity of the A13 (Junction 30) and A127 (Junction 29) strategic routes into Southend. This will aim to improve congestion levels and reduce journey time.
Status as at	The scheme is being carried out in 3 stages:

31/3/10	Section A - J27 to J28 – Started July 2009; Completed July 2010 Section B - J28 to J29 – Began July 2010; due to be completed May 2011 Section C - J29 to J30 – Due to start June 2011; due to be completed June 2012
Project	M25/A13 Junction 30 Improvements
Delivering Authority	Highways Agency & Thurrock BC
Scheme Description	To improve capacity of the highway network centered on M25 Junction 30, the associated section of the A13 and the junction with the A126. The current conditions of the junction are regarded as the biggest remaining constraint to the development of the Thames Gateway.
Status as at 31/3/10	Following the Comprehensive Spending Review (2010) this scheme still has the potential for construction in future spending review periods, however the design will be subject to a rigorous appraisal of costs.
Project	Tilbury Line Platform Extensions
Delivering Authority	Network Rail
Description	To facilitate longer trains improving capacity along a congested line. Will include lengthening of platforms to 12 car
Scheme Status	Not known following CSR
Project	Barking to Gospel Oak – Gauge Clearance
Delivering Authority	Network Rail
Description	To facilitate the transport of 9'6" containers by providing gauge clearance to W10
Scheme Status	Not known following CSR

The preparation of the Borough Council's LTP3 will be crucial not only to the continued delivery of the Spatial Strategy set out within the adopted Core Strategy DPD but also inform the potential scale and distribution of future growth in the Borough. With regard to the existing Spatial Strategy, the LTP3 will have regard to the requirements for transportation and access requirements of both the Southend Central AAP and London Southend Airport and its environs JAAP. In addition options for future growth and regeneration of Shoeburyness will need to be informed by a well developed, effective and deliverable transport and access strategy.

With regard to future spatial strategies for growth in the borough, the preparation and maintenance of an effective LTP will inform and be informed by the strategic work of the Local Enterprise Partnership.

4.3 Housing

4.3.1 Core Indicator H1: Plan Period and Housing Targets

Table 4.19 – H1: Plan Period and Housing Targets

Plan Period	Housing Target	Plan
2001 – 2021	6,500	RSS East of England Plan
2008 – 2023	4,420	Adopted Core Strategy DPD

East of England Plan

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 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 average rate of 290 dwellings left to build per year.

Core Strategy DPD

Within the Southend on Sea Core Strategy DPD, policies KP1 and CP8 set out the scale and planned phasing of the regional target within its Spatial Strategy. The phased allocation, for the regeneration and growth of the Borough to 2021 is set out in Table 4.20.

Table 4.20 – H1: Phased Allocation of Dwelling Provision

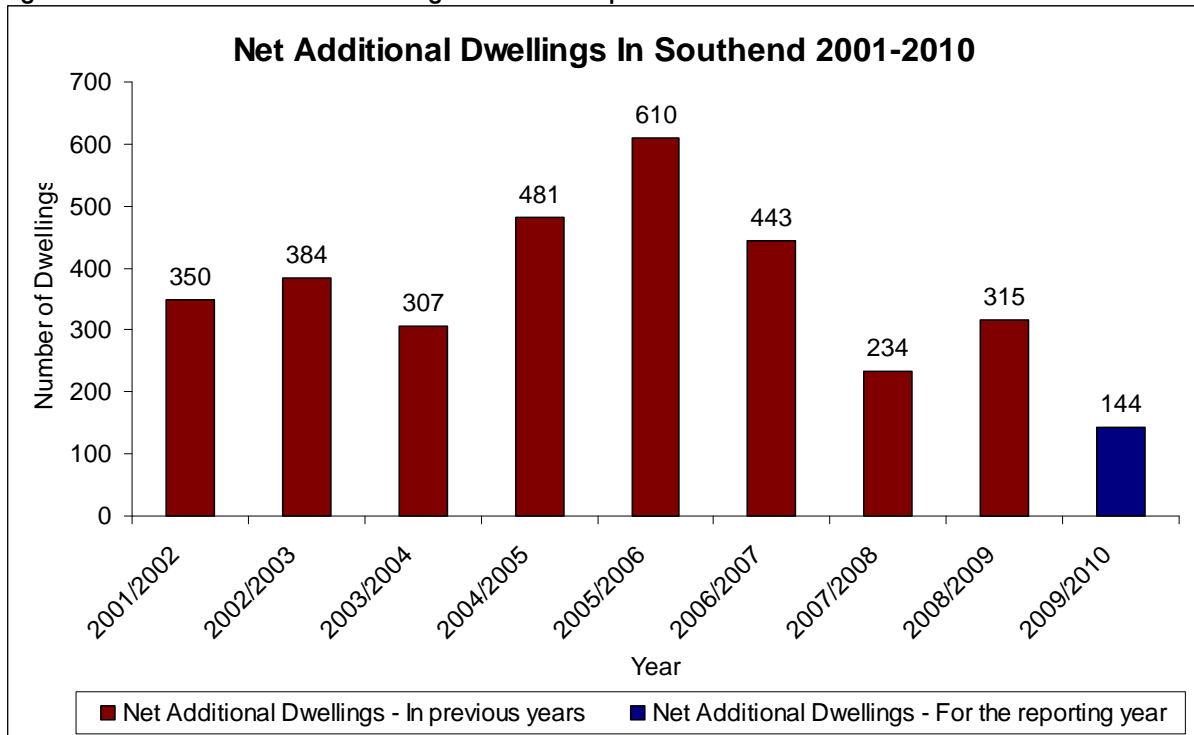
	Phased Allocation			Total
	2001-2011	2011-2016	2016-2021	2001-2021
Number of additional dwellings	3,350	1,600	1,550	6,500
Dwelling provision required per annum	335	320	310	325

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, in the East of England plan, whichever 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.

4.3.2 Core Indicator H2(a): Net Additional Dwellings – in previous years

The total number of housing completions within the Borough between 2001 and 2010 totals 3,268 net additional dwellings, the breakdown of which can be seen in Figure 4.6. This equates to an average of 363 net additional dwellings per year since 2001, which is greater than the provision required per annum set out in the East of England Plan (325) and Core Strategy DPD (335).

Figure 4.6 - Net Additional Dwellings over Development Plan Period 2001-2010



4.3.3 Core Indicator H2(b): Net Additional Dwellings – for the reporting year

Net dwelling completions for the period between April 2009 and March 2010 have fallen to 144 net (160 gross) additional units. This figure is below the residential development rate of 290pa required for the residual East of England Plan period (see Figure 4.7) and is lower than that projected in the 2009 AMR Housing Trajectory (341 dwellings). This trend is reflective of a downturn in the economy and a slow down in build rates for the development industry. It is anticipated that housing development will continue to perform at a reduced rate until there is a boost in the national economy.

Figure 4.7 – Dwelling completions 2009/10 against annualised allocation in Development Plans

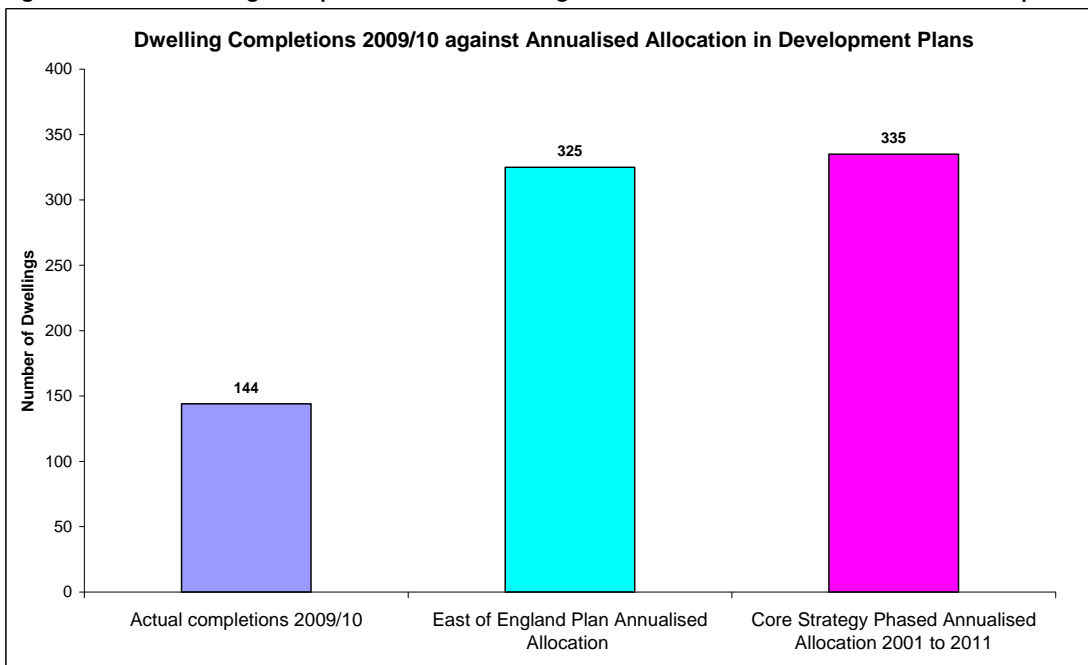
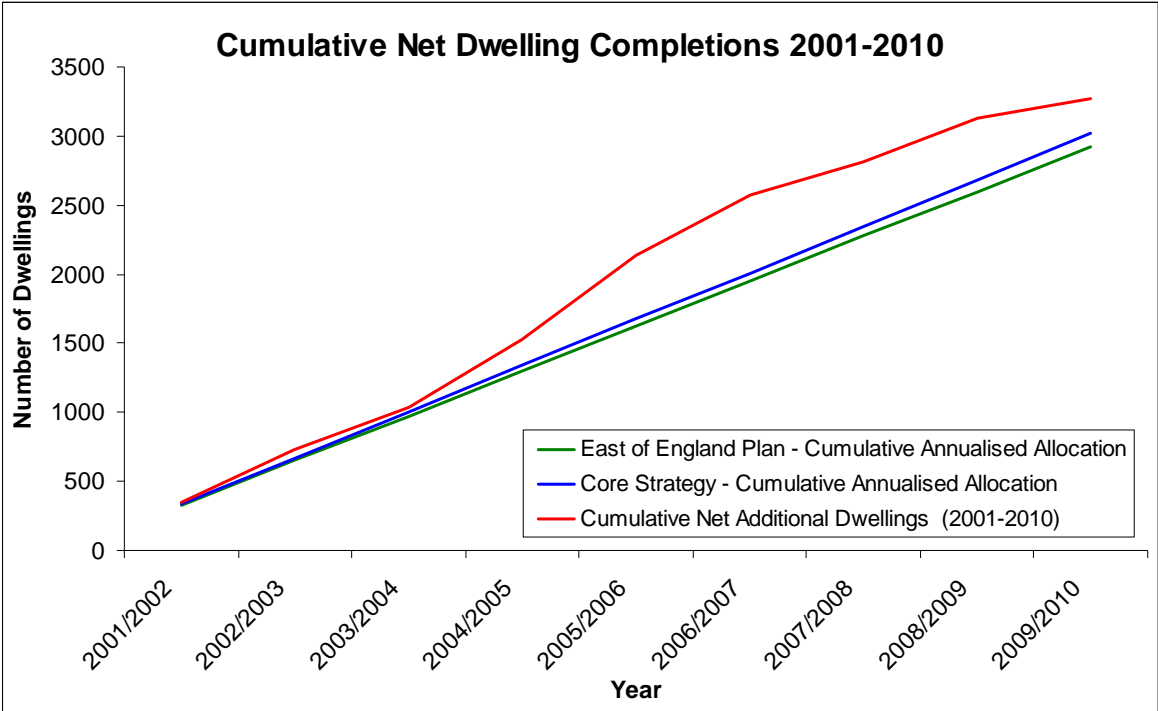


Figure 4.8 illustrates that the cumulative net dwelling completions between 2001 and 2010 (3,268) exceeds that required by the annualised allocation in the East of England Plan (2,925) and the Core Strategy (3,015) for the same period. Therefore, despite the low dwelling completion figure for 2009/10, Southend is still performing well against its housing targets.

Figure 4.8 – Cumulative Net Dwellings over Development Plan Period 2001-2010



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

Table 4.21 shows potential future housing supply based on outstanding planning permissions, and identified sites. The estimated net completions for the current year (2010/11) were calculated based on previous year’s site monitoring results and on commencements and starts for the current monitoring year.

Developable sites currently without planning permission have been identified in the Strategic Housing Land Availability Assessment (SHLAA), providing an informed, site-specific estimate of land availability at a given point in time. In addition the SHLAA has identified broad locations that could provide a long-term source of housing development. The timescale for the delivery of sites reflects planned delivery and identified supply. An update of the SHLAA is due to take place during 2010/11 which will establish any changes that may need to be made to future projections based on market activity and the availability of sites.

Table 4.21 - H2 (c) – Net Additional Dwelling in Future Years

	5 Year Supply																
	2011 Current	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	Total
Estimated Completions	150																150
Outstanding Planning Permissions		349	349	349	349	349											1,745
Developable Sites (SHLAA)						33	222	429	381	409	390	142	50				2,056
Developable Broad Locations (SHLAA)											100	160	160	160	110	110	800
Total Projected Net Completions H (c)	150	349	349	349	349	382	222	429	381	409	490	302	210	160	110	110	4,751
Core Strategy Phased Allocation	335	320	320	320	320	320	310	310	310	310	310						3,575
RSS 14 Allocation / 15 year supply	325	325	325	325	325	325	325	325	325	325	325	300	300	300	300	300	3,535

Five year supply

The number of outstanding permissions for the 5 year period 2011-2016 totals 1,745 net additional dwellings. This demonstrates a surplus of deliverable housing sites in relation to the five year requirements set out by the Core Strategy (1,600 dwellings) and East of England Plan (1,625 dwellings). There is a high historical ‘build out’ rate for planning permissions within Southend. It is considered therefore that despite the current economic downturn, outstanding permissions will continue to provide additional housing within the required timescale.

Revocation of Regional Spatial Strategies

It is the Government’s intention to revoke the East of England Plan and associated housing targets for the plan period. Southend has an adopted Core Strategy that sets out housing targets in line with the East of England Plan, however, this plan period ends in 2021. The review of the Core Strategy will establish future housing provision in the Borough.

4.3.5 Core Indicator H2(d): Managed Delivery Target

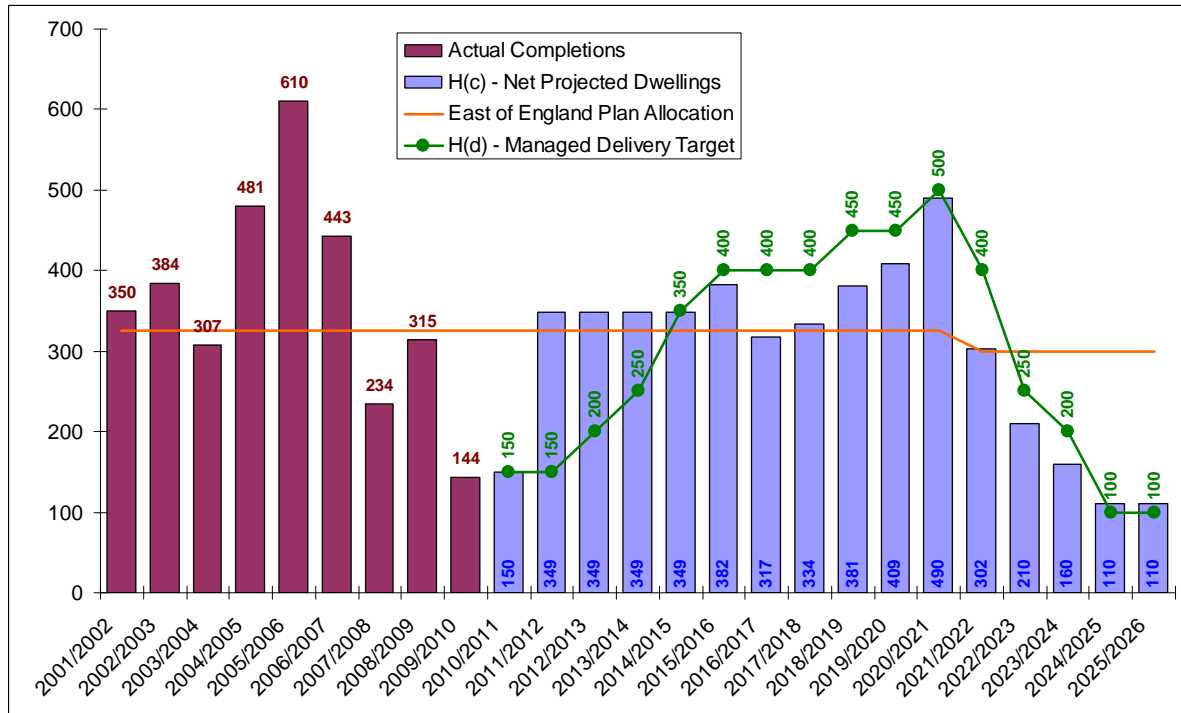
Figure 4.9 sets out how net additional dwellings are expected to come forward to meet the overall housing requirement for the remaining plan period to 2026. The projection is based on the previous delivery of housing within the borough, the current housing market conditions and on the expected market recovery following the economic downturn.

Following a period of relatively high dwelling completion rates (an average of 391 dwellings per annum) the total net additional homes built during 2009/10 fell to 144. It can be assumed that the downturn in the housing market has started to affect the housing building rates within the Borough. Based on current local knowledge and the nature of

identified deliverable sites, it is expected that net dwelling completions will not start to recover until 2012/13 (see Figure 4.9).

The increase in completions from 2014 onwards is based on the effect of the implementation of the Southend Central Area Action Plan and the Shoeburyness Area Action Plan in addition to improving market conditions.

Figure 4.9 H2 (d) – Managed delivery target – Housing trajectory.



4.3.6 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 Table 4.22 below and in figure 4.10.

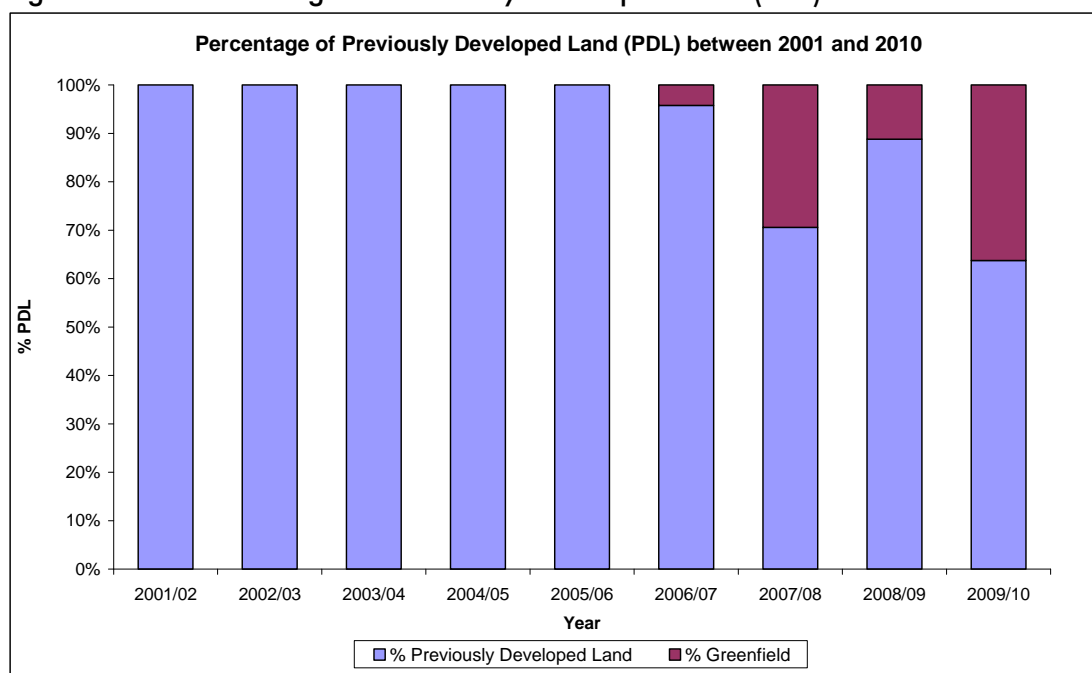
Table 4.22 - Previously Developed Land

	Development on PDL	Greenfield Development Scheme Completions	
		Lifstan Way	Shoebury Park
2001-02	100%		
2002-03	100%		
2003-04	100%		
2004-05	100%		
2005-06	100%		
2006-07	95.79%	20 units	
2007-08	70.59%	70 units	
2008-09	88.8%	42 units	

Current monitoring year			
2009-10	63.75%	13 units	45 units

Southend continues to perform well against the national and regional PDL target of 60%. Due to a new Greenfield development at Shoebury Park, the development on PDL has fallen below the Core Strategy requirement in 2009/10. However, over the plan period 2001-2010 an average of 91% of new and converted dwellings were built on PDL per year, falling in line with the Core Strategy policy.

Figure 4.10 – Percentage of Previously Developed Land (PDL)



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

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

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

Figure 4.11 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 2010. The provision of affordable housing in Southend is becoming a key issue owing to an increasing polarisation between household income and house prices.

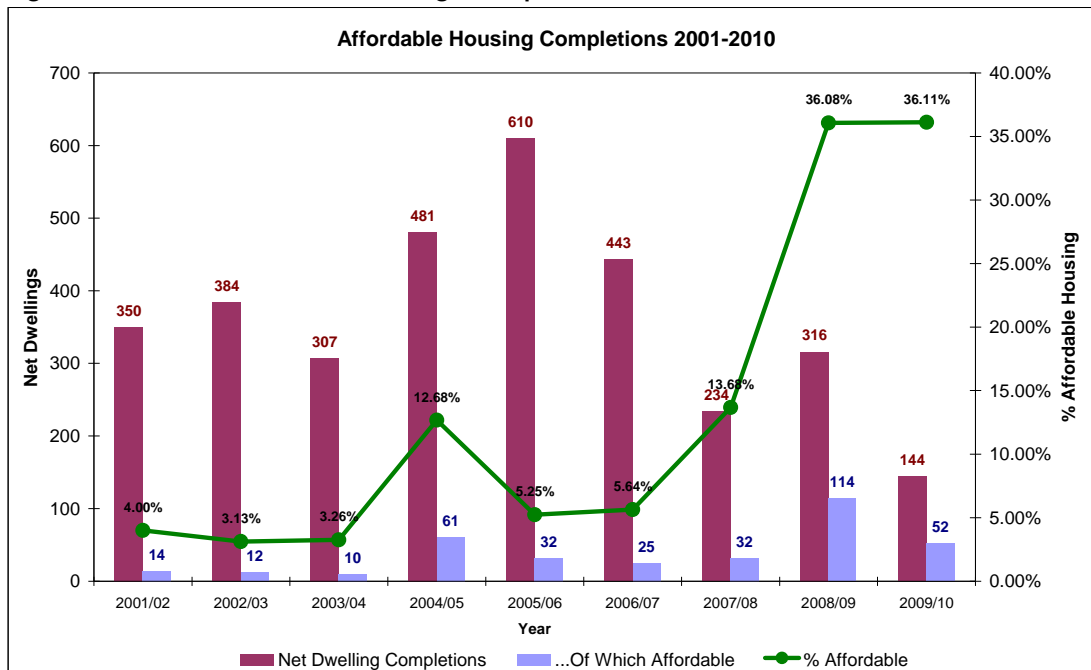
At a regional level Policy H2 requires that delivery of affordable housing should be monitored against the target of 35% of housing coming forward through planning permissions granted.

Between 2001 and 2007, the amount of affordable housing has remained consistently below the target levels in emerging regional and local plans. However, in the most recent years (2008/09 and 2009/10) the amount of affordable housing delivered has been higher than the overall target in the East of England Plan and Southend Core Strategy. The higher figure in 2008/09 was 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 recurring high figure for 2009/10, occurred primarily due to the completion of 45 affordable housing units at a new development scheme at Shoebury Park.

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 4.11.

Figure 4.11 – Affordable Housing Completions 2001-2010



Since December 2007, Southend will 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.

4.3.9 Core Indicator H6: Housing Quality – building for life assessments

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 criteria¹⁰. 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).

During the monitoring year 2009/10, two housing developments received a Building for Life Assessment (see Table 4.23). The housing quality for both schemes was assessed as average.

Figure 4.23 – Details for Building for Life Assessments 2009/10

Name/ Location	Bovis Homes Development - Lifstan Way	
Size	145 dwellings on a site of 3.7ha	
Overall Score	12.5 - Average	
Score Breakdown	Environment and Community	4.0
	Character	4.0
	Streets Parking and Pedestrianisation	2.5
	Design and Construction	2.0
Comments	The site is raised up significantly above road level. The site is quite isolated from the neighbours and the developer has therefore chosen to create a new character in this location. The houses are 2-3 storeys and have distinctive coloured boarding and there are some 4 - 5 storey flatted blocks to the eastern end of the site. As a whole the scheme has a cohesive character and it is pleasing to see that the affordable housing units have been seamlessly integrated into the development. The development is well served for public space and includes a central shared space which forms the focus to the scheme. Unfortunately the cul de sac road layout and the parking courts could have been better planned and detailed and this does let the scheme down, but the pedestrian and cycle links are good and overall the scheme is well landscaped. It is a shame that the proposal has not made any	

² 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

	commitment to sustainable development and this has let the scheme down in this assessment but overall the scheme is reasonably successful, it is distinctive, has a nice atmosphere and appears to be a popular place to live.
--	--

Name/ Location	The Palace Skyline – Central Southend	
Size	16 dwellings	
Overall Score	10.5 - Average	
Score Breakdown	Environment and Community	3.5
	Character	3.0
	Streets Parking and Pedestrianisation	2.5
	Design and Construction	1.5
Comments	The development consists of 16 residential apartments laid out over a two storey modern extension to the Palace Hotel, a locally listed Victorian building originally comprised of six storeys, situated in the Clifftown Conservation Area in central Southend. The quality of the scheme while generally well proportioned and sympathetic to the character of Palace, evidently benefits from its association with the Hotel. It has optimised the hill side, sea front location to ensure residents benefit from striking vistas along the seafront. The central location also ensures residents benefit from easy access to a range of public transport options, community, retail and leisure uses.	

A third scheme, located in Shoeburyness, was visited for assessment but was found to be only half completed. The affordable housing is complete but the private housing is under construction and it is difficult to make a proper assessment of the scheme without being able to access the other side of the site. The assessment for this site will therefore be postponed until the next monitoring year.

4.3.10 Indicator LH1: Spatial Distribution of Dwelling Completions (Core Strategy DPD Policy CP8) as at 1st April 2010

Table 4.24 - Distribution of Dwelling Provision – Core Strategy DPD

All Borough (Net)

Total Required 2001-2021	2001-2010 Phased Total	2001-2010 Completions	Ahead or Behind 2010 Phased Total	Outstanding at 2010	Residual Amount to be Found by 2021
6,500	3,015	3,268	253	1,894	1,338

Intensification (Net)

Total Required 2001-2021	2001-2010 Phased Total	2001-2010 Completions	Ahead or Behind 2010 Phased Total	Outstanding at 2010	Residual Amount to be Found by 2021
2,550	1,125	1,623	498	562	365

Town Centre (Net)

Total Required 2001-2021	2001-2010 Phased Total	2001-2010 Completions	Ahead or Behind 2010 Phased Total	Outstanding at 2010	Residual Amount to be Found by 2021
2,000	900	830	-70	813	357

Seafront (Net)

Total Required 2001-2021	2001-2010 Phased Total	2001-2010 Completions	Ahead or Behind 2010 Phased Total	Outstanding at 2010	Residual Amount to be Found by 2021
550	405	354	-51	198	-2

Shoeburyness (Net)

Total Required 2001-2021	2001-2010 Phased Total	2001-2010 Completions	Ahead or Behind 2010 Phased Total	Outstanding at 2010	Residual Amount to be Found by 2021
1,400	585	465	-120	321	614

Table 4.24 demonstrates the broad spatial locations of future housing growth to 2021, the delivery of housing completions between 2001 and 2010 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 253 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.

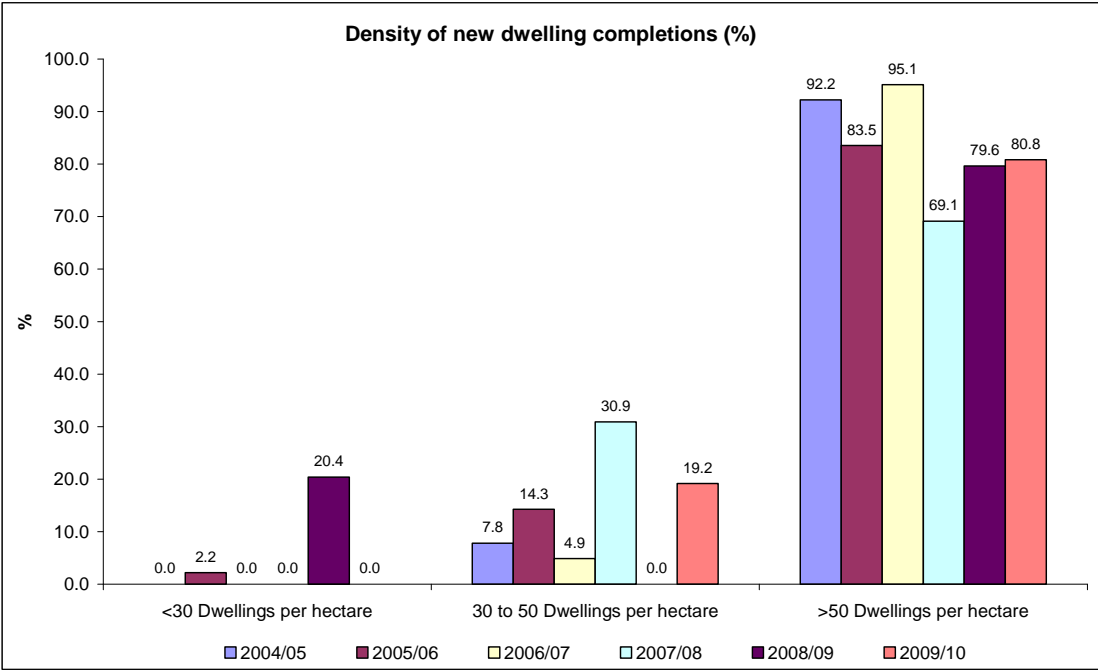
4.3.11 Indicator LH2: Density of New Dwelling Completions

Figure 4.12 illustrates the density levels of dwelling completions between 1st April 2004 and 31st March 2010. 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 over 80% of dwellings were built at a density of over 50 dwellings per hectare. This outcome reflects the aspirations of local and sub-regional planning policies which aim to regenerate and develop urban areas close to transport hubs to create more sustainable communities.

Figure 4.12 – Density of new dwelling completions



4.3.12 Indicator LH3: Size and type of dwelling completions

Of the 145 gross dwelling completions 32 (22%) were houses and 113 (78%) were flats. Previous housing development mix by type is shown in Table 4.25 below and in figure 4.13.

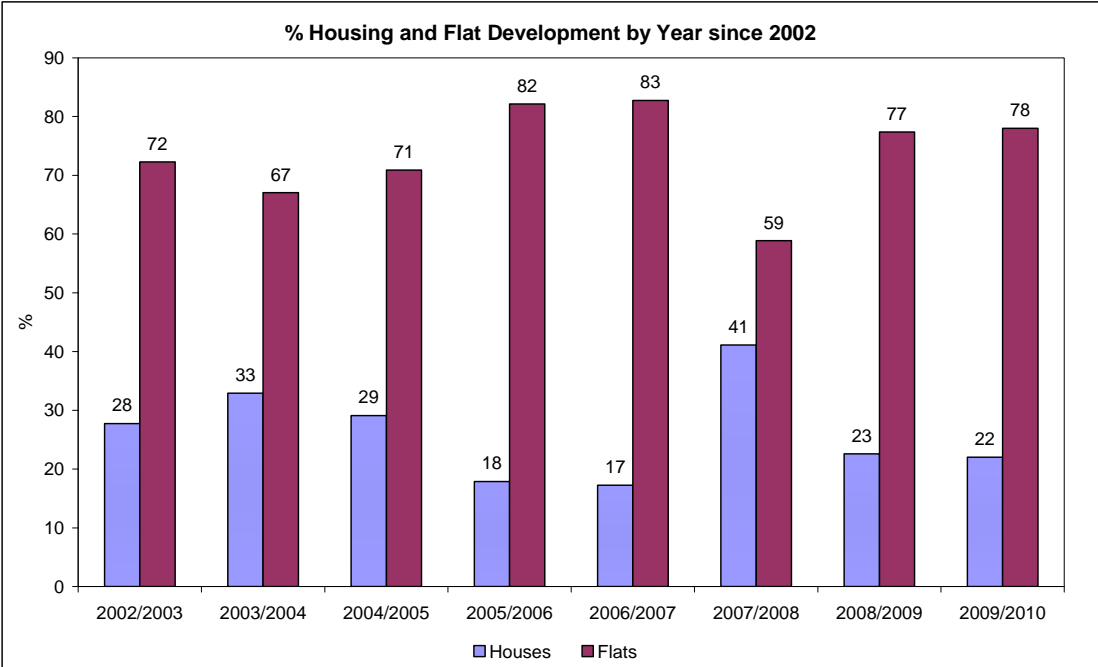
Table 4.25 - Housing Development by Type

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
2009-2010	112 (78%)	32 (22%)	144
Total	2,356 (75%)	792 (25%)	3148

The average split in new dwellings between houses and flats over the last 8 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.

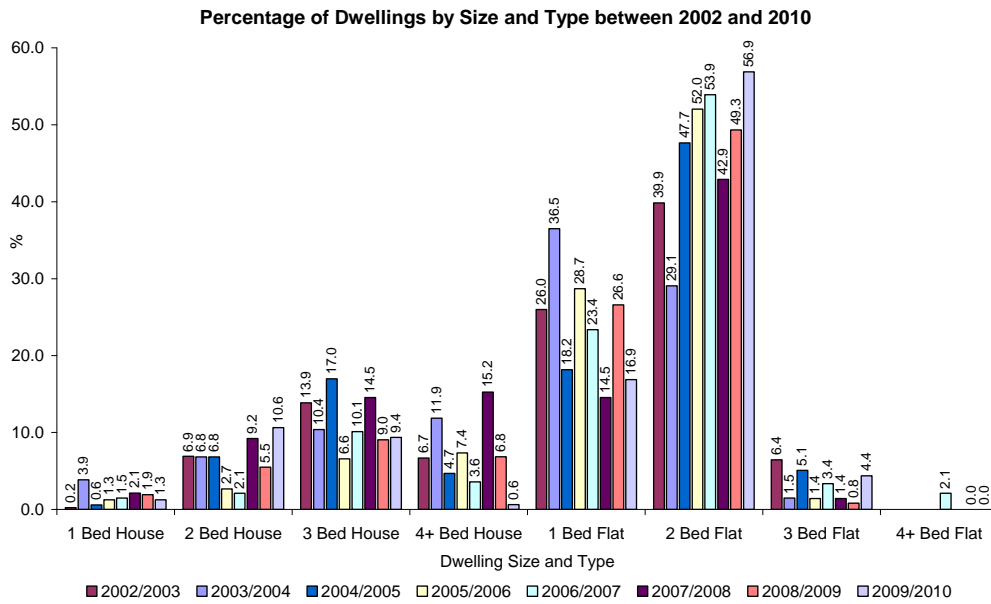
Figure 4.13 – House and Flat developments since 2002



4.3.13 Indicator LH4: Dwellings Completions by type and number of bedrooms

Figure 4.15 illustrates the size and type of dwellings completed between 1st April 2002 and 31st March 2010. 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 4.14 – Dwellings by size and type – 2002-2010



The chart reveals that a consistently high proportion of one and two bedroom flats have been constructed during this nine 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 two years which saw the deliver of the majority of houses on a major housing scheme at Lifestans Way

In terms of size of dwellings, completions between 2009 and 2010 were as follows, 29 (18%) were one bedroom, 107 (67%) were 2 bedroom, 22 (14%) were 3 bedroom and 1 (1%) were 4 bedroom or more.

4.3.14 Indicator LH5: Residential Development Completion by Ward between 2001 and 2010

Figure 4.15 – Dwelling completions by ward

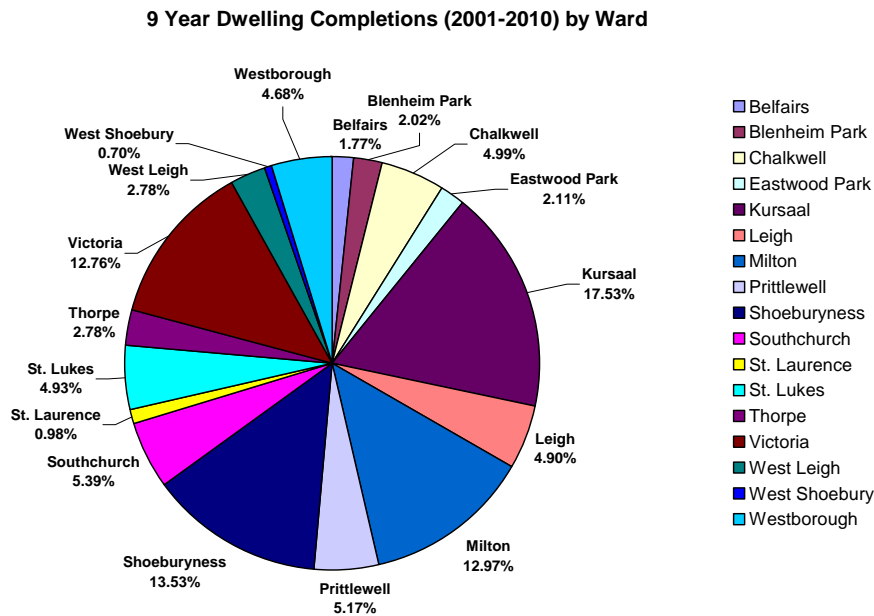


Figure 4.15 illustrates the percentage of dwelling completions by ward between 1st April 2001 and 31st March 2010. In this period a total of 3,268 net additional dwellings have been completed. The chart reveals that Kursaal, Shoeburyness, Milton and Victoria wards comprise just over 56% of completed development, making up 17.53%, 13.53% 12.97% and 12.76% 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 Milton, Shoeburyness, Southchurch and Victoria made up 77% of development in Southend.

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.

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

Figure 4.16 – Development by ward since 2001

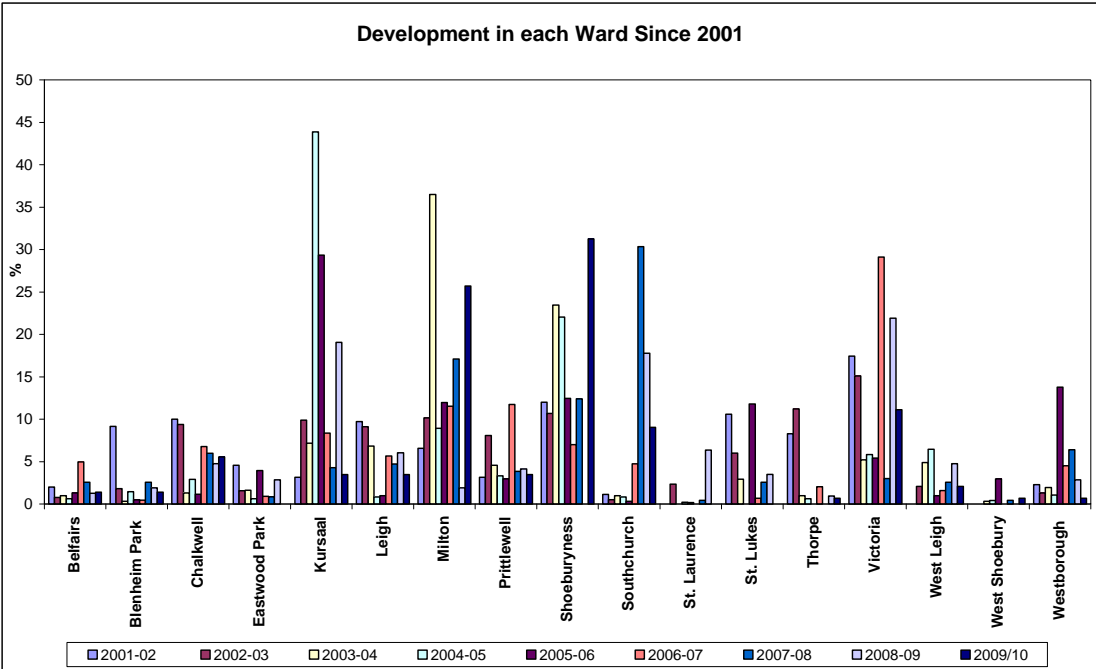


Figure 4.16 shows the residential development completed in each ward in Southend by year since 1st April 2001 in percentage terms. The chart demonstrates that a significant percentage of development has occurred in the wards of Kursaal, Milton, Shoeburyness and Victoria. However in the most recent monitoring year the higher proportion of development has occurred in Shoeburyness (31.25%). followed by Milton (25.69%), Victoria (11.11%) and Southchurch ward (9.03%). Delivery in Milton and Shoeburyness are normally amongst the highest year on year, apart from in the previous monitoring year (2008/2009) when delivery was exceptionally low.

4.3.16 Indicator LH7: Type of Residential Development Completed by Ward between 2001 and 2010

Figure 4.17 – Type of development by ward 2003-2010

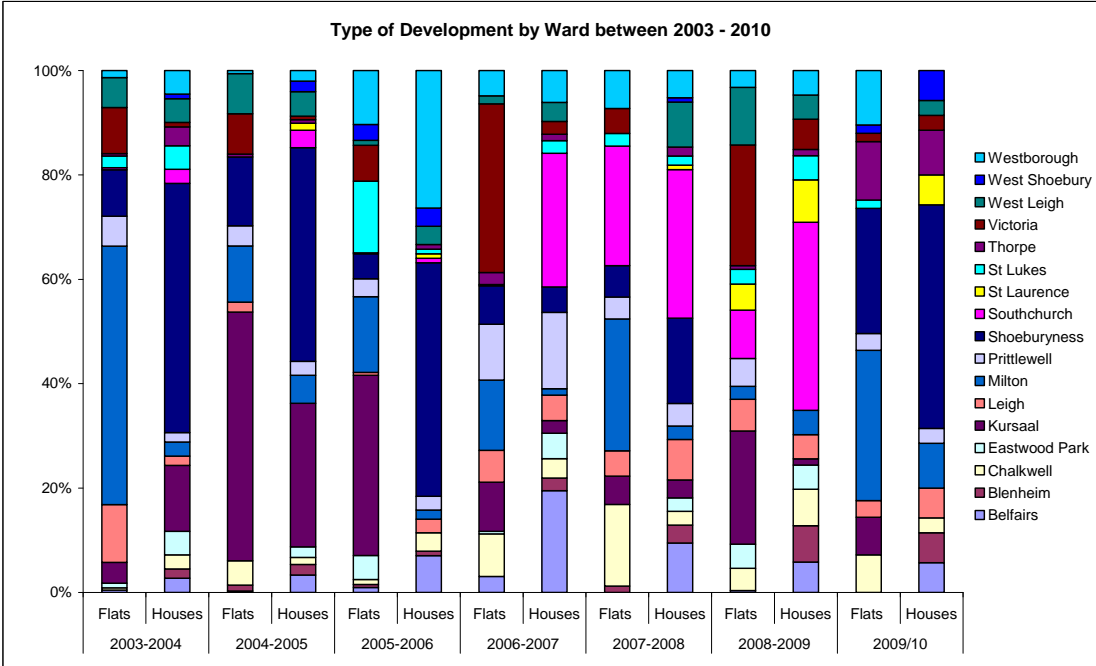


Figure 4.17 shows the number of flats and houses built in each of the 17 wards in Southend during each monitoring year since 2003. The chart reveals that the greatest proportion of flats built over the period 2003 to 2010 have been in the wards of Milton, Kursaal and Victoria. Between 2003 and 2010, the highest proportion of houses have been built in the wards of Southchurch and Shoeburyness. This is due in part to the level of development at the Shoebury Garrison Site. However in 2006-2007, 2007-2008 & 2008-2009 the contribution from Shoeburyness was overtaken by Southchurch, mainly owing to a large residential development at Lifstan’s Way.

4.4 Environmental Quality

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

The Environment Agency (EA) annually publishes details regarding planning applications submitted to local authorities that the EA have objected to due to flood risk or water quality issues. During the 2009/10 monitoring year, one planning application submitted to Southend Council was objected to by the EA on flood risk grounds. The application was subsequently granted by the Council subject to conditions being met by the applicants (see Table 4.26).

Table 4.26 - Application objected to by the Environment Agency on flood risk grounds 2009/10

Site Address	Belfairs High School Highlands Boulevard Leigh On Sea
Local Planning Authority	Southend-on-Sea Borough Council
LPA Ref	SOS /09/00841/BC3M
Agency Ref	AE/2009/108353
Proposed Major Development	Demolish Existing School Buildings, Erect Replacement 2 Storey School Building Incorporating Lower Ground Floor, Canopy To Main Entrance And Enclosed Plant Zones To Roof, Erect Single Storey Building And Refuse Stores To South Boundary, Erect Single Storey Extension To West Elevation Of Existing Sports Hall, Layout Hard Courts And Court Fencing, Layout No138 Car Parking Spaces And No3 Cycle Stores To North West Boundary, Re-Locate And Widen Vehicular Access Onto Highlands Boulevard, Form Pedestrian Access Onto Highlands Boulevard, Form Steps And Paved Link-Ways, Install Gates, Landscape Site And Erect 1.8m High Fence To Boundary
Date objection Made	June 2009
Reason for Objection	Unsatisfactory FRA/FCA submitted (Surface Water)
Status	Permission Granted – With Conditions

4.4.2 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 2009/10. 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 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.

4.4.3 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.

4.4.4 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.

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.

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 green space, and for securing additional such space, in the Borough. This is a major consideration in such a densely developed urban area as Southend. 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 green space 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.

4.4.5 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. A description of types of open space and the associated area they occupy within the Borough are set out in Table 4.27 below.

Table 4.27 - 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 2009/10, 5 parks within the Borough were awarded green flag status, as listed in Table 4.28.

Table 4.28 - Parks Awarded Green Flag Status, 2009/10

Park Name	Area (ha)
Belfairs Park and Nature Reserve	123
Chalkwell Park	10.5
Priory Park	18
Shoebury Park	7.9
Southchurch Park	12.5
Total	171.9

4.5 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.

4.6 Waste

4.6.1 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 2009/10, no new waste management facility capacity became operable. In July 2009, Southend and Essex County Council re-submitted an Outline Business Case to Defra for developing a network of new and sustainable waste management facilities. Funding worth £100 million has been awarded to help deliver a major residual waste treatment facility. Essex County Council has granted planning permission for a waste and recycling plant at Courtauld Road, a preferred location site as identified in the Saved Waste Local Plan.

4.6.2 Core indicator W2: Amount of municipal waste arising, and managed by management type by waste planning authority.

The rate of diversion from landfill has continued to increase year on year (see Table 4.29), representing the Borough's improving progress towards sustainable waste management. The figures show a 10% rise in amount of waste being composted from 2008/09 to 2009/10. This is likely to be due to a growing number of people using the weekly food waste collection service.

Table 4.29 - Waste Management

Amount Managed (Tonnes)		2004/05	2005 /06	2006/ 07	2007/ 08	2008/09	2009/10
Total municipal waste arising		89,271	86,637	87,922	84,246	80,752	76,157
Of which:	Sent to landfill	67,475	64,990	60,164	53,636	46,614	43,407
	Incinerated	13	21	15	21	0	0
	Diverted	21,783	21,626	27,743	30,589	34,138	32,752
<i>Of that Diverted :</i>	<i>Recycled</i>	14,378	14,802	19,841	22,601	23,693	21,955
	<i>Composted</i>	7,405	6,824	7,902	7,988	10,445	10,797
Percentage Managed		2004/05	2005 /06	2006/ 07	2007/ 08	2008/09	2009/10
% of total sent to landfill		75.6%	75.0%	68.4%	63.7%	57.7%	57.0%
% of total incinerated		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% diverted		24.4%	25.0%	31.6%	36.3%	42.3%	43.0%
<i>% of total which is:</i>	<i>recycled</i>	<i>16.1%</i>	<i>17.1%</i>	<i>22.6%</i>	<i>26.8%</i>	<i>29.3%</i>	<i>28.8%</i>
	<i>composted</i>	<i>8.3%</i>	<i>7.9%</i>	<i>9.0%</i>	<i>9.5%</i>	<i>12.9%</i>	<i>14.2%</i>

4.6.3 Waste facilities in Southend (31st March 2010)

Table 4.30 Waste Facilities in Southend

Site Name/ Operator	Site Address	Specific Facility Type
OPERATIONAL		
Imperial Metal Recyclers	63 Vanguard Way, Shoeburyness, Essex. SS3 9QY	End of Life Vehicles
Central Cleansing Depot	Eastern Avenue, Southend On Sea, Essex. SS2 5QX	Materials Recycling / Recovery Facility and Waste Transfer Station
Hadleigh Salvage Ltd	Plot 9, Stock Road, Southend On Sea, Essex. SS2 5QF	Non Hazardous Transfer Stations
Stock Road Civic Amenity Site	Stock Road, Southend On Sea, Essex	Recycling Centre for Household Waste
Leigh Marsh Civic Amenity	Leigh Marsh, Leigh-on-Sea,	Recycling Centre for

Site	Essex	Household Waste
NON OPERATIONAL WITH PLANNING PERMISSION		
543 Rayleigh Road	543 Rayleigh Road, Leigh-on-Sea, Essex. SS9 5HP	Non Hazardous Transfer Stations for WEEE

4.7 Gypsies and Travellers

During the monitoring year 2009-10, 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 has carried 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) 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 "Accommodation for Gypsies and Travellers and Travelling Showpeople in the East of England" in July 2009 after consultation and an Examination in Public. Policy H3 prescribes a requirement for 15 additional pitches by 2011 (from a baseline of 2006 of zero pitches) and a minimum of 15 pitches by 2011. The policy also states an annual compound increase of 3% in the level of overall provision by 2021, if the draft policy was to be adopted as proposed.

The Council will operate policies in the Core Strategy DPD for any proposal coming forward for Gypsy and Traveller accommodation.



section five

5. Managing Regeneration and Growth: Delivering Sustainable Development

5.1 Is a review of the Local Development Scheme needed?

A revised LDS was adopted by Cabinet in November 2009 and agreed by GO-East. Generally, good progress has been made in plan preparation, with a number of documents reaching key stages (including adoption) and undergoing preparation following the completion of key evidence base documents.

The following key milestones have been reached during the period from April 2009 to March 2010.

- **Updated Statement of Community Involvement (SCI)** Adopted November 2009
- **A guide to Section 106 and Developer Contributions SPD** Public Consultation December 2009
- **Revised Design and Townscape Guide SPD** Adopted November 2009
- **London Southend Airport and Environs Joint AAP & Proposals Map** Preferred Options Consultation March – May 2009
- **Southend Central AAP & Proposals Map** Second Issues and Options Document Preparation
- **Development Management DPD & Proposals Map** Information gathering/ Scoping. Issues and Options Document Preparation
- **Essex and Southend Joint Waste Development Document (WDD)** Information gathering/ Scoping. Issues and Options Document Preparation
- **Research and Technical Studies Several substantive technical studies** were completed, or draft reports received, including the Employment Land Review, Strategic Housing Land Availability Assessment and evidence documents associated with the production of the joint waste Plans.

However, Table 3.2 (on page 24) indicates some significant delays have occurred when the progress of plan preparation is compared to key stages in the 2009 LDS.

A number of these issues were already identified during 2010 and on the basis of having an up to date LDS the Council adopted a revised LDS in July 2010 to reflect the situation at that time. A number of revisions were included, the most significant of these were:

- The Essex and Southend Joint Waste Core Strategy, Development Management Policies and Strategic Sites DPD and the Essex and Southend Joint Waste Site Non-Strategic Allocations DPD, for which initial consultations will now take at the end of 2010 to allow for further evidence base work to be completed.
- The Southend and Rochford London Southend Airport and Environs Joint Area Action Plan, will now be published for consultation in October/November 2010, prior to submission to the Secretary of State in January 2011. This revision reflects the period which the document was put on hold pending a decision being made on an application from London Southend Airport for a runway extension. Rochford DC's LDS has been revised by Go-East and is now

out of step with the SBC LDS so the above dates will put both documents back in line.

- The Southend Central Area Action Plan and Development Management DPD will now follow the same timetable to reflect their inter-relationship and importance for delivery of key Council aims and objectives.
- The Seafront Area Action Plan has been removed from the LDS as it is considered that its policy areas will now be better delivered and resourced through the Southend Central Area Action Plan, Shoeburyness Area Action Plan and the Development Management DPD. This approach will also have a positive financial and resource outcome as there will be a need for one less examination in public.
- The Development Delivery DPD will be informed by an infrastructure Plan (IP) and its schedule of charges and preparation has been scheduled in the LDS to coincide with it. The DPD will contain detailed policies as to the content of any Planning Obligation (S106 agreement) in the Borough together with the authority approach to a Community Infrastructure Levy (CIL) or standard charge for infrastructure and services. CIL is a fixed standard charge, which may be calculated on a dwelling size or gross floorspace (sq m) basis. It is considered that the CIL would provide greater clarity and certainty for the development industry whilst securing valuable contributions to mitigate the impact of new development and support the Borough intention to develop in a sustainable way. Furthermore the IP will ensure that any tariff approach or standard charge is supported by a transparent and rigorous evidence base, indeed the charging schedule will be subject to examination at the same time as the DPD.

Table 5.1 Plan preparation progress against LDS 2010

Progress Key

On schedule/Target met	
Slightly behind schedule	
Delayed/ Halted	
Revision to LDS Required	

LDS 2009 LDD Title	Stage	2009 LDS Timetable	Progress	Notes
Development Plan Documents				
Review of Core Strategy DPD and Site Allocation DPD & Proposals Map	Information gathering/ Scoping	November 2010 – March 2011		Progress ongoing on research and data analysis
	Document Preparation	April 2011 – November 2011		Progress to be determined by review of Planning System and work of Local Enterprise Partnership (LEP)
	Issues and Options consultation	December 2011 – January 2012		
Essex and Southend Joint	Information gathering/	January 2009 – June 2009		The Issues & Options

Waste Development Document (WDD) Essex and Southend Joint Waste non strategic sites allocations DPD and proposals map	Scoping			Document covers the Waste Core Strategy, Development Management Policy & Site Allocations in addition to non-strategic site allocations.
	Document Preparation	January - September 2010		
	Issues and Options consultation	October – November 2010		
London Southend Airport and Environs Joint AAP & Proposals Map	Publication of Submission document	October – November 2010		Timetable delayed pending Judicial Review
	Submission	January 2011		
Southend Central AAP & Proposals Map	Second Issues and Options consultation	June – July 2010		This document now incorporates the central seafront area previously incorporated in a proposed Seafront AAP.
	Publication of Submission document	December 2010 – January 2011		
	Submission	June 2011		
Seafront AAP & Proposals Map	Removed from LDF			
Development Management DPD & Proposals Map	Document Preparation	November 2009 – May 2010		This document now incorporates Vehicle Parking Standards & issues relating to development on the seafront previously in a proposed Seafront AAP
	Issues and Options Consultation	June – July 2010		
	Submission	June 2011		
Development Delivery DPD & Proposals Map	Information gathering/ Scoping	September 2010 – April 2011		Delay pending preparation of Infrastructure Plan and associated Schedule of Charges and review of CIL legislation Vehicle Parking Standards now falls within Development Management DPD
	Document Preparation	May – October 2011		
	Issues and Options Consultation	November – December 2011		
Shoebury AAP & Proposals Map	Issues and Options Consultation	February March 2011		
Supplementary Planning Documents				
A guide to Section 106 and Developer Contributions SPD	Adoption	July 2010		Adopted November 2010
Revised Design and Townscape Guide SPD	Adoption	November 2009		
Victoria Avenue Development Brief SPD	Public Consultation	February March 2010		Preparation of draft consultation document extended to include a round of public
	Adoption	July 2010		

				participation, draft consultation document due February 2011
Green Space and Green Grid Strategy SPD	Document Preparation	January – April 2012		
Sustainable Transport SPD	Document Preparation	January – April 2011		Timetable determined by adoption of LTP3 and Infrastructure Plan preparation

Table 5.1 indicates mixed progress against the new timetable. The Essex and Southend Joint Waste Development Document (WDD) and the Development Management DPD are progressing well and there are no known issues that may hinder progress at this time. Other DPDs such as the Southend Central AAP, London Southend Airport and Environs Joint AAP have slipped significantly due to external circumstances, the reprioritising of development plan documents and the extensive resources involved in establishing an up to date evidence base. There are therefore certain aspects of the LDS that could be altered further to provide a more concise and relevant LDF, as discussed in the summary of key documents below.

Southend Central Area Action Plan (SCAAP)

Progress –

- Will now include the central seafront area
- The schedule for submission and adoption will need to be revised to take account of resources and the need to finalise key studies, including the Retail and Town Centre Study
- Preparation of Delivery Plan for AAP dependent on LTP3 progress and strategic site development briefs
- This DPD remains a priority

Development Management DPD

Progress –

- Submission document and Proposals Map prepared for Cabinet consideration early 2011 with a view to publishing the submission document in March 2011, this reflects minor slippage and the LDS timetable will be updated accordingly.
- On target for June 2011 submission
- This DPD remains a priority.

London Southend Airport and Environs Joint Area Action Plan –

Progress -

- Judicial Review – Decision due end 2010/ early 2011.
- The publication of the submission document will follow the outcome of Judicial Review.
- This DPD remains a priority.
- Preparation of Delivery Plan for AAP dependent on LTP3 progress and strategic site development briefs
- This DPD remains a priority

Shoebury Area Action Plan

Progress –

- Progress on this AAP has been delayed.
- This document remains a priority.

Victoria Avenue SPD

Progress -

- Draft received late 2010
- Publication for consultation purposes will probably now take place to coincide with the publication of the Southend Central AAP
- This document remains a priority.

Development Delivery DPD

Progress -

- Significant delays in the preparation of this document.
- **A guide to Section 106 and Developer Contributions SPD** has been prepared and adopted to provide guidance to developers.
- The preparation of this DPD is now predicated on the preparation of an Infrastructure Plan with associated Charging Schedule to allow for incorporation of Community Infrastructure Levy (CIL) within the DPD. The infrastructure Plan will be informed by the Council's and other service delivery bodies strategies and capital programmes including LTP3
- This DPD remains a priority.

Review of the Core Strategy DPD and site allocation DPD

- Significant progress on evidence base for review
- Strategic issues and options will need to be developed as part of the approach to economic development, infrastructure provision and housing delivery being promoted in the Localism Bill and the White Paper 'Local Growth: realising every place's potential'
- The revision of the Core Strategy will need to inform and be informed by the work of the LEP

Waste DPD Commentary

Southend-on-Sea Borough Council and Essex County Council are the Waste Planning Authorities (LPAs) responsible for planning and determining waste related developments for their respective areas. Both Authorities have agreed to work together to produce a Joint Waste Development Document (WDD) that will replace the existing adopted and saved Essex and Southend Waste Local Plan.

Essex and Southend are proposing to produce two WDDs;

A Main Waste Development Document comprising:

- a Core Strategy setting out the long term direction for waste management and disposal
- and the plan to deliver the strategy;
- detailed Development Management policies for waste; and

- preferred Strategic Site Allocations for waste management and disposal.

A Non Strategic Waste Site Allocations Document, identifying:

- any other preferred sites for waste processing during the lifetime of the plan and associated safeguarding required to support the plan.

An issues and options paper was consulted on in Oct/Dec 2010 which covers both of these WDDs and therefore all elements of Core Strategy, Development Management policies and Site Allocations. The requirement for the Second WDD is a matter for debate in this paper. Subject to the consultation, this element may be separately developed at the next stage (Preferred Approach).

The purpose of the WDD Issues and Options Paper was to identify how much waste will need to be managed in Essex and Southend, what types of waste management facility should be planned for, where these facilities should be located and how any related impacts from facilities should be managed.

The WDD Issues and Options consultation response will be used to inform the content of the next stage of plan preparation; the Preferred Approach Waste Development Documents. Consultation for both these potential documents is due to commence in November 2011 and June 2012 respectively.

Southend Waste Evidence Base

In 2007 consultants were appointed by the Southend Borough Council to establish a waste evidence base which would inform the production of the Waste Development Document (WDD). The Southend study assessed the waste arisings and waste management capacity.

Since the completion of the report the decision had been made to carry out joint working between Southend-on-Sea Borough Council and Essex County Council on the WDD. It was therefore necessary to ensure that there was a joint waste evidence base which covered both authority areas. This gave the opportunity for an up to date report incorporating new data and producing more accurate forecasts which has assisted the production of the joint WDD.

The Southend and Essex Waste Capacity Gap Compilation Report was published in September 2010 and can be viewed on the ECC website www.essex.gov.uk/WDD. The report sets out the methodology and data that was used, it also covers current and projected waste arisings based on 3 scenarios, capacity gap analysis and conclusions.

Where the actions set out 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.

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

5.2.1 Housing

Net dwelling completions have fallen to 144 for the period between April 2009 and March 2010. This is much lower than the previous monitoring year (315) and does not meet the figure projected in the 2008 AMR Housing Trajectory (341) which is likely to be due to the downturn in the economy and a slow down in build rates for the development industry. Despite this result, Southend has to date provided 253 more dwellings in the Borough than the phased allocation in the Core Strategy and has identified a 5 year supply of available and deliverable dwelling sites. As Area Action Plans are adopted and synchronise with other local delivery mechanisms, it is considered that completions may pick up again toward 2010-11. These assumptions have been built into the revised housing trajectory as at April 2010 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 made use of the data from the Strategic Housing Land Availability Assessment which has a base date of 2008 (SHLAA).

The SHLAA also indicates that the total number of dwellings which can come forward on identified sites for the Plan period 2001 to 2021 is 7,571 dwellings, which is above the plan requirement of 6,500 dwellings. For the 15 year period 2008-2023 the total number of dwellings identified is 4,762 dwellings. The current calculation of housing supply indicates a 10.9 year supply of ready to develop sites. This housing capacity is made up of sites with planning permission and specific sites identified from various sources. However, it should be noted that, in line with past completions trends, the yield for the majority of sites identified in the study is high and is based on high density flatted schemes either with approval or using potential densities which may not now be appropriate outside the Southend central area (see below). SHLAAs require annual updating. It will be critical that the SHLAA is updated and reviewed annually to maintain an accurate understanding of dwelling supply. This will be particularly important for any review of the Core Strategy DPD and the work of the LEP.

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. The residual planned provision for the Southend Central area / 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 Southend Central area / Town Centre and Shoeburyness and the preparation of Area Action Plans for these areas will remain a priority.

During the monitoring year, 68.75% of dwellings were built on previously developed land (PDL) which meets the regional and national target of at least 60% but falls below the Core Strategy requirement of 80%. This lower figure is due to partial completion of an affordable housing development on a Greenfield site next to Shoebury Park. However, during the plan period 2001 to 2010 over 80% of new housing development has been on brownfield land, in line with the Core Strategy policy.

The average split in new dwellings between houses and flats over the last 7 years is 26% and 74% respectively. In terms of size of dwellings, completions between 2009 and 2010 were as follows, 29 (18%) were one bedroom, 107 (67%) were 2 bedroom, 22 (14%) were 3 bedroom and 1 (1%) was 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 Strategic Housing Market Assessment update (2010) 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 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 three monitoring years, the percentage of affordable housing coming forward has been increasing. The proportion of affordable homes provided over the period 2001/02 to 2006/07 averaged at 5.7%. This figure then increased to 13.7% in 2007/08, rose considerably to 36.1% in 2008/09 and has remained the same in the current monitoring year. The high affordable housing figure has been sustained over the past year in the main part by the delivery of new affordable housing on the Greenfield site next to Shoebury Park. The figure for 2009/10 also incorporates the final completions of the Lifstan Way development scheme in Southchurch. In addition, since December 2007 onwards, the planning system has delivered affordable homes in accordance with policy in the adopted Core Strategy DPD. This has allowed the Council to require much higher proportions of affordable housing across a range of site size thresholds than before the Core Strategy was adopted.

The adopted policy 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 meet local housing need (or 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 local housing needs) more innovative mechanisms, building on the success of the Council's use of its own assets including the redevelopment of garage sites and empty homes strategy, will need to be developed both locally and nationally.

5.2.2 The economy and jobs

Development data and indicators on actual job numbers suggest a decrease in jobs over the past year. 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 five 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.

Annual monitoring has shown an increase in employment land over the reporting year (net gain of 0.17 hectares). The majority of this land has been gained through redevelopment of priority urban industrial areas, primarily for B1(c) (light industry) use. All employment land lost in the Borough during 2009/10 (0.041ha) has been to residential use.

5.2.3 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.

The Local Transport Plan Annual Review and the LTP3 Evidence Base set out in detail progress in terms of transport infrastructure delivery and these can be viewed on the Council's web site.

The Core Strategy DPD sets out clear priorities with regard to significant infrastructure schemes which are required to support the delivery of the Spatial Strategy. Progress on these schemes during the period 2009-2010 is summarised in Table 5.2 below:

Table 5.2 – Summary of progress towards infrastructure schemes set out in the Core Strategy DPD

Core Strategy Policy	Description of scheme/initiative	Progress 2009-2010	Notes
CP1	Employment Generating Development		
	Enhance the towns role as a cultural and intellectual hub, a higher centre for education, visitor destination and cultural centre		
	<ul style="list-style-type: none"> ▪ Clifftown Studies, South East Essex College 	Stage 2 Completed, Opened January 2010	
	<ul style="list-style-type: none"> ▪ Park Inn Palace Hotel – multi million pound refurbishment 	Opened March 2010	
CP3	Transport and Accessibility		
	Improving the road and rail network in particular <ul style="list-style-type: none"> ▪ A127/A1159 east west strategic route 		
	o Progress Road	Commenced February 2010	Completion March 2011
	o Cuckoo Corner	Commenced February 2010	Completion March 2011
	o Victoria Circus	Commenced January 2010	Completion March 2011
	o South Essex Rapid Transit (SERT)	Negotiations subject to funding review	
	<ul style="list-style-type: none"> ▪ Public Realm Improvements and enhanced walking facilities 		
	o Victoria Gateway (part of Victoria Circus junction improvements)	Commenced January 2010	Completion March 2011
	o City Beach, Eastern Esplanade	Commenced January 2010	Completion March 2011
	o Clifftown Road and Elmer Approach	Started March 2010	Completed
	<ul style="list-style-type: none"> ▪ High quality transport interchanges 		
	o Airport runway extension	Application approved January 2010	Judicial review decision pending
	o New airport terminal	Application approved	Nearing Completion 2010
	<ul style="list-style-type: none"> ▪ Improvements for Cycling 		
	o Sustrans cycle, Western Esplanade	Started February 2010	Completed June 2010
	o Prittle Brook	Started 2009	Completed 2010
CP6	Community Infrastructure		
	Providing Health and Social Care Facilities		
	o Primary Care Centres	Consultation stage for 3 PC centres	Westcliff PCC approved 2010

	<ul style="list-style-type: none"> ▪ Supporting new and improved facilities for education and training 		
	<ul style="list-style-type: none"> ○ Futures Community College (Prospects) 	Under construction	Open November 2010
	<ul style="list-style-type: none"> ▪ Safeguarding existing and providing new leisure, culture and recreation, community 		
	<ul style="list-style-type: none"> ○ Garon's Park Swim Centre 	Under Construction	Opened November 2010
	<ul style="list-style-type: none"> ○ New museum - Landmark facility to accommodate finds associated with 7th C Saxon King - Cliff Gardens (see Below) 	Appointed architect for design of new museum	RIBA Stage C completed September 2010
	<ul style="list-style-type: none"> ○ Stabilisation of Cliff Gardens 	See New Museum proposal above	
	<ul style="list-style-type: none"> ○ North Road Chapel Project (SAVS community centre) 	Under construction Build with Care demonstration project	

The 2009 AMR identified key actions to be considered as a result of the findings that year. It concluded that "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".

Clearly there has been considerable success and progress on major schemes and projects which taken together will transform the image and profile of the town and will be key drivers of growth and attract investment to the town once the economy starts to recover.

However, the economy is still expected to be slow and public funding will be very limited for the foreseeable future. Never the less 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.

The Localism Bill will introduce new measures for infrastructure delivery, giving new powers to local communities to decide the types of facilities they need and to mechanisms to deliver them. Delivery of development funded infrastructure secured through planning obligations, Section 106 agreements and the community infrastructure levy (CIL) will be critical to these proposals. This means that there will be a need to expedite the preparation of an Infrastructure Plan (including) Schedule of Charges so that progress can be made on the Development Delivery DPD and setting a CIL.

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. A number of key schemes identified in the TGSE and LTP2 transport strategies will 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.

However, the economic downturn is likely to continue and future public spending budgets will be limited. The Council must continue to actively pursue available funding where available and marshal its own resources by prioritising schemes and designing excellence into its project development. SERT should remain a priority for future funding if and when available.

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

The SAMR has indicated that the economic downturn has had a reasonably significant effect on residential development within the town with the lowest annual delivery rate since the beginning of the plan period. Net additional residential completions have reduced compared to previous years, however housing provision is still ahead of regional requirements for the plan period. Although there has been an overall increase in employment floorspace across the Borough, 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. The overall economy remains weak 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 2001/2010. 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, including City Beach and the Victorias, which have received funding are now delivered on the ground to bring forward the necessary improvements needed to facilitate 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.

5.4 Conclusions – key actions to be considered

The production of the Southend Annual Monitoring Report (SAMR) 2010 has provided a significant opportunity to conduct a review of progress on preparation of the Southend Local Development Framework (LDF) and to measure achievements, targets and indicators in relation to a number of key policy areas. In particular, monitoring of key policies and

targets relating to housing, employment and infrastructure, and of the balance between them, allows the Council to assess progress in the delivery of sustainable, infrastructure and employment-led regeneration and growth. This reflects the key strategic objectives and policies set out in the Core Strategy DPD.

The SAMR findings have indicated that;

1. Since the adoption of the 2009 LDS progress on plan preparation has been mixed, this was recognised during the monitoring period and a revised timetable was prepared in 2010 for Local Development Document preparation. This new timetable reflected revised Council priorities and resulted in resources being marshalled to expedite the preparation of the Development Management DPD to ensure high quality sustainable development schemes are delivered on the ground, progress on this DPD has been excellent. The preparation of the Development Management DPD along with the resources involved in undertaking the required technical studies needed to provide a robust evidence base for development plan documents has resulted in delays to the preparation of a number of other plans. The London Southend Airport JAAP has also been delayed due to the judicial review. Clearly it is in the best interest of the local community that in the future the Local Development Scheme is reviewed regularly to ensure that it is fit for purpose. An early review and live timetable updates should reflect the need:
 - i. To update the Strategic Housing Land Availability Assessment and Employment Land Review and complete any outstanding technical studies.
 - ii. To expedite the preparation of an Infrastructure Plan and associated Schedule of Charges as a corporate project so that the Council can set a Community Infrastructure Levy (CIL). The Schedule of Charges must be independently examined.
 - iii. To maintain the target date for adoption of February 2012 for the Development Management DPD
 - iv. To work jointly with Essex County Council on the preparation of the Joint Waste Plans
 - v. For the Southend Central AAP and London Southend Airport and its Environs JAAP preparation timetable to reflect the need to develop effective delivery plans, including transport strategies and Development Briefs for strategic sites within the AAPs
 - vi. To take forward the Shoebury AAP as a matter of importance.
 - vii. For the review of the Core Strategy DPD to reflect the measures proposed in the Localism Bill, in particular any review should inform and be informed by the work of the Local Enterprise Partnership
2. The economic downturn is likely to continue and future public spending budgets will be limited. The Council must continue to actively pursue available funding and marshal its own resources by prioritising schemes and designing excellence into its project development. The adoption of Local Transport 3 will help focus this. Strategies to inform the Southend Central AAP and London Southend Airport JAAP will also be required and SERT should remain a priority for future funding if and when available
3. In respect of housing provision, this AMR indicates that the adopted policy in the Core Strategy is beginning to deliver a higher proportion of affordable housing on new

development schemes, which has resulted in more affordable housing completions in recent years. Nevertheless, the policies in the Development Management DPD should address the need for:

- i. housing to be of a size and quality that meets local needs, including the need to meet Lifetime Homes Standards
 - ii. 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,
- I. the policies in the Development Management DPD should achieve a more targeted policy approach to the promotion/protection of particular employment use classes in appropriate locations, particularly in respect of B1 uses
 - II. the Joint London Southend Airport and its environs JAAP should remain a priority to stimulate economic development
 - III. the Southend Central AAP should remain a priority to ensure the town centre is the primary focus for office, retail, education, culture and leisure uses
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. Take forward a review of current policy relating to Gypsies and Travellers
 - II. Development of a monitoring framework that will maintain an up to date Strategic Housing Land Availability Assessment (SHLAA) and Strategic Housing Market Assessment (SHMA) in association with GIS capabilities .
 - III. Development of a monitoring framework that will maintain an up to date Employment Land Review in association with GIS capabilities.
 - IV. Development of a more formal recording and monitoring procedure relating to:
 - affordable housing acquired by other means
 - flood risk and protection;
 - renewable energy provision and carbon reduction programmes
 - housing quality using Building for Life Assessments
 - biodiversity
 - safeguarding of existing, and the provision of additional, green space;
6. Over the next 12 months consideration will need to be given to the implications and impact of the review to the planning system proposed in the Localism Bill currently before parliament and the 'Local growth' White Paper (including the introduction of LEPs and their role in economic development, infrastructure provision and housing delivery)



appendices

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

