

# annual monitoring report december 2011

local development framework  
delivering regeneration and growth





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## Executive Summary

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

A revised Local Development Scheme (LDS) timetable was published in June 2010 and again in March 2011. Generally, good progress was made in plan preparation in accordance with this timetable, with a number of documents reaching key stages and undergoing preparation following the completion of key evidence base documents.

The following key milestones have been reached during the period from April 2010 to March 2011.

- **London Southend Airport and Environs Joint AAP & Proposals Map** - Preparation of pre-submission version for consultation
- **Southend Central AAP & Proposals Map** - Issues and Options Consultation June 2010
- **Development Management DPD & Proposals Map** - Pre submission consultation in March 2011
- **Essex and Southend Joint Waste Development Document (WDD)** - Issues and Options consultation November and December 2010
- **Research and Technical Studies** - Several substantive technical studies were completed, or draft reports received, including the Employment Land Review, Strategic Housing Land Availability Assessment, Retail and Town Centre Study and evidence documents associated with the production of the joint waste Plans.

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. A fully revised LDS will be produced in early 2012 to reflect the current resource levels and policy priorities within Southend on Sea and should address the following:

1. Employment Land Review update and the completion of any outstanding technical studies.
2. 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.
3. To maintain the target date for adoption of the Development Management DPD
4. To work jointly with Essex County Council on the preparation of the Joint Waste Plans

5. 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
6. To take forward the Shoebury AAP as a matter of importance.
7. 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 2011, 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 (2010/11) were, at 183 units, below the annualised average requirement of the East of England Plan and but above that recorded in 2009/10;
2. Affordable housing provision for this monitoring year was zero. However, dwelling completions recorded over the year have been mostly on small sites (less than 10 units) upon which affordable housing provision is not required. In addition, although completions were recorded at the large housing development at Shoebury Park during 2010/11, the entire affordable housing provision (45 units) was completed in 2009/10. Therefore no affordable housing provision was recorded for this site in during the monitoring year.
3. Annual monitoring has shown a net loss of 0.1 ha employment land over the reporting year. However, this was expected (and reported in 2010 AMR) based on the outstanding permissions granted within the Borough. The majority of this employment land lost has been changed into D1 uses (non residential institutions). Outstanding permissions indicate that there will be a further loss of 1.37ha employment land across the borough in future years.
4. As this document goes to publication, the total employment figure for 2011 was unavailable. However, development data and indicators on actual job numbers from 2010 suggest a recent decrease in jobs. This reduction is consistent with the current economic downturn and the steep rise in unemployment in the town since mid 2008.

Future work within the LDF should address the following:

1. 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 and the



- 'Local growth' White Paper (including the introduction of LEPs and their role in economic development, infrastructure provision and housing delivery)
2. 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.
  3. 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 newly adopted Local Transport 3 will help focus this.
  4. 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:
    - Take forward a review of current policy relating to Gypsies and Travellers
    - 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 .
    - Development of a monitoring framework that will maintain an up to date Employment Land Review in association with GIS capabilities.
    - 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;
  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 2001/2011. 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. In respect of job creation and economic development,
    - 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
    - the Joint London Southend Airport and its environs JAAP should remain a priority to stimulate economic development
    - 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



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section one



# 1. Introduction

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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)<sup>1</sup>, 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 Guide<sup>2</sup>. This Southend Annual Monitoring Report (SAMR) covers the period from 1st April 2010 to 31st March 2011 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 list<sup>3</sup>, a decision will be made corporately about the performance management framework within Southend Borough Council which may affect the future of local monitoring.

This document has been prepared as a simple update of the previous (the first being December 2005) AMRs. This also allows some direct comparisons of performance and progress between the documents.

The document is laid out in 5 sections, namely:

**Section 1** provides an introduction to the report setting out its purpose;

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

<sup>2</sup> 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/pps12isp.pdf>

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

**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. Within each section, a conclusion is provided, discussing Southend's progress towards regeneration and growth.



section two





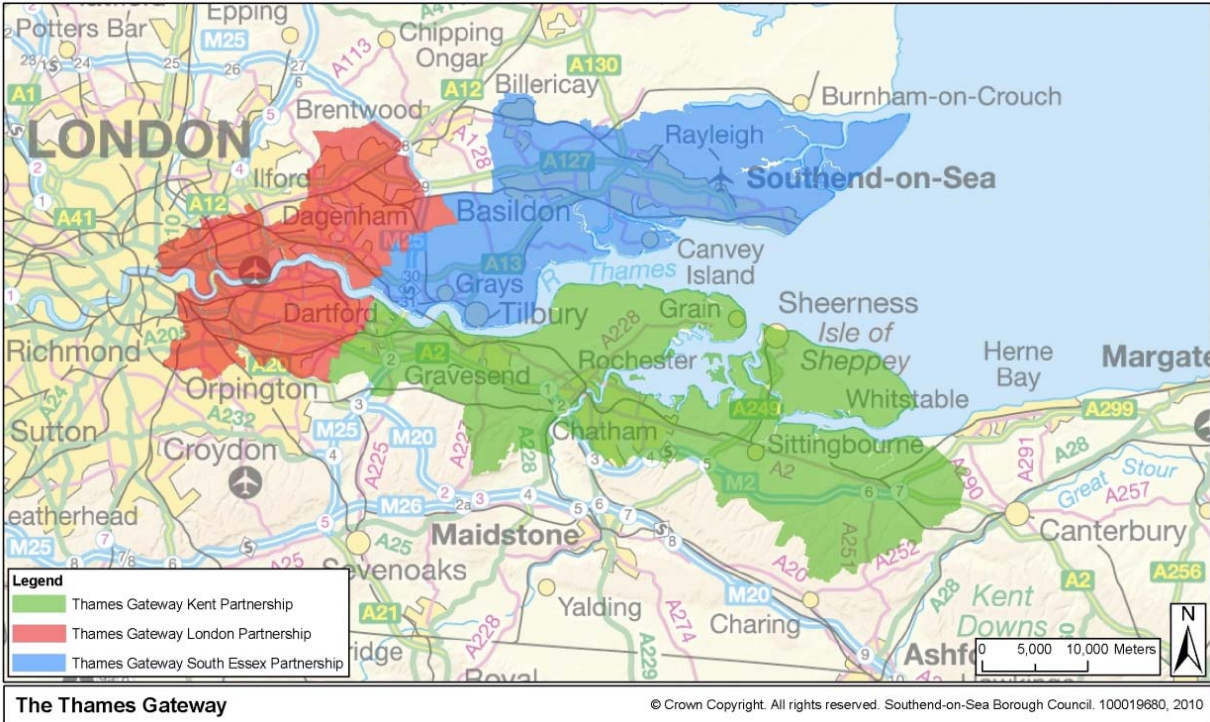
## 2. Context

### 2.1 Key Contextual Characteristics

#### 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.

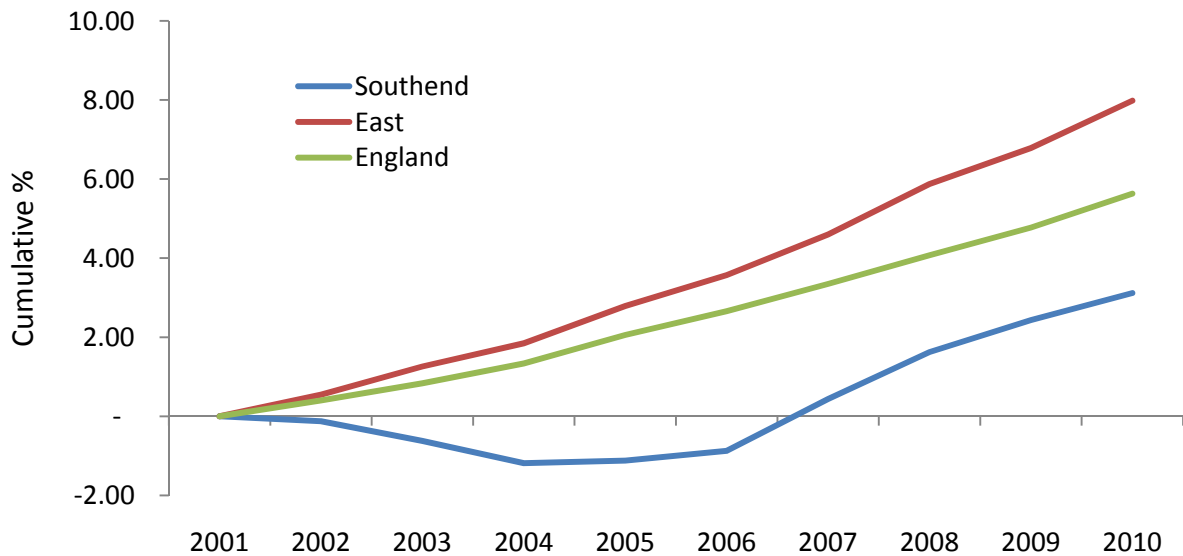
Figure 2.1 - Location of the Thames Gateway Sub Groups



#### Population

The Office of National Statistics (ONS) estimates indicate that there has been a population increase within the Borough of Southend of 5,000 people or 3.1% since 2001 (see Figure 2.2). This shows relatively low growth compared to the regional and national increases over the same period (8.0% and 5.6% 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.

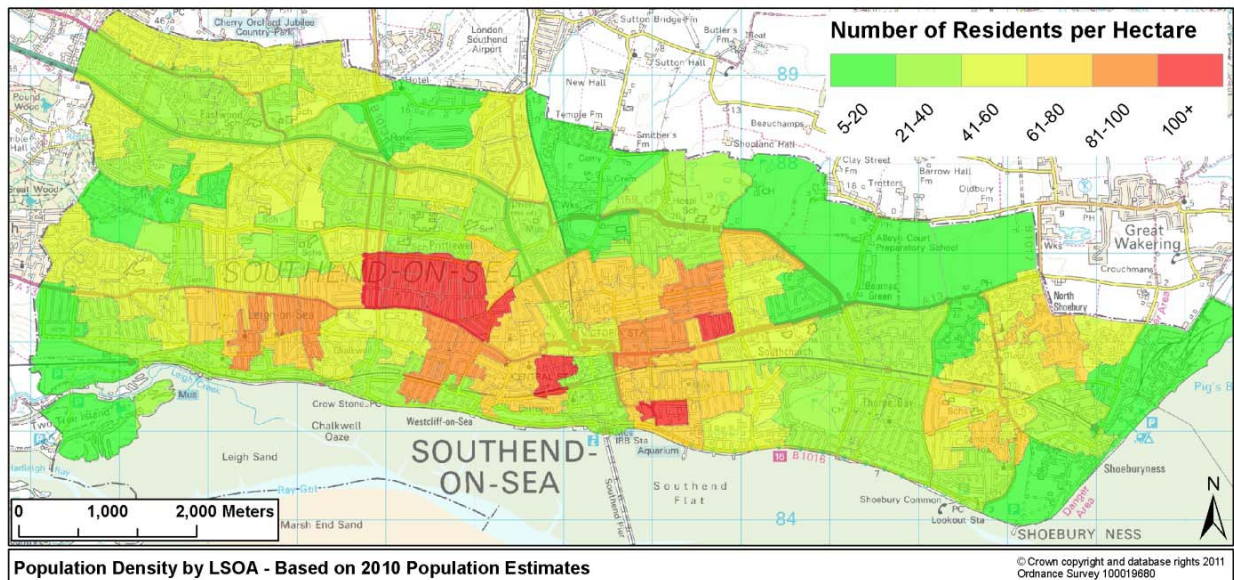
**Figure 2.2 - Cumulative Percentage Population Increase 2001-2010**



Source: ONS – Mid year population estimates

Southend is a densely populated urban area covering 4,175 hectares (ha) with an estimated 165,300 residents in 2010. 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**

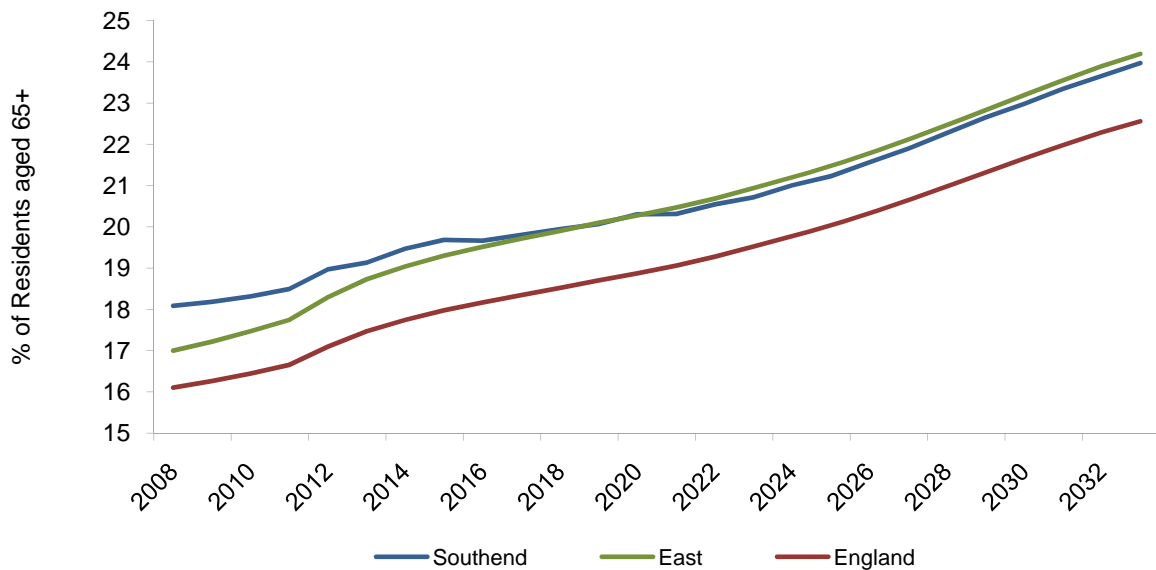


Source: ONS – Mid year population estimates 2010 & Land Use Statistic (2005)

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**

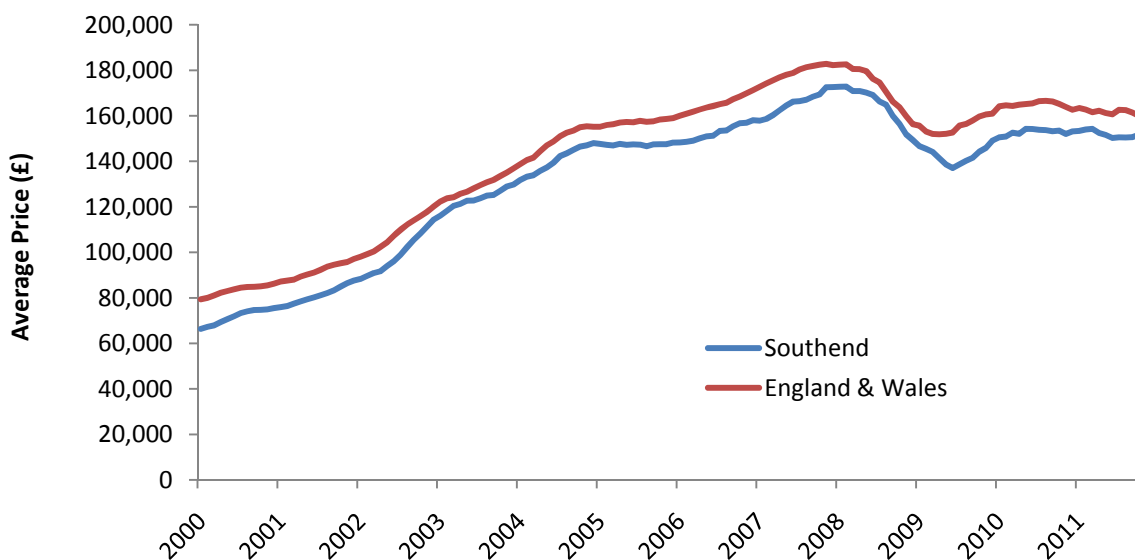


Source: ONS Mid year Population estimates 2008 and Sub-national Population Projections 2010

### House Prices

Since 2000 house prices in the borough are on average £10,374 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 prices have now plateaued, averaging at £152,625 (see Figure 2.5).

**Figure 2.5 – House Prices**



Source: Land Registry.gov.uk

**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 is 77.5 years for males and 82.3 years for females, both similar to the national estimates (males = 78.3 years; females = 82.3 years). Source: ONS 2009 based figures

The rate of infant mortality (deaths at ages under one year per 1,000 live births) is lower in Southend at 3.3 per 1000 births compared to the regional and national figures (4.2 and 4.6 per 1000 births respectively). Source: ONS 2009 based figures

**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 (2009)**

	Southend	East of England	England
Workplace based GVA per head	£15,449	£18,536	£20,498

Source: ONS

For those who work in the Borough, the gross weekly full time pay is approximately £464, which is lower than that for England (£507) and for the East of England (£495). Source – Nomis - Annual survey of hours and earnings - workplace analysis

Of the 101,800 estimated working age population in Southend during 2010, 76.6% are estimated to be economically active, which is slightly higher than the national figure for economic activity (76.3%). 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 Section 4).

## Qualifications and Skills

In 2010, 13% of working age people in Southend had no qualifications, which is higher than in the rest of the region (10%) and in England as a whole (11%). The proportion of working age people with a qualification classed as higher than 'A level' is greater regionally (29%) and nationally (31%) than locally (23%). Source: Nomis – Annual Population Survey

## Open Space

Despite the high population density, over 570 ha of open space is accessible to residents in the Borough. Four parks received Green Flag Awards in 2010/11, 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 sites<sup>4</sup>) but also include certain parks and open spaces that are designated as Local Nature Reserves and Local Wildlife Sites.

## 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.

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<sup>4</sup> 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:

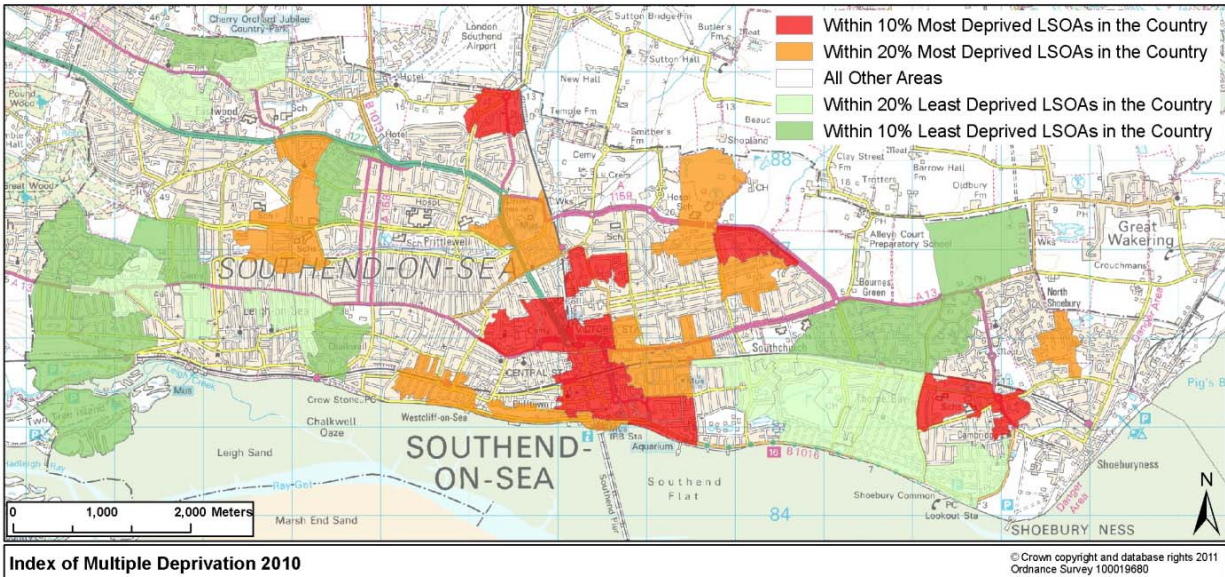
- a lack of local employment opportunities,
- an adverse balance between the economically active population and jobs,
- high levels of unemployment,
- long-distance commuting and traffic congestion,
- relatively low skill levels, and

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

### Deprivation

Using the Index of Multiple Deprivation (IMD), Southend is considered relatively deprived. In 2010 it ranked as the 8<sup>th</sup> most deprived District in the East of England region. IMD is calculated using Lower Super Output Areas (LSOA), there are five to six LSOAs per ward, each containing on average 1,500 residents. There were 23 LSOAs in the Borough that fell within the most deprived 20% LSOAs in the Country in 2010 (see map in Figure 2.6). This accounts for around 22% of the population of Southend, approximately 36,250 residents. The IMD 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.

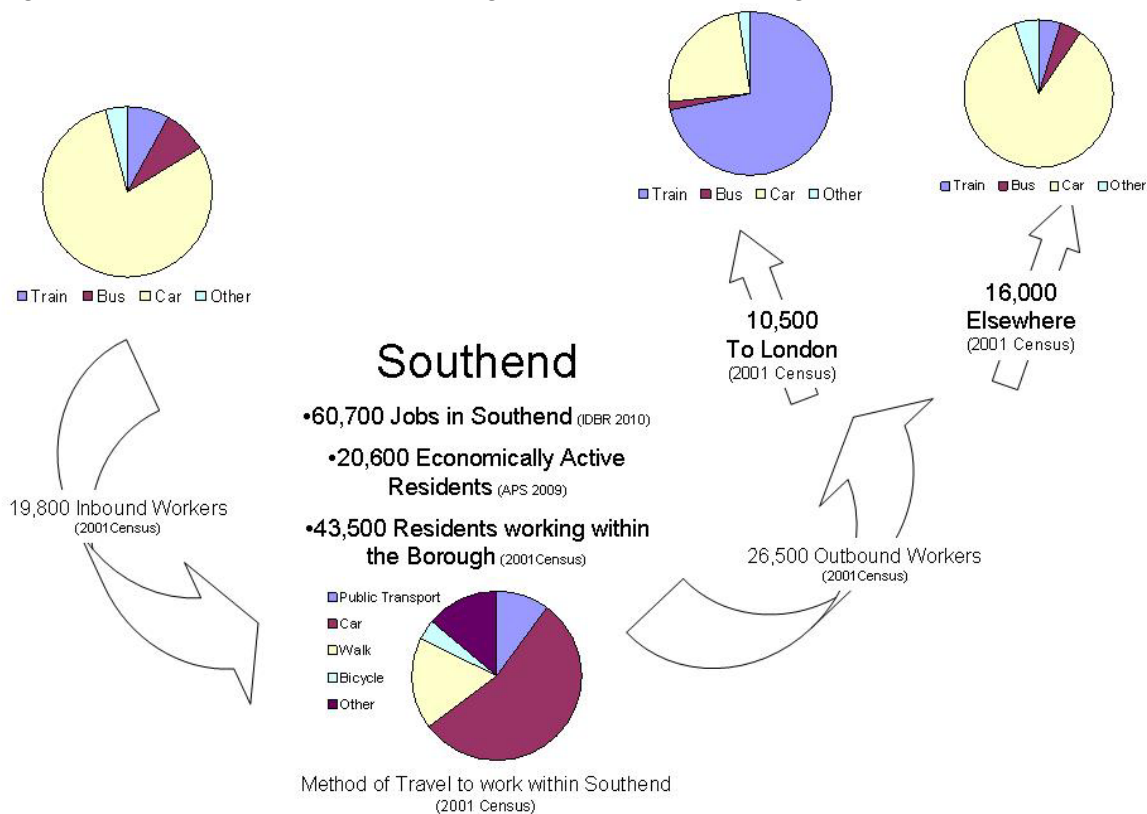
Figure 2.6 – Deprivation by Lower Super Output Area (2010)



Source: Department for Communities and Local Government 2010

## Traffic Congestion and Commuting

Figure 2.7 – 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 26,500 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. 19,800 workers commute in to Southend mainly from the neighbouring towns again principally by car. (See figure 2.7)

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 problems<sup>5</sup>.

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

<sup>5</sup> 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.

**Reduction in Carbon Emissions**

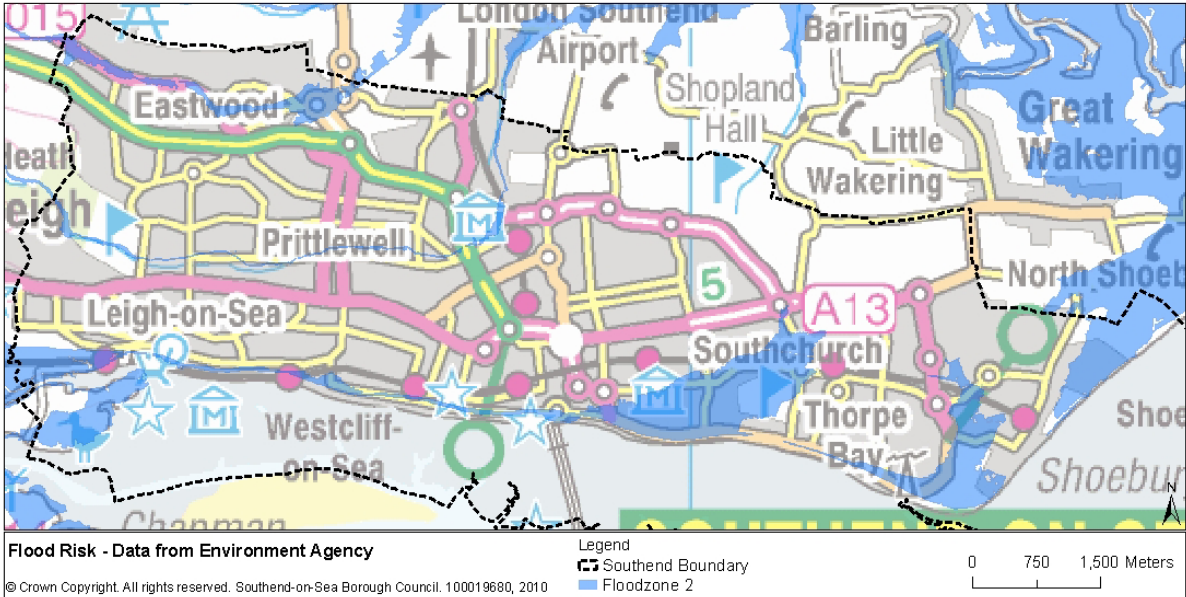
The Borough’s per capita CO<sub>2</sub> emissions for 2009 was 4.9ktCO<sub>2</sub> per capita, this indicated a reduction of 17.5% from 2005<sup>6</sup>. The per capita emissions for Brighton and Hove and Peterborough are 4.8 and 7.1ktCO<sub>2</sub> respectively. The average figure for England as a whole is 7.2 ktCO<sub>2</sub> per capita.

Total CO<sub>2</sub> emissions in the borough is 804 ktCO<sub>2</sub>, 47% of which is from domestic use of energy, 34% from industry and commercial premises and 19% from road transport.

**Flood Risk**

Certain areas of the Borough have been identified as being at risk from both fluvial and tidal flooding (Figure 2.8) and Southend Borough Council has commissioned a Strategic Flood Risk Assessment to inform future planning decisions.

**Figure 2.8 – Flood Risk – Level 2**



Source: Environment Agency

<sup>6</sup> Local and Regional CO<sub>2</sub> Emissions Estimates for 2005-2009



## 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.





section three



## 3. Local Development Framework

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### 3.1 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 (Community Infrastructure Levy) and the geographical areas where growth and regeneration is focussed as identified in the Core Strategy DPD Spatial Strategy Key Diagram and policies, for example Southend Central, 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 currently includes those 'saved' policies from the adopted Borough Local Plan until such time as they are superseded by up-to-date development plans policies.

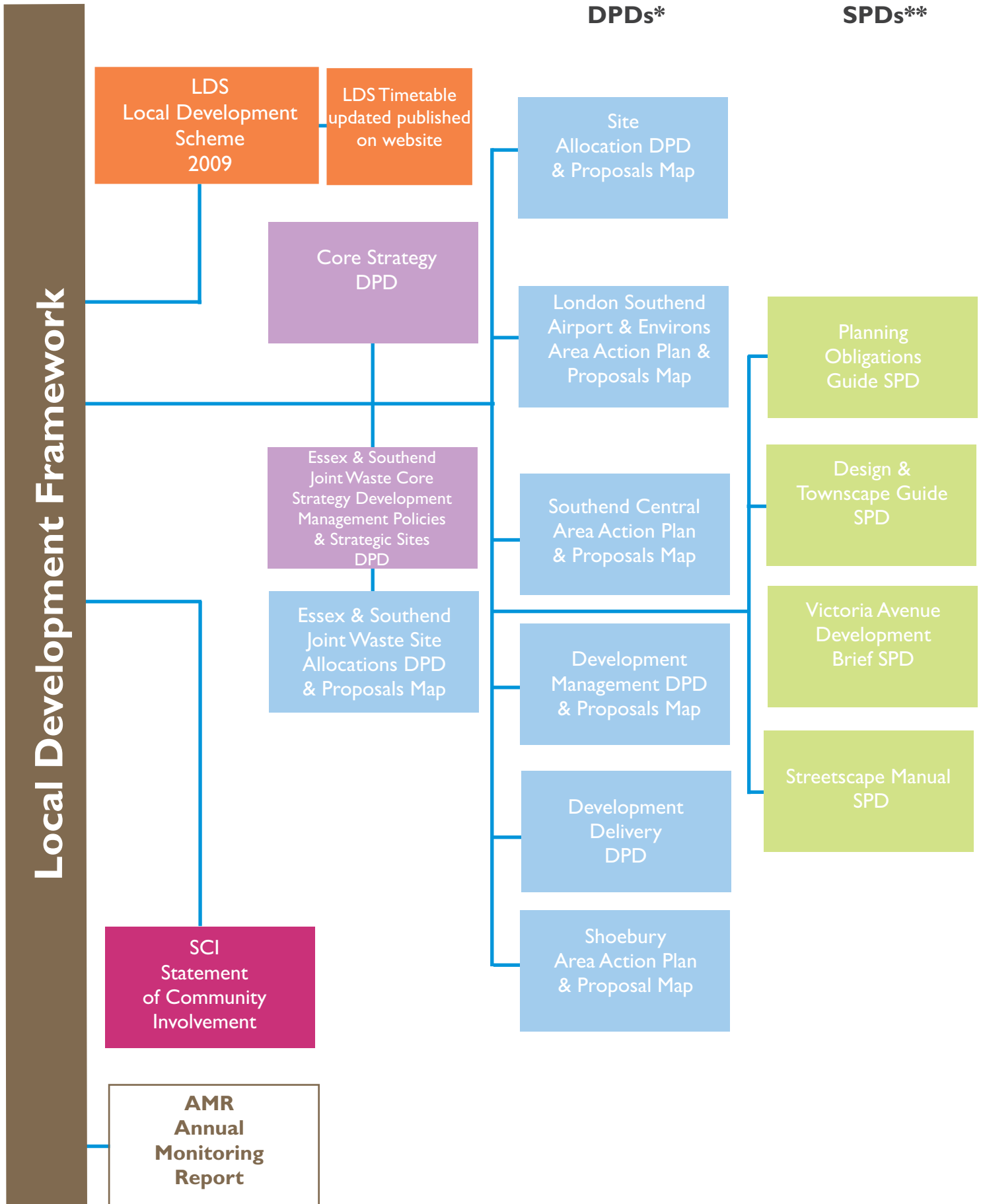
The Council maintains a Local Development Scheme (LDS) to inform the public of the documents that will make up the LDF and the timescales they can expect for the preparation and review of these documents. The Council published its first LDS, effective from 1st March 2005. Since then the LDS timetable has been updated in October 2006, November 2009, June 2010 and March 2011. Figure 3.1 illustrates local development documents which comprise the Local Development Framework for Southend, as set out in the published LDS 2009 document.

The LDS timetable was also updated in August 2011, which is outside of this AMR monitoring year, pending a full review which will take place in early 2012. These changes reflected resource issues and external barriers to progress such as a potential Judicial Review with the London Southend Airport planning application.

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.

Figure 1: Southend on Sea Local Development Framework - Content



\*Development Plan Document

\*\* Supplementary Planning Document

## 3.2 The Evidence Base

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 early 2012
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"> <li>1. Essex and Southend Waste Development Document Capacity Gap Report Update</li> <li>2. Back Ground Paper. Waste Water Treatment</li> <li>3. Level 1 Minerals and Waste Strategic Flood Risk Assessment - Revised</li> </ol>	<ol style="list-style-type: none"> <li>1. Final Report October 2010</li> <li>2. Final Report June 2010</li> <li>3. Final Report July 2011</li> </ol>
Southend on Sea Multi Modal Model – to inform Southend Transport Strategy (STS) and Local Transport Plan 3 (LTP3)	First stages complete, work ongoing with micro modelling and up to date traffic levels
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) has been updated to reflect the development landscape in the 2011 monitoring year. The Employment Land Review (ELR) will require an urgent update in 2012. Reduced funding will require all research and data collection to be carried out in-house rather than commissioning external consultants.

### **3.3 Summary of LDF Documents: Status at 31<sup>st</sup> December 2011**

#### **Southend Central Area Action Plan (SCAAP)**

##### **Progress**

- Now includes the central seafront area
- The pre-submission consultation took place in September/October 2011
- The schedule for submission and adoption will need to be revised to take account of resources and will be outlined in a revision to the Local Development Scheme timetable in early 2012
- Preparation of Delivery Plan for AAP dependent on LTP3 progress and strategic site development briefs including the Victoria Avenue Development Brief SPD
- This DPD remains a priority

#### **Development Management DPD**

##### **Progress**

- The pre-submission consultation took place in March 2011
- The schedule for submission and adoption will need to be revised to take account of resources and will be outlined in a revision to the Local Development Scheme timetable in early 2012
- This DPD remains a priority

#### **London Southend Airport and Environs Joint Area Action Plan**

##### **Progress**

- A decision was made in autumn 2011 that there was no case to be heard under Judicial Review
- The publication of the submission document will be consulted on early in 2012 subject to no other legal challenges
- This DPD remains a priority.
- Preparation of Delivery Plan for AAP dependent on LTP3 progress and strategic site development briefs
- A masterplan is being prepared to assist delivery of the Saxon Business Park
- This DPD remains a priority

#### **Shoebury Area Action Plan**

##### **Progress**

- Progress on this AAP has been delayed owing to a reduction in resources
- The timetable will be revised and published in the LDS timetable update in early 2012

- This document remains a priority

### Victoria Avenue SPD

#### Progress

- Publication for consultation purposes is likely to take place after publication of the submission of Southend Central AAP
- This SPD will support the delivery of regeneration and development of the old office and civic quarter in Victoria Avenue
- The timetable will be revised and published in the LDS timetable update in early 2012
- 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 (2010)** 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 strategies and capital programmes including LTP3
- The timetable will be revised and published in the LDS timetable update in early 2012
- 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 Act and the White Paper 'Local Growth: realising every place's potential' (November 2010)
- The revision of the Core Strategy will be informed by the proposed National Planning Policy Framework
- The revision of the Core Strategy will need to inform and be informed by the work of the South East Local Enterprise Partnership (LEP).

### Joint Essex and Southend Waste Development Document

#### Progress

- Issues and options paper was consulted in Oct/Dec 2010
- Evidence base – a number of evidence base documents were updated during 2011
- Preferred Approach paper is on track to be consulted upon in November/ Dec 2011

- At present two WDD documents are proposed. A review to whether this can be condensed to one document will be carried out pending outcomes of the Localism Bill, National Planning Policy Framework, National Waste Strategy and representations made during the Preferred Approach consultation in 2012.
- A further review of the WDD timetable is planned pending legal implications brought about by the EU Waste Framework Directive and proposed Localism Bill

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.

### 3.4 Review of the LDS: 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2011

A revised LDS timetable was published in June 2010 and again in March 2011. Generally, good progress was made in plan preparation in accordance with this timetable, with a number of documents reaching key stages and undergoing preparation following the completion of key evidence base documents.

The following key milestones have been reached during the period from April 2010 to March 2011.

- **London Southend Airport and Environs Joint AAP & Proposals Map**  
Preparation of pre-submission version for consultation
- **Southend Central AAP & Proposals Map** Issues and Options Consultation June 2010
- **Development Management DPD & Proposals Map** Pre submission consultation in March 2011
- **Essex and Southend Joint Waste Development Document (WDD)** Issues and Options consultation November and December 2010
- **Research and Technical Studies** Several substantive technical studies were completed, or draft reports received, including the Employment Land Review, Strategic Housing Land Availability Assessment, Retail and Town Centre Study and evidence documents associated with the production of the joint waste Plans.

However, Table 3.2 indicates some significant delays have occurred when the progress of plan preparation is compared to key stages in the June 2010 and March 2011 updated LDS timetable. A commentary has been provided for each timetable within the main text and table as the monitoring year covers scheduled deadlines for document preparation related to both updates.

A number of these issues were already identified during 2010 and on the basis of having an up to date LDS the Council produced a revised LDS in June 2010 and March 2011 to

reflect the situation prior to the LDS milestone. 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, were scheduled for consultation 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, was scheduled to be published for consultation in October/November 2010, prior to submission to the Secretary of State in January 2011. This revision reflected the period in which the document was put on hold pending a decision being made on an application from London Southend Airport for a runway extension (permission now granted).
- The Southend Central Area Action Plan and Development Management DPD would 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 was removed from the LDS as it was 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 would 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 was scheduled in the March 2011 LDS timetable 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 development's 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 3.2 Plan preparation progress against LDS June 2010/ March 2011 Timetables**

LDS 2010/2011 LDD Title	Stage	Progress against March 2011 update LDS Timetable	Notes
<b>Development Plan Documents</b>			
<b>Review of Core Strategy DPD and Site Allocation DPD &amp; Proposals Map</b>	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	
<b>Essex and Southend Joint Waste Development Document (WDD)</b>  <b>Essex and Southend Joint Waste non strategic sites allocations DPD and proposals map</b>	Information gathering/ Scoping	January 2009 – June 2009	The Issues & Options 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	
<b>Essex and Southend Joint Waste Development Document</b>	Preferred Approach Consultation	November – December 2011	On track
<b>London Southend Airport and Environs Joint AAP &amp; Proposals Map</b>	Publication of Submission document	October – November 2010	Timetable delayed pending decision on whether Judicial Review was required.
	Submission	January 2011	
<b>Southend Central AAP &amp; Proposals Map</b>	Second Issues and Options consultation	June – July 2010	This document now incorporates the central seafront area previously incorporated in a proposed Seafront AAP. Document progressed was delayed owing to resource issues but has subsequently been progressed and detailed in this AMR.
	Publication of Submission document	December 2010 – January 2011	
	Submission	June 2011	

<b>Seafront AAP &amp; Proposals Map</b>	Removed from LDF		
<b>Development Management DPD &amp; Proposals Map</b>	Issues and Options Consultation	June – July 2010	This document now incorporates Vehicle Parking Standards & issues relating to development on the seafront previously in a proposed Seafront AAP. The pre-submission consultation took place according to the LDS timetable. Submission delayed due to resource issues.
	Publication of the Submission document	March - April 2011	
<b>Development Delivery DPD &amp; Proposals Map</b>	Issues and Options Consultation	February - March 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.
<b>Shoebury AAP &amp; Proposals Map</b>	Issues and Options Consultation	February – March 2011	Delayed owing to resource issues.

### Supplementary Planning Documents

<b>A guide to Section 106 and Developer Contributions SPD</b>	Adoption	July 2010	Adopted November 2010
<b>Revised Design and Townscape Guide SPD</b>	Adoption	November 2009	
<b>Victoria Avenue Development Brief SPD</b>	Public Consultation	February March 2010	Preparation of draft consultation document extended to include a round of public participation, draft consultation document. Delayed owing to resource issues
	Adoption	April 2011	
<b>Green Space and Green Grid Strategy SPD</b>	Document Preparation	January – April 2012	
<b>Sustainable Transport SPD</b>	Document Preparation	January – April 2011	Timetable determined by adoption of LTP3 and Infrastructure Plan preparation

On schedule/Target met  
Slightly behind schedule  
Delayed/ Halted



Table 3.2 indicates mixed progress against the June 2010 and March 2011 LDS timetable updates. The Essex and Southend Joint Waste Development Document (WDD) is progressing well and the publication of the Development Management DPD was on target. However, the submission of the DM has been delayed and the WDD timetable is to be reviewed due to resource issues. 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. A fully revised LDS will be produced in early 2012 to reflect the current resource levels and policy priorities within Southend on Sea.

### **3.5 Infrastructure**

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 2010-2011 is summarised in Table 3.3.

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.

Three of the Highway Authorities of the TGSE group (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.

**Table 3.3 – Summary of progress towards infrastructure schemes set out in the Core Strategy DPD**

**CP1 - Employment Generating Development**

*Enhance the towns role as a cultural and intellectual hub, a higher centre for education, visitor destination and cultural centre*

Clifftown Studies, South East Essex College	Stage 2 Completed, Opened January 2010
Park Inn Palace Hotel – multi million pound refurbishment	Opened March 2010

**CP3 - Transport and Accessibility**

*Improving the road and rail network in particular A127/A1159 east west strategic route*

Progress Road	Completed March 2011
Cuckoo Corner	Completed March 2011
Victoria Circus	Completed March 2011
South Essex Rapid Transit (SERT)	A final bid submitted September 2011, decision due may 2012

*Public Realm Improvements and enhanced walking facilities*

Victoria Gateway (part of Victoria Circus junction improvements)	Completed March 2011
City Beach, Eastern Esplanade	Completed March 2011
Clifftown Road and Elmer Approach	Completed March 2011

*High quality transport interchanges*

Airport runway extension	Road diversion completed Autumn 2011, allowing work to begin on the runway extension. To be operational by March 2012
New airport terminal	Completed September 2011

*Improvements for Cycling*

Sustrans cycle, Western Esplanade	Completed June 2010
Prittle Brook	Completed 2010

**CP6 - Community Infrastructure**

*Providing Health and Social Care Facilities*

Primary Care Centres (PCC) – at North Rd and Valkyrie Rd in Westcliff and at Ness Rd in Shoeburyness.	Planning Permission Granted for all three and construction started on North Rd PCC
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*Supporting new and improved facilities for education and training*

Futures Community College (Prospects)	Opened November 2010
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*Safeguarding existing and providing new leisure, culture and recreation, community*

Garon’s Park Swim Centre	Opened November 2010
New museum - Landmark facility to	Planning application due for consideration



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accommodate finds associated with 7 <sup>th</sup> C Saxon King - Cliff Gardens (see Below)	April/May 2012
Stabilisation of Cliff Gardens	Planning application due for consideration April/May 2012
North Road Chapel Project (SAVS community centre )	Complete April 2011

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section four



## 4. Monitoring Regeneration and Growth: Key Indicators

### 4.1 Business Development and Jobs

#### 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.

#### 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 Inquiry<sup>7</sup>, together with other economic indicators during the Examination in Public of the Southend Core Strategy<sup>8</sup>.

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. Data for 2011 was not available at time of publishing, however, previous IDBR releases for Southend are shown in Table 4.1. The data indicates that the number of jobs in 2010 fell by 2,300 since 2009, this 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)

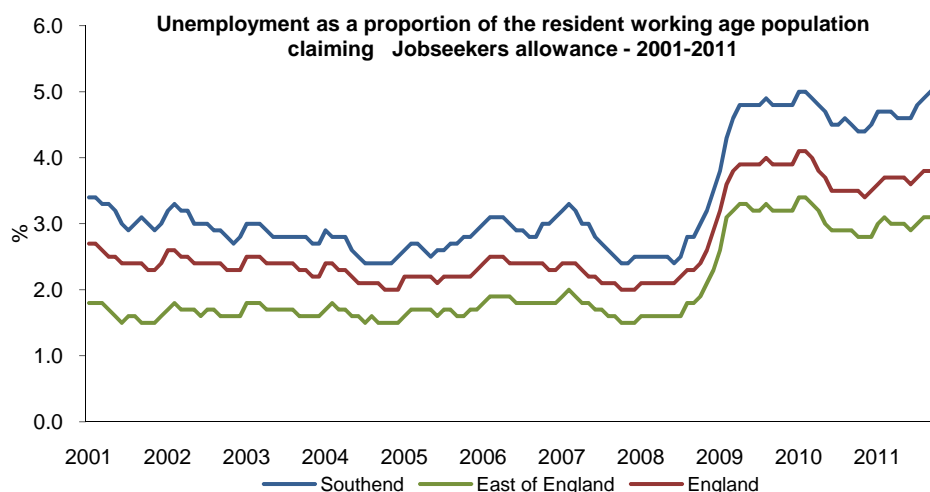
<sup>7</sup> The ABI data for Southend-on-Sea suggests a job loss since 2001. This is primarily due to a higher baseline figure at 2001. However the regional AMR has warned against the accuracy of the ABI data especially at the district level.

<sup>8</sup> see Hearing Paper 5: Employment, of the Core Strategy  
**Southend-on-Sea Local Development Framework  
Annual Monitoring Report (AMR) 2011**

## 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). Although there was a slight decline in unemployment during 2010, the claimant rate in Southend has increased again in the most recent months to 5.1%. The unemployment rate in Southend consistently remains above that observed in the Region and in England as a whole.

Figure 4.1 – Unemployment Rates 2001-2011



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

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

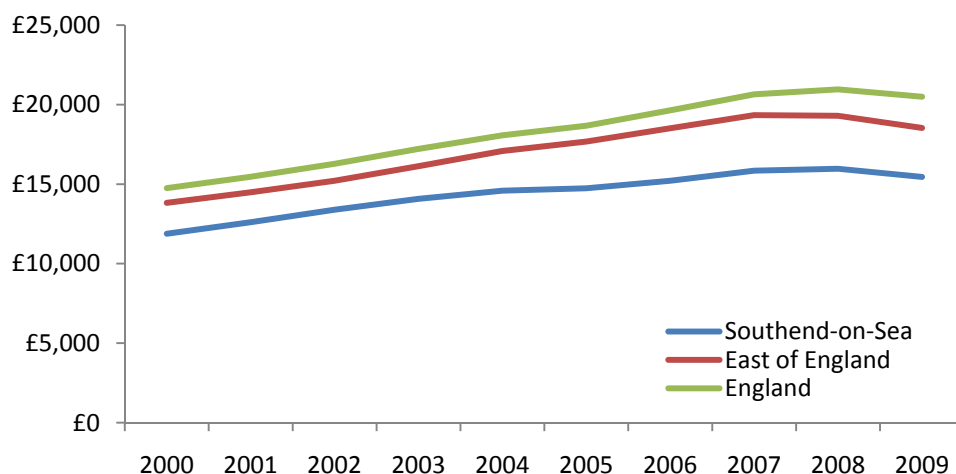
Southend's workplace-based GVA per head increased from £11,879 in 2000 to £15,449 in 2009, the latest year for which information is available (see Table 4.2). In recent years, the GVA for Southend, the region and England as a whole has reduced slightly (see figure 4.2). This is conducive with the economic downturn. The workplace based GVA per head remains lower for Southend than in the East of England or the rest of Country. 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.

Table 4.2 – Workplace based GVA per head

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Southend	£11,879	£12,609	£13,390	£14,074	£14,588	£14,738	£15,212	£15,843	£15,965	£15,449
East Of England	£13,819	£14,485	£15,213	£16,127	£17,087	£17,682	£18,514	£19,337	£19,294	£18,536
England	£14,745	£15,459	£16,281	£17,218	£18,073	£18,678	£19,642	£20,649	£20,962	£20,498

Source: ONS

**Figure 4.2 – Workplace based GVA per head 2000-2009**



Source: ONS

### Indicator LBD4: Gross Weekly Pay

Between 2010 and 2011 the median gross weekly workplace pay within Southend decreased by 1.5%. The gross weekly pay for workers in Southend still remains below the regional and national figures (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
<b>2008</b>	438.9	469.1	483.9
<b>2009</b>	422.5	478.6	495.0
<b>2010</b>	471.3	488.7	504.5
<b>2011</b>	464.0	494.5	507.2

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.

### 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 28<sup>th</sup> 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 2005 is shown in Table 4.5.

**Table 4.4 - Births and Deaths of enterprises within Southend.**

	2004	2005	2006	2007	2008	2009	2010
<b>Births of new enterprises</b>	790	810	875	785	820	710	680
<b>Deaths of enterprises</b>	945	875	835	795	835	1,005	1,170
<b>Total count of active enterprises</b>	6,825	6,685	6,685	6,620	6,745	6,740	6,615

Source: ONS Business Demography: Enterprise Births & Deaths 2010

**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 %
2005	810	770	94.9%	620	76.4%	495	60.8%	395	48.8%	325	39.7%
2006	875	835	95.7%	685	78.3%	545	62.5%	425	48.6%	-	-
2007	785	765	97.6%	620	79.1%	485	62.0%	-	-	-	-
2008	815	755	92.6%	585	71.7%	-	-	-	-	-	-
2009	710	640	90.0%	-	-	-	-	-	-	-	-

Source: ONS Business Demography: Enterprise Births & Deaths 2010

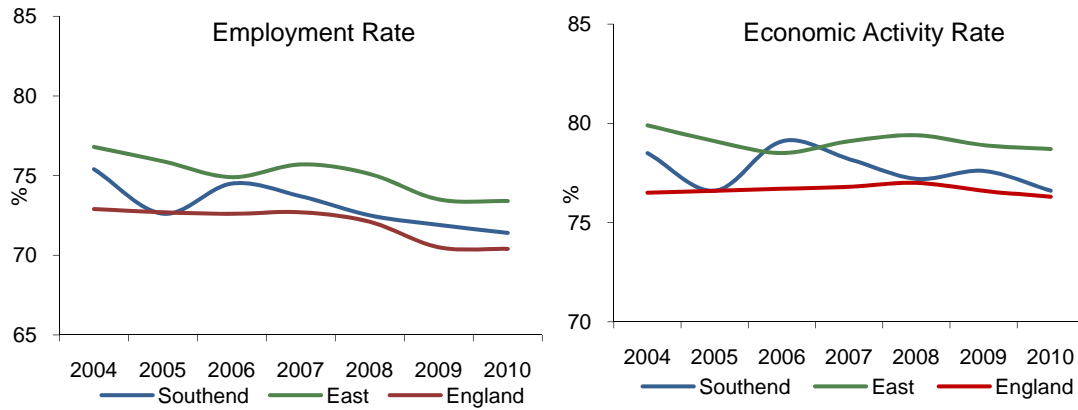
Within Southend 90% of businesses that had started up in 2009 survived their first year, this is a lower proportion compared with previous years (see Table 4.5). The number of enterprise ‘deaths’ has been increasing over the past 3 years, which would be explained by the current economic downturn. The 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.

### **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).

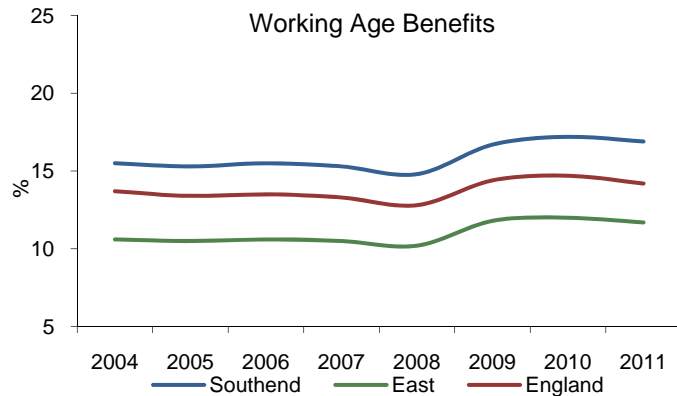


**Figure 4.3 - Rates of Employment and Economic Activity - 2004 to 2010**



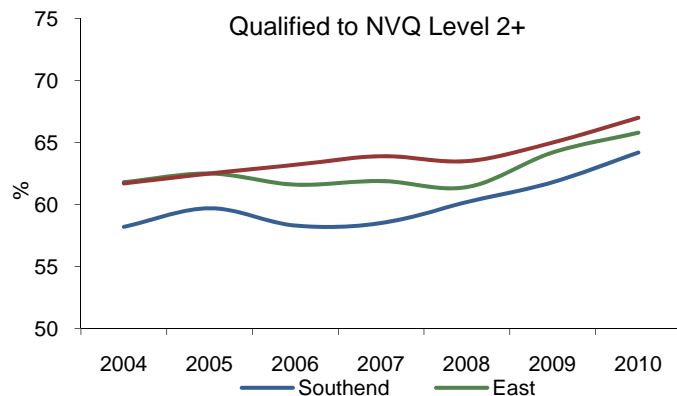
Source: NOMIS, Annual Population Survey

**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

### 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: B1(a); B1 (b); B1 (c); B1 Unknown Breakdown; B2; B8; B1-B8 Unknown breakdown.

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

During the 2010/11 monitoring year there was a net loss in employment floorspace (B1-B8) across the Borough (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)	480	766	-286
B1 (b)	0	282	-282
B1 (c)	0	332	-332
B1 Unknown	0	0	0
B2	560	1569	-1009
B8	3539	2444	1095
B1-B8 Unknown	0	0	0
<b>Total</b>	<b>4579</b>	<b>5392</b>	<b>-814</b>

**Core Indicator BD2: Total amount of employment floorspace on previously developed land – by type.**

Policy SS4 in the draft RSS14 states that at least 60% of all new development should take place in or using previously developed land (PDL). The dense urban character of the Borough means that there is currently little Greenfield land available for development. As

a result all (100%) of the monitoring year's employment floorspace development by all employment types has been on Previously Developed Land.

**Indicator LBD6: amount of floorspace developed for employment by type, in employment or regeneration areas**

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

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

The rest of the Borough ('non-specified areas') 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. Employment land in the form of B1 to B8 uses was lost in the Town Centre & Central Area and in Priority Urban Industrial Areas. No B1 to B8 employment land was gained in Shoeburyness, along the Seafront or in Priority Urban Districts.

**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		
<b>Use Class</b>	255	406	-151	0	0	0	0	0	0
B1 (a)	0	0	0	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	0	0	0	0	0	0	0
B8	0	0	0	0	0	0	0	0	0
B1-B8 Unknown	255	406	-151	0	0	0	0	0	0
<b>Total</b>	<b>255</b>	<b>406</b>	<b>-151</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Priority Urban Area: Industrial			Priority Urban Area: Districts			Sum of all Regeneration Areas		
<b>Use Class</b>	<b>Gain</b>	<b>Loss</b>	<b>Total</b>	<b>Gain</b>	<b>Loss</b>	<b>Total</b>	<b>Gain</b>	<b>Loss</b>	<b>Total</b>
B1 (a)	0	282	-282	0	0	0	255	688	-433
B1 (b)	0	282	-282	0	0	0	0	282	-282
B1 (c)	0	282	-282	0	0	0	0	282	-282
B1 Unknown	0	0	0	0	0	0	0	0	0

B2	560	1569	-1009	0	0	0	560	1569	-1009
B8	3377	1986	1391	0	0	0	3377	1986	1391
B1-B8 Unknown	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3937</b>	<b>4401</b>	<b>-464</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4192</b>	<b>4806</b>	<b>-615</b>

### Indicator LBD7: Loss of employment land

Table 4.9 shows that in the Southend regeneration areas there has been a net loss of 0.08ha employment land for the monitoring year.

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

	Town Centre and Central Area			Seafront			Shoeburyness		
Use Class	Gain	Loss	Total	Gain	Loss	Total	Gain	Loss	Total
B1 (a)	0.01	0.05	-0.04	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	0	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
<b>Total</b>	<b>0.01</b>	<b>0.05</b>	<b>-0.04</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Priority Urban Area: Industrial			Priority Urban Area: Districts			Sum of all Regeneration Areas		
Use Class	Gain	Loss	Total	Gain	Loss	Total	Gain	Loss	Total
B1 (a)	0	0.03	-0.03	0	0	0	0.01	0.08	-0.07
B1 (b)	0	0.03	-0.03	0	0	0	0	0.03	-0.03
B1 (c)	0	0.03	-0.03	0	0	0	0	0.03	-0.03
B1 Unknown	0	0	0	0	0	0	0	0	0
B2	0.06	0.26	-0.20	0	0	0	0.06	0.26	-0.20
B8	0.44	0.20	0.24	0	0	0	0.44	0.20	0.24
B1-B8 Unknown	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0.50</b>	<b>0.54</b>	<b>-0.05</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.51</b>	<b>0.59</b>	<b>-0.08</b>

In the Borough as a whole, there was also a net loss in employment land (0.1ha) as shown in 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)	0.03	0.08	-0.05
B1 (b)	0	0.03	-0.03
B1 (c)	0	0.03	-0.03
B1 Unknown	0	0	0
B2	0.06	0.26	-0.20
B8	0.46	0.24	0.21
B1-B8	0	0	0
<b>Total</b>	<b>0.54</b>	<b>0.65</b>	<b>-0.10</b>

#### **Indicator LBD8: Amount of employment land lost to residential development**

A total of 0.56ha employment land (B1-B8 use) lost to residential use in the Borough during 2010/11. This is higher than the corresponding figure (0.41ha) reported last year.

#### **Indicator LBD9: Change in B1 employment land**

Table 4.11 outlines that during the monitoring year there was a loss of 0.145ha of B1 employment land, the majority of which was lost to other use (mainly D2 – see table 4.14 for definition). Across the Borough there was a 0.033ha gain in B1 land, mainly from B8 use.

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

Use Class	Southend-on-Sea	
	B1 - Gained From	B1 - Loss to
B2	-	-
B8	0.023	0.008
B1-B8 Unknown	-	-
A1	0.008	-
A2	-	0.006
D2	-	-
C3	-	0.035
Other Use	0.002	0.097
<b>Total</b>	<b>0.033</b>	<b>0.145</b>

Outstanding planning permissions identify that there is 0.141ha of land in the Borough that is likely to be changed to B1 employment land in the future. However, 1.290ha of B1 employment land is due to be lost to other uses, 0.798ha 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	0.032	-
B8	-	-
B1-B8 Unknown	-	-
A1	0.026	0.210
A2	-	-
D2	-	0.051
C3	-	0.798
Other Use	0.084	0.230
<b>Total</b>	<b>0.141</b>	<b>1.290</b>

**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 1.18ha in employment land (see table 4.13).

**Table 4.13 - 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)	0.11	1.08	-0.97	0.02	0.99	-0.97	0	0.03	-0.03
B1 (b)	0	0	0	0	0	0	0	0	0
B1 (c)	0.01	0.21	-0.20	0	0	0	0	0	0
B1 Unknown	0.02	0.01	0.01	0	0	0	0	0	0
B2	0.15	0.02	0.13	0	0	0	0	0	0
B8	0.03	0.03	0.00	0	0.03	-0.03	0	0	0
B1-B8 Unknown	0.03	0.37	-0.34	0	0.37	-0.37	0	0	0
<b>Total</b>	<b>0.36</b>	<b>1.73</b>	<b>-1.37</b>	<b>0.02</b>	<b>1.39</b>	<b>-1.37</b>	<b>0</b>	<b>0.03</b>	<b>-0.03</b>
	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	0.06	0	0.06	0	0.01	-0.01
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	0.14	0.02	0.12	0	0	0
B8	0	0	0	0.03	0	0.03	0	0	0
B1-B8 Unknown	0	0	0	0.03	0	0.03	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.26</b>	<b>0.02</b>	<b>0.24</b>	<b>0</b>	<b>0.01</b>	<b>-0.01</b>
	Non Specified Areas (Intensification)			Sum of all Regeneration Areas					
Use Class	Gain	Loss	Total	Gain	Loss	Total			
B1 (a)	0.04	0.04	0.00	0.07	1.04	-0.96			
B1 (b)	0	0	0	0	0	0			
B1 (c)	0.01	0.21	-0.20	0	0	0			
B1 Unknown	0.02	0.01	0.01	0	0	0			
B2	0.01	0	0.01	0.14	0.02	0.12			
B8	0	0.01	-0.01	0.03	0.03	0.01			
B1-B8 Unknown	0	0	0	0.03	0.37	-0.34			
<b>Total</b>	<b>0.08</b>	<b>0.27</b>	<b>-0.19</b>	<b>0.28</b>	<b>1.46</b>	<b>-1.18</b>			

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

In this section 'town centre uses' are captured by type as categorised by the Use Classes (Amendment) Order 2005 and as defined in the table 4.14 below:

**Table 4.14 Use Classes (Amendment) Order 2005**

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

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

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

Within the Town Centre there was a net loss in employment floorspace for A1 (-464 m<sup>2</sup>), and B1a (-151m<sup>2</sup>) uses over the monitoring period. There was, however net floorspace gain within A2 uses (101 m<sup>2</sup>), see table 4.15.

Table 4.16 shows that, within the Borough as a whole, there was a net gain in the amount of A1 (106m<sup>2</sup>), A2 (21m<sup>2</sup>) and D2 (3,792m<sup>2</sup>) floorspace during the monitoring period. The gain in D2 floorspace incorporates the completion of the new swimming and diving centre at Garons Park.



**Table 4.15 - 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	255	406	-151
A1	1063	1527	-464
A2	101	0	101
D2	0	0	0

**Table 4.16 - Total amount of completed retail, office and leisure development in the Borough (floorspace in square metres)**

Use Class	Southend-on-Sea		
	Gain	Loss	Total
B1 a	480	766	-286
A1	1797	1691	106
A2	101	80	21
D2	3792	0	3792

### **Economy, Jobs and Employment Summary**

As this document goes to publication, the total 2011 job figures for Southend on Sea from the IDBR were unavailable. However, development data and indicators on actual job numbers from 2010 suggest a recent decrease in jobs. This reduction is consistent with the current economic downturn and the steep rise in unemployment in the town since mid 2008. It is very difficult to measure job growth, 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 recession has had an effect on Southend's economy, similar to the rest of the Region and to England as a whole. The growth in local, regional and national workplace based GVA has slowed over the past 3 years and dropped slightly in 2009. The gross weekly pay of workers within the town follows the same trend, with employees on average now earning less per week than a year ago. As expected during the economic downturn, births of new enterprises have slowed and deaths of businesses have risen, causing an overall reduction in the number of active enterprises in the Borough.

Annual monitoring has shown a net loss of 0.1 ha employment land (in the form of B1 to B8 uses) over the reporting year. However, this was expected (and reported in 2010 AMR) from the outstanding permissions granted within the Borough. The majority of this employment land lost has been changed into D1 uses (non residential institutions). In addition 0.4ha have been lost to residential. Within the Town Centre, 464m<sup>2</sup> of A1 floorspace was lost over 2010/11. The majority of this was changed to A3 uses in the form of coffee shops. Outstanding permissions indicate that there will be a further loss of 1.37ha employment land across the borough in coming years.

## 4.2 Transport

Transport infrastructure improvement is required for sustainable regeneration and growth of the Town. This is set out in Southend's Third Local Transport Plan. The Third Local Transport Plan (LTP3) 2011/12 – 2025/26 has been published and builds on the successes of LTP2. It also further tackles the agendas of economic growth, carbon reduction and sustainable means of travel to protect and enhance the quality of life for all. The LTP3 is crucial to the delivery of the Spatial Strategy set out within the adopted Core Strategy DPD but also informs the potential scale and distribution of future growth in the Borough. The LTP3 has regard to the requirements for transportation and access requirements of both the Southend Central AAP and London Southend Airport and its environs JAAP.

The last AMR informed that the Council had received funding of £25million from central government to improve the transport infrastructure in four areas of the Borough (Cuckoo Corner, Progress Road, City Beach and Victoria Gateway Square - see table 4.17 below). These four major projects have now been successfully completed. 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**

<b>Project Name</b>	<b>A127/A1159 Cuckoo Corner Scheme</b>
<b>Delivering Authority</b>	Southend BC
<b>Description</b>	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.
<b>Status as at 31/3/11</b>	Complete
<b>Project Name</b>	<b>Progress Road/ A127 Junction Improvement</b>
<b>Delivering Authority</b>	Southend BC
<b>Description</b>	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.
<b>Status as at 31/3/11</b>	Complete
<b>Project</b>	<b>Victoria Gateway Square</b>
<b>Delivering Authority</b>	Southend BC
<b>Description</b>	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.
<b>Status as at 31/3/11</b>	Final Remedial Works being undertaken. To be completed by mid 2011.
<b>Project</b>	<b>City Beach Project, Marine Parade.</b>
<b>Delivering Authority</b>	Southend BC
<b>Description</b>	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.
<b>Status as at 31/3/11</b>	Complete

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

<b>Project</b>	<b>South Essex Rapid Transit (<i>sert</i>)</b>
<b>Delivering Authority</b>	Essex County Council, Southend-on-Sea Borough Council & Thurrock Council
<b>Scheme Description</b>	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. <i>sert</i> will provide a reliable public transport service for major residential and commercial developments proposed within TGSE. <i>sert</i> will also provide an attractive new travel option to key existing attractors in TGSE.
<b>Status as at 31/3/11</b>	<p>In November 2009 the <i>sert</i> project board agreed the initial <i>sert</i> scheme, with submission of a major scheme business case (MSBC) to DfT in March 2010.</p> <p>Waiting to hear from DfT regarding the outcome of the revised best and final funding bid. Expect to hear the outcome May 2011.</p> <p>The proposed routes submitted within the best and final funding bid are as follows:</p> <ul style="list-style-type: none"> <li>▪ Route 1 – Lakeside, Grays, A13, Basildon</li> <li>▪ Route 2 – Southend Seafront, Southend Town Centre, London Southend Airport. (An option to expand to the business parks to the west and north into Rochford)</li> </ul>

<b>Project</b>	<b>A130/A13 Sadlers Farm Intersection Improvements</b>
<b>Delivering Authority</b>	Essex CC
<b>Scheme Description</b>	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.
<b>Status as at 31/3/11</b>	Construction began in mid 2010 and is expected to be completed by early 2012. Piling works for the Strategic Link are well advanced. The three bridges over the Strategic Link are under construction and due to be completed by the end of 2011.
<b>Project</b>	<b>A13 Passenger Transport Corridor</b>
<b>Delivering Authority</b>	Essex CC
<b>Scheme Description</b>	<p><b>Sadlers Farm to Tarpots Junction</b> - widening of the 4 narrow lanes to 3m each to improve congestion during peak times.</p> <p><b>Tarpots Junction</b> – Replacement of the two mini roundabouts with traffic lights in order to increase capacity and enable bus prioritisation.</p> <p><b>Tarpots Junction to Kents Hill Road</b> – Provision of bus lanes along specified sections to improve bus service reliability during congested periods.</p> <p><b>Kents Hill Road to Catherine Road</b> – Upgrading of traffic lights and provision of an east to west bus lane to prioritise bus services and reduce delays.</p> <p><b>Kenneth Road Junction</b> – Widening of Kenneth Road to improve traffic flow for buses and large vehicles, and reduce congestion.</p>
<b>Status as at 31/3/11</b>	Resurfacing work is complete and bus priority is in operation. Work is continuing on site. Junction improvements at Kent Hill will take place in June/July 2011. Bus stop enhancements will start in Summer 2011 and the Tarpots Sadlers section is due to start in January 2012. The scheme shall be completed come April 2012.
<b>Project</b>	<b>A127 Basildon Enterprise Corridor</b>
<b>Delivering Authority</b>	Essex CC
<b>Scheme Description</b>	<ul style="list-style-type: none"> <li>▪ Highway widening to Cranes Farm Road and East Mayne and improvements to bus stops, pedestrian footways &amp; crossings</li> </ul>

	<p>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.</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ 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.</li> </ul>
<b>Status as at 31/3/11</b>	All work is now complete, and the scheme has been officially opened.
<b>Project</b>	<b>Roscommon Way Extension, Canvey Island Phase 1 (Charfleets link)</b>
<b>Delivering Authority</b>	Essex CC
<b>Scheme Description</b>	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
<b>Status as at 31/3/11</b>	Bridge and culvert works are now completed. Ditch and drainage attenuation works are ongoing. Earthworks are to settlement level. Construction is due to be completed by December 2011.
<b>Project</b>	<b>Hadleigh, Olympic Mountain Biking Event</b>
<b>Delivering Authority</b>	Essex CC, The London Organising Committee of the Olympic and Paralympic Games (LOCOG), Olympic Delivery Authority (ODA)
<b>Scheme Description</b>	Access improvements to facilitate the safe operation of the venue are required on Chapel Lane, Castle Lane and Park Chase.
<b>Status as at 31/3/11</b>	The course is complete along with upgrading of the access roads. A test event will take place on 31st July 2011.
<b>Project</b>	<b>M25 Widening – Junctions 27-30</b>
<b>Delivering Authority</b>	Highways Agency
<b>Scheme Description</b>	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.
<b>Status as at 31/3/11</b>	The scheme is being carried out in 3 stages: Section A - J27 to J28 – Completed July 2010 Section B - J28 to J29 – Completed May 2011 Section C - J29 to J30 – Due to be completed in June 2012 ahead of the Olympics.

<b>Project</b>	<b>M25/A13 Junction 30 Improvements</b>
<b>Delivering Authority</b>	Highways Agency & Thurrock BC
<b>Scheme Description</b>	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.
<b>Status as at 31/3/10</b>	The start of construction is expected to begin after 2015.
<b>Project</b>	<b>Southend Airport Expansion</b>
<b>Delivering Authority</b>	London Southend Airport Company Limited
<b>Scheme Description</b>	To provide a new on site railway station, new relocated control tower, 300m extension to current runway, new re-sited terminal building and new on site hotel. This will allow up to 2 million passengers to be served per year by 2020.
<b>Status as at 31/3/11</b>	Control Tower – started to operate during March 2011, with a successful transition from the old tower. Railway Station – Due to open during 2011. Runway Extension – work started on the road diversion in February 2011. This will allow work to begin on the actual runway extension in Summer / Autumn 2011. Terminal Building – Work has started on site and is expected to be completed in September 2011. Hotel – Due to begin build April 2011 to be completed early 2012, prior to the Olympic Games.
<b>Project</b>	<b>London Gateway Port</b>
<b>Delivering Authority</b>	London Gateway – DP World
<b>Scheme Description</b>	To provide the UK's newest deep-sea container port combined with Europe's largest logistics park, 25 miles east of central London.
<b>Status as at 31/3/11</b>	Construction is now underway

## 4.3 Housing

### 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 – Phased allocation of dwelling provision

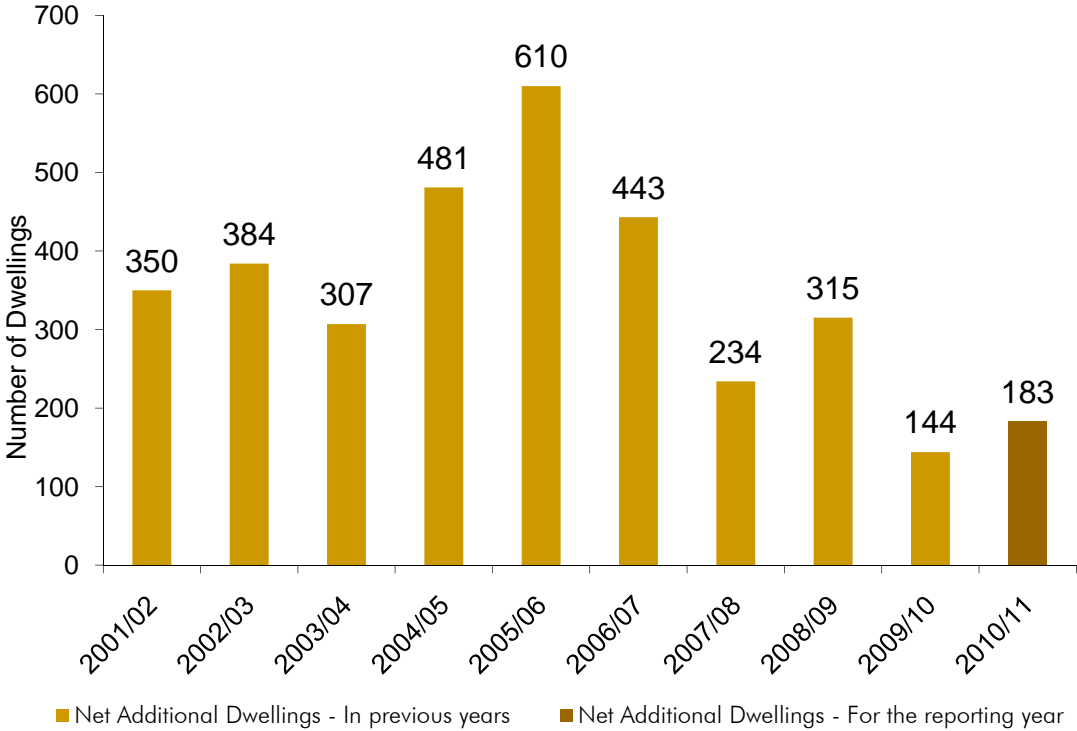
	Phased Allocation			Total
	2001-2011	2011-2016	2016-2021	2001-2021
Number of additional dwellings	3,350	1,600	1,550	<b>6,500</b>
Dwelling provision required per annum	335	320	310	<b>325</b>

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.

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

The total number of housing completions within the Borough between 2001 and 2011 totals 3,451 net additional dwellings, the breakdown of which can be seen in Figure 4.6. This equates to an average of 345 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 2001-2011**



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

Net dwelling completions for the period between 1<sup>st</sup> April 2010 and 31<sup>st</sup> March 2011 have risen to 183 net 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) but is higher than that projected in the 2010 AMR Housing Trajectory (150 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 2010/11 against annualised allocation in Development Plans**

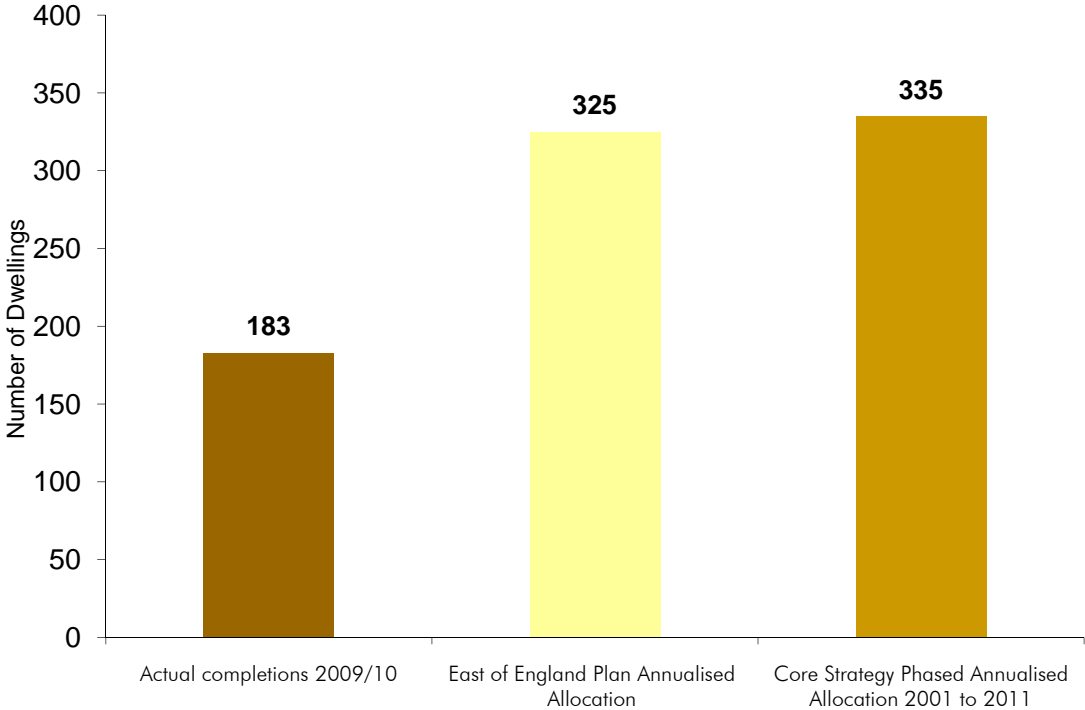
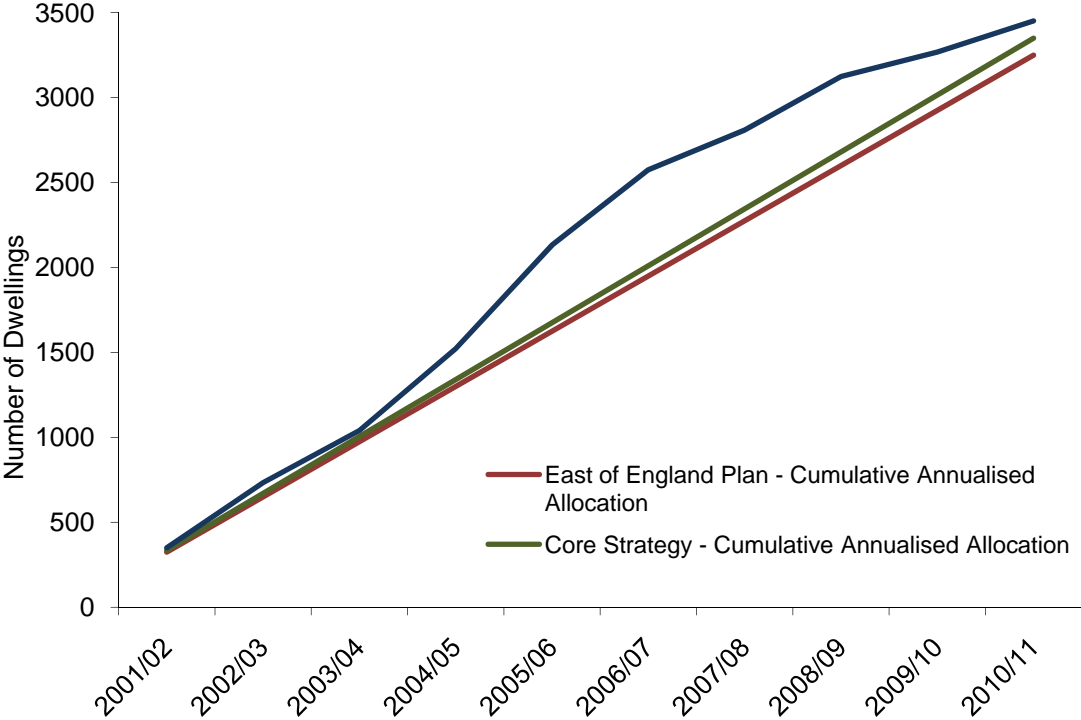


Figure 4.8 illustrates that the cumulative net dwelling completions between 2001 and 2011 (3,451) exceeds that required by the annualised allocation in the East of England Plan (3,250) and the Core Strategy (3,350) for the same period. Southend is performing well against its housing targets as completion rates between 2004/05 and 2006/07 exceeded the annualised allocation.

**Figure 4.8 – Cumulative Net Dwellings over Development Plan Period 2001-2011**



**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) Update 2011, providing an informed, site-specific estimate of land availability at a given point in time. In addition the SHLAA (2008) 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.

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

	5 Year Supply															Total	5 Year Supply
	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		
Outstanding Planning Permissions	191	284	373	322	472											1642	1451
Developable Sites (SHLAA)			46	310	316	489	276	250	75							1762	1161
Windfall (SHLAA)	0	0	0	0	0	28	28	92	92	92	92	92	64	64	64	708	28
Allocations/Identified Sites	0	14	14	64	113	0										205	205
<b>Total Projected Net Completions H (c)</b>	<b>191</b>	<b>298</b>	<b>433</b>	<b>696</b>	<b>901</b>	<b>517</b>	<b>304</b>	<b>342</b>	<b>167</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>4317</b>	<b>2845</b>
<b>H2(d) - Managed Delivery Target</b>	<b>250</b>	<b>250</b>	<b>300</b>	<b>350</b>	<b>450</b>	<b>400</b>	<b>375</b>	<b>350</b>	<b>325</b>	<b>300</b>	<b>270</b>	<b>250</b>	<b>200</b>	<b>150</b>	<b>100</b>	<b>4320</b>	<b>1750</b>
Core Strategy Phased Allocation	320	320	320	320	320	310	310	310	310	310						3150	1590
RSS 14 Allocation / 15 year supply	325	325	325	325	325	325	325	325	325	325	300	300	300	300	300	4750	1625

\*Allocations/Identified Sites = Saved Borough Local Plan Allocations, Outstanding S106 Agreements and Sites that have previously had planning permission but have now expired.

### Five year supply

The number of outstanding permissions for the 5 year period 2012-2017 totals 1,642 net additional dwellings (see table 4.21 above). In addition, there are an estimated 1,361 dwellings available in the form of developable sites identified in the SHLAA (1,161), windfall identified in the SHLAA (28) and prior allocations and other identified sites (205). This demonstrates there is a surplus of deliverable housing sites in the Borough in relation to the five year requirements set out by the Core Strategy (1,590 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.

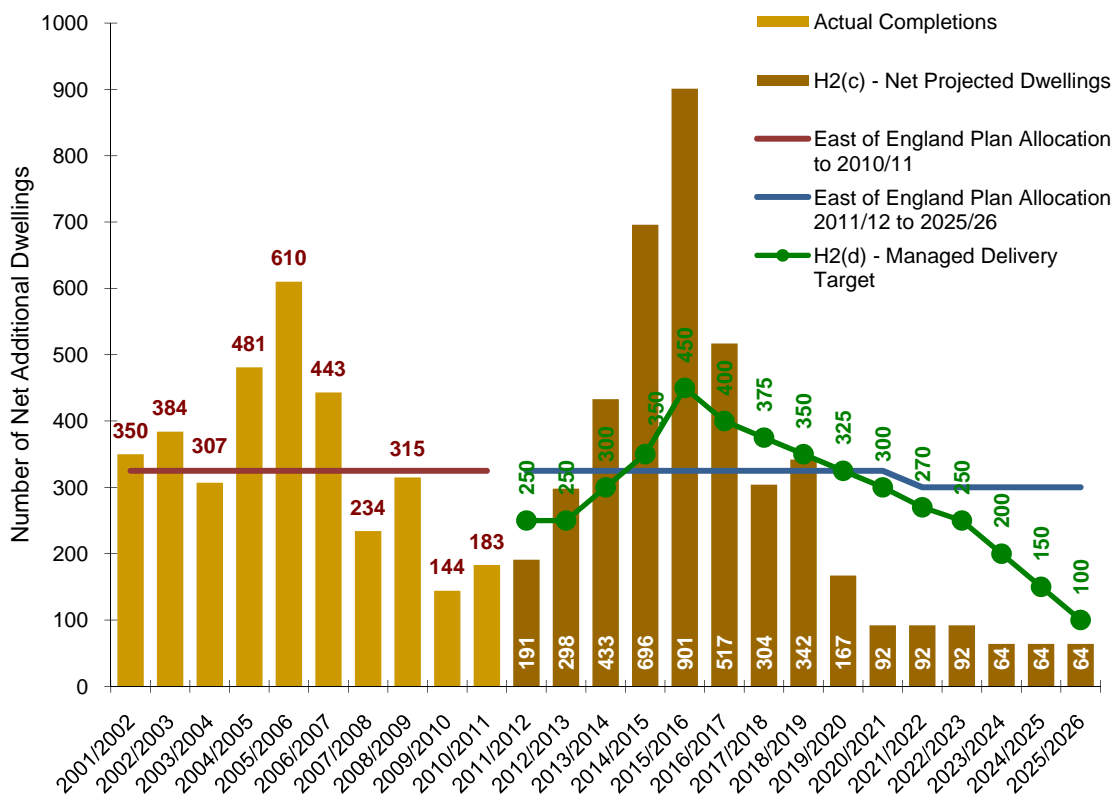
## Core Indicator H2(d): Managed Delivery Target

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 considerable drop in dwelling completion rates during 2009/10 the total net additional homes built during 2010/11 rose slightly to 183. It can be assumed that the downturn in the housing market is still affecting 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 start to recover after 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.**



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

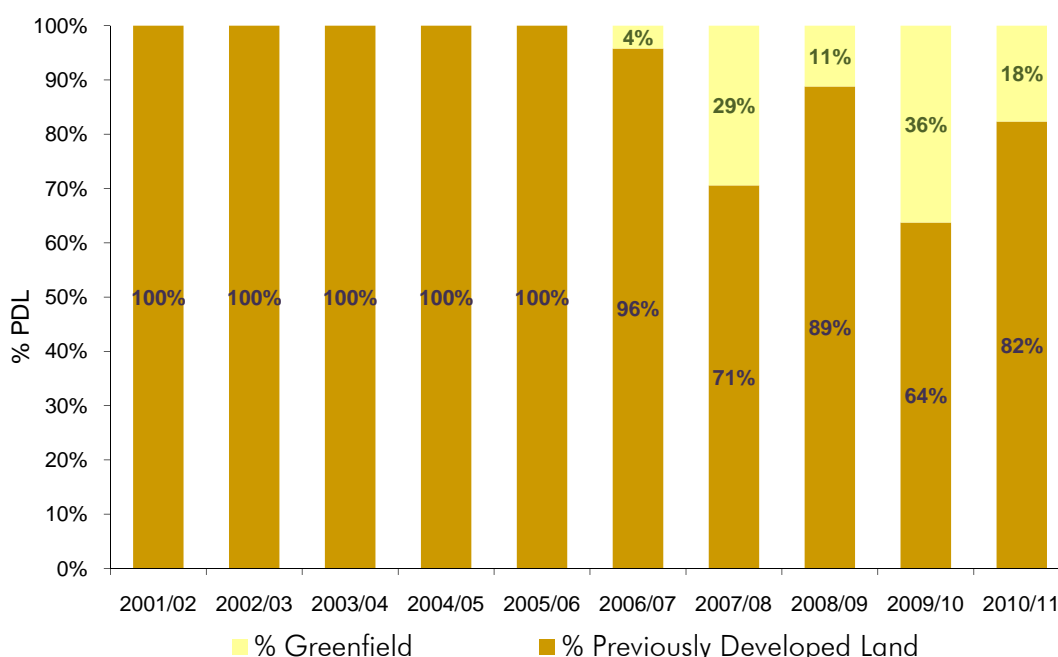
National and Regional Policy (East of England Plan Policy SS2) set a target for 60% of all development to be on previously developed land (PDL). The Core Strategy Policy CP8 requires the provision of not less than 80% of residential development on PDL. Performance against these targets is set out in 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	
2009-10	63.75%	13 units	45 units
<b>Current monitoring year</b>			
2010-11	82.35%		36 units

Southend continues to perform well against the national and regional PDL target of 60% and has met the local target of 80% in the current monitoring year. In addition, over the plan period 2001-2011 an average of 90% of new and converted dwellings have been built on PDL per year, falling in line with the Core Strategy policy.

**Figure 4.10 – Percentage of Completions built on Previously Developed Land (PDL)**



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

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

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

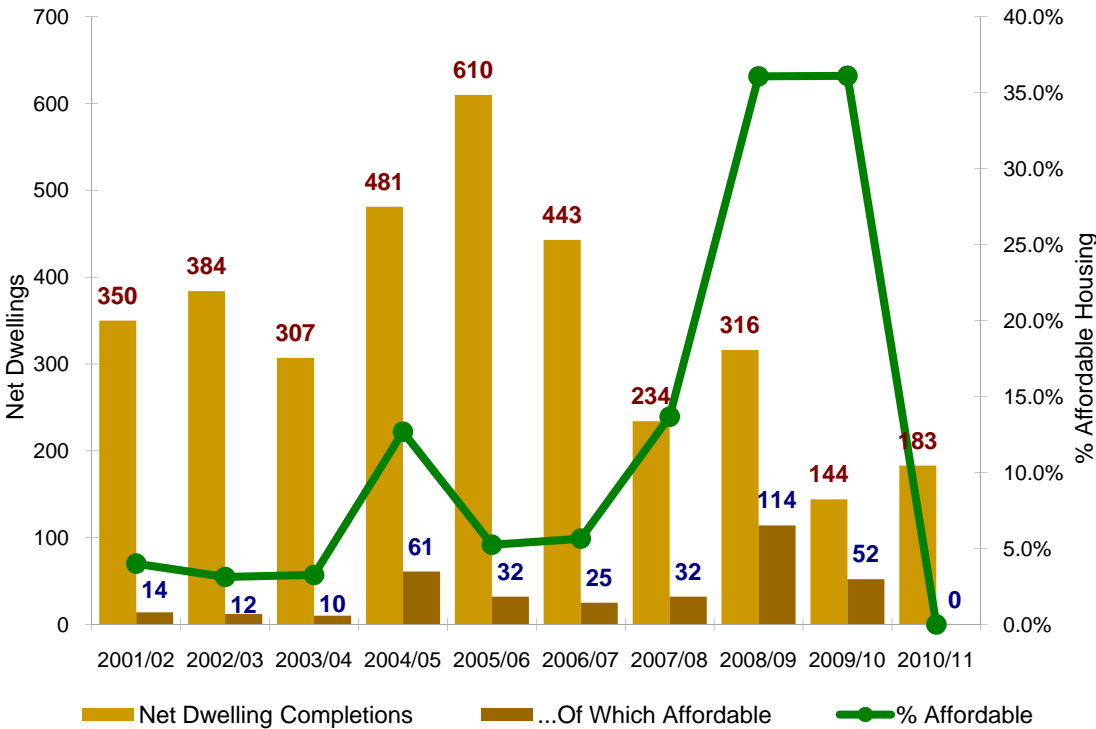
Figure 4.11 illustrates the number and percentage of affordable housing completions in relation to the overall net dwelling completions for the period between 1st April 2001 and 31st March 2011.

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 and again in 2011, the amount of affordable housing has remained consistently below the target levels in emerging regional and local plans. However, in other 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 figure for 2009/10 also remained relatively high primarily due to the completion of 45 affordable housing units at a new development scheme at Shoebury Park. The affordable housing units within this scheme were built out within the first stages of construction, contributing to the sharp drop in affordable completions in the 2010/11 monitoring year. Also in 2010/11, net additional completions were primarily delivered through intensification, with very few sites delivering 10 sites or more. Of the sites delivering 10+ dwellings, original planning permission was secured prior to Core Strategy adoption, meaning that inclusion of affordable housing was not a condition for granting consent for development.

The low delivery of affordable housing in the monitoring years prior to 2007-2008 can be explained by the prior requirement being based on 20% on 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.

**Figure 4.11 – Affordable Housing Completions 2001-2011**



Southend aims to deliver affordable homes in accordance with policy in the adopted Core Strategy DPD (2007). 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.

**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 criteria. 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) of 10 completed dwellings or more 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).

Large sites in the Borough have come forward as part of major schemes. For the 2010/11 monitoring year, it is deemed appropriate to defer the assessment until construction has been completed entirely.

**Indicator LH1: Spatial Distribution of Dwelling Completions (Core Strategy DPD Policy CP8) as at 1<sup>st</sup> April 2011**

**Table 4.23 - Distribution of Dwelling Provision – Core Strategy DPD All Borough (Net)**

Total Required 2001-2021	2001-2011 Phased Total	2001-2011 Completions	Ahead of 2011 Phased Total	Outstanding at 2011	Residual Amount to be Found by 2021
6,500	3,350	3,451	101	1,642	1,407

**Intensification (Net)**

Total Required 2001-2021	2001-2011 Phased Total	2001-2011 Completions	Ahead of 2011 Phased Total	Outstanding at 2011	Residual Amount to be Found by 2021
2,550	1,250	1,705	455	454	391

**Town Centre (Net)**

Total Required 2001-2021	2001-2011 Phased Total	2001-2011 Completions	Behind 2011 Phased Total	Outstanding at 2011	Residual Amount to be Found by 2021
2,000	1,000	865	-135	700	435

**Seafront (Net)**

Total Required 2001-2021	2001-2011 Phased Total	2001-2011 Completions	Behind 2011 Phased Total	Outstanding at 2011	Residual Amount to be Found by 2021
550	450	354	-96	282	-86

**Shoeburyness (Net)**

Total Required 2001-2021	2001-2011 Phased Total	2001-2011 Completions	Behind 2011 Phased Total	Outstanding at 2011	Residual Amount to be Found by 2021
1,400	650	531	-119	206	663

Table 4.23 demonstrates the broad spatial locations of future housing growth to 2021, the delivery of housing completions between 2001 and 2011 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.

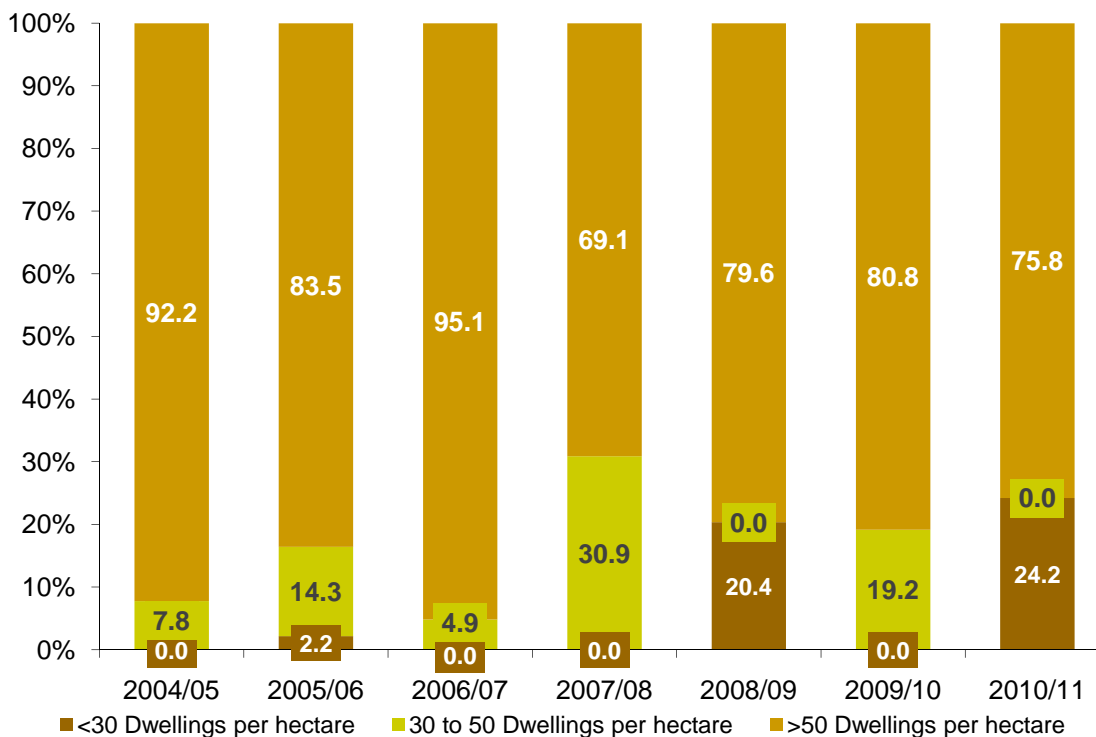
The table reveals that overall the requirement has been exceeded in Southend by 101 dwellings. Delivery of regeneration along the Seafront has continued to slow over the past year, this is most likely caused by the delay in completions due to the current economic climate. The planned provision for the Town Centre and Shoeburyness was always expected to be delivered later in the plan period due to the more complex nature of land ownership and investment requirements.

### **Indicator LH2: Density of New Dwelling Completions**

Figure 4.12 illustrates the density levels of dwelling completions between 1st April 2004 and 31st March 2011. 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.

An average 82% of dwellings were built at a density of over 50 dwellings per hectare over the past 7 years. 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



### Indicator LH3: Size and type of dwelling completions

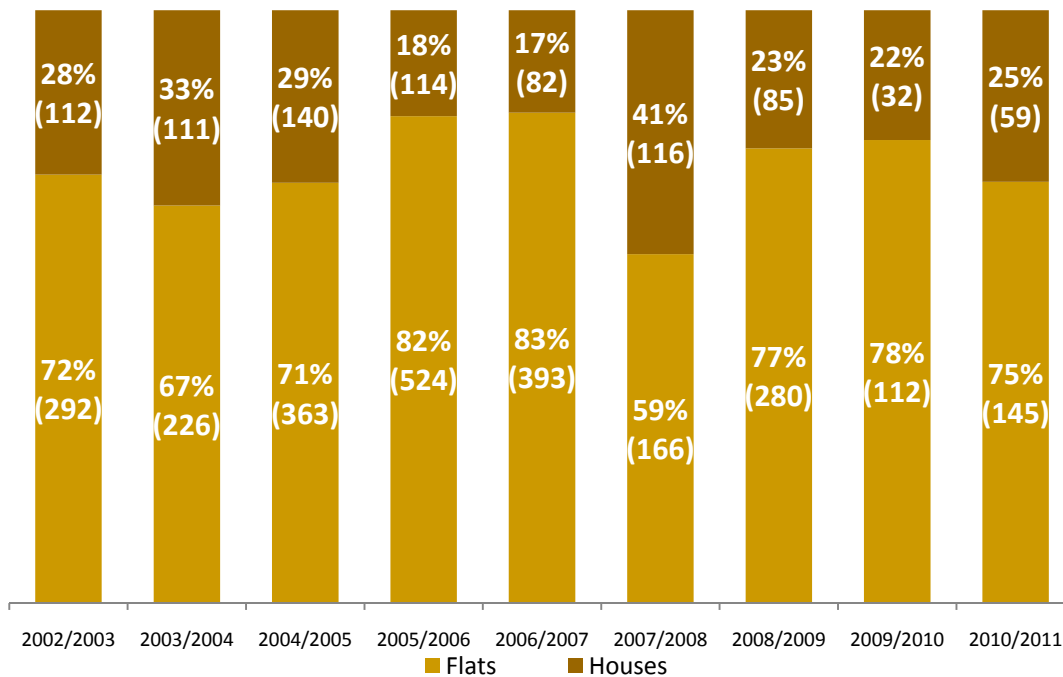
Of the 204 gross dwelling completions 59 (25%) were houses and 145 (75%) were flats. Previous housing development mix by type is shown in Table 4.24 below and in figure 4.13.

Table 4.24 - 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
2010-2011	145 (75%)	59 (25%)	204
<b>Total</b>	<b>2,514 (74%)</b>	<b>863 (26%)</b>	<b>3377</b>

The average split in new dwellings between houses and flats over the last 8 years is 26%/74% 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.

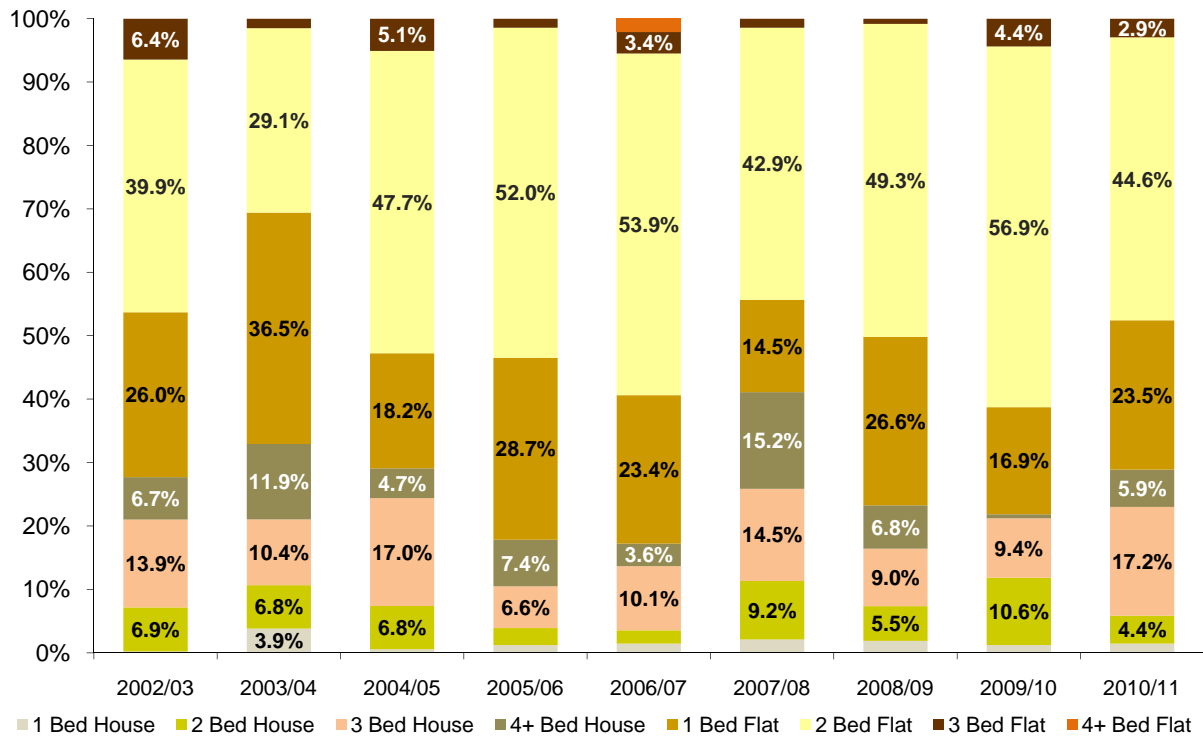
Figure 4.13 – House and Flat developments since 2002



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

Figure 4.14 illustrates the size and type of dwellings completed between 1st April 2002 and 31st March 2011. 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 – 2002-2011



The chart reveals that a consistently high proportion of one and two bedroom flats have been constructed over the period 2002-2011. This year a reasonable proportion of three (17.2%) bedroom houses have been built. In addition, the number of four bedroom houses has risen since 2009/10, from 0.06% to 5.9%.

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

**Figure 4.15 – 10 Year Dwelling Completions (2001-2011) by Ward**

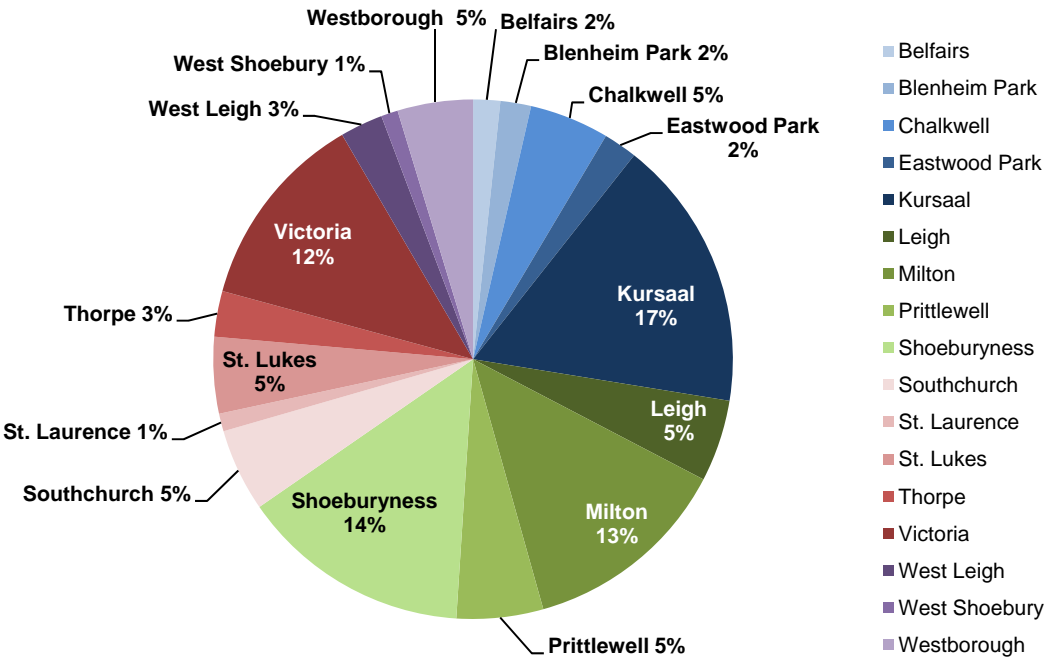


Figure 4.15 illustrates the percentage of dwelling completions by ward between 1st April 2001 and 31st March 2011. In this period a total of 3,451 net additional dwellings have been completed. The chart reveals that Kursaal, Milton, Shoeburyness and Victoria wards comprise 57% of completed development, making up 17%, 13%, 14% and 12% 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.

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

**Figure 4.16 – Development by ward since 2001**

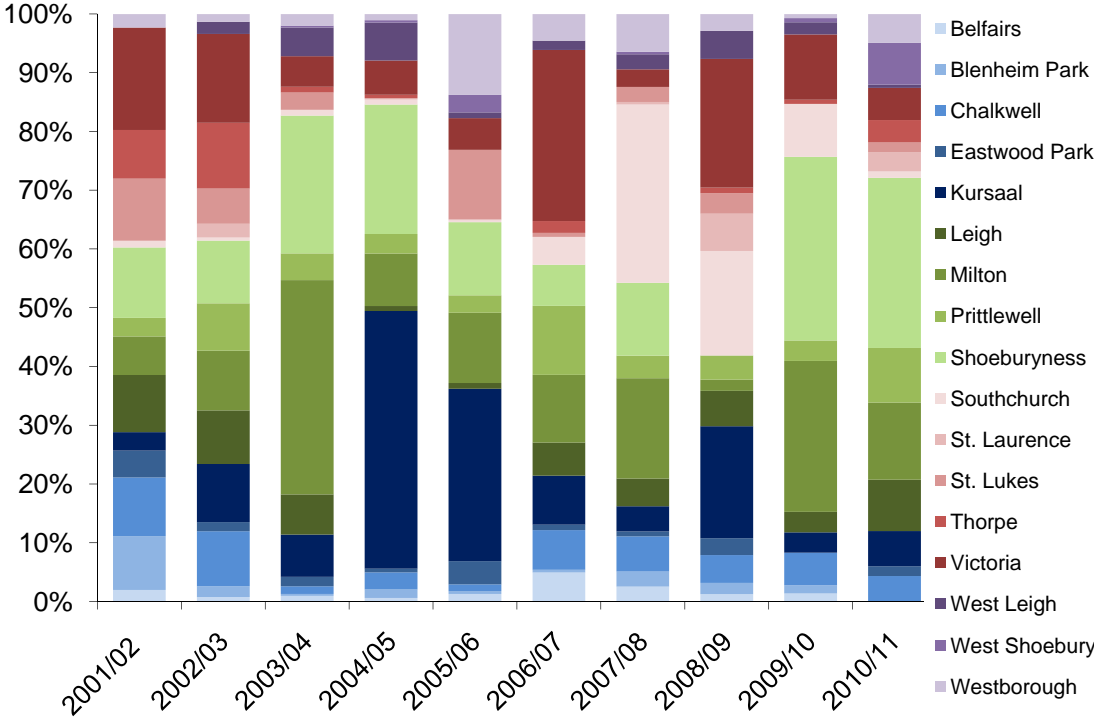


Figure 4.16 shows the residential development completed in each ward in Southend by year since 1<sup>st</sup> April 2001 in percentage terms. This chart also demonstrates that a significant percentage of development has occurred in the wards of Kursaal, Milton, Shoeburyness and Victoria. However in the most recent monitoring year the highest proportion of development has occurred in Shoeburyness (29%), followed by Milton (13%), Leigh (9%) and West Shoebury ward (7%). Delivery in Milton and Shoeburyness are normally amongst the highest year on year.

**Indicator LH7: Type of Residential Development Completed by Ward between 2001 and 2011**

**Figure 4.17 – Type of development by ward 2003-2011**

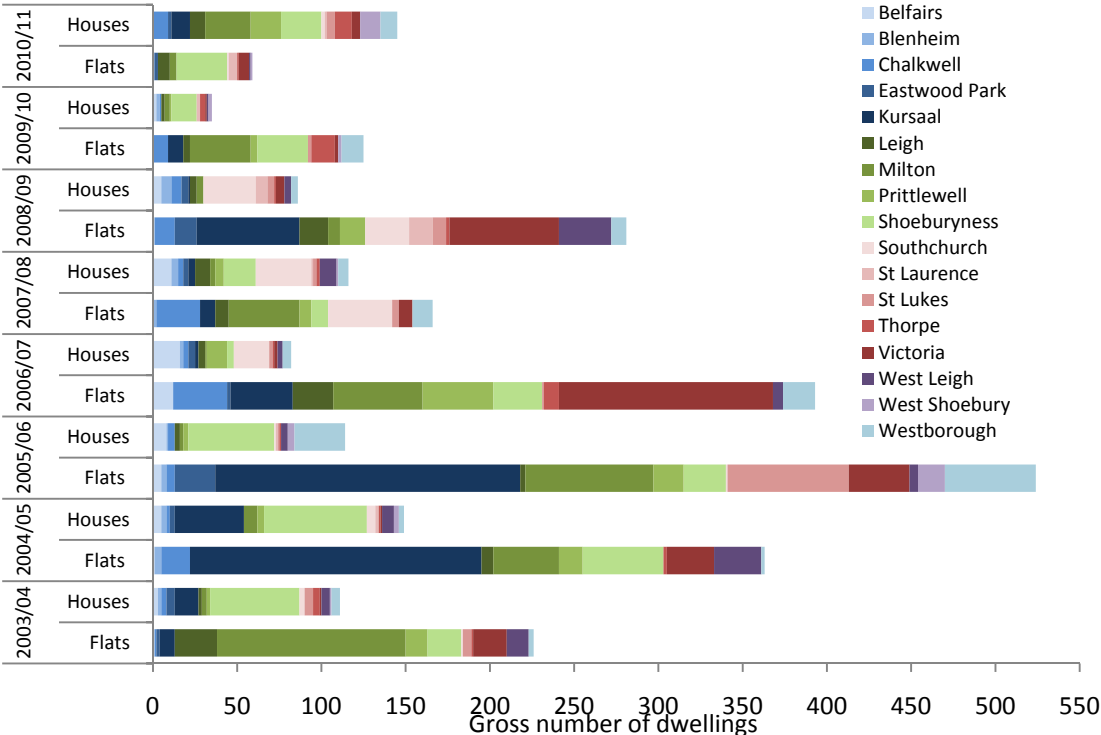


Figure 4.17 shows the number of flats and houses built in each of the 17 wards in Southend during each monitoring year since 2003. The chart reveals that the highest number of flats built over the period 2003 to 2011 have been in the wards of Kursaal (479), Milton (369) and Victoria (292). Between 2003 and 2011, the highest number of houses have been built in the wards of Shoeburyness (227) and Southchurch (96). This is due in part to the level of development at the Shoebury Garrison Site.

**Housing Summary**

Net dwelling completions have risen slightly to 183 for the period between April 2010 and March 2011. This is slightly higher than the previous monitoring year (144) but compared with previous years, it still shows there has been a reduction in build rates for the development industry due to the downturn in the economy. Despite this result, Southend has to date provided 101 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 2012-13. These assumptions have been built into the revised housing trajectory as at April 2011 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 was updated in 2011 (SHLAA)).

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, 80.3% of dwellings were built on previously developed land (PDL) which meets both the regional and national target of at least 60% and the Core Strategy requirement of 80%.

The average split in new dwellings between houses and flats over the last 9 years is 26% and 74% respectively. In terms of size of dwellings, completions between 2010 and 2011 were as follows, 51 (25%) were one bedroom, 100 (49%) were 2 bedroom, 41 (20%) were 3 bedroom and 12 (6%) were 4 bedroom or more. There has also been a strong bias to small 1 and 2 bed roomed flats over the last 9 years. Clearly it is essential that future housing meets local needs in terms of size and type

There were no affordable housing completions recorded in the monitoring year 2010/11. This is due to the high proportion of small sites coming forward in addition to the fact the affordable housing provision associated with the Shoebury park development was counted in the previous monitoring year. Since December 2007, 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.



## 4.4 Environmental Quality

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

The Environment Agency (EA) 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 2010/11 monitoring year, no objections have been made by the Environment Agency to planning applications submitted to Southend on Sea Borough Council.

### Core Indicator E2: Change in areas of biodiversity importance.

Southend-on-Sea Borough Council's Local **Biodiversity Action Plan (BAP)** has been produced as a result of an international agreement, called the Convention of Biological Diversity, which the UK Government signed at the 'Earth Summit' held at Rio de Janeiro in 1992.

The Local Biodiversity Action Plan consists of individual action plans for 18 Southend habitats (plus one habitat statement) and 14 species.

2010 has been another positive year for biodiversity conservation work in Southend with new and continued projects being carried out by our Conservation Partners and Southend-on-Sea Borough Council, including the following:

Those Action Plans that have received the most actions during 2010 include:-	Those Action Plans that did not receive any recorded actions during 2010 include:-
Brackish Lagoon	Ancient and Veteran Trees
Intertidal mudflat and sandflats	Arable Land and Field Margins
Saltmarsh	Dark Bellied Brent Goose
Hedgerows	Garden Birds
Natural Grassland	Skylark
Traditional Orchard	Shrill Carder Bee
Woodland	Stag Beetle
Allotments	Bats
Gardens in Urban Areas	Cetaceans
Public parks and Amenity Open Spaces	Water Vole
Heath Frattillary	Great Crested Newt
	Reptiles
	Black Poplar

### Core Indicator E3: Renewable energy generation

The Borough of Southend-on-Sea is an already densely developed urban area with tightly drawn boundaries, and with an extensive foreshore which is of international, national and local significance for biodiversity. There is therefore little or no opportunity within the

Borough for commercial scale electricity generation capacity from any source within its boundaries. No renewable energy megawatt capacity was installed during the monitoring year, and this situation is not expected to change in the short to medium term.

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

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

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

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

## Open Space

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

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.

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

Southend covers an area of 4163 hectares and the Leisure, Culture and Amenity Services Department currently manage approximately 560 hectares of land. A description of types of open space and the associated area they occupy within the Borough are set out in Table 4.25 below.

**Table 4.25 - Amount of Open Space**

Open space type	Total Area (Hectares)
Parks and open spaces	343.09
Small parks and open spaces	20.69
Sports Grounds	75.57
Closed Churchyards	1.78
Nature Conservation sites	96.92
Other Woodland	2.87
Allotments	22.02
Playgrounds	5.14
Total	568.08

Source: Southend on Sea Local Biodiversity Action Plan

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 2010/11, four parks within the Borough were awarded green flag status, as listed in Table 4.26.

**Table 4.26 - Parks Awarded Green Flag Status, 2010/11**

Park Name	Area (ha)
Belfairs Park and Nature Reserve	123.0
Chalkwell Park	10.5
Priory Park	18.0
Southchurch Park	12.5
Total	164.0

## 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

### **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 2010/11, no new waste management facility capacity became operable. Table 4.27 below summarises the operational waste facilities in Southend. 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.

**Table 4.27 – Waste Facilities in Southend**

Site Name/ Operator	Site Address	Specific Facility Type
<b>OPERATIONAL</b>		
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 Site	Leigh Marsh, Leigh-on-Sea, Essex	Recycling Centre for Household Waste

**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 4.28), representing the Borough's improving progress towards sustainable waste management.

**Table 4.28 - Waste Management**

Amount Managed (Tonnes)	2004/ 05	2005/ 06	2006/ 07	2007/ 08	2008/ 09	2009/ 10	2010/ 11
Total municipal waste arising	89,271	86,637	87,922	84,246	80,752	76,157	75,110
Of which:							
Sent to landfill	67,475	64,990	60,164	53,636	46,614	43,407	41,214
Incinerated	13	21	15	21	0	0	0
Diverted	21,783	21,626	27,743	30,589	34,138	32,752	33,896
<i>Of that</i>							
<i>Recycled</i>	<i>14,378</i>	<i>14,802</i>	<i>19,841</i>	<i>22,601</i>	<i>23,693</i>	<i>21,955</i>	<i>22,151</i>
<i>Diverted:</i>							
<i>Composted</i>	<i>7,405</i>	<i>6,824</i>	<i>7,902</i>	<i>7,988</i>	<i>10,445</i>	<i>10,797</i>	<i>11,745</i>

Percentage Managed	2004/ 05	2005/ 06	2006/ 07	2007/ 08	2008/ 09	2009/ 10	2010/ 11
% of total sent to landfill	75.6%	75.0%	68.4%	63.7%	57.7%	57.0%	54.9%
% of total incinerated	0.0%	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%	45.1%
<i>% of total 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>29.5%</i>
<i>which is: 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>	<i>15.6%</i>

Source: SBC – Waste Management and Street Scene.

## 4.7 Gypsies and Travellers

During the monitoring year 2010-11, 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.



appendices





# Appendix 1

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## 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.





