



annual monitoring report december 2013

local development framework
delivering regeneration and growth



Contents

	Page
Executive Summary	4
1. Introduction	7
2. The Context - Key Contextual Characteristics	9
3. Local Development Framework	18
3.1 Local Planning Framework (including Local Plan)	18
3.2 National Planning Policy Framework	19
3.3 Regional Spatial Strategy	19
3.4 Local Development Scheme Review	19
3.5 The Evidence Base	21
3.6 Joint Working Group and Duty to Co-operate	21
4. Monitoring Regeneration and Growth	23
4.1. Business Development and Jobs	23
4.2. Transport	35
4.3. Housing	37
4.4. Environmental Quality	55
4.5. Minerals	58
4.6. Waste	59
4.7. Gypsies and Travellers	60
Appendix 1 - Glossary of Terms & Abbreviations	51
Appendix 2 – Employment Land Tables	62
List of Tables	
Table 3.1 – Plan preparation progress against LDS December 2012 Timetable	20
Table 4.1 – Employment within Southend	24
Table 4.2 – Workplace based GVA per head	25
Table 4.3 – Median Gross Weekly Pay of Full time Workers	25
Table 4.4 - Births and Deaths of enterprises within Southend.	26
Table 4.5 - Survival of Enterprise Start-ups – including VAT and PAYE registered businesses.	26
Table 4.6 - Use Class Order Description for Business Development	28
Table 4.7 - Indicator BD1: Total amount of additional employment floorspace – by type	29
Table 4.8 - Indicator LBD1: Amount of Floorspace developed for employment by type	30
Table 4.9 - Indicator LBD2: Loss of employment land in (i) employment/regeneration areas	30
Table 4.10 - Indicator LBD2: Loss of employment land in (ii) the local authority (Ha)	31
Table 4.11 - Indicator LBD4i: Change in B1, Completions (Hectares)	32

Table 4.12 - Indicator LBD4ii: Potential change in B1, Outstanding (Hectares)	32
Table 4.13 - Employment land available by type (outstanding permissions)	33
Table 4.14 - Use Classes (Amendment) Order 2005	34
Table 4.15 - Amount of development completed in the Town Centre	34
Table 4.16 - Amount of development completed in the Borough	35
Table 4.17 – Key Transport Infrastructure Projects	36
Table 4.18 – Housing Trajectory	35
Table 4.19 – Previously Developed Land	43
Table 4.20 – Affordable Housing Completions 2011/12	45
Table 4.21 - Distribution of Dwelling Provision – Core Strategy DPD	46
Table 4.22 - Building for life assessments	47
Table 4.23 - Dwelling Development by Type	48
Table 4.24 – Dwellings by size and type – 2002-2012	50
Table 4.25 – Planning applications objected to by the EA	55
Table 4.26 - Progress Made Towards Actions within the Biodiversity Action Plan	56
Table 4.27 - Amount of Open Space	57
Table 4.28 – Parks Awarded Green Flag Status, 2010/11	58
Table 4.29 – Existing waste Facilities in Southend	59
Table 4.30 - Waste Management	60

List of Figures

Figure 2.1 - Location of the Thames Gateway Sub Groups	9
Figure 2.2 - South East Local Enterprise Partnership (SELEP)	10
Figure 2.3 – Population in Southend 1981 to 2011	11
Figure 2.4 - Population Density within the Borough by Lower Super Output Area	11
Figure 2.5 – House Prices	12
Figure 2.6 – Deprivation by Lower Super Output Area (2010)	14
Figure 2.7 – Overview of Traffic Congestion and Commuting	15
Figure 2.8 – Per Capita CO2 Emissions	16
Figure 2.9 – Flood Risk – Level 3	17
Figure 4.1 – Unemployment Rates 2001-2012	19
Figure 4.2 – Workplace based GVA per head 2000-2009	25
Figure 4.3 - Births and Deaths of enterprises within Southend.	26
Figure 4.4 - Rates of Employment and Economic Activity - 2004 to 2010	27
Figure 4.5 - Proportion of Working Age Benefits Claimants	27
Figure 4.6 - Working age Residents with Qualifications to Level NVQ2 or more	28
Figure 4.6 – Plan Period and Housing Targets	31
Figure 4.7 - Net Additional Dwellings over Development Plan Period 2001-2012	31
Figure 4.8 – Cumulative Net Dwellings over Development Plan Period 2001-2011	38
Figure 4.9 - Housing trajectory.	39
Figure 4.10 – Percentage of Previously Developed Land (PDL)	42
Figure 4.11 – Affordable Housing Completions 2001-2012	44
Figure 4.12 – Density of new dwelling completions	45
Figure 4.13 – House and Flat developments since 2002	48
Figure 4.14 – Dwellings by size and type – 2002-2011	49
Figure 4.15 – 11 Year Dwelling completions (2001-2012) by ward	50

Figure 4.16 – 12 yearDevelopment by ward since 2001	51
Figure 4.17 – Type of development by ward 2003-2012	52
Figure 4.18 – Type of development by ward	53

Executive Summary

This Annual Monitoring Report is for the period 1 April 2012 to 31 March 2013. The main purpose of the Southend AMR is to set out information on the implementation of the Council's Local Development Scheme (LDS) and to review the progress and effectiveness of existing policies and targets.

Local Plan

Following publication of the Localism Act and National Planning Policy Framework (NPPF) it has been necessary to review all emerging Development Plan Documents and Supplementary Planning Documents to ensure they are up-to-date and sound in their approach. Table 3.2, below, outlines the emerging key stages of each DPD as set out in the Southend Local Development Scheme (Dec 2012). All of these stages have been delayed as further additional evidence and technical studies are produced to satisfy the new changes to national planning policy and guidance. A revised up-to-date LDS will therefore be published in early 2014. Plan preparation will continue to be monitored during the monitoring year itself and interim updates to the LDS will be provided where necessary and published on the Council's website <http://www.southend.gov.uk>.

Monitoring Regeneration and Growth

Business Development and Jobs

Data suggests that the economic downturn in 2008 had a detrimental impact on employment in Southend. The number of jobs within Southend has declined in 2009 and has remained relatively suppressed since then compared to former levels. There have also been marginally more business closures than start-ups between 2011- 2012 and data suggests Gross Value Added (GVA – which measures the contribution to the economy of each individual producer, industry or sector) was fallen since 2012.

However, since unemployment peaked during February and March 2012 with 5.2% of working aged residents claiming job seekers allowance, the number of people claiming has reduced, following national trends. Economic participation rates have also witnessed a marginal recovery over the monitoring period, reversing the decline seen in Southend since 2006.

Figures show there has been a small net loss in employment land (B1 to B8 uses) across the borough during 2012/13, and outstanding planning permissions would result in a further loss of employment land.

Transport

Southend Borough Council has been implementing schemes as part of the Bike Friendly Cities European project and has also been implementing schemes to aid the travel of buses around the Borough with the Better Bus Area fund. The Council also received £3.263m from DfT to carry out improvement works to the A127/B013 roundabout at a

total cost of £4.754m, this is part of the London Southend Airport expansion works. Southend is part of the South East Local Enterprise Partnership (SELEP) which has been producing the Strategic Economic Plan (SEP). Southend and bordering local authorities have produced a business case to inform the SEP of the transport funding required for the planned growth in employment and housing within the Borough of Southend-on-Sea and in neighbouring areas.

The SELEP has identified twelve transport “growth corridors” in the SEP. The scheme proposals included in the SEP are listed below:

- Local JAAP transport schemes investment and sustainable transport £20.68m
- Local Southend Central Area investment in transport and public realm £7.00m
- A127 Corridor improvements in TGSE area (Southend and Essex) £42.00m
 - Including £10m for Kent Elms Corner and The Bell junctions
 - Including £8m for essential highway and bridge maintenance schemes

Housing

There were 254 net dwelling completions in the Borough during 2013, a decrease on the previous year. Despite the drop in completions during 2009 and 2011 on average 336 net additional dwellings have been built per annum since 2001, above the Core Strategy phased average.

The NPPF requires planning authorities to be able to demonstrate a five year supply of housings plus an additional 5%. The Core Strategy phased housing requirement for the next 5 year period (2014 to 2018) is 1,580. An additional 5% would equate to 1,659.

The cumulative net dwelling completions between 2001 and 2013 (4,033) exceeds the phased housing target in the Core Strategy (3,990) for the same period by 43. If this ‘over-provision’ was to be taken into account it would adjust Southend’s five year housing land supply target accordingly: 1,537 (plus additional 5% = 1,614).

The implementation of all outstanding residential planning permissions would result in an additional 1,976 net additional dwellings, of which 1,512 are predicted to be delivered in the next five years, which falls slightly short of the 5 year housing supply target + 5% of 1,659. However, past performance and delivery of windfall sites indicates that a windfall allowance on small sites (i.e. less than 5 units) of 179 can be applied to the housing delivery in Southend for the next 5 year period, resulting in a supply of 1,691 net additional dwellings, providing sufficient supply of housing to meet the targets. This information demonstrates that Southend has a good supply of readily available housing sites to meet a five year housing supply and beyond.

According to the above results a 5.35 year housing land supply can be demonstrated for Southend. $[1,691 / (1580/5) = 5.35]$

A total of 85% of dwelling completions during the year have been provided on previously developed land (89.7% since 2001).

A total of 39 affordable homes were completed within the Borough during 2012/13 (15% of net completions). Between 2001 and 2013, 441 affordable homes have been completed, which equates to 10.9% of the total net dwellings completed during this period (4,033).

During 2012/13, 44% of completions were houses, a significant adjustment compared with the 2001-2011 average of 72% flats, 28% houses. This data has directly influenced the average size of dwelling built during 2012/13. The increase in number of houses corresponds to a rise in the proportion of three and four bed homes being provided within Southend compared to the previous years' averages.

The location of total dwelling completions shows that the majority of development has taken place within the Shoeburyness, Kursaal, Milton and Victoria wards.

1. Introduction

This is the eighth AMR that has been produced under the Planning and Compulsory Purchase Act. It monitors the period 1st April 2012 to 31st March 2013. The report on the progress of the LDS and specific elements of local plan preparation has been written to be as up-to-date as possible.

The Localism Act (section 113) outlines that local planning authorities must publish a monitoring report annually. The local planning authority is no longer required to send a report to the Secretary of State. The main purpose of the Southend AMR is to set out information on the implementation of the Council's Local Development Scheme (LDS) and to review the progress and effectiveness of existing policies and targets.

Regulation 34 The Town and Country Planning (Local Planning) (England)¹ Regulations 2012 prescribes the minimum information to be included in monitoring reports, including net additional dwellings, net additional affordable dwellings, Community Infrastructure Levy receipts, the number of neighbourhood plans that have been adopted, and action taken under the duty to co-operate.

Monitoring is an essential element of the 'Plan, Monitor and Manage' approach to policy making. With its focus on the delivery of sustainable development and sustainable communities monitoring is important in the planning system in providing a check on whether those aims are being achieved. A monitoring framework was prepared for the first annual monitoring report in 2004/2005 and has been used to produce all subsequent AMRs. It uses measurable indicators to help assess progress towards the aims and targets set out in the emerging Local Planning Framework, local saved policies and relevant national policy. Southend adopted its Core Strategy DPD in 2007 which contains clear targets to assist the monitoring process.

The document is laid out in 5 sections, namely:

- Section 1** - Provides an introduction to the report setting out its purpose;
- Section 2** - Examines the context for the AMR including key characteristics of the Borough, key issues, challenges and opportunities relating to development in Southend that have arisen over recent years, and the consequent emerging strategic and local priorities for the period to 2021.
- Section 3** - Discusses progress on the plan preparation in relation to existing and emerging national, regional, sub-regional and local plans. This includes an assessment of implementation to date of the Council's Local Development Scheme (LDS), specifically its programme and timetable for preparation of Development Plan Documents and Area Action Plans.
- 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. In particular, data on jobs and business development, transport, local services (retail, office, leisure and open space) and housing

¹The Town and Country Planning (Local Planning) (England) Regulations 2012
<http://www.legislation.gov.uk/ukSI/2012/767/regulation/34/made>

are looked at in some detail, together with information on 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.

During 2012-13 the Council has not:

- i) made a neighbourhood development order nor received an application to designate a Neighbourhood Area under the Neighbourhood Planning Regulations 2012;
- ii) nor prepared a report pursuant to regulation 62 of the Community Infrastructure Levy Regulations 2010.

It is not necessary to report on these matters as required by the new Local Planning Regulations implementing the provisions of the Localism Act.

A statement relating to Southend Borough Council's duty to co-operate will be produced separately to this report.

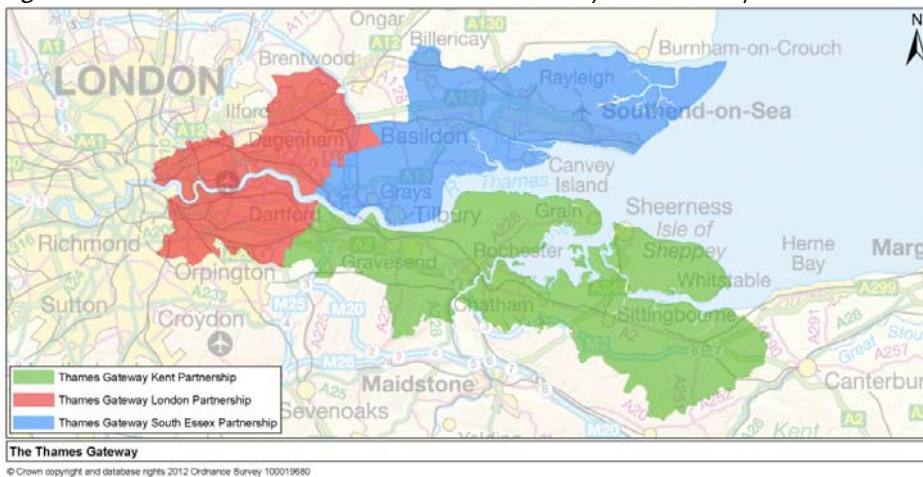
2. Context

2.1 Key Contextual Characteristics

Location

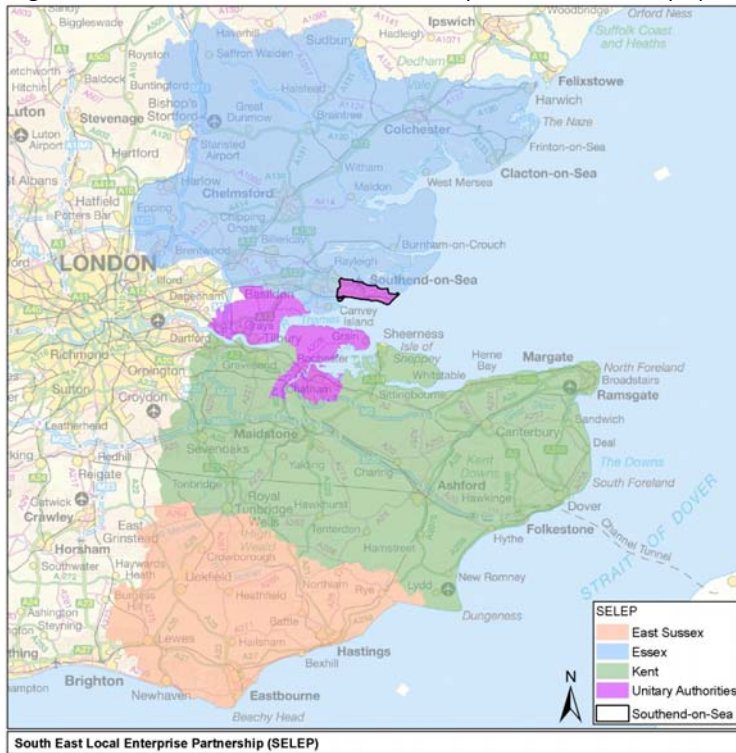
The unitary authority of Southend on Sea lies within the Thames Gateway Regeneration Area and collaborates with Basildon, Castle Point, Rochford and Thurrock as part of the Thames Gateway South Essex sub-region.

Figure 2.1 - Location of the Thames Gateway Sub Groups



On a wider scale, Southend forms part of the South East Local Enterprise Partnership (SELEP), set up in 2010. Within the coalition agreement, the government committed to replace Regional Development Agencies with Local Enterprise Partnerships (LEPs). LEPs are partnerships between local authorities and businesses. They decide what the priorities should be for investment in roads, buildings and facilities in the area.

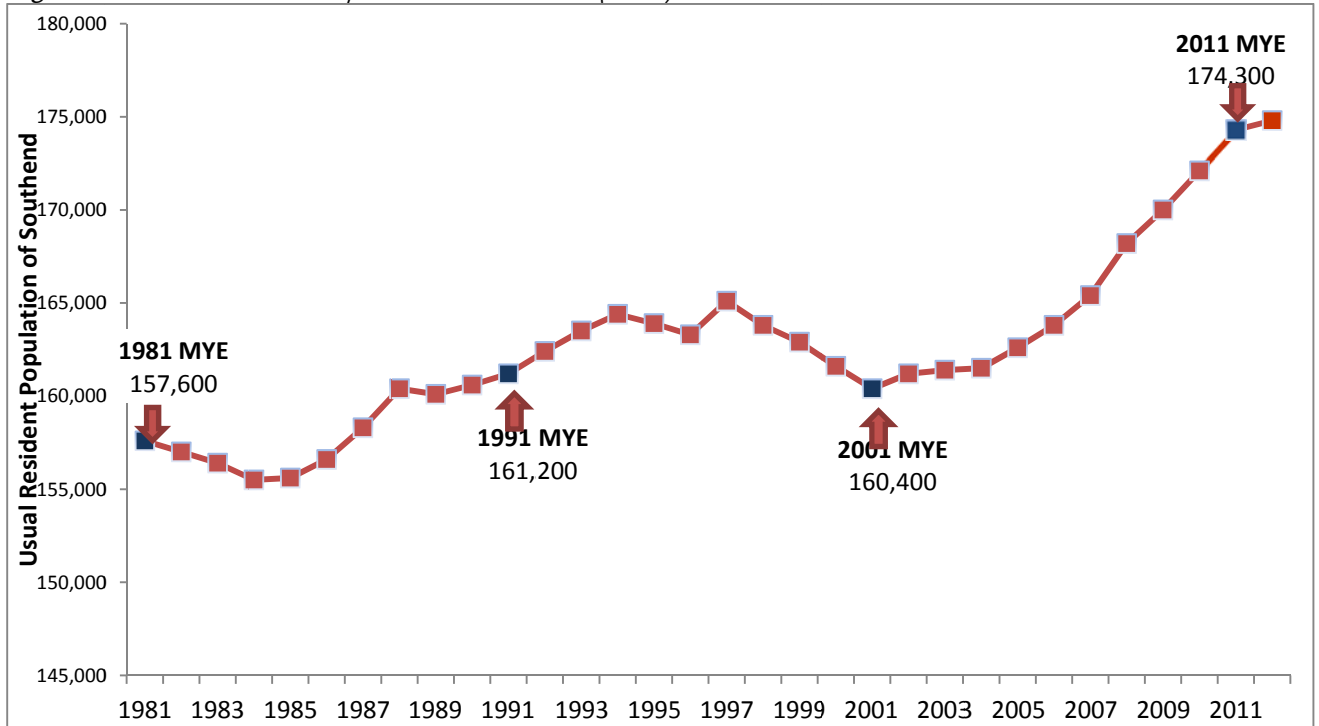
Figure 2.2 - South East Local Enterprise Partnership (SELEP)



Population

According to the 2011 Census the population of Southend was 174,300. This suggests a sharp increase in population since that recorded in 2001 (see Figure 2.3). However, Southend Council has always considered that the population count provided by the 2001 census underestimated the number of residents in the Borough, particularly the number of residents per household. Given this anomaly it is difficult to definitively determine population change in Southend and consequently national population and household projections for Southend continue to require further appraisal. The latest 2012 mid-year population estimate for Southend was 174,800.

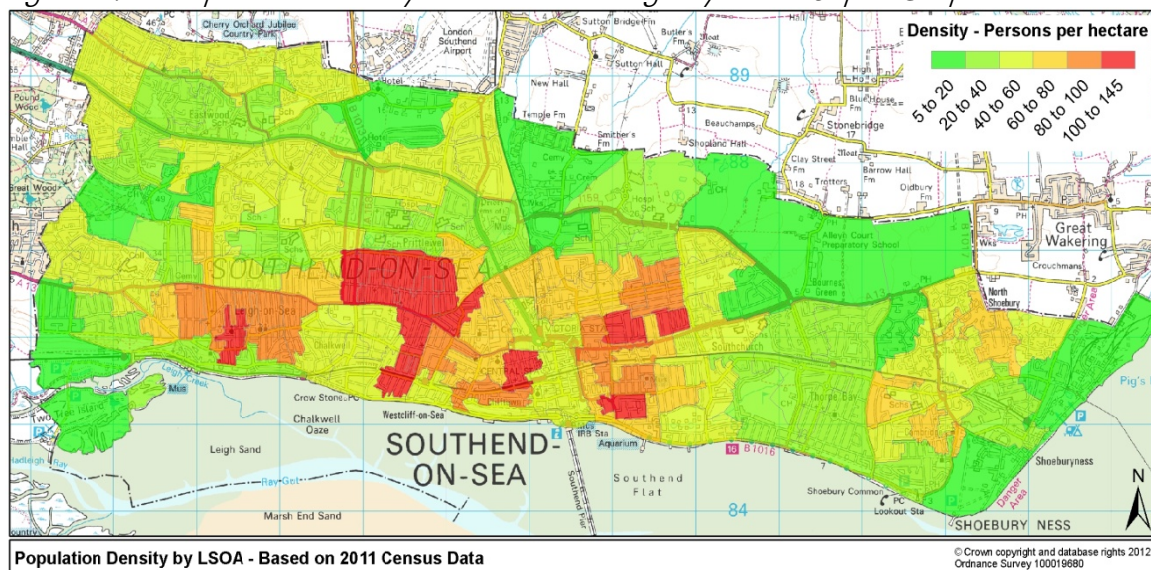
Figure 2.3 – Mid-Year Population Estimates (MYE) ONS Southend 1981 to 2012



Source: Nomis – mid-year population estimates (1981 to 2012)

Southend is a densely populated urban area covering 4,175 hectares (ha) with approximately 174,800 residents (2012 MYE). This equates to almost 42 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 145 residents per ha (see Figure 2.4)

Figure 2.4 - Population Density within the Borough by Lower Super Output Area

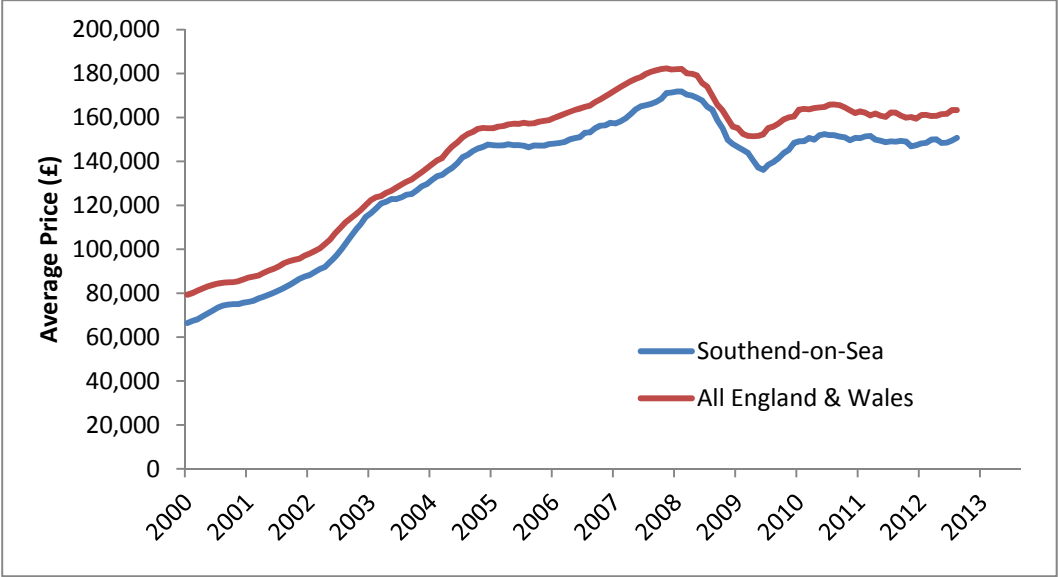


Source: ONS – 2011 Census

House Prices

Since 2000, house prices in the borough have been on average circa £10,000 below those for England & Wales (see Figure 2.5). Between February 2008 and June 2009 the average house price in Southend fell considerably. Although house prices began to increase during the latter part of 2009, the recovery seems to have levelled off with modest fluctuations recorded for Southend.

Figure 2.5 – House Prices



Source: Land Registry.gov.uk
Data produced by Land Registry © Crown copyright 2013.

Health

In the 2001 census, 91% of residents in Southend stated their health was good or fairly good. The figures reported from the 2011 census results has shown an improvement, with 94% of residents in Southend stating that their health was very good, good or fairly good.

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 3.7 per 1000 births compared to the regional and national figures (4.0 and 4.7 per 1000 births respectively). Source: ONS 2010 based figures

Economy

Approximately 60,500 employees work within Southend in over 5,300 VAT and/or PAYE registered businesses. Most businesses within Southend are small, with 80% of companies employing 10 people or fewer.
Source: IDBR 2012

Gross Value Added (GVA) measures the contribution to the economy of each individual producer, industry or sector in the United Kingdom. Southend's workplace based GVA is one of the lowest in the region at £15,818 per head. This is also considerably lower than the UK average of £21,368 per head; however, the high out-commuting from Southend may affect this workplace based figure.

Source: ONS 2011

For those who work in the Borough, the gross weekly full time pay is approximately £469, which is lower than that for England (£520) and for the East of England (£505).

Source – Nomis - Annual survey of hours and earnings - workplace analysis

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 2012, 11% of working age people in Southend had no qualifications, a higher proportion than in the rest of the region (9%) and in England as a whole (10%). During 2011/12 the proportion of pupils achieving 5 or more A-C grade GCSEs or equivalent (including English and Mathematics) is slightly lower in Southend (57.3%) than in the rest of the region (58.1%) or in the country as a whole (58.8%).

Source: Nomis – Annual Population Survey; National Statistics

Open Space

Despite the high population density, almost 600 ha of parks and open space is accessible to residents in the Borough. This includes district, local and neighbourhood parks, playing fields and sports areas and woods. Four parks received Green Flag Awards in 2012/13, the benchmark national standard for parks and green spaces in England and Wales. In 2013 Southend was awarded 7 Seaside Awards (the Seaside Award replaced the Quality Coast Award – same criteria/different name). The Seaside Award is managed/administered/awarded by Keep Britain Tidy.

Although the revised Bathing Water Directive does not come into force until 2015, Foundation for Environmental Education (FEE) who award the Blue Flags introduced new criteria in 2012 and under this Southend's beaches did not reach the new higher 'excellent' standard and therefore were not awarded any Blue Flags in 2013.

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 sites²) but also include certain parks and open spaces that are designated as Local Nature Reserves and Local Wildlife Sites.

² SSSI = Site of Special Scientific Interest; SPA = Special Protection Area; SAC = Special Area of Conservation, Ramsar = wetland of international importance.

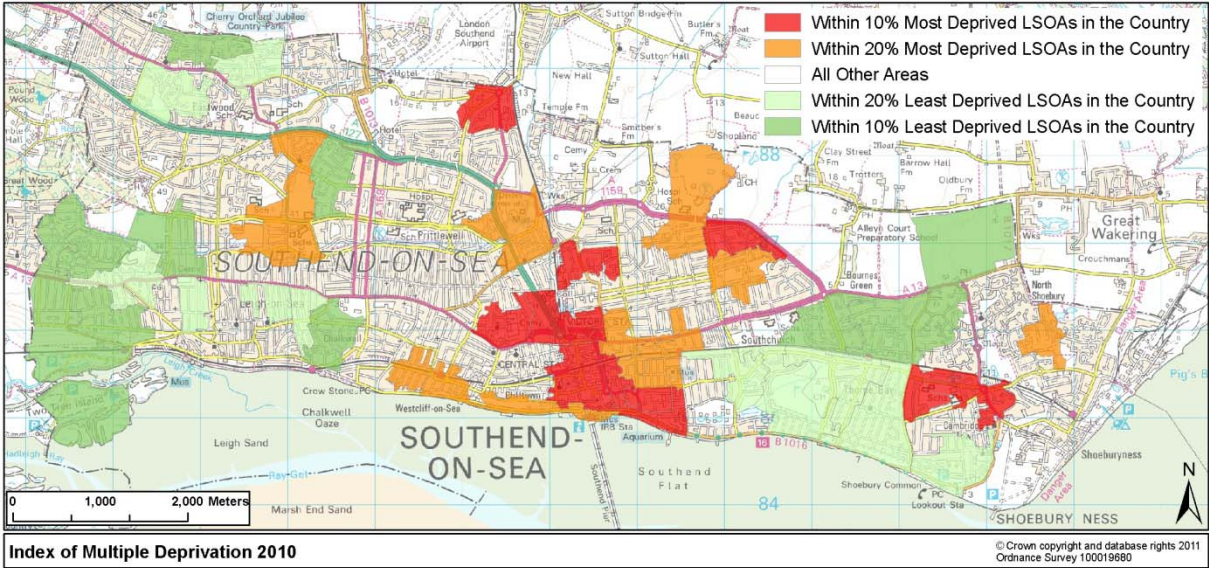
Heritage

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.

Deprivation

Approximately 22% of Southend's population is considered relatively deprived based on the Index of Multiple Deprivation (IMD). In 2010 Southend ranked as the 8th 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) accounting for 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.

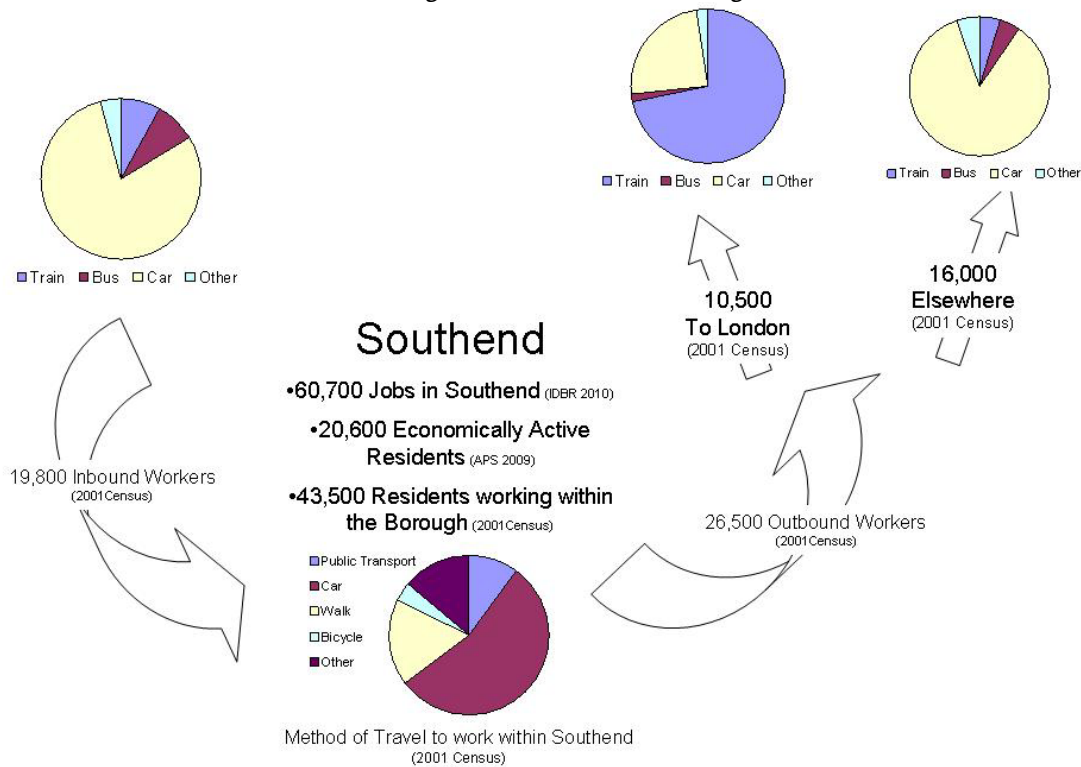
Figure 2.6 – Deprivation by Lower Super Output Area (2010)



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 problems³.

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

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

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

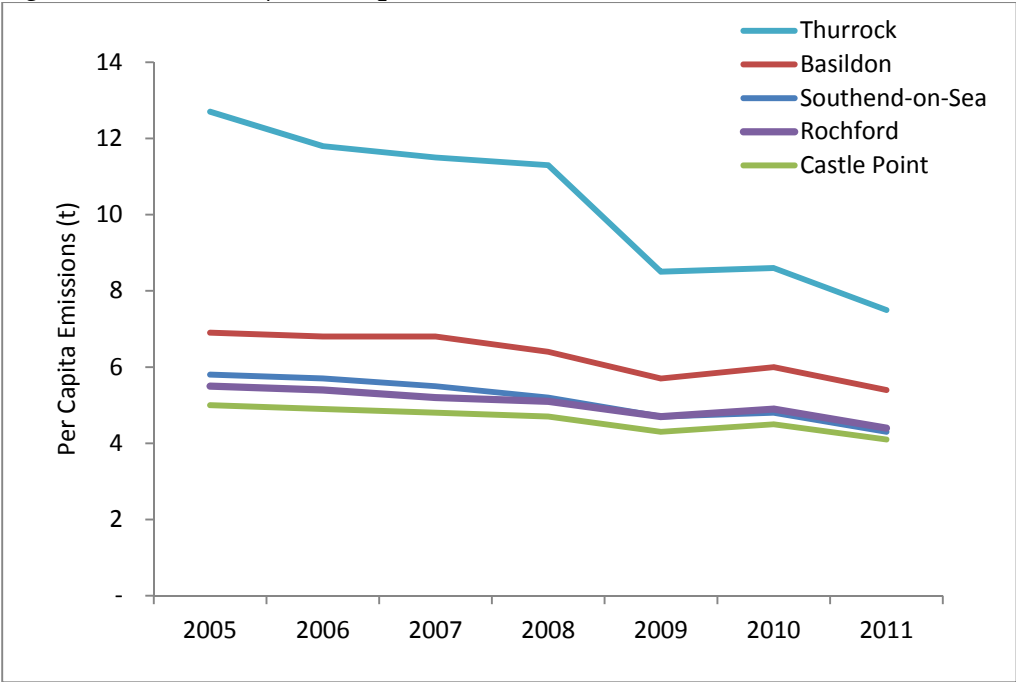
Having regard to these findings the LOTS Study identifies the need for a 'step change' in transportation provision; a combination of highway and public transport infrastructure improvements; and complementary land use planning and transport policies.

Reduction in Carbon Emissions

The estimated total CO₂ emissions⁴ within Southend have fallen from 939 kilo tonnes (kt) in 2005 to 742kt in 2011. Compared with surrounding authorities, per capita CO₂ emissions in Southend are similar to Rochford and Castle Point districts and are lower than other nearby Boroughs of Basildon and Thurrock (see figure 2.8 below)

Source: Department of Energy & Climate Change

Figure 2.8 – Per Capita CO₂ Emissions



Source: Local and Regional CO₂ Emissions Estimates for 2005-2011

⁴ The statistics show emissions allocated on an “end-user” basis - the general principle here is that emissions are distributed according to the point of energy consumption (or point of emission if not energy related). Except for the energy industry, emissions from the production of goods are assigned to where the production takes place – thus as with the national inventories, emissions from the production of goods which are exported will be included, and emissions from the production of goods which are imported are excluded.
<https://www.gov.uk/government/publications/local-authority-emissions-estimates>

Flood Risk

Certain areas of the Borough have been identified as being at risk from both fluvial and tidal flooding (Figure 2.9) and Southend Borough Council has produced a Strategic Flood Risk Assessment to inform future planning decisions.

Figure 2.9 – Flood Risk – Level 3



Source: Environment Agency

Summary

The above indicators illustrate that Southend is:

- an already densely developed urban area;
- experiences relatively lower 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.

3. Planning Policy Framework

3.1 Local Planning Framework (including Local Plan)

The Planning and Compulsory Purchase Act (2004) introduced the system of Development Plan Documents (DPDs). These documents outline policy to manage development and related issues. The National Planning Policy Framework (NPPF) refers to the collection of Development Plan Documents (DPDs) that make up the statutory plan for a Local Planning Authority (LPA) as the 'Local Plan'.

The Local Plan for Southend-on-Sea currently consists of a Core Strategy DPD and a number of saved Borough Local Plan policies. The Core Strategy sets out the Council's vision for the town and provides the strategic policy framework to guide and promote all development in the Borough to 2021.

A number of additional DPDs are being produced that will replace the remaining saved Borough Local Plan policies; these are at various stages of production and include:

- London Southend Airport and Environs Area Action Plan;
- Development Management DPD;
- Southend Central Area Action Plan;
- Essex and Southend Joint Waste Development Document;
- Site Allocation DPD;
- Development Delivery DPD;
- Shoebury Area Action Plan;
- Core Strategy Review DPD.

Other various elements of the planning system are explained below:

- Local Development Scheme (LDS) – the project plan for preparation of the Local Plan, subject to review within this AMR;
- Statement of Community Involvement– contains our policies on consultation and involvement in regard to planning policy documents and planning applications;
- Annual Monitoring Report – reports on the progress in preparing the Local Plan, and on the implementation and effectiveness of its planning policies;
- Neighbourhood Plan - The Localism Act (2011) introduced reforms to the planning system and enables communities to create Neighbourhood Plans for their area with the support of the Council;
- Supplementary Planning Documents (SPDs) - provide additional guidance on Local Plan policies and proposals. The Council has adopted three SPDs: the Design and Townscape Guide SPD that provides guidance on design issues for all development in Southend; the Planning Obligations SPD, which sets out the Council's approach towards seeking negotiated agreements, usually in the context of planning applications; and the Streetscape Manual SPD, which provides guidance for the design and management of the Borough's streets, including street furniture and surfacing.

3.2 National Planning Policy Framework

The publication of the National Planning Policy Framework (NPPF) in March 2012 introduced a national agenda for the planning system to deliver sustainable growth and support economic recovery. The emphasis in the NPPF is for each authority to produce an up-to-date Development Plan that seeks to meet the objectively assessed needs of their area as far as is consistent with the policies set out in the framework.

3.3 Regional Spatial Strategy

The East of England Plan was formally revoked on the 3rd January 2013.

3.4 Local Development Scheme Review

The Council maintains a Local Development Scheme (LDS) to inform the public of the documents that will make up the Local Plan and the timescales they can expect for preparation and review.

During late 2011 and 2012 the Localism Act and National Planning Policy Framework (NPPF) introduced significant changes to national policy and guidance for local plan making. Following their publication a review of both the production and content of all emerging Development Plan Documents and Supplementary Planning Documents was necessary to ensure they continue to be up-to-date and sound in their approach.

Table 3.2 outlines the emerging key stages of each DPD as set out in the Southend Local Development Scheme (Dec 2012). All of these stages have been delayed as further additional evidence and technical studies are produced to satisfy the new changes to national planning policy and guidance. A revised up-to-date LDS will therefore be published in early 2014. Plan preparation will continue to be monitored during the monitoring year itself and interim updates to the LDS will be provided where necessary and published on the Council's website.

Table 3.2 Plan preparation progress against LDS December 2012 Timetable

Note: The first row per document represents the current stage which is being worked towards

LDS 2012 title	Stage	Progress against December 2012 update LDS Timetable
London Southend Airport and Environs Joint AAP & Proposals Map	Publication of Submission document	Feb - April 2013
	Submission	Jun-13
Development Management DPD & Proposals Map	Further Publication of Submission document	April – May 2013
	Submission	Aug -13
Southend Central AAP & Proposals Map	Further Publication of Submission document	April – May 2013
	Submission	Aug -13
Essex and Southend Joint Waste Development Document	Publication of Submission document	Sept - Nov 2014
	Submission	March -15
Site Allocation DPD and Proposals Map	Preparatory Consultation	May - June 2013
	Preparatory Consultation	Feb - March 2014
	Publication of Submission document	Aug – Sept 2014
	Submission	Jan-15
Development Delivery DPD & Proposals Map	Preparatory Consultation	Feb - March 2014
	Preparatory Consultation	August - Sept 2014
	Publication of Submission document	May - April 2015
	Submission	Aug-15
Shoebury AAP & Proposals Map	Preparatory Consultation	Feb - March 2014
	Publication of Submission document	August - Sept 2014
	Submission	Jan-15
Core Strategy Review	Preparatory Consultation	Feb - March 2014
	Preparatory Consultation	August - Sept 2014
	Publication of Submission document	May - April 2015
	Submission	Aug-15

3.5 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. For the latest update on the Local Plan evidence base please visit our website.

3.6 Joint Working and the Duty to Cooperate

Under Section 33A (1) of the Planning and Compulsory Purchase Act 2004 (as introduced through Section 110 of the Localism Act 2011), Local Planning Authorities have a duty to cooperate with local planning authorities, county council's (that are not local planning authorities) and other public bodies prescribed by the Act on planning issues that cross administrative boundaries, particularly those that relate to strategic priorities. These other public bodies include: Environment Agency, Highways Agency, English Heritage, Natural England and Primary Care Trusts.

The National Planning Policy Framework (NPPF) builds upon the requirements of the Localism Act requiring the Council, in the production of Local Plans, to plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies set out within the NPPF. In doing this, the Council is required to work collaboratively to ensure that strategic priorities across local boundaries are properly coordinated and clearly reflected in individual local plans.

Southend Borough Council has a long history of co-operating with its neighbouring authorities, Castle Point Borough Council and Rochford District Council, as well as Essex County Council, Thames Gateway South Essex sub-regional partners⁵ and other public bodies, on a range of planning matters. Recently, this has included:

- Joint working with Rochford District Council at both member and officer level during the preparation of the London Southend Airport and Environs Joint Area Action Plan (JAAP);
- Joint working with Essex County Council at both member and officer level during the preparation of the Replacement Joint Waste Local Plan;
- Consultation with Natural England, English Heritage and the Environment Agency and other bodies as set out within the Council's Statement of Community Involvement throughout the preparation of the Southend Central Area Action Plan (SCAAP) and the Development Management DPD (DM DPD); and
- The preparation of joint evidence base documents.

The Council's Core Strategy DPD (2007), which sets the strategic planning framework for the Borough, was found sound by the Inspector, being in general conformity with the Regional Spatial Strategy, which was at that time the mechanism for dealing with cross-boundary strategic issues prior to the introduction of Section 33A to the Planning and Compulsory Purchase Act (2004) as amended. Through the preparation of the JAAP, SCAAP and DM DPD, the Council is taking forward policies to deliver the strategic

⁵ Thames Gateway South Essex consists of Southend-on-Sea Borough Council; Rochford District Council; Castle Point Borough Council; Basildon Borough Council; and Thurrock Borough Council.

priorities of the adopted Core Strategy DPD; these emerging documents referred to herein are therefore the products of a high-level of cross-boundary, cooperative working.

Thames Gateway South Essex consists of Southend-on-Sea Borough Council; Rochford District Council; Castle Point Borough Council; Basildon Borough Council; and Thurrock Borough Council.

4. Monitoring Regeneration and Growth

Southend's Core Strategy sets out the policy for Employment Generating Development (CP1) to provide at least 13,000 net new jobs between 2001 and 2021.

Policy CP1 sets out to deliver a distribution of investment and development reflecting national and local policy within the regional and sub-regional context.

In order to assess the progress towards employment growth in Southend, the Core Strategy sets out the following framework to monitor:

- Total number of net additional jobs created, analysed spatially
- Amount of jobs and employment floorspace meeting local regeneration and economic sectors' needs:
 1. Amount of floorspace developed for employment by type
 2. Amount of floorspace developed for employment by type, in employment or regeneration areas
- Amount of employment land meeting regeneration and local economic sectors' needs:
 1. Employment land available by type
 2. Amount of employment land lost in employment and regeneration areas
 3. Amount of employment land lost to residential development

4.1 Business Development and Jobs

Indicator LBD1: Employee Jobs

Regional monitoring guidance has previously outlined that the monitoring of employment change accurately across the East of England is problematic. This is due to discrepancies between employment data sources and 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.

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 Inquiry⁶, together with other economic indicators during the Examination in Public of the Southend Core Strategy⁷.

The IDBR methodology has 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. The data shown in Table 4.1 indicates that the number of jobs fell between 2008 and 2010; this decline in job numbers is consistent

⁶ 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. The ONS Business Register and Employment Survey records 62,600 jobs in Southend (2012).

⁷ see Hearing Paper 5: Employment, of the Core Strategy

with the current economic downturn. The total number of jobs has remained broadly consistent since 2010.

Table 4.1 – Employment within Southend

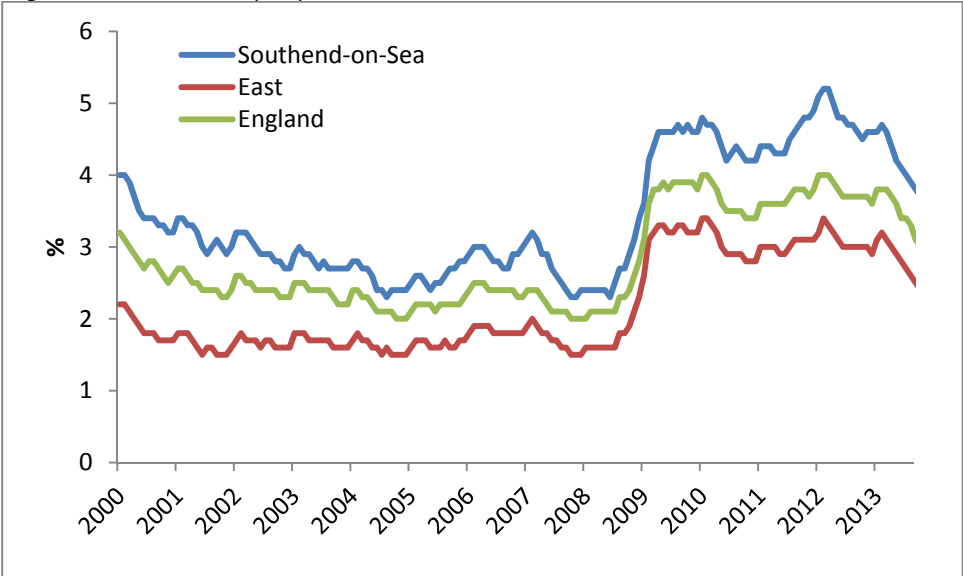
Jobs in Southend	
2007	63,500
2008	64,000
2009	63,000
2010	60,700
2011	60,800
2012	60,500

Source: Inter-Departmental Business Register (IDBR)

Indicator LBD2: Unemployment

The claimant rate in Southend consistently remains above that observed in the Region and in England as a whole. The unemployment rate in Southend reached a high of 5.2% in February and March 2012. This is the highest claimant rate in the Borough recorded for over 10 years. However, since this peak, the rate has been declining.

Figure 4.1 – Unemployment Rates 2001-2013



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 £12,694 in 2000 to £15,406 in 2012 (see Table 4.2). In 2009, the GVA for Southend, the region and England as a whole reduced by an average of 3% (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

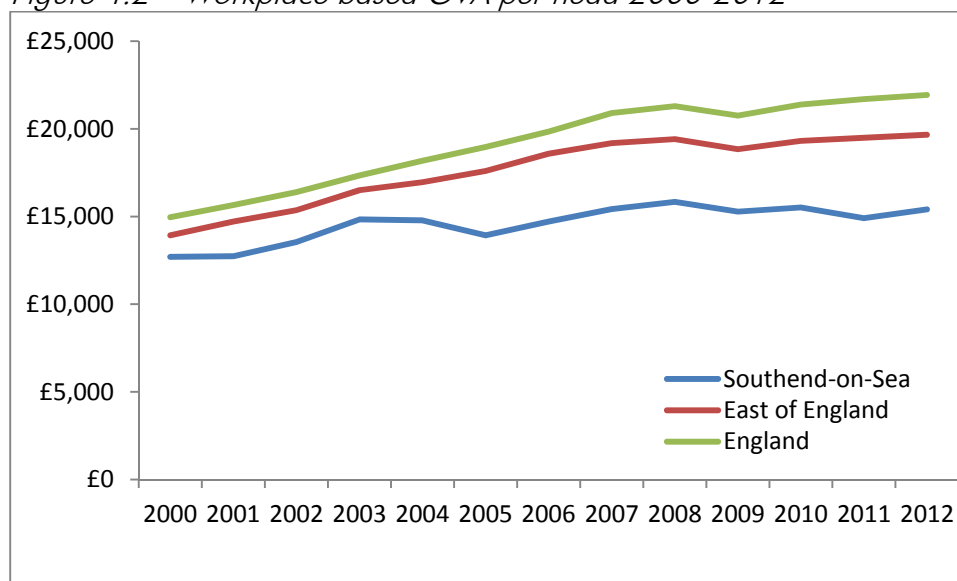
the 'wealth creation' of commuters contributing to GVA of the area of employment, i.e. London. Underestimates of workplace GVA can also take place in areas with a high proportion of retired people.

Table 4.2 – Workplace based GVA per head

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Southend-on-Sea	£12,694	£12,729	£13,547	£14,834	£14,777	£13,929	£14,710	£15,426	£15,832	£15,281	£15,515	£14,905	£15,406
East of England	£13,926	£14,713	£15,362	£16,501	£16,955	£17,595	£18,581	£19,190	£19,414	£18,835	£19,312	£19,492	£19,658
England	£14,957	£15,654	£16,391	£17,343	£18,185	£18,968	£19,841	£20,903	£21,295	£20,755	£21,387	£21,700	£21,937

Source: ONS

Figure 4.2 – Workplace based GVA per head 2000-2012



Source: ONS

Indicator LBD4: Gross Weekly Pay

Since 2010 there has been a relatively small fluctuating decline in the median gross weekly workplace pay within Southend. 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
2008	438.9	469.1	483.9
2009	422.5	478.6	495.0
2010	471.3	488.7	504.5
2011	460.9	489.3	504.0
2012	479.1	495.2	512.6
2013	468.7	505.0	520.5

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

Indicator LBD5: VAT registrations and de-registrations

Since 2004 the number of business start-ups and deaths has fluctuated (See Table 4.4 and Figure 4). 2012 marked the birth of more businesses than the previous year, although there were slightly more business deaths.

Table 4.4 - Births and Deaths of enterprises within Southend.

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Births of new enterprises	790	810	875	785	815	710	680	825	880
Deaths of enterprises	945	875	835	810	850	1,000	940	790	895
Total count of active enterprises	6,825	6,685	6,685	6,620	6,745	6,740	6,870	6,755	7,065

Source: ONS Business Demography: Enterprise Births & Deaths 2012

Figure 4.3 - Births and Deaths of enterprises within Southend.

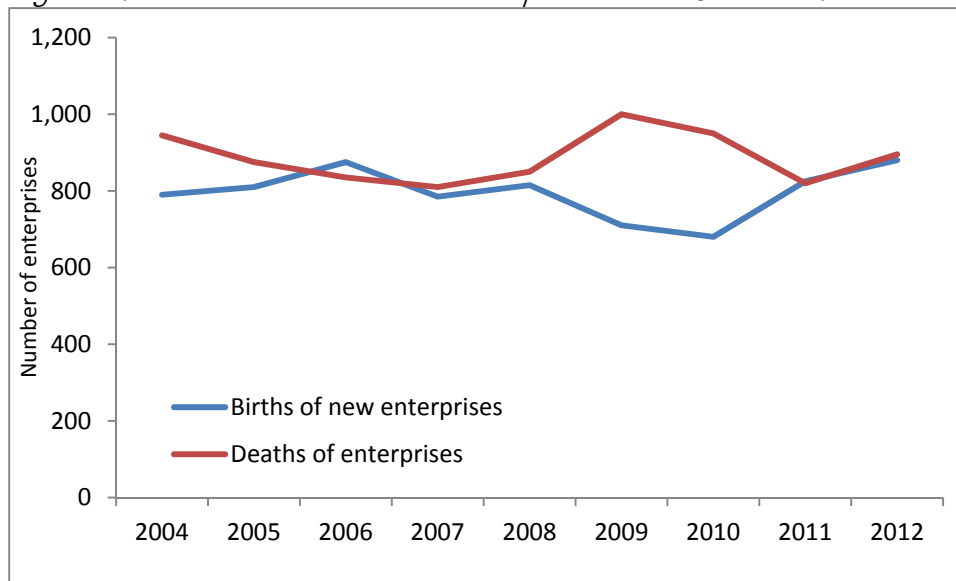


Table 4.5 - Survival of Enterprise Start-ups – including VAT and PAYE registered businesses.

	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 %
2007	785	765	97.5	620	79.0	485	61.8	375	47.8	315	40.1
2008	815	755	92.6	585	71.8	450	55.2	380	46.6	-	-
2009	710	640	90.1	505	71.1	405	57.0	-	-	-	-
2010	680	560	82.4	475	69.9	-	-	-	-	-	-
2011	825	760	92.1	-	-	-	-	-	-	-	-

Source: ONS Business Demography: Survival of Newly Born Enterprises 2012

Economic Participation Rates

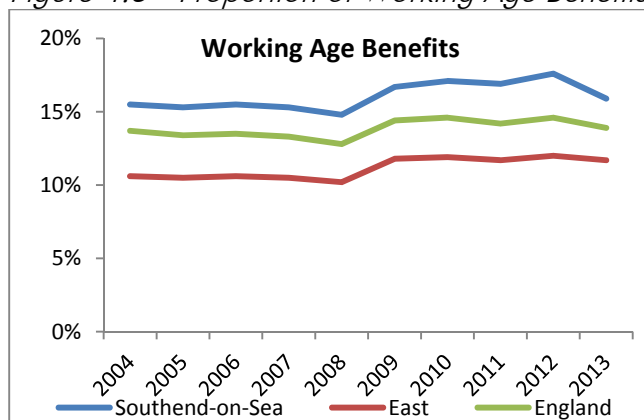
Economic participation rates have seen a marginal recovery over the monitoring period, reversing the decline seen in Southend since 2006 (see Figure 4.4). The proportion of people of employment age (16 to 64) claiming benefits has also risen by approximately 0.4, equating to almost 2100 residents (see Figure 4.5). However, Figure 4.6 shows that since 2006 there has been a 6% increase in the proportion of working age residents that have qualifications to at least NVQ Level 2, although 2012 saw a decline.

Figure 4.4 - Rates of Employment and Economic Activity - 2004 to 2012



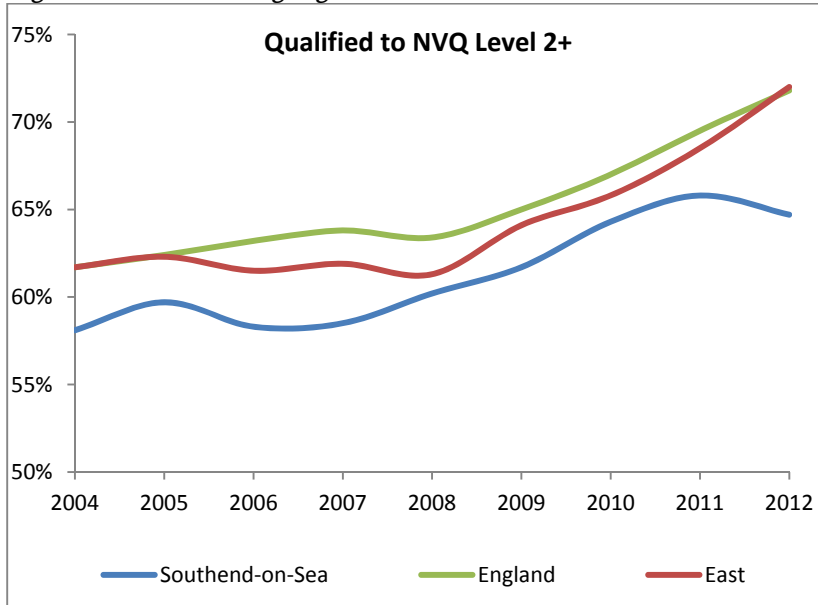
Source: NOMIS, Annual Population Survey

Figure 4.5 - 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 4.6 - Working age Residents with Qualifications to Level NVQ2 or more



Source: Annual Population Survey

Business Development: Employment Floorspace and Employment Land

Business Development is 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

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 2012/13 monitoring year there was a net loss in employment floorspace (B1-B8) of 13068m² across the Borough (see table 4.7). 11,140m² of this net loss (within Use Class B1(a)) resulted from the demolition of Portcullis House on Victoria Avenue, which is currently being used as a car park.

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)	200	12387	-12187
B1 (b)	0	0	0
B1 (c)	0	69	-69
B1 Unknown	0	0	0
B2	0	155	-155
B8	43	700	-657
B1-B8 Unknown	0	0	0
Total	243	13311	-13068

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

100% of the monitoring year's employment floorspace development 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, as defined in the Core Strategy, comprise the following:

- 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 (B1 to B8 uses) was lost in all the regeneration areas except Shoeburyness and Priority Urban Areas: Districts. A total of 11837m² employment floorspace was lost across the regeneration areas in 2011/12. Again, 11,140m² of this net-loss B1(a) resulted from the demolition of Portcullis House which is situated in the Town Centre.

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

	Town Centre and Central Area			Seafront			Shoeburyness		
Use Class	Gain	Loss	Total	Gain	Loss	Total	Gain	Loss	Total
B1 (a)	31	11887	-	0	80	-80	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	13	0	13	0	0	0
B1-B8 Unknown	0	0	0	0	0	0	0	0	0
Total	31	11887	-	13	80	-67	0	0	0
	Priority Urban Area: Industrial			Priority Urban Area: Districts			Sum of all Regeneration Areas		
Use Class	Gain	Loss	Total	Gain	Loss	Total	Gain	Loss	Total
B1 (a)	0	0	0	0	0	0	31	11967	-
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	30	0	30	43	0	43
B1-B8 Unknown	0	0	0	0	0	0	0	0	0
Total	0	0	0	30	0	30	74	11967	-
									11893

Indicator LBD7: Loss of employment land

Table 4.9 shows that in the Southend regeneration areas there has been a net loss of 0.59ha 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)	0.03	0.60	-0.57	0.00	0.05	-0.05	0.00	0.00	0.00
B1 (b)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B1 (c)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B1 Unknown	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B1-B8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Unknown									
Total	0.03	0.60	-0.57	0.00	0.05	-0.04	0.00	0.00	0.00
	Priority Urban Area: Industrial			Priority Urban Area: Districts			Sum of all Regeneration Areas		
Use Class	Gain	Loss	Total	Gain	Loss	Total	Gain	Loss	Total
B1 (a)	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.64	-0.61
B1 (b)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B1 (c)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B1 Unknown	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B8	0.00	0.00	0.00	0.02	0.00	0.02	0.02	0.00	0.02
B1-B8 Unknown	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.02	0.00	0.02	0.05	0.64	-0.59

In the Borough as a whole, there was a slight net loss in employment land - as shown in Table 4.10.

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

	Southend		
Use Class	Gain	Loss	Total
B1 (a)	0.06	0.71	-0.64
B1 (b)	0.00	0.00	0.00
B1 (c)	0.00	0.01	-0.01
B1 Unknown	0.00	0.00	0.00
B2	0.00	0.01	-0.01
B8	0.02	0.02	0.00
B1-B8 Unknown	0.00	0.00	0.00
Total	0.09	0.75	-0.67

Indicator LBD8: Amount of employment land lost to residential development

A total of 0.031ha employment land (B1-B8 use) was lost to residential use in the Borough during 2012/13. This is lower than the corresponding figure (0.06ha) reported last year.

Indicator LBD9: Change in B1 employment land

Completed

Table 4.11 outlines that during the monitoring year there was a loss of 0.72ha B1 employment land. This is an increase on the total amount of B1 land lost last year (0.07ha). Across the Borough there was a 0.06ha gain in B1 land, the majority from C3 or other use .

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

Use Class	Southend-on-Sea	
	B1 - Gained From	B1 - Loss to
B2	0.01	-
B8	-	-
B1-B8 Unknown	-	-
A1	-	-
A2	-	-
D2	-	0.10
C3	0.03	0.01
Other Use	0.02	0.61
Total	0.06	0.72

Outstanding

There is outstanding planning permission for 3.36ha of land in Southend to be converted into B1 employment uses. However, 4.00ha of existing B1 employment land in the Borough is due to be lost to other use classes.

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

Use Class	Southend-on-Sea	
	B1 - Gained From	B1 - Loss to
B2	1.13	
B8		0.42
B1-B8 Unknown		
A1	0.16	2.58
A2		
D2		
C3		0.23
Other Use	2.06	0.77
Total	3.36	4.00

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 Local Planning Framework there are no defined sites allocated to employment land. The Core Strategy policies seek to protect and enhance the towns existing key employment areas such as industrial estates, district centres and the town Centre. Within these areas however, outstanding employment permissions will create a loss of 2.66ha 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)	2.89	3.92	-1.03	0.59	2.01	-1.41	0.00	1.30	-1.30
B1 (b)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B1 (c)	0.02	0.09	-0.07	0.00	0.07	-0.07	0.02	0.00	0.02
B1 Unknown	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B2	0.85	2.83	-1.98	0.00	0.82	-0.82	0.00	0.00	0.00
B8	0.50	0.95	-0.45	0.00	0.70	-0.70	0.00	0.11	-0.11
B1-B8 Unknown	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.26	7.79	-3.52	0.59	3.60	-3.01	0.02	1.41	-1.39
	Shoeburyness			Priority Urban Area: Industrial			Priority Urban Area: Districts		
Use Class	Gain	Loss	Total	Gain	Loss	Total	Gain	Loss	Total
B1 (a)	0.00	0.00	0.00	0.51	0.00	0.51	0.00	0.03	-0.03
B1 (b)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B1 (c)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B1 Unknown	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B2	0.00	0.00	0.00	0.85	0.09	0.76	0.00	0.00	0.00
B8	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00
B1-B8 Unknown	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	1.86	0.09	1.77	0.00	0.03	-0.03
	Non Specified Areas (Intensification)			Sum of all Regeneration Areas					
Use Class	Gain	Loss	Total	Gain	Loss	Total			
B1 (a)	1.79	0.58	1.21	1.10	3.34	-2.24			
B1 (b)	0.00	0.00	0.00	0.00	0.00	0.00			
B1 (c)	0.00	0.02	-0.02	0.02	0.07	-0.05			
B1 Unknown	0.00	0.00	0.00	0.00	0.00	0.00			
B2	0.00	1.92	-1.92	0.85	0.91	-0.06			
B8	0.00	0.14	-0.14	0.50	0.81	-0.31			
B1-B8 Unknown	0.00	0.00	0.00	0.00	0.00	0.00			
Total	1.79	2.65	-0.86	2.47	5.14	-2.66			

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, 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.

Town Centre

During 2012/13, the Town Centre incurred a net loss of B1a, A1 and D2 employment floorspace (measuring -11856 m² -195m² and -330m² respectively). The vast majority of this net B1(a) loss was due to the demolition of Portcullis House. There was no net change in A2 floorspace recorded (see table 4.15)

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	31	11,887	-11,856
A1	140	335	-195
A2	0	0	0
D2	0	330	-330

Southend on Sea

Within the Borough as a whole, there was a net gain in D2(654m²) floorspace during the monitoring period (see Table 4.16). There was also a net loss of B1a, A1 and A2 employment floorspace -12187m² B1a, -1820 m² A1 and -190m² A2).

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	200	12,387	-12187
A1	891	2,711	-1,820
A2	105	295	-190
D2	1468	814	654

4.2 Transport

Transport infrastructure improvement is required for the 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 builds on the successes of LTP2 and further tackles the agendas of economic growth, carbon reduction and sustainable means of travel to protect and enhance 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 LTP3 and other Council capital and revenue activities are used in part to co-fund other project grants that have been awarded in competition with other local authorities. This adds value and enables a broader and more significant programme to be delivered, particularly in reducing congestion, supporting economic growth and reducing carbon emissions.

Principally the other key funding sources are:-

- LSTF: the DfT awarded the Council a £4.82m grant (£2.175m capital) in the first tranche of Local Sustainable Transport Funding from 2011/12 to 2014/15. The LSTF programme is designed to continue and boost the promotion and development of sustainable travel started through the LTP3 and the Cycle Southend project. The main objectives of the programme are to create economic growth and revitalise the economy, reduce carbon emissions and help tackle climate change. There are also important links with active travel and health. The 'Ideas in Motion' campaign has been funded through LSTF, which is a strategy to encourage the use of sustainable travel.
- BBA: the DfT awarded the Council a £1.577m grant from 2012 to 2014 from the Department for Transport's Better Bus Area Fund (BBAF) towards the introduction of a smart card system, improvements to transport interchanges and in relieving bus congestion by focusing on congestion "hot spots".
- Bike Friendly Cities: an EU funded project running from 2011 until June 2014, valued at approximately €1 m contributing 50% towards related cycling projects.

This section aims to monitor progress of key infrastructure schemes both inside and outside of the Borough.

Project	A130/A13 Sadlers Farm Intersection Improvements
Delivering Authority	Essex CC
Scheme Description	A new strategic link has been 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 has been converted to a four lane, single conventional roundabout, controlled by traffic signals. There is 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 has been widened, providing a bus lane with priority entry control and a shared two-way cycle and pedestrian route.
Status as at 31/3/13	Complete
Project	London Gateway Port
Delivering Authority	London Gateway – DP World
Scheme Description	To provide the UK's newest deep-sea container port combined with Europe's largest logistics park, 25 miles east of central London.
Status as at 31/3/13	Construction is now underway – the new quay wall is nearing completion with overall completion due by Q4 of 2013.
Project	Hadleigh, Olympic Mountain Biking Event
Delivering Authority	Essex County Council, The London Organising Committee of the Olympic and Paralympic Games (LOCOG), Olympic Delivery Authority (ODA)
Scheme Description	To provide a mountain biking course for the Olympics located at Hadleigh Park. To upgrade access improvements to facilitate the safe operation of the venue on Chapel Lane, Castle Lane and Park Chase.
Status as at 31/3/13	The Hadleigh Park mountain bike course and upgrades to the access roads were completed and the Olympics successfully took place in August 2012.
Project	Better Bus Area (BBA) Fund
Delivering Authority	Southend-on-Sea Borough Council
Scheme Description	To support the introduction of a smart card system, improvements to transport interchanges and relieving bus congestion by focusing on congestion "hot spots".
Status as at 31/3/13	Progressing towards the introduction of smart cards and replacement of Real Time Passenger Information (RTPI) systems with an Automatic Vehicle Locator (AVL) system and a new contractor appointed to install the AVL system. Design work is progressing on improving Interchanges and relieving bus congestion hotspots. A number of bus stop clearways have been introduced to improve access for buses at bus stops to speed up boarding and alighting times.

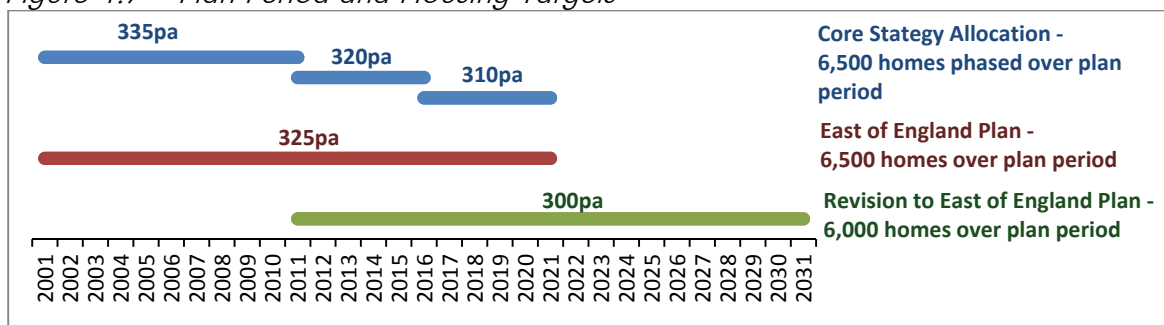
Project	Southend Airport Expansion
Delivering Authority	London Southend Airport Company Limited
Scheme Description	To provide a new on site railway station, new relocated control tower, 300m extension to current runway, new re-sited terminal building, extension to terminal building and new on site hotel. This will allow up to 2 million passengers to be served per year by 2020.
Status as at 31/3/13	Control Tower began operation in March 2011. Railway Station officially opened in September 2011. The new road diverting Eastwoodbury lane onto Nestuda Way was completed in September 2011. This allowed work to start on the runway extension, which was made operational in March 2012. The new Airport Hotel was completed in October 2012. The first phase of the extension to the terminal building to provide an arrival facility started in February 2012 and was completed at the end of May 2013. The final phase of the extension should be complete by Christmas 2013.

4.3 Housing

Core Indicator H1: Plan Period and Housing Targets

The Core Strategy for Southend was adopted in 2007 and sets out the provision for 6,500 net additional dwellings between 2001 and 2021 (see figure 4.7). This corresponds with the figures for Southend set out in Housing Policy H1 published within the East of England plan. In March 2010 a Revision to the East of England Plan specified that provision should be made within Southend for 6,000 net additional dwellings over the period 2011 to 2031. Although the East of England Plan has now been formally revoked, much of its evidence, including that for housing, still remains a consideration.

Figure 4.7 – Plan Period and Housing Targets



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

The total number of housing completions within the Borough between 2001 and 2013 totals 4,033 net additional dwellings, the breakdown of which can be seen in Figure 4.8. This equates to an average of 336 net additional dwellings per year since 2001, which is greater than the provision required per annum set out in the Core Strategy DPD (320 – phased allocation for 2011 to 2016).

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

The total net dwelling completions for the period 1st April 2012 and 31st March 2013 was 254 (see figure 4.8). This represents an increase on the dwellings completed in 2010 (144) and 2011 (183), but lower than the previous year 2012 (328).

Figure 4.8 - Net Additional Dwellings over Development Plan Period 2001-2013

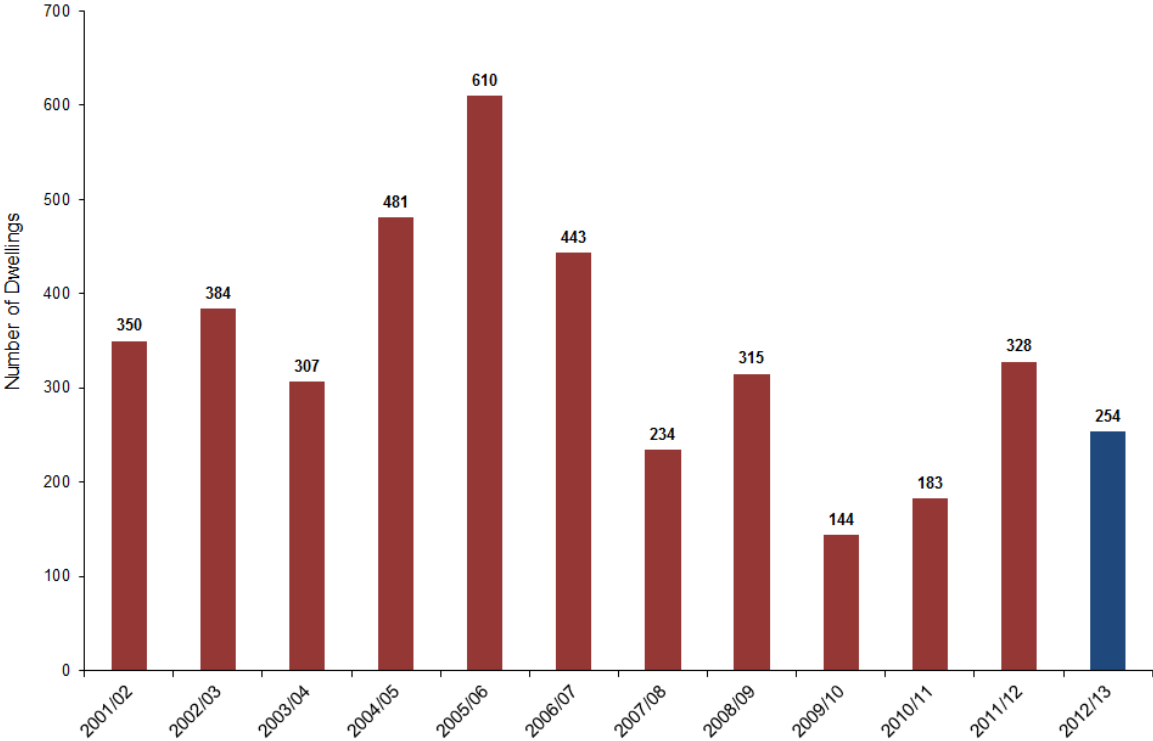
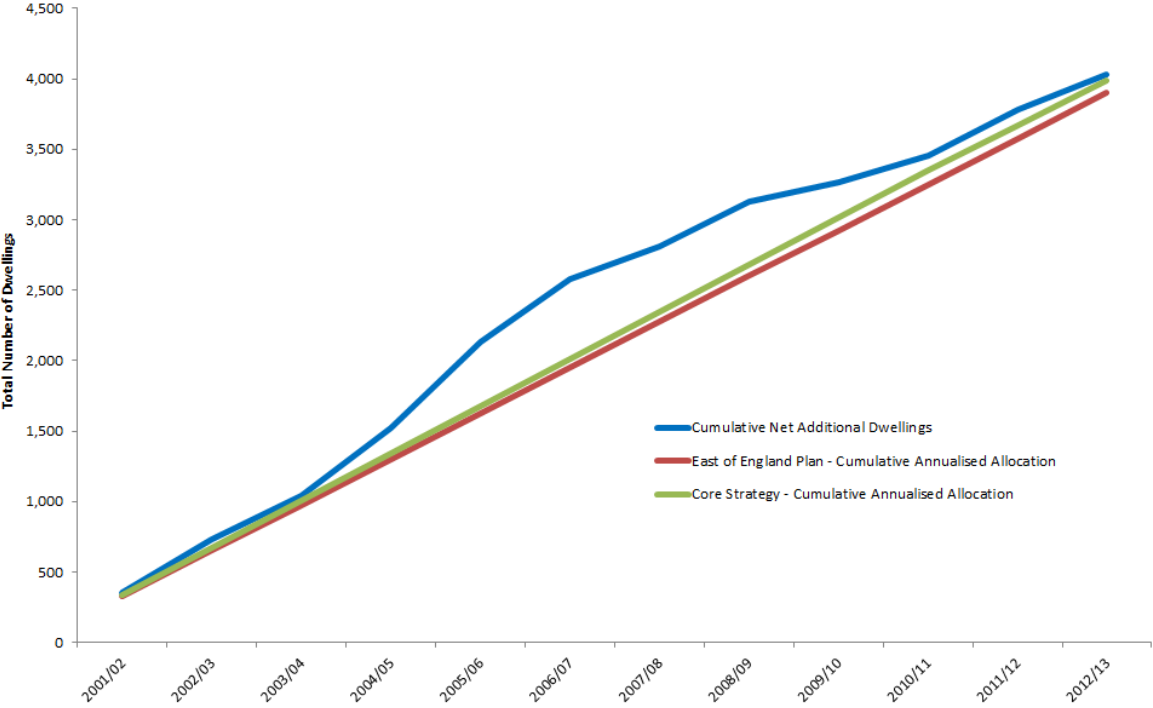


Figure 4.9 illustrates that the cumulative net dwelling completions between 2001 and 2013 (4,033) exceeds that required by the annualised allocation in the Core Strategy (3,990) for the same period. Southend is performing well against its housing targets, particularly during 2004/05 to 2006/07, which was characterised by relatively high completion rates.

Figure 4.9 – Cumulative Net Dwellings over Development Plan Period 2001-2013



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

The potential future housing supply, based on outstanding planning permissions and sites identified within the Strategic Housing Land Availability Assessment (SHLAA) is shown in Table 4.18. The SHLAA 2010 and updates⁸ provide an informed, site-specific estimate of land availability in the Borough. In addition the SHLAA has identified broad locations and an annual windfall estimate that may provide a source of housing development. The timescale for the delivery of sites is estimated based on the best possible information available.

Five year supply

The NPPF requires planning authorities to be able to demonstrate a five year supply of housing plus an additional 5%. The Core Strategy phased housing requirement for the next 5 year period (2013 to 2018) is 1,580. An additional 5% would equate to 1,659.

⁸ Southend on Sea SHLAA and updates can be located here: http://www.southend.gov.uk/downloads/download/304/strategic_housing_land_availability_assessment

The cumulative net dwelling completions between 2001 and 2013 (4,033) exceeds the phased housing target in the Core Strategy (3,990) for the same period by 43 dwellings. If this 'over-provision' was to be taken into account it would adjust Southend's five year housing land supply target accordingly: 1,537 (plus additional 5% = 1,614).

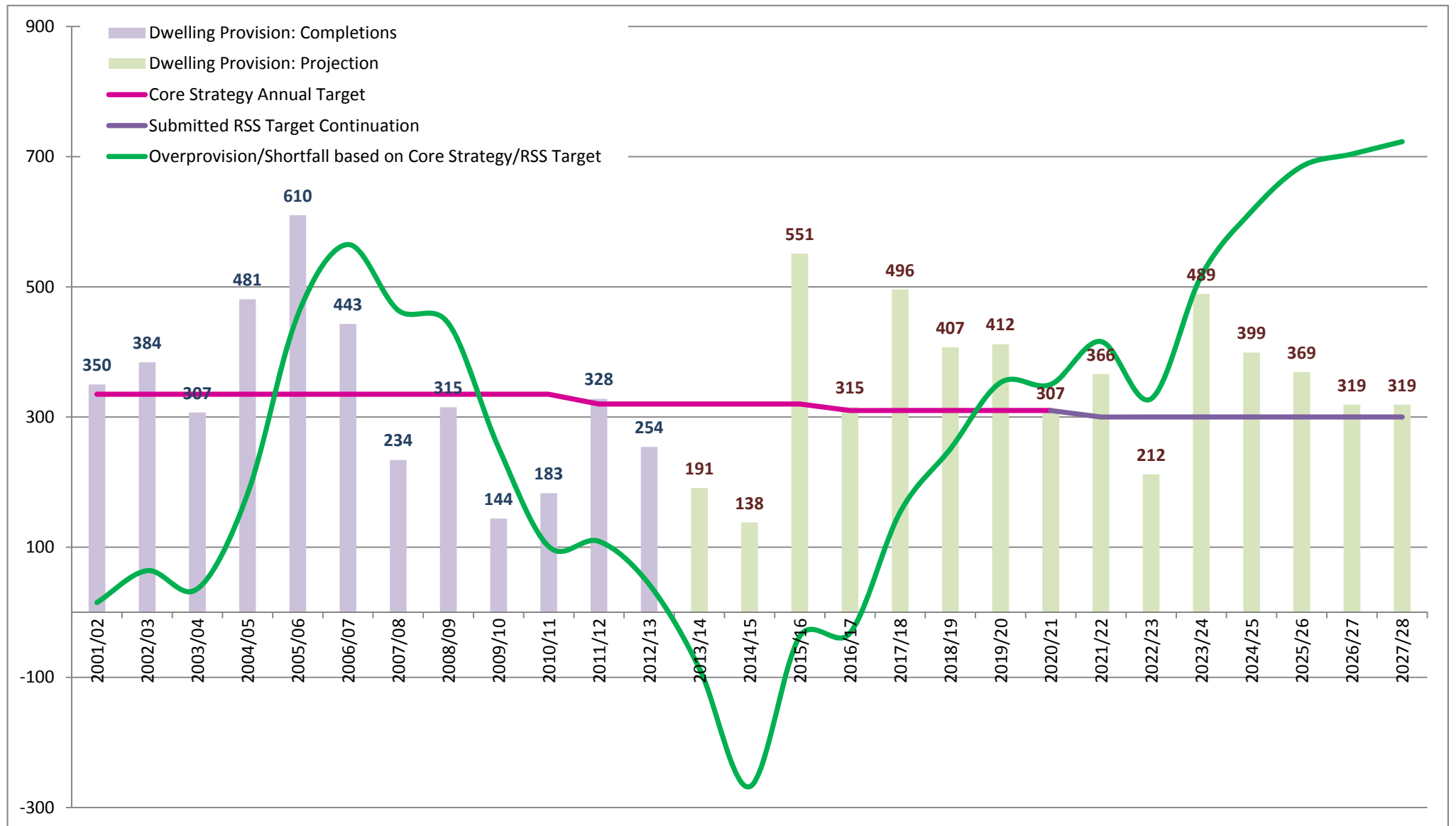
The implementation of all outstanding residential planning permissions would result in an additional 1,976 net additional dwellings, of which 1,512 are predicted to be delivered in the next 5 years, meeting the 5 year housing supply target + 5% of 1,659. In addition, past performance and delivery of windfall sites indicates that a windfall allowance on small sites (i.e. Less than 5 units) of 179 can be applied to the housing delivery in Southend for the next 5 year period, resulting in a supply of 1,691 net additional dwellings. This information demonstrates that Southend has a good supply of readily available housing sites to meet a five year housing supply and beyond.

According to the above a **5.35** year housing land supply can be demonstrated for Southend.

Supply in Years = Total Supply of Deliverable Sites / Annual Target

[1,691/ (1580/5) = 5.35].

Figure 4.10 - Housing Trajectory



Core Indicator H2(d): Managed Delivery Target

The Housing Trajectory for Southend is set out in Figure 4.10 and Table 4.18. The data suggests that the number of dwelling completions projected will not meet the annual target for the next two monitoring years. This would cause a shortfall in cumulative dwelling provision until 2017. However, this looks set to recover in 2017/18 based on the provision of outstanding permissions and sites identified by the SHLAA. For further details please refer to the 2013 SHLAA Update.

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

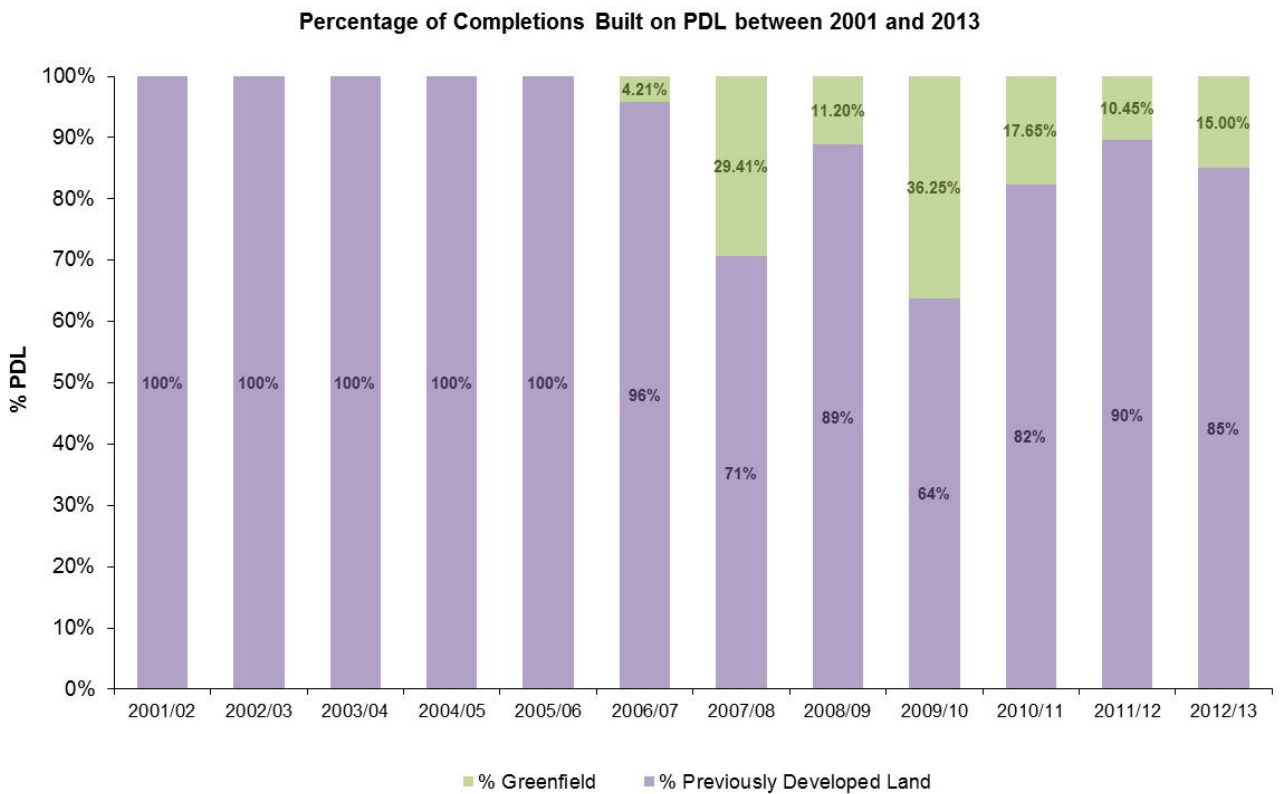
The Core Strategy Policy CP8 requires the provision of not less than 80% of residential development on PDL. Performance against this target is set out in Table 4.19 below and in Figure 4.11.

Table 4.19 - Previously Developed Land

		Development on PDL	Greenfield Development Scheme Completions	
			Lifstan Way	Shoebury Park
	2001-02	100.0%	-	-
	2002-03	100.0%	-	-
	2003-04	100.0%	-	-
	2004-05	100.0%	-	-
Previous Years	2005-06	100.0%	-	-
	2006-07	95.8%	20 units	-
	2007-08	70.6%	70 units	-
	2008-09	88.8%	42 units	-
	2009-10	63.8%	13 units	45 units
	2010-11	82.4%	-	36 units
	2011/12	89.5%	-	37 units
Current Year	2012/13	85.0%		31 units
Average 2001 to 2013		89.7%		

Over the plan period 2001-2013 an average of 89.7% of new and converted dwellings have been built on PDL per year, falling in line with the Core Strategy policy.

Figure 4.11 – 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 2012/13 monitoring year.

Core Indicator H5: Affordable Housing Completions

The Core Strategy Policy CP 8 includes measurements to be taken to secure provision of affordable homes in the Borough. The policy requires a 30% affordable element on sites over 50 units and 20% on sites between 10 and 49 units. Where on site provision is not practical, the Council will they will negotiate with developers to obtain a financial contribution to fund off-site provision.

Figure 4.12 illustrates that affordable homes comprises 15% of the total completions in 2012/13. This equates to a total of 39 units, (see Table 4.20). Between 2001 and 2013, 441 affordable homes have been completed, which equates to 10.9% of the total net dwellings completed during this period (4,033).

Figure 4.12 – Affordable Housing Completions 2001-2013

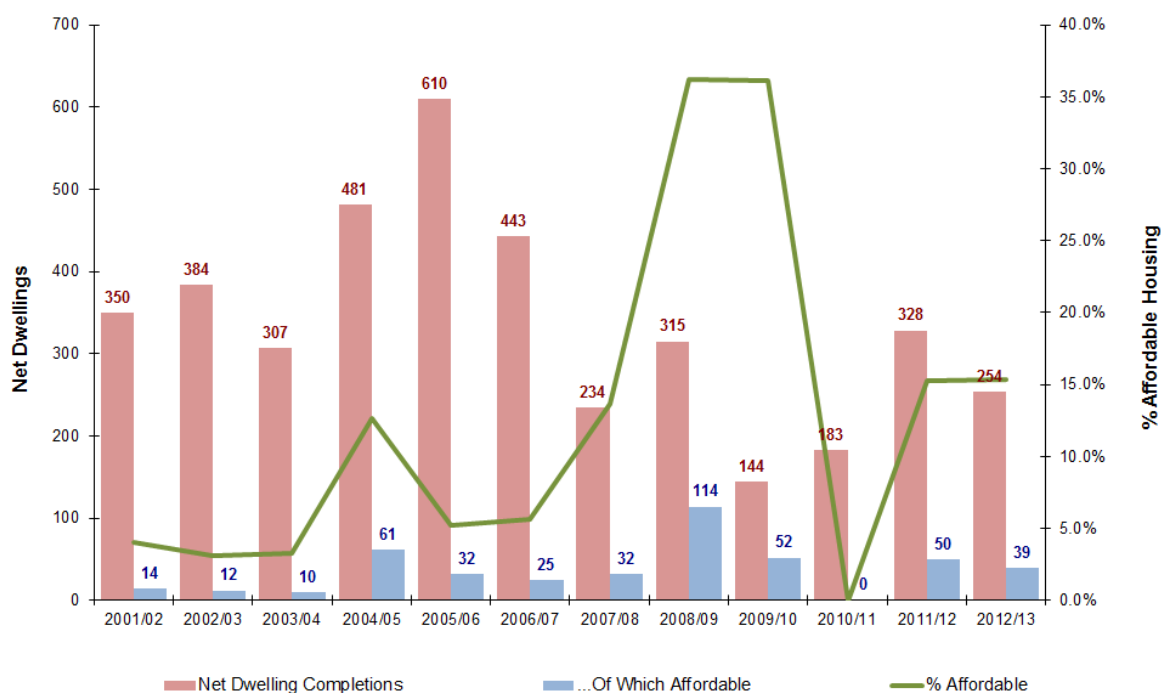


Table 4.20 – Affordable Housing Completions 2011/12

Location	Ward	Net additional dwellings	...of which are affordable	% of which are affordable	Notes
Small Sites					
Milton Road and land adjacent	Milton	10	10	100%	Previous Sui-Generis site
Pavilion Drive	Blenheim Park	16	2	12.5%	DEMOLISH BUILDING, ERECT ONE 3 STOREY BLOCK OF 11 FLATS AND ONE 3 STOREY BLOCK OF 5 FLATS
Various BC4 applications Hastoe Housing Association	Various	0	27	100%	Housing Association

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

Table 4.21 - Distribution of Dwelling Provision – Core Strategy DPD

	Total Required 2001-2021	2001-2013 Phased Total	2001-2013 Completions	Ahead of 2013 Phased Total	Outstanding Permissions	Residual Amount to be Found by 2021
All Borough	6,500	3,990	4,033	43	1,976	491
Town Centre	2,000	1,300	584	-716	1445	-29
Seafront	550	470	412	-58	48	90
Shoeburyness	1,400	770	729	-41	38	633
Rest of Borough	2,550	1,450	2,308	858	445	-203

Table 4.21 demonstrates the broad spatial locations of future housing growth to 2021, the delivery of housing completions between 2001 and 2013 in these locations and the residual requirement to be found to meet the target in the 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 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 to date has been exceeded in Southend by 43 dwellings. 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.

Core Indicator H6: Housing Quality – building for life assessments

Building for Life 12 (BfL12) is the industry standard, endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.⁹ BfL12 is led by three partners: Cabe at the Design Council, Design for Homes and the Home Builders Federation, supported by Nottingham Trent University. A set of 12 questions reflect the vision of what new housing developments should be: attractive, functional and sustainable places. Redesigned in 2012, BfL12 is based on the new National Planning Policy Framework and the Government’s commitment to build more homes, better homes and involve local communities in planning.

⁹ Building for Life 12 – The sign of a good place to live. <http://www.designcouncil.org.uk/our-work/CABE/Our-big-projects/Building-for-Life/>

The 12 questions are based around three themes: Integrating into the Neighbourhood; Creating a Place, and; Street and Home. Schemes are scored on a traffic light system – red, amber, green. The maximum score is 36, whereby a development would receive a ‘green’ for each of the 12 assessment criteria, and is considered a well-designed home. The comments provide an explanation for the scores assigned. Only developments where 10 or more homes have been completed in 2012/13 are included in the building for life assessments. Table 4.22 provides a summary of the scores, with the more detailed assessment results being set out in Appendix 2. The highest score of 32 out of 36 was obtained by the Gunnery Hill development at the Garrison, Shoeburyness. The lowest score was received by the ‘Parklands’ development in Shoeburyness, a new build scheme of flats and houses on land that was formerly Shoebury Park. This development has been completed in phases and previously completed units were assessed as part of the 2012 AMR, following the completion of additional units the review of the site has been included within this 2013 AMR.

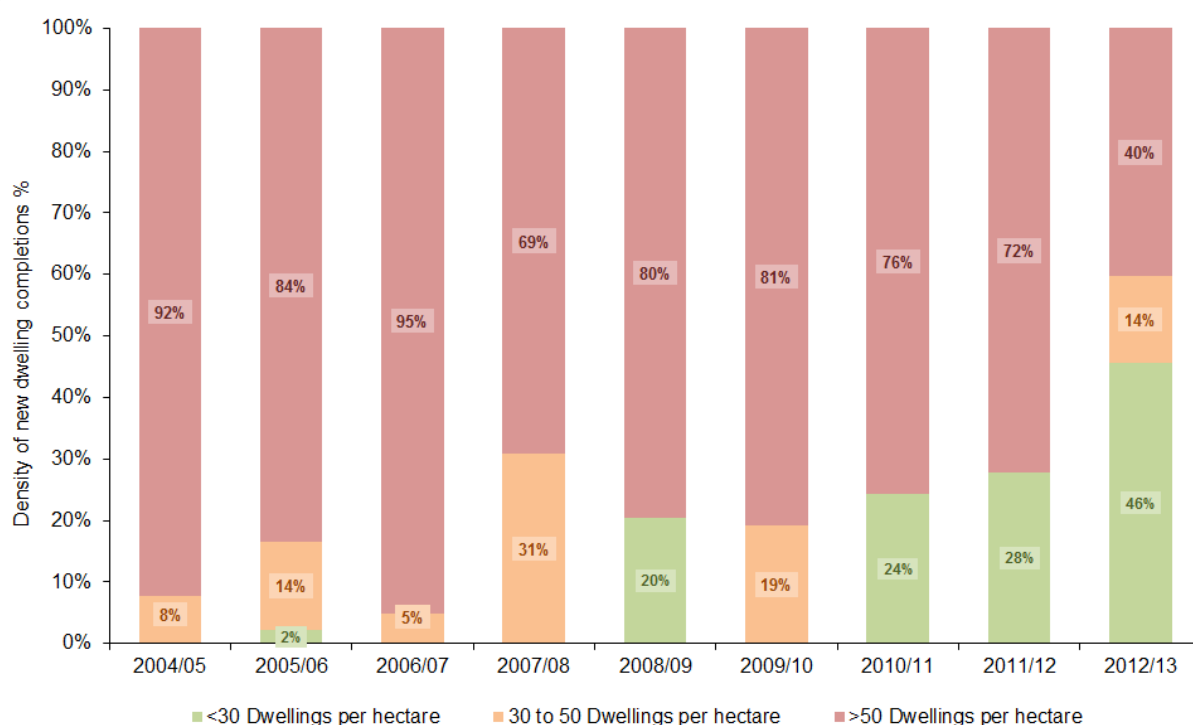
Table 4.22 - Building for life assessments
Summary of scores:

Indicator LH2: Density of New Dwelling Completions

Location	BFL Score
‘The Boatyard’, 1 High Street, Shoeburyness	29
Rear of 660 Prince Avenue and 311 Bridgwater Drive	25
‘Parklands’, Land adjacent to Asda, Shoeburyness	20
35 – 47 Milton Road, Westcliff	29
Gunnery Hill, Gunnery Rise, Shoeburyness	32
57 Pavilion Drive, Leigh on Sea	23

Figure 4.13 illustrates the density levels of dwelling completions between 1st April 2004 and 31st March 2013. 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’. Those developments comprising 10 dwellings or more are included, as are those where the site area is easily identifiable. During 2012/13 46% of sites were built at a density of 30 dwellings or less per hectare, which is higher compared with previous years.

Figure 4.13 – Density of new dwelling completions



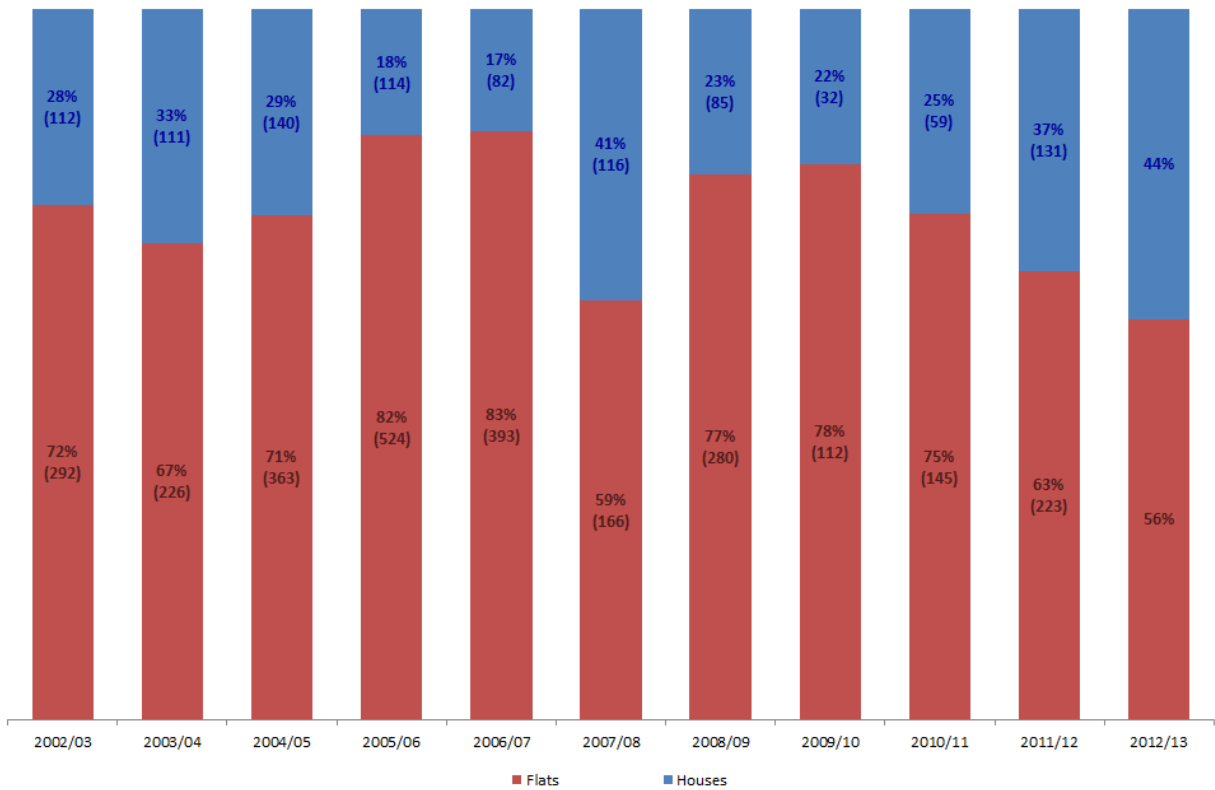
Indicator LH3: Size and type of dwelling completions

Generally, the ratio of dwelling completions by type in the Borough is approximately three flats to each house (3:1). This fluctuates when developments largely consisting of houses come forward. For example, during 2007-2008 there was a notable shift of completions of houses to 40% due to the major housing scheme at Lifestans Way. A similar change has been seen during the current monitoring year where 44% houses were completed. Table 4.23 and Figure 4.14 show gross dwelling completions by type since 2002.

Table 4.23 – Dwelling Development by Type

Gross Completions	Flats	Houses
2002-2003	292 (72%)	112 (28%)
2003-2004	226 (67%)	111 (33%)
2004-2005	363 (71%)	140 (29%)
2005-2006	524 (82%)	114 (18%)
2006-2007	393 (83%)	82 (17%)
2007-2008	166 (59%)	116 (41%)
2008-2009	280 (77%)	85 (23%)
2009-2010	112 (78%)	32 (22%)
2010-2011	145 (75%)	59 (25%)
2011-2012	223 (63%)	131 (37%)
2012-2013	157 (56%)	122 (44%)
Total	2,894 (72%)	1116 (28%)

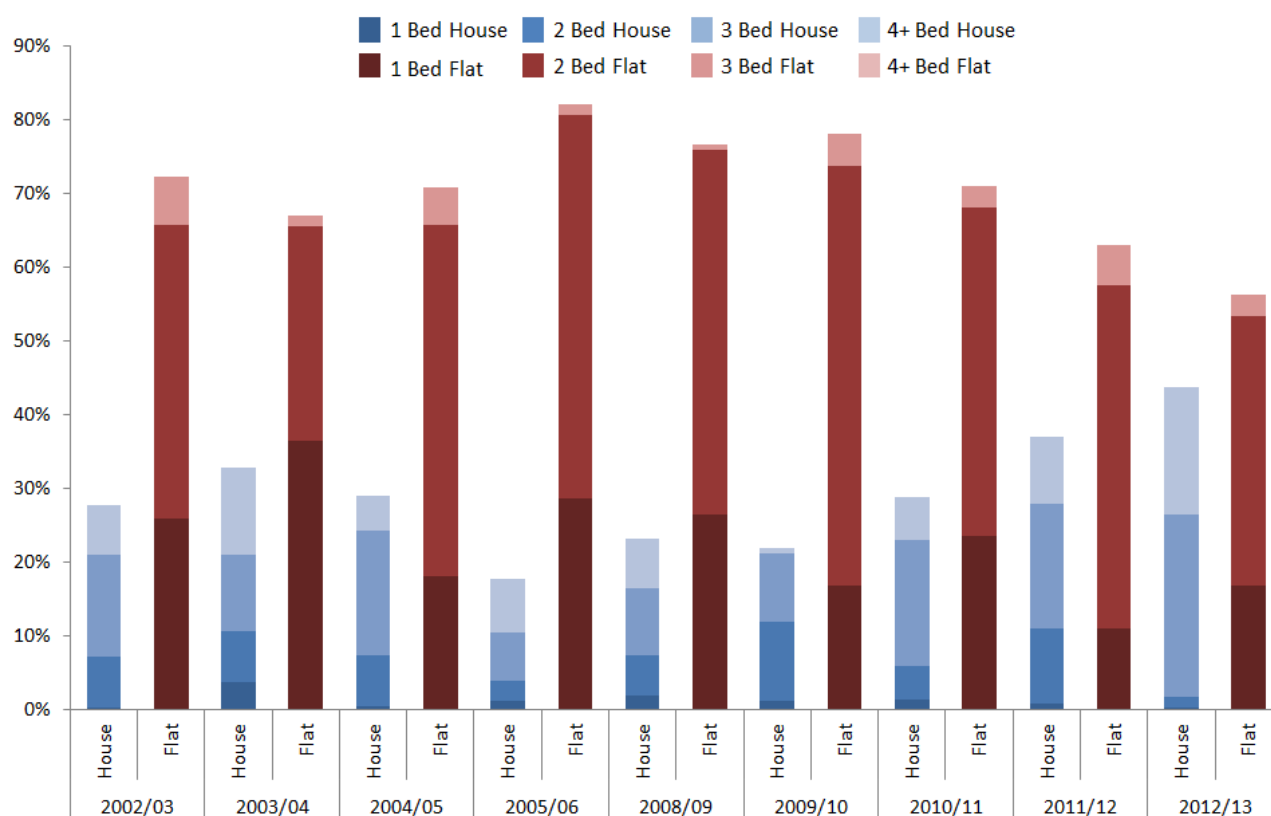
Figure 4.14 – House and Flat developments since 2002



Indicator LH4: Dwellings Completions by type and number of bedrooms

Figure 4.15 illustrates the size and type of dwellings completed since 2002. 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 4.15 – Dwellings by size and type – 2002-2013



The data in Table 4.24 shows that the majority of dwellings built in Southend during 2012/13 were two bedroom flats. This corresponds with the average over the previous nine years. The proportion of three bed and 4 bed houses has increased during 2012/13,

Table 4.24 – Dwellings by size and type – 2002-2013

	House				Flat			
	1 Bed	2 Bed	3 Bed	4+ Bed	1 Bed	2 Bed	3 Bed	4+ Bed
Average 2002 to 2012	1.5%	6.5%	12.5%	7.2%	22.5%	46.3%	3.3%	0.2%
Results for 2012/13	0.4%	1.4%	24.7%	17.2%	16.8%	36.6%	2.9%	0.0%

Indicator LH5: Residential Development Completion by Ward between 2001 and 2013

Figure 4.16 – 12 Year Dwelling Completions (2001-2013) by Ward

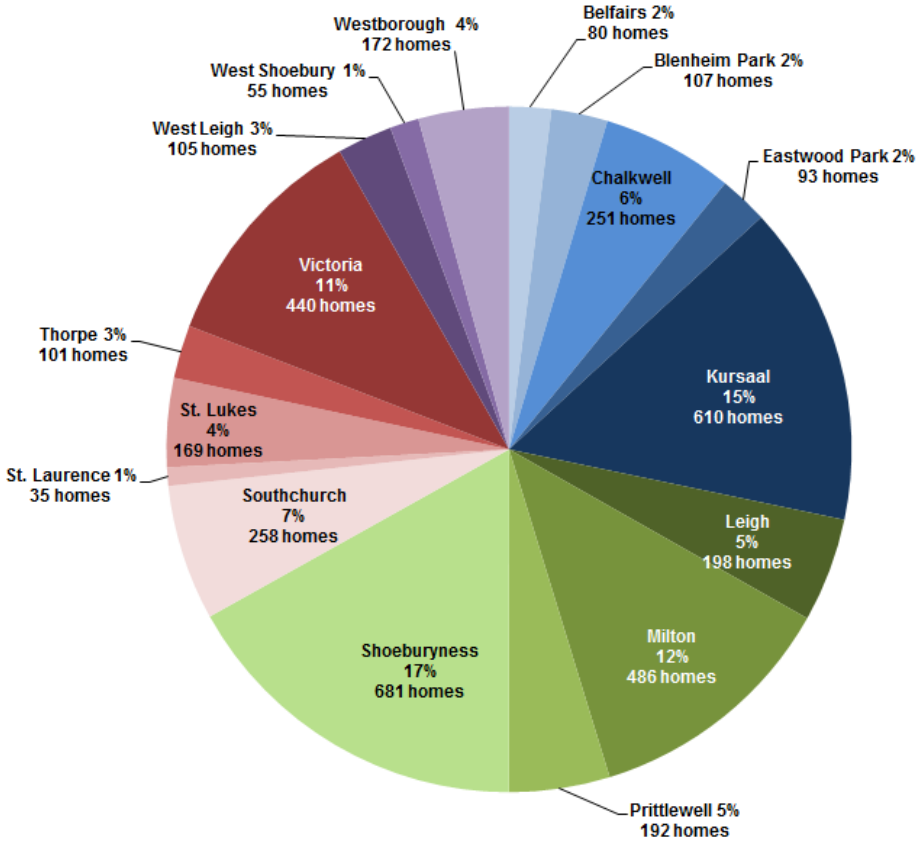


Figure 4.16 illustrates the percentage of dwelling completions by ward between 1st April 2001 and 31st March 2013. In this period a total of 4,033 net additional dwellings have been completed. The chart reveals that the highest proportion of development has occurred in Shoeburyness, Kursaal, Milton and Victoria wards (17%, 15%, 12% and 11% respectively) which comprise a total of 55% of completed development, equating to over 2,000 homes. 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 4.17 – Development by ward since 2001

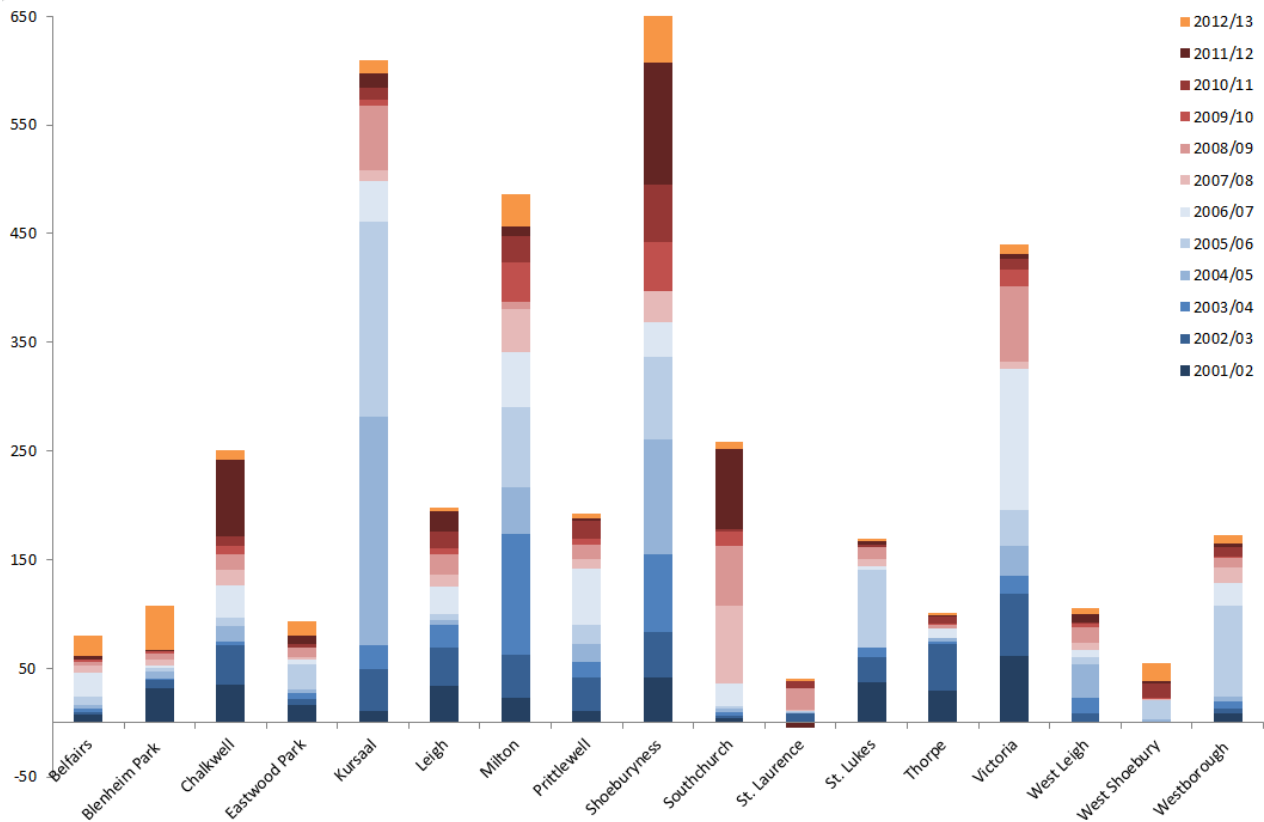


Figure 4.17 shows the location of residential development per year since 2001. The data shows that the majority of development in Kursaal and Milton wards occurred prior to 2007 whereas house building within Shoeburyness has remained relatively steady over the monitoring period, with an average of 57 homes per year. Development in Southchurch has seen an increase since 2006/07, with almost 95% of homes built after this date and is attributed to a number of large developments being completed within this time. The six wards of Belfairs, Blenheim Park, Eastwood Park, St. Laurence, Thorpe, West Leigh and West Shoebury have all incurred low development rates over the period 2001 to 2013 with an annual average of below 10 dwellings.

Indicator LH7: Type of Residential Development Completed by Ward between 2003 and 2013

Figure 4.18 – Type of development by ward 2003-2013

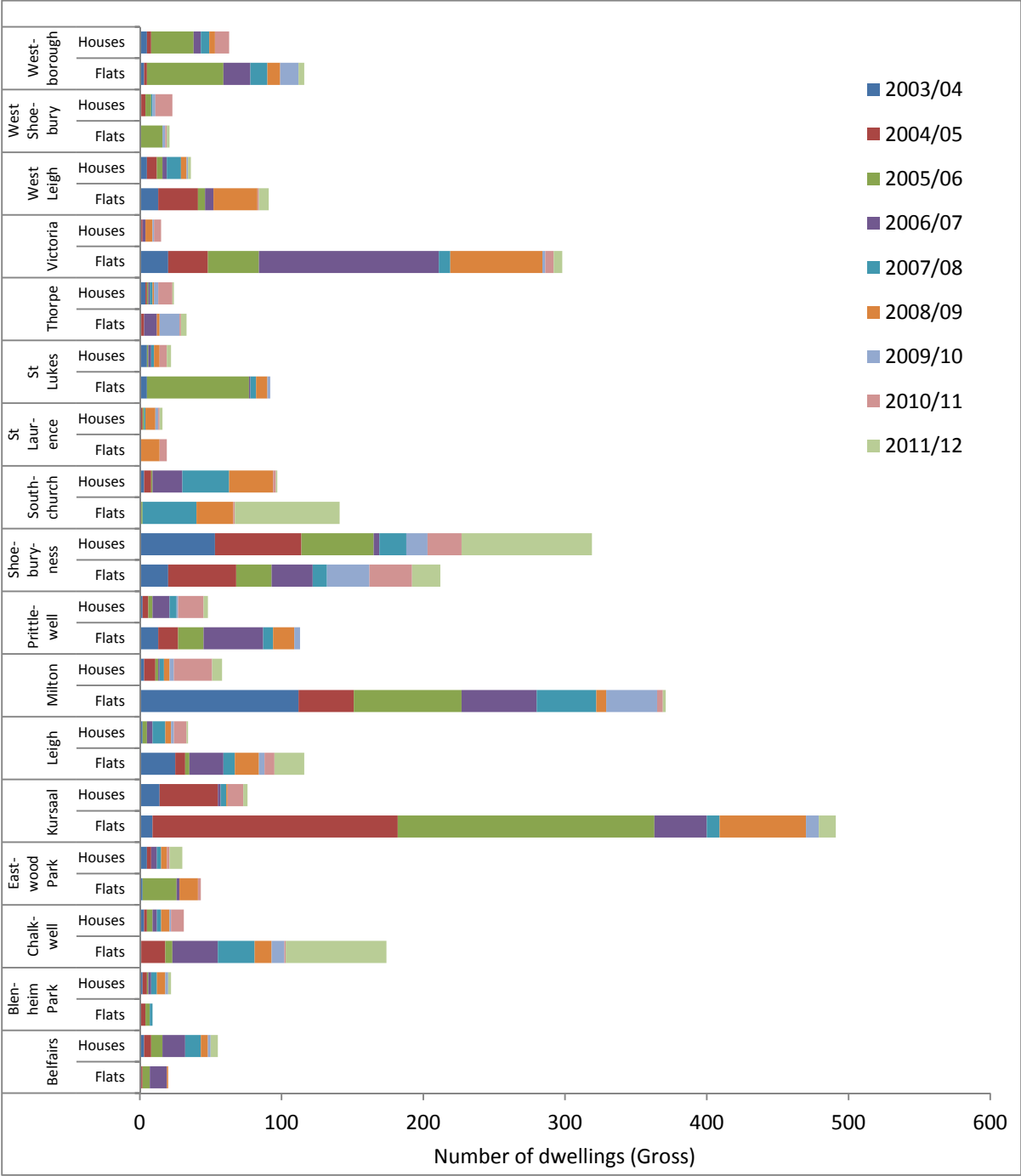


Figure 4.18 shows the number of flats and houses built in each of the 17 wards in Southend during the monitoring years since 2003. The chart reveals that the highest number of flats built over the period 2003 to 2013 have been in the central wards of Kursaal (503), Milton (388) and Victoria (307) and is expected due to the nature of development within central areas of the town. In Shoeburyness, more houses (355) have been built than flats since 2003, which is mainly due to the housing schemes brought forward at Shoebury Garrison and Shoebury Park.

Housing Summary

A total of 254 homes have been completed during the period 1st April 2012 to 31st March 2013. This is a decline on the previous monitoring year (328 in 2011/12) but still represents an increase compared to 2009/10 (144) and 2010/11 (183) monitoring years

Compared with the housing targets set out in the Core Strategy, Southend is performing well. The phased target set out within the Core Strategy requires a total of 3,990 homes to be built during the period 2001 to 2013. The cumulative total to the end of the current monitoring period is 4,033, which is 43 dwellings above the required amount.

The Core Strategy sets out dwelling provision to 2021, after this date, the housing figures set out within the 2008 East of England Plan and its revision in 2010 are used to extrapolate the targets for Southend.

Looking forward, the projected completions (based on outstanding permissions and SHLAA sites) meet the required totals at the 5, 10 and 15 year phases. The figures suggest that there may be a shortfall of dwelling completions in the years 2014/15 to 2016/17, which will be regained in 2017/18.

A total of 85% of dwelling completions during the year have been provided on previously developed land. The small proportion built on greenspace has been part of the development at Shoebury Park.

There have been 39 affordable homes completed within the Borough during 2012/13. Please note that the number of affordable homes reported in the AMR and those reported by the housing department and submitted to government differ due to the method of monitoring. The Housing Department count a home as complete once it is habitable and the Planning Department count a dwelling as complete once a roof is in place. This subsequently means that the annual figures do not match up

During 2012/13, the divide between completions of flats and houses has changed slightly from the norm (average 2001-2012 = 74% flats; 26% houses). This year, 44% of completions were houses. This data has directly influenced the figures related to size of dwelling. The increase in number of houses corresponds to an increase in the proportion of three and four bed homes being provided within Southend compared to the previous averages.

The location of dwelling completions remains largely similar to previous years, with the majority of development taking place within the Town Centre (Milton, Victoria and Kursaal Wards) and within the Shoeburyness area.

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. Table 4.25 lists the objections made by the Environment Agency to planning applications submitted to Southend on Sea Borough Council during the 2012/13 monitoring year. Note, the status of the application (granted/ refused) does not reflect on whether the objection was overcome or not.

Table 4.25 – Planning applications objected to by the EA

12/00969 /FULM	Erect two storey building with basement parking for use as a hospice (Class C2), lay out surface parking, soft/hard landscaping and associated works	Surface Water - FRA/FCA unsatisfactory	Refused – Appeal Lodged
12/01198 /BC3M	Temporary storage of soil and install wheel cleaning apparatus at New Barge Pier Road	Unsatisfactory FRA/FCA Submitted	Granted

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. The 2012 annual update¹⁰ sets out the progress made against each action plan. To summarise, Table 4.26 shows where actions have or have not been taken against particular habitats and species. Generally, good progress has been made with regards to biodiversity conservation work in Southend, with new and continued projects being carried out in conjunction with the Council's conservation partners.

¹⁰ Local Biodiversity Action Plan 2012 - http://www.southend.gov.uk/downloads/download/138/local_biodiversity_action_plan

Table 4.26 – Progress Made Towards Actions within the Biodiversity Action Plan

Those Action Plans that have received the most actions during 2012 include:-	Those Action Plans that did not receive any recorded actions during 2012 include:-
Brackish Lagoon Saltmarsh Natural Grassland Traditional Orchard Woodland Gardens in Urban Areas Public parks and Amenity Open Spaces Heath Fritillary Stag beetle Dormouse	Ancient and Veteran Trees Arable Land and Field Margins Bats Cetaceans Dark Bellied Brent Goose Water Vole Garden Birds Great Crested Newt

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.

Open Space

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. 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 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.

Indicator LE1: Number of Parks Managed to Green Flag Award Standard

Southend covers an area of 4163 hectares and the Leisure, Culture and Amenity Services Department currently manage approximately 570 hectares of land. A description of types of open space and the associated area they occupy within the Borough are set out in Table 4.27 below.

Table 4.27 - 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 2012/13, four parks within the Borough were awarded green flag status, as listed in Table 4.28.

Table 4.28 - 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 2011/12, no new waste management facility capacity became operable. Table 4.29 below summarises the operational waste facilities in Southend.

Southend and Essex are working jointly to deliver a network of new and sustainable waste management facilities. A major Mechanical Biological Treatment (MBT) facility at Courtauld Road is under construction. The MBT facility will be used to treat and process residual (black bag) waste through a mechanical treatment stage where materials that can be recycled, such as ferrous and non-ferrous metals, plastics and glass, will be recovered from the waste. What is left will be processed by a 'bio-stabilisation' process. This biological process will cause the mass of the waste to reduce and it will also dry it. After six weeks the waste has become stabilised, meaning it won't be able to break down, or decompose, any more and so it can be landfilled and/or used as a solid recovered fuel for use in energy plants. The facility will be fully operational from July 2015.

Table 4.29 – Existing waste Facilities in Southend

Site Name/ Operator	Site Address	Specific Facility Type
Operational		
Imperial Metal Recyclers	63 Vanguard Way, Shoeburyness, Essex. SS3 9QY	End of Life Vehicles
Central Cleansing Depot	Eastern Avenue, Southend On Sea, Essex. SS2 5QX	Materials Recycling / Recovery Facility and Waste Transfer Station
Hadleigh Salvage Ltd	Plot 9, Stock Road, Southend On Sea, Essex. SS2 5QF	Non Hazardous Transfer Stations
Stock Road Civic Amenity Site	Stock Road, Southend On Sea, Essex	Recycling Centre for Household Waste
Leigh Marsh Civic Amenity 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 4.30), representing the Borough's improving progress towards sustainable waste management.

Table 4.30 - Waste Management

Amount Managed (Tonnes)	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13
Total municipal waste arising	89,271	86,637	87,922	84,246	80,752	76,157	75,110	76,034	72,757
Of which:									
Sent to landfill	67,475	64,990	60,164	53,636	46,614	43,407	41,214	39,009	37,096
Incinerated	13	21	15	21	0	0	0	0	0
Diverted	21,783	21,626	27,743	30,589	34,138	32,752	33,896	33,998	35,123
Of that Diverted:									
Recycled	14,378	14,802	19,841	22,601	23,693	21,955	22,151	22,382	23,667
Composted	7,405	6,824	7,902	7,988	10,445	10,797	11,745	11,617	11,456

Percentage Managed	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2013/14
% of total sent to landfill	75.6%	75.0%	68.4%	63.7%	57.7%	57.0%	54.9%	51.3%	51.0%
% of total incinerated	0.0%	0.0%	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%	44.7%	48.3%
% of total recycled	16.1%	17.1%	22.6%	26.8%	29.3%	28.8%	29.5%	29.4%	32.5%
which is: composted	8.3%	7.9%	9.0%	9.5%	12.9%	14.2%	15.6%	15.3%	15.8%

Source: SBC – Waste Management and Street Scene.

4.7 Gypsies and Travellers

During the monitoring year 2012-13, there were no authorised public or private sites in the Borough, nor any changes in this position. The biennial counts (which take place in January and July 2005 to 2013) have consistently recorded a 'nil' response for the Borough.

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.

The Regional Strategy for the East of England (Revocation) Order 2012 came into effect on the 3rd January 2013. The Regional Strategy being revoked comprises the East of England Regional Spatial Strategy published by the then Secretary of State in 2008 and any policies contained in revisions to it including 'Accommodation for Gypsy and Travellers and Travelling Show People in the East of England (A Revision to the Regional Spatial Strategy for the East of England)' 29 July 2009, and the East of England Regional Economic Strategy published by the East of England Development Agency in 2008.

The government has published its new 'Planning policy for traveller sites' (March 2012). This policy came into effect at the same time as the National Planning Policy Framework. The new planning policy for traveller sites should be read in conjunction with the National Planning Policy Framework. Government's aims in respect of traveller sites are:

- that local planning authorities should make their own assessment of need for the purposes of planning

- to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites
- to encourage local planning authorities to plan for sites over a reasonable timescale
- that plan-making and decision-taking should protect Green Belt from inappropriate development
- to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites
- that plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective
- for local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies
- to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply
- to reduce tensions between settled and traveller communities in plan-making and planning decisions
- to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure
- for local planning authorities to have due regard to the protection of local amenity and local environment.

Essex GTAA evidence base did not support a requirement in Southend and the caravan counts qualified this position. Therefore local policy doesn't include specific targets for Gypsy and Travellers outside of the Core Strategy residential housing target (as they would be counted in this total). This has been acknowledged by the Planning Inspector in the Report on the Core Strategy and the inspector agreed that Policy KP2 provided an appropriate policy to judge any planning applications for gypsy and traveller accommodation. In addition policies outlined in the pre-submission Development Management DPD offer sufficient guidance for all development proposals including any proposal for a gypsy and traveller site. The Council will operate policies in these documents for any proposal coming forward for Gypsy and Traveller accommodation. Essex Planning Officers Association have commissioned a new GTAA to assess current needs for Essex Authorities. This will help determine whether there is a need in Southend, which is a densely populated urban area surrounded by the estuary and green belt land. If a need is identified in Southend, sites will be considered along with the potential constraints during the production of a Site Allocations DPD, and will be considered during a first review of the Core Strategy.

Appendix 1

Glossary of Terms and Abbreviations

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

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

Appendix 2

Name/ Location	'The Boatyard', 1 High Street, Shoeburyness	
Size	20 dwellings	
Overall Score	29	
Score Breakdown	Integrating into the neighbourhood	11
	Creating a place	9
	Street and home	9
Comments	<p>This site was originally assessed as part of the reviews for the 2012 AMR, however was not counted in the 2012 monitoring year due to the site waiting for final completion. It has therefore been included in the 2013 AMR.</p> <p>The site is located in a sustainable location, with good connections to local public transport, walking and cycling routes, shops and services. It also re-provides a pub/restaurant to Shoebury High Street, an important focus for the local community which sees an attractive, locally listed building brought back into active use, preserving it for future generations.</p> <p>The development has a unique character, although is somewhat disparate from neighbouring development. This is a small and compact site, and is by its nature easy to navigate around, although the site feels a little overcrowded. A single dwelling fronts the site, yet appears segregated from the rest of the development and generally car parking is a dominant feature within the site, and it is regrettable that the termination of vista into the site from the High Street is given to parking. Landscaping, although provided, is limited and fails to soften the impact of the hardstanding. It is considered that the layout of the site could have been improved to address these issues.</p> <p>There is a strong provision of cycle parking on the site, which appears well used, although as with the parking, given the size of the structure and the lack of soft landscaping, does feel dominant. The parking area/shared space is well overlooked by properties and could be multifunctional however.</p>	

Name/ Location	Rear of 660 Prince Avenue and 311 Bridgwater Drive	
Size	16 dwellings	
Overall Score	25	
Score Breakdown	Integrating into the neighbourhood	10
	Creating a place	8
	Street and home	7
Comments	The development is situated on a backland site with its main access via	

	<p>the Prince Avenue frontage, although positively there is a pedestrian access point from Bridgwater Drive, contributing to the permeability of the site and its integration with existing development. It is situated within a sustainable location, benefiting from being within an established residential area and proximity to local bus routes, schools, and shops.</p> <p>This is however a small and tightly planned with 16 units making the site feel somewhat cramped. This is particularly noticeable in regard to the site layout, which is dominated by hardstanding with the pedestrian pathway into the site from Prince Avenue terminating at its entrance. Rather than acting as a true shared surface, the surface is laid to tarmac and car parking appears dominant, and would have benefited from higher quality surface materials and additional landscaping and tree planting, particularly to soften the impact of hardstanding.</p> <p>Although the majority of dwellings benefit from a small strip of landscaping to their frontage, there is very little in the way of defensible space or front boundaries, the units of the rear of the site have parking directly to their frontage. While there are a number of well-maintained areas of landscaping to the entrance of the site, and a dwelling terminating the vista into the site, the area of parking, garage and side boundary wall on the lead up to this dwelling detracts from this.</p> <p>Positively each dwelling benefits from a private rear garden, although due to the number of units and orientation of the site these are in some cases these are small and enclosed, particularly those east facing gardens which back onto the amenity space and boundary of the adjacent dwelling.</p> <p>In terms of housing mix, while the site provides family sized accommodation (divided between a mix of 3 and 4 bed properties), it does not provide a mix of tenures.</p>
--	---

Name/ Location	'Parklands', Land adjacent to Asda, Shoeburyness	
Size	31 units (forms part of a wider scheme)	
Overall Score	20	
Score Breakdown	Integrating into the neighbourhood	8
	Creating a place	5
	Street and home	7
Comments	<p>The site was also assessed for the 2012 AMR although the development was not fully completed at this time. As such, the phased completions have been counted in corresponding AMRs as they have been delivered.</p> <p>Positively, the development provides a mix of housing types and tenures, including social housing. It is regrettable that this has been developed in a separate phase from other tenures however, rather than</p>	

being fully integrated across the site.

Although the site is located within close proximity to the local ASDA store there is one main route into and out of the site for both pedestrians and vehicles; a convoluted route to local services which could have been improved. Nonetheless, the site is well served by public transport with a bus stop to the front of the site and the local bus routes which serve ASDA. There is a large area of green space to the front of the development which has benefited from landscaping, providing an attractive outlook for residents and beneficial in terms of providing additional communal space.

Overall, it is considered that the design of the scheme lacks interest and demonstrates poor attention to detail – the slanted roofs for example, while these do provide a focal point of sorts, are poorly executed with small, narrow windows, unbecoming of their scale, with large expanses of blank wall left over.

Although it is noted that there are a range of parking options, some of which are well overlooked, the site appears cramped and dominated by parking – on the main street, within the parking courts. The narrowness of the street does encourage low vehicle speeds and while there may be opportunity for social-play space in the cul-de-sacs and parking courts, these areas often feel closed off, the parking courts in particular being bounded by close-boarded fences of rear gardens.

Name/ Location	35-47 Milton Road	
Size	10 dwellings	
Overall Score	29	
Score Breakdown	Integrating into the neighbourhood	11
	Creating a place	10
	Street and home	8
Comments	<p>This small development site provides a run of affordable, family sized homes in a sustainable location accessible by foot and bus, with access to local schools, shops and services. The character of the street is relatively mixed, however there is a strong and consistent front building line and properties have picked up in part on the traditional form of local character, with rhythm added by the gables bays the front. The integration in the wider streetscene benefits from the new development adjacent to the site, which has replicated the design of these dwellings. There is a strong use of render in the streetscene and this hasn't been picked up in the development, instead the use of a buff brick prevails.</p> <p>There are a number of other positive features, including entrances to the end properties being located to the side, providing an active frontage onto adjoining streets. This could have been enhanced and afforded more prominence, for example through the inclusion of bay</p>	

	<p>windows. Regrettably the side boundaries which front onto the adjoining streets are comprised of high level timber fencing, which fails to pick up on local character which is for brick walls/hedges. To these two end properties, a more permanent boundary treatment would have helped to integrate the development more successfully into the streetscene, the timber fencing offering potential for ad hoc replacement. Positively, front gardens are bounded by railings and provide an area of defensible space and greenery for the dwellings.</p> <p>Although this is a small site, parking has been located to the rear and it is positive to see this here, rather than dominating the street frontage. Nonetheless, this area is dominated by hardstanding (tarmac in the main) and doesn't benefit particularly from overlooking, being bounded by the tall timber rear boundary fences and tucked around to the rear of properties. The area would have benefited from the use of higher quality surface materials and some landscaping to soften the impact of hard standing.</p> <p>In terms of amenity space, each unit benefits from a private rear garden. Although relatively small, these are west facing and there are notably solar panels to some of the west facing roofs slopes, benefiting from this orientation.</p>
--	---

Name/ Location	Gunnery Hill, Gunnery Rise, Shoeburyness	
Size	21 houses	
Overall Score	32	
Score Breakdown	Integrating into the neighbourhood	10
	Creating a place	11
	Street and home	11
Comments	<p>A large custom designed development of 97 houses on a former military site (phase 1 has now been completed and was reviewed as part of the 2012 AMR; this review takes account of completions within Phase 2). The development has only one vehicular access to the north which links in with other new development at the Garrison but is better connected to footpaths and cycle paths around the site in the adjacent park. Internally the layout is logical and well -connected without any cul-de-sacs and has a clear hierarchy of routes with views out to surrounding parkland at key locations. There are some raised tables and materials changes at key nodes to reduce traffic speeds and some routes are shared surface which should work well if they are not dominated by informal car parking. The layout has taken advantage of some existing trees in the north east corner and the views out to the surrounding foreshore.</p> <p>The buildings are distinctive; they draw reference from historic features in other parts of the garrison and are generally well designed. In most</p>	

	<p>cases buildings that turn corners have been articulated on both frontages maintaining active frontages and good natural surveillance, however, there are some detailing issues such as boundary enclosures, terminating views, visible meter boxes and street lighting which could have been better detailed. The open spaces are well located, the area completed for Phase 1 being well landscaped, useable and attractive, and relate well to the character of other open spaces in the Garrison as a whole. All properties have their own private gardens to the rear and many also have balconies.</p> <p>Almost all houses have a garage and driveway integrated into their landscaped forecourt but the smaller houses and affordable housing have parking courts to the side and these are not well landscaped, they have poor surfacing and boundary materials and are not well overlooked. These areas are detrimental to the overall quality of the scheme.</p> <p>There is a mix of housing sizes that reflect local demand and a small number of affordable houses have been included in the development. These are located on the edge of the development but the quality is reasonable and they are well landscaped to the front.</p>
--	---

Name/ Location	53 Pavilion Drive	
Size	16 flats	
Overall Score	23	
Score Breakdown	Integrating into the neighbourhood	9
	Creating a place	7
	Street and home	7
Comments	<p>This is a small site but sustainably located with good access to local schools, shops and services, it is also situated adjacent to the Prittle Brook Greenway cycle and walking route, offering connections through the Borough, and local bus routes.</p> <p>The development is set back from the street on the Pavilion Drive frontage, and offers a simple and contemporary design approach affording it its own unique character which, given the set back from the street and from neighbouring properties, generally works well although it doesn't have a particularly strong presence in the streetscene and is dominated to the frontage by a large area of hardstanding, which doesn't benefit from a strong provision of landscaping which would help to soften its impact. The site is gated at this point and as such doesn't integrate particular well with the street, appearing closed off and private. This is further impacted by the tall timber fence to the front boundary on Pavilion Drive, which adds to the sense of enclosure from the street. Local character is for front boundary walls, of which there is one to the north of the site, the design of which could have been</p>	

replicated and enhanced with railings / hedges.

In terms of character, the prominent front elevation is punctuated by small windows - larger windows could have been used to more successfully articulate the façade. In terms of amenity spaces, the flats have balconies which are relatively large although a number of these are north-east facing, overlooking the brook and shaded by trees within it, which may impact solar gain. In general, communal amenity space is provided which offers opportunity for socialising and play.

The site also has a frontage onto Kathleen Drive, a streetscene dominated by bungalows. The three storey development therefore provides a contrast in scale, and also in character and use of materials, such as 'weatherboarding', appearing at odds with surrounding development. Parking is provided to the street frontage although, positively quality surface materials have been used and there is an area of landscaping in front of the ground floor unit which helps to soften the impact of the hardstanding, although a front boundary treatment could have helped to create an area of defensible space for this ground floor unit. It was noted that this unit benefits from solar panels, making use of the south facing roof slope.

