

Annex 1: SCHEDULE OF CHANGES TO BE MADE to the Southend on Sea Core Strategy Development Plan Document

Part 1: Policies

Policy KP1 Spatial Strategy - as Revised

As a principal basis for sustainable development in the town, development and investment will be expected to build on and contribute to the effectiveness and integration of the key transport corridors and interchanges.

The primary focus of regeneration and growth within Southend will be in:

- Southend Town Centre and Central Area – to regenerate the existing town centre as a fully competitive sub-regional centre, led by the development of the University Campus, and securing a full range of quality sub-regional services to provide for 6,500 new jobs and providing for at least 2,000 additional homes in conjunction with the upgrading of strategic and local passenger transport accessibility, including development of Southend Central and Southend Victoria Stations as strategic transport interchanges and related travel centres.

In addition, appropriate regeneration and growth will be focused in the following locations:

- Seafront – to enhance the Seafront's role as a successful leisure and tourist attraction and place to live, and make the best use of the River Thames, subject to the safeguarding of the biodiversity importance of the foreshore*.
- Shoeburyness – to promote the role of Shoeburyness as a place to live and work, led by the successful redevelopment at Shoebury Garrison, regeneration of local shopping centres and existing industrial estates to secure an additional 1,500 jobs, and providing for 1,400 additional dwellings, linked to improved access, and subject where relevant to the safeguarding of the biodiversity importance of the foreshore*.
- Priority Urban Areas - these comprise:
 - a. The District Centres of Westcliff (Hamlet Court Road) and Leigh (Leigh Broadway, Elm Road and Rectory Grove), the Southchurch Road shopping area and the West Road / Ness Road shopping area of Shoebury;
 - b. The main Industrial / employment areas as identified on the Key Diagram; and
 - c. The Cluny Square Renewal Area.

The relocation of Southend United Football Club stadium to the Fossetts Farm area will be supported in principle.

Successful regeneration and growth on the scale planned will require substantial improvements to transport infrastructure and accessibility in the Borough.

A Green Belt will be maintained around the urban area. Minor amendments to the Green Belt boundary may exceptionally be considered where this would enable delivery of specific objectives and policies in this Core Strategy that could not otherwise be achieved in a sustainable manner, and the openness of the remaining Green Belt and its ability to provide effective separation between Southend and neighbouring settlements are maintained.

Where the Environment Agency's Flood Zone Maps or other considerations, including the South Essex Strategic Flood Risk Assessment, indicate that a risk of flooding may remain all development proposals shall be accompanied by a detailed flood risk assessment appropriate to the scale and nature of the development and the risk. Development will only be permitted where that assessment clearly demonstrates that it is appropriate in terms of its type, siting and the mitigation measures proposed, using appropriate and sustainable flood risk management options which safeguard the biodiversity importance of the foreshore and/or effective sustainable drainage measures.

* in particular ensuring that European and international sites for nature conservation are not adversely affected by any new development. Appropriate and sustainable flood risk management measures will be provided as part of a comprehensive shoreline management strategy;

Key Diagram – to be replaced with that shown in the Council's "Comprehensive List of Council's Proposed Changes" of July 2007 at A3 size.

Policy KP2 Development Principles - as Revised

All new development, including transport infrastructure, should contribute to economic, social, physical and environmental regeneration in a sustainable way throughout the Thames Gateway Area, and to the regeneration of Southend's primary role within Thames Gateway as a cultural and intellectual hub and a higher education centre of excellence. This must be achieved in ways which:

1. contribute to the achievement of, and do not compromise, the Borough Council's Strategic Objectives;
2. make the best use of previously developed land, ensuring that sites

and buildings are put to best use;

3. apply a sequential approach to the location and siting of development, particularly having regard to the need to:

- a. minimise the use of 'greenfield' land;
- b. avoid or appropriately mitigate flood risk;
- c. reduce the need to travel;
- d. ensure good accessibility to local services and the transport network;
- e. facilitate the use of travel modes other than the private car, and;
- f. safeguard and promote the vitality and viability of existing town and local centres.

4. respect, conserve, enhance and where necessary adequately mitigate effects on the natural and historic environment, including the Borough's biodiversity and green space resources; ensure that European and international sites for nature conservation are not adversely affected, and contribute positively towards the 'Green Grid' in Southend;

5. do not place a damaging burden on existing infrastructure;

6. are within the capacity of the urban area in terms of the services and amenities available to the local community;

7. secure improvements to transport networks, infrastructure and facilities;

8. promote improved and sustainable modes of travel;

9. secure improvements to the urban environment through quality design;

10. respect the character and scale of the existing neighbourhood where appropriate;

11. 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.

b. avoidance of flood risk, or where, having regard to other sustainability considerations (see Section 2(i) and Policy KP1 above) a

residual risk remains, the provision of measures to appropriately and adequately mitigate that risk. All development proposals should demonstrate how they incorporate 'sustainable urban drainage systems' (Suds) to mitigate the increase in surface water run-off, and, where relevant, how they will avoid or mitigate tidal or fluvial flood risk;

c. avoidance or appropriate mitigation of actual and potential pollution impacts of development;

d. a reduction in and prevention of crime. All development proposals should demonstrate how they have used design measures to help reduce crime and create environments that are safe, secure and people friendly;

e. enhancement to the ecological and amenity value of the environment where appropriate.

f. would avoid areas of land instability or adequately mitigate potential harmful effects.

All development will need to have regard to the Council's guidance set out in its Supplementary Planning Documents.

Policy KP3 Implementation and Resources - as Revised

In order to help the delivery of the Plan's provisions the Borough Council will:

1. Prepare Area Action Plans and Supplementary Planning Documents to ensure development of an appropriate scale, mix and quality for key areas of opportunity and change, including:

a. The Town Centre;

b. Southend Seafront;

c. Shoeburyness; and

d. London Southend Airport (joint Area Action Plan with Rochford District Council)

2. enter into planning obligations with developers to ensure the provision of infrastructure and transportation measures required as a consequence of the development proposed. This includes provisions such as;

a. roads , sewers, servicing facilities and car parking,

b. improvements to cycling, walking and passenger transport facilities and services,

c. off-site flood protection or mitigation measures, including sustainable drainage systems (SuDS),

d. affordable housing,

- e. educational facilities,
 - f. open space, 'green grid', recreational, sport or other community development and environmental enhancements, including the provision of public art where appropriate,
 - g. any other works, measures or actions required as a consequence of the proposed development, and
 - h. appropriate on-going maintenance requirements.
3. prepare Development Plan and Supplementary Planning Documents, where appropriate, to elaborate upon the policies and proposals in this plan, including more detailed policy and guidance on:
- a. developer contributions and vehicle parking standards,
 - b. achieving design excellence in all new development and
 - c. sustainable transport green space and the Green Grid.
4. require all development to have regard to, and in appropriate cases contribute to the delivery of, the Southend on Sea Local Transport Plan and its reviews where this relates to the development proposed.
5. work in partnership with 'Renaissance Southend' (Urban Regeneration Company) to deliver sustainable regeneration and growth in the Borough;
6. consider the development or use of its own land holdings or the acquisition and management of additional land, where necessary in partnership with the private sector, to bring sites forward for development;
7. seek to use compulsory purchase powers in appropriate circumstances in order to assemble land to enable key development schemes and/or improvements to infrastructure to proceed;
8. require 'Appropriate Assessment' where development may adversely affect national, European and international nature conservation designations.
9. seek to deal expeditiously and within Government Best Value targets with all planning applications. Particular priority will be given to proposals that would generate extra jobs and which build on existing sectoral strengths and create a new enterprise culture.

Policy CP1 Employment Generating Development - as Revised

Provision is made for not less than 6,500 net additional jobs by 2011 and not less than 13,000 net additional jobs by 2021, distributed as follows:

	2001-2021	Per Annum
Town Centre and Central Area	6,500	325
Shoeburyness*	1,500	75
Seafront**	750	37.5

Priority Urban Areas***	2,750	137.5
Intensification****	1,500	75
TOTAL	13,000	650

*Further detailed guidance into development in Shoeburyness will be provided in the “Shoeburyness SPD”.

** ‘Seafront’: subject to the safeguarding of the biodiversity importance of the foreshore.

***Priority Urban Areas: these comprise the District Centres of Westcliff and Leigh, the Southchurch Road shopping area and the West Road/Ness Road shopping area in Shoebury, together with the town’s main industrial estates / employment areas as identified on the Key Diagram and listed at paragraph 2.4. Those Priority Areas falling within the boundaries of proposed Area Action Plans and Supplementary Planning Documents provide a jobs contribution towards these areas rather than the ‘Priority Urban Areas’ category’.

****In broad terms, intensification takes into account the modern forms of working such as home working and ‘hot-desking’ as well as small scale employment generating mixed use development within the community.

Development proposals involving employment must contribute to the creation and retention of a wide range of jobs, educational and reskilling opportunities. Employment generating development should be located using a sequential approach in accordance with the spatial priorities and roles set out in Policies KP1 and CP2. Offices, retailing, leisure and other uses generating large numbers of people should be focussed in the town centre. Industrial and distribution uses will be supported on existing and identified industrial/employment sites, where this would increase employment densities and/or reinforce their role in regeneration.

Permission will not normally be granted for development proposals that involve the loss of existing employment land and premises unless it can be clearly demonstrated that the proposal will contribute to the objective of regeneration of the local economy in other ways, including significant enhancement of the environment, amenity and condition of the local area. To promote economic regeneration, development will be expected to:

1. enhance the town’s role as a cultural and intellectual hub, a higher education centre of excellence, visitor destination and cultural centre;
2. provide for the development and growth of appropriate technology and knowledge based industries, including the provision of business innovation/incubator centres with linkages to HE and University facilities and existing centres of excellence;
3. improve opportunities for small and medium enterprises in all economic sectors, especially those reflecting the vision and strategy for Thames

Gateway South Essex, including healthcare; education, sports, culture, leisure and tourism, and regionally and locally significant clusters;

4. support the town's regional potential to develop as a Hotel and Conference Resort with high quality hotels, casinos and broadbased leisure and tourism facilities;

5. contribute to the regeneration and development of existing and proposed employment sites; the Town Centre and Seafront; existing industrial areas and other Priority Urban Areas;

6. improve the vitality and viability of Southend town centre, the district centres of Leigh and Westcliff and smaller local centres;

7. support the future potential of London Southend Airport and the regeneration of Leigh Port;

8. Improve the level of service of broadband infrastructure and other state of the art information communication technology – including maximising the opportunities of the pan-European fibreoptic network.

The Council will monitor and assess the delivery of both the transport infrastructure priorities set out in the RTS (Regional Transport Strategy) and Southend LTP (Local Transport Plan) and the employment targets required by this policy. Failure to achieve employment targets set for 2011 and thereafter may trigger a review of the CS to assess whether the phasing and further release of the housing provisions set out within Policy CP 8 should be delayed until a better alignment of employment, infrastructure and dwelling provision is secured and maintained. In order to remain in general conformity with the East of England Plan (policy H1), and to ensure that there is sufficient housing provision in Southend on Sea to meet the East of England Plan's housing allocation (2001-2021), the 6,500 net additional dwellings will not, however be phased beyond the 2021 end date of this Plan.

Policy CP2 Town Centre and Retail Development - as Revised

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 as set out in relevant national planning policy, the Regional Spatial Strategy and local strategies and plans. It will be supported and developed in accordance with the spatial strategy set out in Policy KP1:

- as a regional centre providing the full range of high quality sub-regional services and facilities required to meet the needs of Essex Thames Gateway for higher order retail, leisure, cultural and higher education services, for office-based employment, and for high quality mixed use development to secure new jobs and homes;
- as the key focus and driver for the regeneration of Southend, and
- as a priority location for urban renaissance.

The centres of Westcliff (Hamlet Court Road) and Leigh will be supported as District Centres providing a range of local comparison shopping, convenience shopping and services to the neighbouring communities.

Existing centres elsewhere will be supported as local centres only, meeting chiefly the day to day convenience needs of their local communities.

Town centre and retail development should be located within these centres, should contribute to their vitality and viability, and must be appropriate to the function, size and character of the centre concerned, in accordance with the above hierarchy and priorities.

In order to maintain and promote the vitality and viability of these centres, their functions in the retail hierarchy, their roles and priorities in the regeneration of the Borough, and to meet forecast quantitative shopping needs and currently identified qualitative deficiencies, provision for retail development in Southend will be delivered through the Regeneration Framework and Masterplans of Renaissance Southend Ltd. (RSL), supporting and supported by the Local Development Framework as follows:

- additional comparison goods floorspace, to be located in accordance with the following sequential preference:

1. within Southend Town Centre;
2. on the edge of Southend Town Centre, where the development will contribute to and not prejudice achievement of the regeneration and urban renaissance objectives for the Town Centre;

An Area Action Plan for the Town Centre, and the work to inform it through RSL's Central Area Masterplan, will set out the detailed proposals for delivering the additional floorspace required to meet forecast need;

3. the consolidation, improvement and modernisation of existing floorspace and its environment within the District Centres of Westcliff and Leigh, in order to provide and maintain a range of shopping, services and facilities for the neighbouring communities. The provision of significant additional retail floorspace within these centres will not, however, be supported.

4. within other existing centres to support their role as local centres only, where the development is in keeping with the function and scale of the centre concerned.

- additional convenience goods floorspace, to be located in accordance with the following sequential preference:

1. within Southend Town Centre;
2. on the edge of Southend Town Centre, where the development will contribute to and not prejudice achievement of the regeneration and urban renaissance objectives for the Town Centre;

3. expansion of provision in other existing centres, where the development is in keeping with the function and scale of the centre concerned, to facilitate their improvement, modernisation and adaptation, and to meet locally generated needs;

4. within the area bounded by Southend Town Centre to the west, Southchurch Road (A13) to the north, Lifstan Way to the east and Marine Parade/Eastern Esplanade to the south, to meet an identified qualitative deficiency.

Any proposal not in accordance with the above hierarchy and sequential preferences will be required to demonstrate that:

1. there is a need for the proposed development, and in particular that it would contribute to meeting the development needs and objectives set out in this policy or, where it seeks to demonstrate other need to be met, it would not prejudice the achievement of those needs and objectives, or the wider strategic objectives of this Core Strategy;

2. it would not prejudice the role of Southend Town Centre as a regional centre and, in all its functions, as the key driver of regeneration in the Borough and its urban renaissance;

3. a sequential approach and test has been rigorously followed in the selection of the site, in accordance with national planning policy and the sequential preferences set out in this policy; and

4. there are no unacceptable impacts on any other existing centres.

The Council will undertake an early review of the Southend Retail Study to update and roll forward its provisions to cover the period to 2021. It will subsequently monitor and manage the provision of retail and other town centre development within Southend, and the evidence base supporting the assessment of future needs, to ensure that those needs, and the objectives for the regeneration of the Borough and an urban renaissance of the Town Centre, are met.

Policy CP3 Transport and Accessibility - as Revised

Improvements to transport infrastructure and services will be sought in partnership to secure a 'step change' in provision to achieve a modern integrated transport system necessary to unlock key development sites and to secure the sustainable jobs led regeneration and growth of Southend. This will be achieved by:

1. Improving the road and rail network to deliver improvements to accessibility, traffic flows, travel choice and freight distribution. In particular by:

a. improving the A127/A1159 east-west strategic transport and freight corridor including junction improvements at Progress Road, Kent Elms,

- The Bell, Cuckoo Corner, Sutton Road, Fairfax Drive, East/West Street and Victoria Circus;
- b. improving accessibility to key development opportunity sites, including improved access to Shoeburyness and London Southend Airport to support the potential of the Airport to function as a catalyst for economic growth;
 - c. providing for the development of high quality transport interchanges at Southend (Southend Regional Interchange Centre*) and the key urban interchanges at Leigh Railway Station, Shoeburyness Railway Station, Southend Hospital and London Southend Airport;
2. widening travel choice, particularly by car share, rail, bus including social transport, taxi, cycling and walking, including the development of 'showcase' bus priority corridors and completion of the national and regional Sustrans cycle routes;
 3. making provision and safeguarding appropriate corridors/land for new modes of passenger transport, such as the 'South Essex Rapid Transit' (SERT) system and potential for 'park and ride' schemes;
 4. realising the potential of the River Thames to function as a sustainable transport corridor including improved access to Leigh Port, subject to environmental considerations;
 5. providing for state of the art communications, signing and intelligent transport management systems, including maximising the opportunities of the pan – European fibre optic network;
 6. safeguarding and enhancing the environment of 'Environmental Rooms', as defined in the Southend Local Transport Plan; and
 7. improving road safety, quality of life and equality of access for all.

Development proposals will be required to contribute to the implementation of the above transport improvements and the provisions of the Southend on Sea Local Transport Plan and its subsequent reviews where such contributions would be related to the development proposed and necessary for the development to proceed.

Higher density development and/or proposals which would generate large traffic movements or which are of sub-regional importance, will be directed to those areas well served by a range of transport modes and in particular to areas close to the Southend Regional Interchange Centre. All development will need to reduce sole reliance on the car for accessibility having regard to the Council's Local Development Documents relating to:

- a. Planning Obligations and Vehicle Parking Standards' (DPD2); and
- b. Sustainable Transport' (SPD2).

The Council will monitor and assess the delivery of the transport infrastructure priorities set out in both the RTS (Regional Transport Strategy) and Southend LTP (Local Transport Plan). Failure to achieve clear improvements to transport infrastructure and accessibility to and within the town may trigger a review of the CS to assess whether further new housing and perhaps other development should be delayed until towards the end of the plan period.

Policy CP4 The Environment and Urban Renaissance – Change to be made:

At the beginning of point 3 of this policy insert “ensuring”.

Policy CP5 Minerals and Soils Resources – Change to be made:

At point 5 of the policy insert “and recycled”; the paragraph would then read:

5. permitting proposals for the importation of minerals and for the recovery of materials to produce secondary and recycled aggregates on industrial sites within the Borough where it can be demonstrated that:

Policy CP6 Community Infrastructure – As Revised

Development proposals must mitigate their impact on community infrastructure by contributing appropriately to services and facilities that would be adversely affected, in accordance with Circular 05/2005, Planning Obligations. New development should demonstrate that it will not jeopardise the Borough's ability to improve the education attainment, health and well being of local residents and visitors to Southend. This will be achieved by;

1. providing for health and social care facilities in particular supporting the strategic services development plan of the Primary Care Trust, and the improvement and expansion plans of Southend Hospital and other key health and social care agencies where these demonstrate clear net benefits in terms of accessibility to services for the local community. This will include the establishment of Primary Care Centres at Leigh, Eastwood, Westcliff, Central Southend, Southchurch and Shoeburyness.

2. supporting improvements to existing, and the provision of new, facilities to support the needs of education, skills and lifelong learning strategies particularly by:

- a. securing the physical infrastructure needed to maximise the impact of the Higher Education/University Campus in the Town Centre;
- b. the provision of academic and vocational education/training at a new Prospects College in east Southend; and

- c. providing for an academy of educational/training skills in aviation at London Southend Airport.
3. safeguarding existing and providing for new leisure, cultural, recreation and community facilities, particularly:
 - a. optimising the potential of Garon's Park;
 - b. Phase 2 of the refurbishment of the Cliffs Pavilion;
 - c. Securing a landmark facility to exhibit finds associated with the 7th Century Saxon King;
 - d. Reinforcement of Southend Pier as an Icon of the Thames Gateway;
 - e. Cliff Gardens Land Stabilisation.
4. ensuring the needs of all residents and visitors, including the disabled and other vulnerable groups, are met;
5. ensuring access and safety concerns are resolved within all new development.

Policy CP7 Sport, Recreation and Green Space - As Revised

The Borough Council will bring forward proposals that contribute to sports, recreation and green space facilities within the Borough for the benefit of local residents and visitors. This will be achieved by:

1. optimising the potential for sports excellence and research and development centred on existing sports and leisure facilities.
2. supporting the development of new green spaces and greenways, including a new Country Park facility within or close to the northeastern part of the Borough, as part of the development of a Green Grid of open spaces and associated linkages throughout Thames Gateway South Essex. A 'Southend-on-Sea Green Space and Green Grid Strategy' Supplementary Planning Document will be prepared, adopted and maintained to guide and facilitate this.

All existing and proposed sport, recreation and green space facilities (including the Southend foreshore and small areas of important local amenity, community resource or biodiversity value) will be safeguarded from loss or displacement to other uses, except where it can clearly be demonstrated that alternative facilities of a higher standard are being provided in at least an equally convenient and accessible location to serve the same local community, and there would be no loss of amenity or environmental quality to that community.

Any alternative facilities provided in accordance with the above considerations will be required to be provided and available for use before

existing facilities are lost. The displacement of existing and proposed facilities from within the built-up area into the adjacent countryside, so as to provide further land for urban development, will not be permitted.

The redevelopment of existing allotment sites for other uses will only be permitted where it can clearly be shown that the facility is no longer required or can be adequately and conveniently provided elsewhere, has no significant biodiversity value, or that any such value is safeguarded.

All new housing development should contribute to the provision of additional sport, recreation and green space facilities to a level at least commensurate with the additional population generated by that development, and in accordance with the requirements and guidance set out in the relevant Development Plan Document. This contribution shall normally be in the form of a financial contribution towards new provision or qualitative improvements to existing facilities elsewhere.

In relation to any major new area of housing development, however, direct provision within and as an integral part of the development may be sought, where this would provide at least 2.5 hectares of additional public open space, playing pitches and ancillary facilities, laid out as a local or neighbourhood park.

To meet the requirements generated by the additional dwelling provision over the period to 2021 and the need to minimise recreational pressures on European and international sites for nature conservation, contributions will be focused on the following provision:

- a. approximately 20 hectares of additional local and neighbourhood park space, provided on areas of at least 2 hectares in size;
- b. at least 4 additional equipped play areas for children and young people, spread evenly across the Borough;
- c. 2 additional bowling greens (6 rink size);
- d. at least 4 additional multi-use games areas (MUGA's) of 1 x tennis court size, together with the conversion of existing tennis court facilities to multi-use;
- e. approximately 10 hectares of additional grass playing pitch space and ancillary facilities, provided on areas of at least 2.1 hectares each to allow flexibility between adult and junior pitches, and use for cricket in the summer;
- f. qualitative improvements to existing recreational open spaces and sports facilities, including the ancillary facilities needed to support them, sports halls/centres and swimming pools, or their replacement with appropriately located new facilities.
- g. qualitative and quantitative improvements to facilities for teenagers.

Policy CP8 Dwelling Provision – As Revised

Provision is made for 3,350 net additional dwellings between 2001 and 2011 and for 3,150 net additional dwellings between 2011 and 2021, distributed as follows:

	2001-2011	2011-2016	2016-2021	2001-2021
Town Centre and Central Area	1,000	750	250	2,000
Shoeburyness*	650	300	450	1,400
Seafront**	450	50	50	550
Intensification***	1,250	500	800	2,550
TOTAL	3,350	1,600	1,550	6,500
Per annum	(335)	(320)	(310)	(325)

*Further detailed guidance into development in part of Shoeburyness will be provided in the "Shoeburyness Development Brief SPD".

** 'Seafront': subject to the safeguarding of the biodiversity importance of the foreshore.

*** In broad terms, intensification is making more effective use of land in a given area where such sites may be poorly used, and even unsightly. Areas for intensification generally have potential for increased residential accommodation by building or redeveloping at an increased density and by incorporating a mix of uses where appropriate. With good design, layout and construction, intensification may improve the appearance of places as well as their sustainability.

Residential development proposals will be expected to contribute to local housing needs, including affordable and special needs provision, and the sustainable use of land and resources. To achieve this, the Borough Council will:

1. require the provision of not less than 80% of residential development on previously developed land (brownfield sites)
2. resist development proposals that involve the loss of existing valuable residential resources, having regard to the limited land resources in the Borough, the need to safeguard an adequate stock of single family dwellinghouses, and to protect the character of residential areas.
3. enter into negotiations with developers to ensure that:
 - a. all residential proposals of 10-49* dwellings or 0.3ha up to 1.99ha make an affordable housing or key worker provision of not less than 20% of the total number of units on the site and

b. all residential proposals of 50* dwellings or 2ha or more make an affordable housing or key worker provision of not less than 30% of the total number of units on the site.

c. all residential proposals of 50* dwellings or 2 ha or more to make an affordable housing/key worker provision of not less than 30% of the total number of units on the site.

*The rationale which will be used by the Council to determine whether more than the specified floor target for affordable housing will be sought will be set out and justified in 'Part 6 Affordable Housing' of the 'Planning Obligations and Vehicle Parking Standards DPD'.

For sites providing less than 10 dwellings (or below 0.3ha) or larger sites where, exceptionally, the Borough Council is satisfied that on-site provision is not practical, they will negotiate with developers to obtain a financial contribution to fund off-site provision. The Council will ensure that any such sums are used to help address any shortfall in affordable housing. Preferred arrangements for this will also be set out in the above DPD.

The Council will work with partner agencies to ensure that any such sums collected are programmed for the provision of affordable housing, in order to help address any shortfall which may occur in the level of affordable housing obtained through on-site provision arising from the urban nature of the Borough and a need to maintain viability of development schemes (see footnote 1).

4. promote the provision of housing for key workers in partnership with major employers and registered social landlords.

5. require residential development schemes built within the Borough's town, district and local centres to include replacement and/or new retail and commercial uses, in order to safeguard, maintain and enhance the vitality and viability of these shopping and commercial areas.

6. support and require a vibrant mix of employment, residential and community uses on larger sites, to support greater economic and social diversity and sustainable transport principles.

The Council will monitor and assess the delivery of both the transport infrastructure priorities set out in the RTS (Regional Transport Strategy) and Southend LTP (Local Transport Plan) and the employment targets required by Policy CP1: Employment Generating Development of this Plan. Failure to achieve targets set for 2011 and thereafter may trigger a review of the phasing and further release of the housing provisions set out within this policy, in order to ensure that an appropriate balance between employment, infrastructure and dwelling provision is secured and maintained. In order to remain in general conformity with the East of England Plan, (Policy H1) and to ensure that there is sufficient housing provision in Southend on Sea to meet the East of England Plan's housing allocation (2001 - 2021), the 6,500

net additional dwellings will not be phased beyond the 2021 end date of this Plan.

1. Further more detailed policy, guidance and definitions will be provided in the Council's "Planning Obligations & Vehicle Parking Standards DPD"

Monitoring and Implementation Table at end of Section 10: Numbers in Target/Direction Table to be updated to reflect the Secretary of State's Proposed Changes to the Draft East of England Plan.

Policy CP9 Monitoring and Review – No Change to policy

Add the tables on Delivery and Implementation regarding: Policies KP1 (Spatial Strategy - Flood Risk); CP3 (Transport and Accessibility); CP6 (Community Infrastructure); CP7 (Sport, Recreation and Green Space) (as contained in Council's Comprehensive List of Council's Proposed Changes July 2007 Annex 2).

Make consequential changes to the Monitoring and Implementation Framework table relating to Policy CP9 re jobs and dwellings targets.

Part 2

Changes needed to supporting text and tables:

Paragraph 0.4 (Introducing Southend, Page 2): At end of existing paragraph insert additional sentence to read:

'The Urban Regeneration Company is one of a number of such companies established in key towns and cities in the Country to promote and deliver regeneration and growth as part of the Government's Sustainable Communities Plan Agenda.'

Insert a new paragraph 0.11:

This CS does not include a review of those policies of the adopted Essex and Southend on Sea Waste Local Plan that refer to Southend on Sea. The latter plan covers the period to 2010. The Borough Council will prepare a Waste Core Strategy to review that plan for the post 2010 period. It will be amplified in the Council's Criteria Based Policies and Site Allocations DPD. In the meantime it is considered that the relevant policies of the adopted Waste Local Plan remain appropriate to the needs of the Borough.

Amend Table 2 by adding in the second column opposite Essex and Southend on Sea Waste Local Plan "Southend Waste Core Strategy" and also by adding the "London Southend Airport Joint Area Action Plan"

Page 13: Amend Strategic Objective 6 to read:

'Provide for 6,500 net additional dwellings in the period 2001 to 2021 within Southend'.

Replace Strategic Objective 9 with: "Secure a "step change" in the provision of transport infrastructure as an essential concomitant to new development."

In Strategic Objective 11 between "regional airport" and "subject to" insert "providing for significant new employment opportunities and improved surface access."

Replace Strategic Objective 15 with the following:

"Secure effective and efficient sustainable development which prevents or minimises local contributions to, and the impact of, climate change, flood risk and the depletion of non-renewable resources, including the application of sustainable construction and operation in all development through the prudent use of natural resources, energy efficiency and low carbon emissions, and the maximum use of renewable and recycled resources."

After paragraph 1.10 (The Core Strategy - Aims and Strategic Objectives, page 15): add new paragraph to read as follows:

"The Borough Council has worked hard to help establish an Urban Regeneration Company for Southend and will work in partnership with "Renaissance Southend Ltd" to deliver real change in the Borough. RSL has produced a Regeneration Framework to guide its work throughout the Borough and initially will concentrate on developing a Central Area Masterplan. The CS and subsequent Development Plan Documents will provide the planning policies to deliver the Regeneration Framework and Masterplan (see Diagram 1)."

In paragraph 2.3 (Core Strategy – Key Policies, page 20) revise penultimate sentence to read:

"The strategy therefore also requires that, where this proves to be the case, development will only be permitted where a detailed flood risk assessment is prepared, which clearly demonstrates that the development is appropriate in terms of its type, siting and the mitigation measures proposed, using appropriate and sustainable flood risk management options which safeguard the biodiversity importance of the foreshore, and/or effective sustainable drainage measures."

Paragraph 2.4 (Core Strategy – Key Policies, page 20) Paragraph 2, II replace text “in particular to ensure that...services in this location” with the following:

“These comprise:

i. the District Centres of Westcliff and Leigh and the shopping centres at Southchurch Road and West Road/Ness Road in Shoebury. It will be important to ensure that these centres are vital, viable and accessible with quality local services and good public transport service;

ii. the industrial/employment areas at:

- Progress Road
- Airbourne
- Comet Way/Laurence/Aviation Way
- Thanet Grange
- London Southend Airport
- Prittle Brook Estate/Temple Farm/Stock Road
- Fossetts Farm
- Sutton Road
- Towerfield (including Campfield Road)/Vanguard Way, Shoeburyness
- Old Ranges, Shoeburyness

These areas have the potential to contribute fully to local employment objectives and to provide for quality environments. The regeneration of London Southend Airport and adjoining employment areas will be pursued through the preparation of an Area Action Plan to be prepared jointly with Rochford District Council (see Policy KP3);

iii. the Cluny Square Renewal Area. Renewal of this housing area will be achieved through the promotion of quality residential amenities and community services in this location.”

In paragraph 2.4 V (Core Strategy – Key Policies, page 20 and 21) delete the words 'sea defences' and replace with 'and sustainable flood risk management measures'. Add the word 'sustainable' before 'mitigation' in last line. The revised paragraph would then read as follows:

'Reducing and preventing flood risk through controlling the nature, location, lay-out and design of development within all areas of the Borough at risk of fluvial (water course), tidal (coastal) or surface water flooding, and through providing for appropriate and sustainable flood risk management measures as part of a comprehensive shoreline management strategy. In particular, use will be made of the South Essex Strategic Flood Risk Assessment (SFRA) to identify those areas at risk and where a detailed flood risk assessment will be required to ensure that development is only permitted where it is appropriate to its location in terms of its type, siting and sustainable mitigation measures proposed.'

In paragraph 2.5 (Core Strategy – Key Policies, page 21) Insert additional point iii to read:

"iii. Ensuring that European and international sites for nature conservation on the Southend foreshore are not adversely affected, having regard to their interest features and particular sensitivities in relation to:

- direct physical loss,
- physical damage to habitats and prey species,
- non-physical disturbance,
- water quality deterioration, and
- biological disturbance (as set out in Section 4.5 of the Appropriate Assessment of this Core Strategy)."

In paragraph 2.7 iii (Core Strategy – Key Policies, page 22) insert additional wording to the end of the third sentence so that it reads:

"They will also seek to safeguard, conserve and enhance the significant biodiversity, green space and other environmental resources within these areas and on the foreshore, including the issues highlighted in the Appropriate Assessment of this Core Strategy".

Renumber subsequent bullet points.

In paragraph 2.7 (Core Strategy – Key Policies, page 22) add additional sub-paragraph to read as follows:

'Having regard to the location of European and international sites for nature conservation covering much of the Southend foreshore, Appropriate Assessment will be undertaken, and the issues identified addressed, as an integral part of the preparation of the Seafront AAP, the Criteria-Based Policies and Site Allocations DPD, and the Shoeburyness SPD.'

In paragraph 2.7 (Core Strategy – Key Policies, page 21 & 22) move II to III and insert new II as follows:

II. Area Action Plans (AAP's) for Southend Town Centre, the Seafront and London Southend Airport will be prepared for these areas of opportunity and change to provide for employment-led regeneration and growth that can sustainably be accommodated in these areas.

- The Town Centre Area Action Plan (DPD 3) will contain detailed policies and site specific proposals aimed at strengthening the centre's role as a major regional retail, employment and commercial centre, cultural hub and education centre of excellence to provide for 6,500 new jobs and 2,000 additional homes. Improving the accessibility, amenity and attractiveness of the town centre will be key to achieving regeneration and delivering a renaissance of the town centre.
- The Seafront Area Action Plan (DPD 4) will focus on improving the leisure and tourism offer of the area and enhancing the public realm to provide for

750 new jobs and 550 additional homes. It will also seek to safeguard, conserve and enhance the significant biodiversity, green space and other environmental resources of the area, particularly ensuring that European and international sites for nature conservation on the extensive foreshore are not adversely affected by any new development.

- As the London Southend Airport and adjoining employment uses straddle the administrative boundary, the London Southend Airport Area Action Plan (DPD 5) will be a joint plan prepared by Rochford District Council and the Borough Council. It will focus on providing the detailed planning framework necessary to achieve the regeneration of the Airport and related aviation and non aviation industries adjoining it. As the majority of the area is located within Rochford District, it will provide the location for a significant part of Rochford District's job growth as set out in the East of England Plan (Policy ETG5), which is for a total indicative provision of 3,000 additional jobs. However, the new jobs will provide significant employment opportunities for Southend residents, as well as some jobs within the Borough itself, both within the Airport and on nearby employment areas. The Area Action Plan will also consider surface access issues relating to the Airport and environmental considerations. These location specific AAP's will then be followed by a Borough-wide Criteria-Based Policies and Site Allocations DPD (DPD 6). When these DPD's are adopted, the adopted Proposals Map for Southend will be revised in order to illustrate geographically the application of their policies.

Move II to III, delete existing III and update with the following:

III. Supplementary Planning Documents will be produced to guide development in a number of key areas in accordance with adopted policies and proposals, namely:

- A Design and Townscape Guide SPD (SPD 1) providing a 'toolkit' for good design in the Borough to promote high quality development and assist resistance to poor quality development. The Guide has already been adopted by the Borough Council (adopted 29th June 2006) following public consultation.
- A Green Space and Green Grid Strategy (SPD 2) to provide detailed guidance on the provision of green space in the Borough and to develop the principles established in the Green Grid Strategy prepared by the Essex Thames Gateway Partnership.
- A Sustainable Transport SPD (SPD 3) to guide developers in the provision of travel plans, traffic impact assessments, cycle and walking facilities and other sustainable transport provision.
- A Supplementary Planning Document for Shoeburyness (SPD 4) to guide and promote mixed use development across a range of opportunity sites to achieve social cohesion, further housing provision and economic regeneration.

Core Strategy – Table 1 Key Characteristics of Southend:

In the Built / Natural Environment section add reference to there being 695 sites recorded in the Southend Sites and Monuments Record and there being 4 Scheduled Ancient Monuments.

Core Strategy - Table 2 Adopted and Emerging Replacement Statutory Planning Framework:

Amend and update Table 2 to reflect key stages of the East of England Plan up to the date of the publication of the 'Pre Examination changes' document and add Southend Waste Core Strategy and London Southend Airport Area Action Plan.

After paragraph 2.15 (Core Strategy – Key Policies, page 27) add new paragraph to read as follows:

'The Urban Regeneration Company for Southend -'Renaissance Southend Ltd' - will play the lead role in the delivery of regeneration and growth in the town. The key challenge for the Company will be to create the right conditions to facilitate appropriate sustainable development to meet the growth targets set out in this Core Strategy for jobs and dwellings (Policies CP1 and CP8) with associated infrastructure.'

Paragraph 2.17 (Core Strategy – Key Policies, page 27): Add new paragraph after paragraph 2.16 to read as follows:

"In the light of the European Habitats Directive and the 'Conservation (Natural Habitats, Etc) (Amendment) (England and Wales) Regulations 2006', an 'Appropriate Assessment' has been undertaken which ascertains whether the Core Strategy is likely to have an adverse effect on the integrity of any European or international site, either alone or in combination with other relevant plans or projects. This Habitats Regulations assessment also sets out the sustainability framework that will need to be addressed in the Appropriate Assessment of subsequent, more detailed Local Development Documents, in particular the Seafront AAP, Criteria Based Policies and Site Allocations DPD, and the Shoeburyness SPD, and of any relevant project, scheme or development proposal."

Replace paragraphs 3.5 to 3.14, 3.18 and 3.20 with:

"The Regional Economic Strategy (RES) should be considered alongside and sits within the spatial planning framework provided by the Regional Spatial Strategy, the "East of England Plan" (RSS 14). Local Development Documents should take account of and facilitate delivery of the RES. The RSS sets out a spatial distribution of job growth required to achieve the RES and other spatial policy objectives across the region for the period 2001-2021.

RSS14 sets out sub-regional policy concerning the Essex Thames Gateway regeneration and growth area. Essex Thames Gateway is given an indicative target of 55,000 net new jobs. An overall aim is to achieve a better

alignment in the ratio of jobs to homes so that the proportion of people travelling to work outside the area is materially reduced. Southend is one of three complementary regeneration areas. Southend should become a cultural and intellectual hub, secure a full range of high quality sub-regional services and facilities and provide for mixed use development to secure new jobs and homes (policy ETG4). Policy ETG5 of the RSS requires this CS to provide an enabling context for at least 13,000 net new jobs between 2001 and 2021. Those jobs will come from a wide variety of sectors and will be distributed according to the Spatial Strategy at Policy KP1 and as set out in Policy CP1 below.

Land is a scarce resource in the Borough and economic regeneration and growth is a prime requirement. The Borough Council will therefore, vigorously ensure that proper use is made of land and buildings in Southend so as to provide for the needs of all sectors of the economy. It is essential to help create new jobs and protect existing ones. This will be the focus when considering the use of land and buildings within the town although there will sometimes be situations where the wider regeneration needs of Southend will be better served by replacing poorly located employment uses with other types of development."

Paragraph 3.22 (Employment Generating Development, page 34): In paragraph 3.22 VIII add to the end of this point 'subject to the safeguarding of the biodiversity importance of the foreshore.' The revised point would then read as follows:

'VIII. Secure the best use of the River Thames as an asset for transport, leisure and business, subject to the safeguarding of the biodiversity importance of the foreshore.'

Changes to be made to supporting text after paragraph 4.3 (Town Centre and Retail Development):

"4.4 Delete Policy SS5 and replace with Policy SS6. Delete Policy E9 and replace with Policy E5.

4.5 Delete Policy E10 and replace with "Policy E9 also".

4.6 The relevant sub-regional strategy and policy for Thames Gateway South Essex is set out in the East of England Plan (Policy ETG1) and reflects the vision and strategy of the Thames Gateway South Essex Partnership. It is to develop Southend as a cultural and intellectual hub and a higher education centre of excellence, with a focus on the regeneration of Southend Town Centre to secure a full range of quality sub-regional services and facilities providing 6,500 new jobs and 1,650 additional homes.

4.7 The regeneration of Southend Town Centre is also a key priority at the local level, together with the reduction of unemployment and an increase in the range of local job opportunities in the town, identified by the local community through the Local Strategic Partnership's Community Plan.

4.8 The Southend on Sea Retail Study was undertaken in 2003, and provides detailed information to help guide the implementation of the Government's objectives and take forward the strategic context outlined above at the local level to cover the period to 2016. Based on its findings, the Study Report provides recommendations with regard to the level of different shopping needs in the Borough, and how these needs can appropriately be met.

4.9 In particular, the Study concluded that:

I. Southend Town Centre functions successfully, and should continue to function as a sub-regional comparison shopping destination. In order to maintain that function and its position in the hierarchy, however, the Town Centre should develop further, and preferably in depth to counter-act its current linear nature, with additional modern town centre comparison goods floorspace. There is scope for approximately 21,000 sq metres of such additional floorspace in the period up to 2016.

II. The District Centres of Westcliff and Leigh are now functioning more strongly, serving convenience, comparison and service needs of the neighbouring communities. However, there is little or no scope for significant additional floorspace in these centres, and any expenditure growth generated in the foreseeable future should be used to support the vitality and viability of existing floorspace.

III. Other centres in the Borough serve a more local function, primarily providing main and top-up food and convenience shopping and local service needs.

IV. Overall, the main foodstores in the Borough provide relatively comprehensive provision. There is, however, a qualitative (geographical) deficiency to the east of the town centre, in the vicinity of Southchurch and Thorpe Bay. There is also evidence of over-trading in certain main foodstores, and capacity for some 5,000 sq metres of net additional floorspace across the Borough as a whole in the period to 2016, including the provision of one additional main foodstore, preferably located to meet the identified qualitative deficiency.

V. There is a specific issue with regard to the provision of 'bulky goods' facilities, where the range and choice in the Borough is limited, with many stores small and dated and significant leakage of expenditure from the Southend catchment area to competing destinations. There is therefore considerable quantitative and qualitative scope for additional such facilities, to support additional expenditure growth, improve the facilities available, achieve clawback of expenditure leakage, and make provision appropriate to a major regional centre. Capacity for up to about 30,000sq metres (including commitments) based on out of centre format stores was considered to exist.

4.10 However the Southend on Sea Retail Study predates the Government's new retail guidance (PPS6) which makes no distinction between comparison and bulky goods floorspace. A single comparison goods floorspace estimate only should be provided.

4.11 As the Southend on Sea Retail Study is based on an earlier assessment of shopping patterns, an early review of the Study is needed to update and roll forward its findings to cover the period to 2021 and to take account of more up to date retail evidence, some of which suggests that retail demand/potential in the Borough has grown reflecting the next phase of its regeneration and growth.

4.12 However, the Southend on Sea Retail Study is a bespoke household survey based study providing a comprehensive retail assessment to 2016. It is a sound basis for guiding retail provision in the Borough pending a review of its provisions.

4.13 The figures in the Study have been adjusted to take account of existing commitments at 31st March 2006 and, in the case of comparison goods of the different trading densities of Town Centre and out of town stores. The indications are that in the order of 24,000 to 28,000 square metres net of additional comparison goods floorspace and between 3,000 and 3,500 square metres net of additional convenience goods floorspace is required in the Borough between 2006 and 2016.

4.14 In the light of the evidence base provided by all the above, Policy CP2 below provides a core strategic policy to give local application to Government objectives, regional and sub-regional strategy and identified local needs and priorities. This policy is primarily spatial in its approach, in order to plan positively for the growth and development of existing centres, in particular Southend Town Centre, and to complement the more 'criteria-based' approach of national and regional policy set out in PPS6 and RSS14, which will also apply to the consideration of town centre and retail development in the Borough.

4.15 Options for such a spatial approach include:

- a. focusing all development in a regenerated Southend town centre;
- b. spreading development more widely but only within existing centres;
- c. directing development to new locations outside existing centres.

4.16 Considerations of sustainability, the continued vitality and viability of existing centres, and national and regional policy (including the development of Southend as a major regional centre) point clearly to a combination of options a) and b) as the most appropriate. However, it must also be recognised, having regard to identified local needs and opportunities, that it may not always be possible to meet these needs within those options. This relates in particular to the provision of an appropriate range, quality and choice of 'bulky goods' facilities, identified in the Southend-on-Sea Retail Study as a specific issue needing to be addressed. It may be necessary to allow for these in other locations (an element of option c), where there are existing retail offers if no suitable sites are available in existing centres.

4.17 Policy CP2 below seeks to reflect these considerations in its sequential preferences and in the tests that proposals elsewhere would need to meet. It

replaces the following development plan policies in the adopted Southend-on-Sea Borough Local Plan:

Policy S2 – Southend Town Centre

Policy S3 – Large Shopping Developments

Borough Local Plan Policies S1, S4, S5, S6, S7, S8 and S9 will remain part of the Development Plan for the Borough, pending their review as part of the preparation of a 'Criteria Based Policies and Site Allocations' Development Plan Document, as programmed in the Borough Council's Local Development Scheme."

Paragraph 5.15 (Section 5 Transport and Accessibility, page 46) In the first sentence add "where this relates to the development proposed". The sentence would then read:

"It is therefore vitally important that development makes an appropriate contribution to the funding of related transport infrastructure and services as identified in this Core Strategy DPD and the Southend Local Transport Plan and its subsequent reviews, where this relates to the development proposed."

Paragraph 9.4 (Section 9 Sport, Recreation and Green Space, page 69) Delete last sentence and replace as follows:

Planning obligations will be sought where new development would create or add to local deficiencies in order to provide the additional facilities necessitated by the new development.

Paragraph 10.24 (Section 10 – Dwelling Provision. Page 81) Delete existing paragraph 10.24 I. iv and replace with the following text:

'Improving the quality and making the best use of existing housing (i.e. the Council's own stock and private sector housing) through meeting the Decent Homes Standard, improving voids turnaround, bringing long term empty properties back into use, and awarding house assistance grants to owner-occupiers, tenants and landlords to improve, repair and adapt private sector dwellings'.

Amend beginning of text at paragraphs 10.25 by adding:

With the exception mentioned in paragraph 10.26 below and based on all the evidence outlined above, Policy CP8 below provides

Add New Paragraph 10.26:

The Borough Council recognises that gypsies and travellers often need a permanent base from which to travel or bring up children. No such need has been manifest in Southend in recent years although significant need exists elsewhere in Essex. Pending the outcome of the single issue review of the East of England Plan (RSS 14) on gypsies and travellers, any such proposals

will be assessed against the Development Principles set out in Key Policy KP2. More detailed proposals will be included in the Criteria-Based Policies and Site Allocations DPD.

Paragraph 11.4 (Section 11 – Monitoring and Review, page 86) Insert the following at the end of paragraph 11.4 I after 'sub-regional level':

'(specific information that will be collected will include: GVA (Gross Value Added); unemployment levels; average wages; workforce profile; commercial land/rental values; yields and floorspace; relevant land use/land availability data and take up rates)'.

Paragraph 11.5 (Section 11 – Monitoring and Review, page 86) After the sentence 'The performance indicators...the Core Strategy' insert 'In addition details of the delivery and implementation of public/private utility projects/schemes (set out in the form of tables in this Section after Policy CP9), will assist in the monitoring process in relation to:

- Flood defences (Policy KP1);
- Transport and Accessibility (Policy CP3);
- Community Infrastructure (Policy CP6);
- Sport, Recreation and Green Space (Policy CP7).

Jobs and housing will be delivered predominantly by the private sector and delivery will be monitored on at least an annual basis having regard to indicators and targets. All this information will form an integral part of the Southend Annual Monitoring Report'.

Paragraph 11.8 (Section 11 – Monitoring and Review, page 87) Delete existing paragraph 11.8 and replace with updated version:

'A full review of this core strategy will be completed in five years time to align with the review process of the East of England Plan (Regional Spatial Strategy). The review of the East of England Plan is programmed for completion in the spring of 2011 and will roll forward the regional spatial strategy to cover the period to 2030. More frequent partial alterations of specific policies and issues will be undertaken as necessary having regard to changing national and regional policies and local circumstances, and the findings of the regional and local Annual Monitoring Reports'.

Appendix 2 Glossary/Definition of Terms:

Delete current definition of affordable housing and replace with the following text:

"Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should:

- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices.
- Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.”