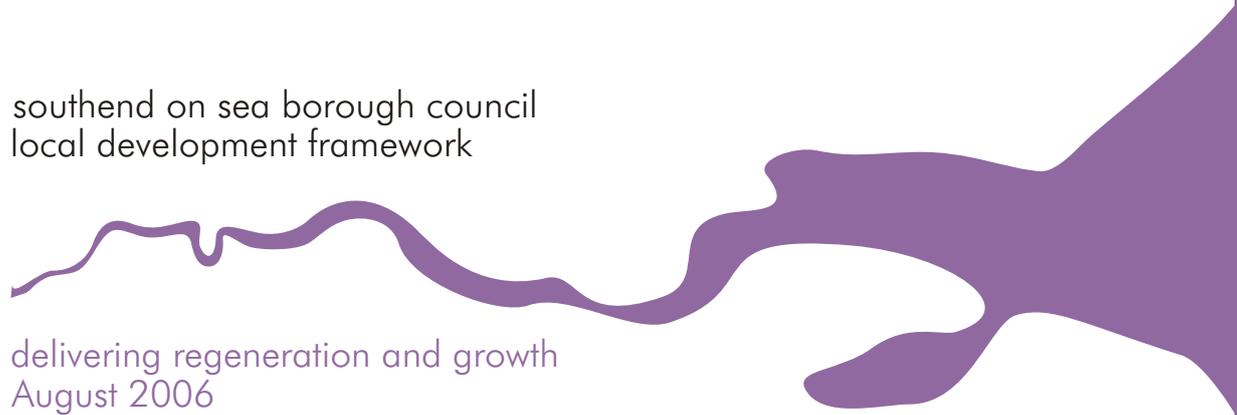


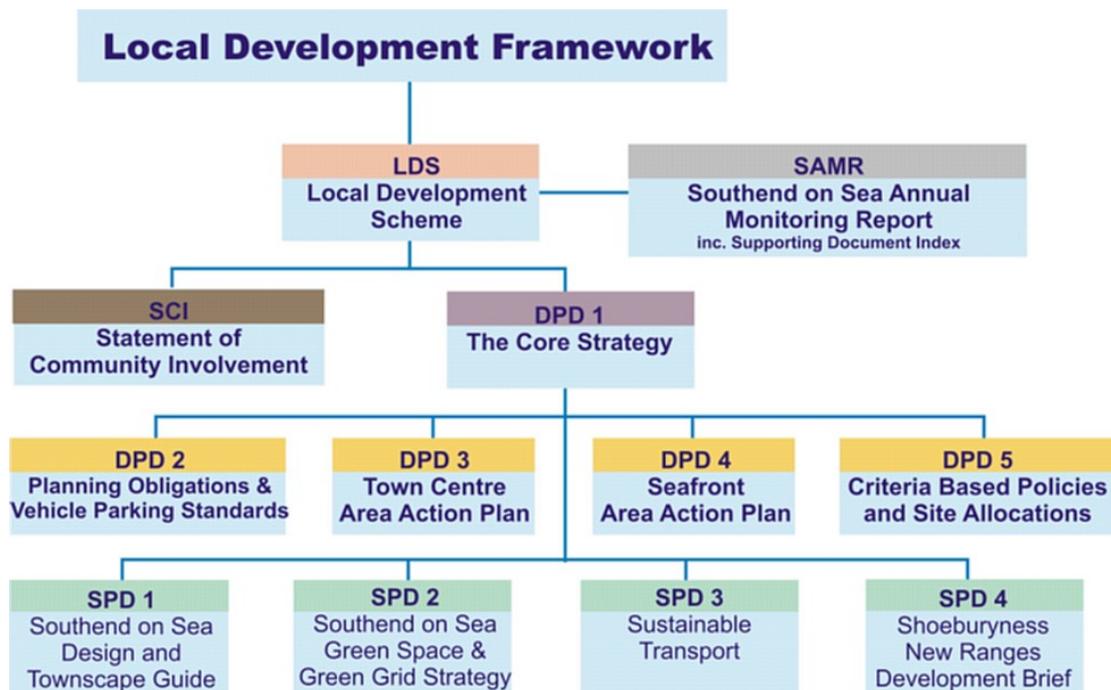
development plan document one

southend on sea borough council
local development framework

delivering regeneration and growth
August 2006



Southend Local Development Framework



For further information about the Local Development Framework and a definition of terms see "Southend on Sea Local Development Scheme" (LDS) and Appendix 2 of this Document

Details of this Local Development Document

Title: "Southend on Sea Core Strategy" Development Plan Document (DPD 1)

Subject: This document will provide the vision, objectives and strategy for the spatial development of Southend-on-Sea including the distribution of growth and the policy context for 10 year housing supply; and will set out the key policies against which all planning applications will be assessed, including the Council's core policies on minerals and the protection and enhancement of the natural and historic environment (including conservation areas).

Geographical Coverage: The Borough of Southend-on-Sea

Status: Development Plan Document (DPD)

Accompanying Document: Sustainability Appraisal Report

Stage in Timetable for Production:

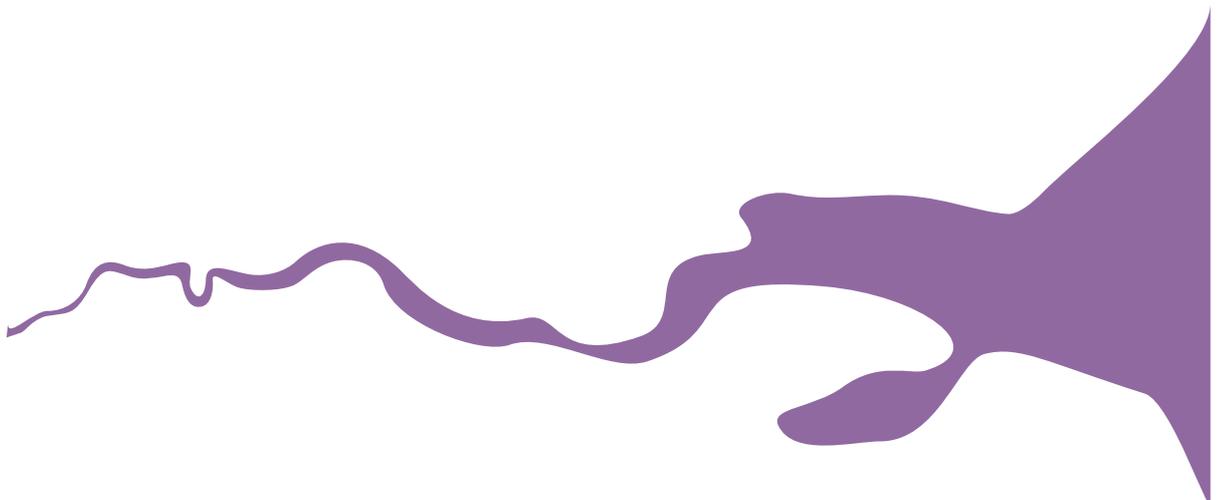
Options Consultation Regulation (25)	Completed March 2005
Preferred Options Consultation Regulation (26)	27 th July - 19 th Sept 2005
Submission to Secretary of State	August 2006
Target date for Examination	February – March 2007
Proposed date for adoption	August / September 2007

Availability of the Document: Inspection at all Council Offices and Libraries. Available to download on Council Web Site. See next page for availability of alternative formats.

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local development framework

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"چنانچہ مایل بہ دریافت نسخہ ای از ترجمہ این متن می باشید، لطفاً با ذکر مشخصات کامل خود با آدرس ذیل مکاتبہ نمایند."

ਜੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਦਾ ਤਰਜਮਾ ਆਪਣੀ ਭਾਸ਼ਾ ਵਿਚ ਚਾਹੀਦਾ ਹੈ ਤਾਂ ਮਿਹਰਬਾਨੀ ਕਰਕੇ ਹੇਠਾਂ ਲਿਖੇ ਪਤੇ ਤੇ ਖਤ ਲਿਖੋ ਅਤੇ ਤੁਹਾਡੇ ਨਾਲ ਸੰਪਰਕ ਕਰਨੇ ਲਈ ਆਪਣੀ ਪੂਰੀ ਜਾਣਕਾਰੀ ਦਿਓ।

"چنانچہ مایل بہ دریافت نسخہ ای از ترجمہ این متن می باشید، لطفاً با ذکر مشخصات کامل خود با آدرس ذیل مکاتبہ نمایند."

“જો તમને આ દસ્તાવેજનું ભાષાંતર તમારી ભાષામાં જોઈતું હોય તો, મહેરબાની કરીને નીચે લખેલ સરનામે પત્ર લખો અને તમારો સંપર્ક કરવા માટેની સંપૂર્ણ માહિતી આપો”

“اگر آپ کو اس دستاویز کا ترجمہ اپنی زبان میں چاہیے تو برائے مہربانی نیچے دیئے ہوئے پتے پر خط لکھیں اور آپ سے رابطہ کرنے کے لئے اپنی پوری تفصیلات دیں۔“

আপনি যদি আপনার ভাষায় এই কাগজটির অনুবাদ চান, তাহলে অনুগ্রহ করে নিচের ঠিকানায় লিখুন করুন এবং আপনার সাথে যোগাযোগের ব্যাপারে সম্পূর্ণ বিবরণ দিন।

“यदि आप इस दस्तावेज का अनुवाद अपनी भाषा में करवाना चाहते हों तो कृपया अपना पूरा सम्पर्क विवरण देते हुए नीचे दिए पते पर लिखिए”

Technical and Environmental Services Department, Southend on Sea Borough Council, PO Box 5557, Southend-on-Sea SS2 6ZF

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Southend Context

Introducing Southend

- 0.1 In 2001 the Government recognised the importance of the Southend area to the Thames Gateway by including the entire Borough within its extended boundaries. The **Thames Gateway is the Government's national and regional priority for regeneration and growth** as set out in the current Regional Spatial Strategy (Regional Planning Guidance for the South East (RPG 9, 2001)). These provisions are reinforced in the Government's Sustainable Communities Plan of 2003¹.
- 0.2 The Thames Gateway extends from East London to Southend on the north bank of the River Thames and Sheerness in Kent to the south of the River. That part of Thames Gateway located in South Essex lies within the East of England region (**see Map 1**).
- 0.3 Significant progress has been made in working towards the key objective for the Thames Gateway South Essex (TGSE)² sub-region of achieving regeneration through jobs-led growth, higher levels of economic performance and employment, and a more sustainable balance of local jobs and workers. Complementary Zones of Change³ have been identified as the catalyst for delivery of the vision, Southend being identified as the 'cultural and intellectual hub and a higher education centre of excellence.'

Sustainable Development: development which meets our current needs without wasting natural resources or spoiling the environment for future generations.

(Our Common Future: The World Commission on the Environment and Development - Brundtland Report 1987)

- 0.4 Progress has included the establishment of key delivery mechanisms, notably the Urban Regeneration Company for Southend - "Renaissance Southend Limited" and the Thames Gateway South Essex Partnership together with its related Transport Delivery Board, and the completion of a number of major public sector led projects including:
- I. a new college/university campus and public realm improvements in the town centre;
 - II. remodelled Pier Hill improving links with the seafront and including award winning architecture;
 - III. development of former Ministry of Defence land at Shoeburyness; and

¹ Sustainable Communities: Building for the Future, Office of the Deputy Prime Minister, February 2003

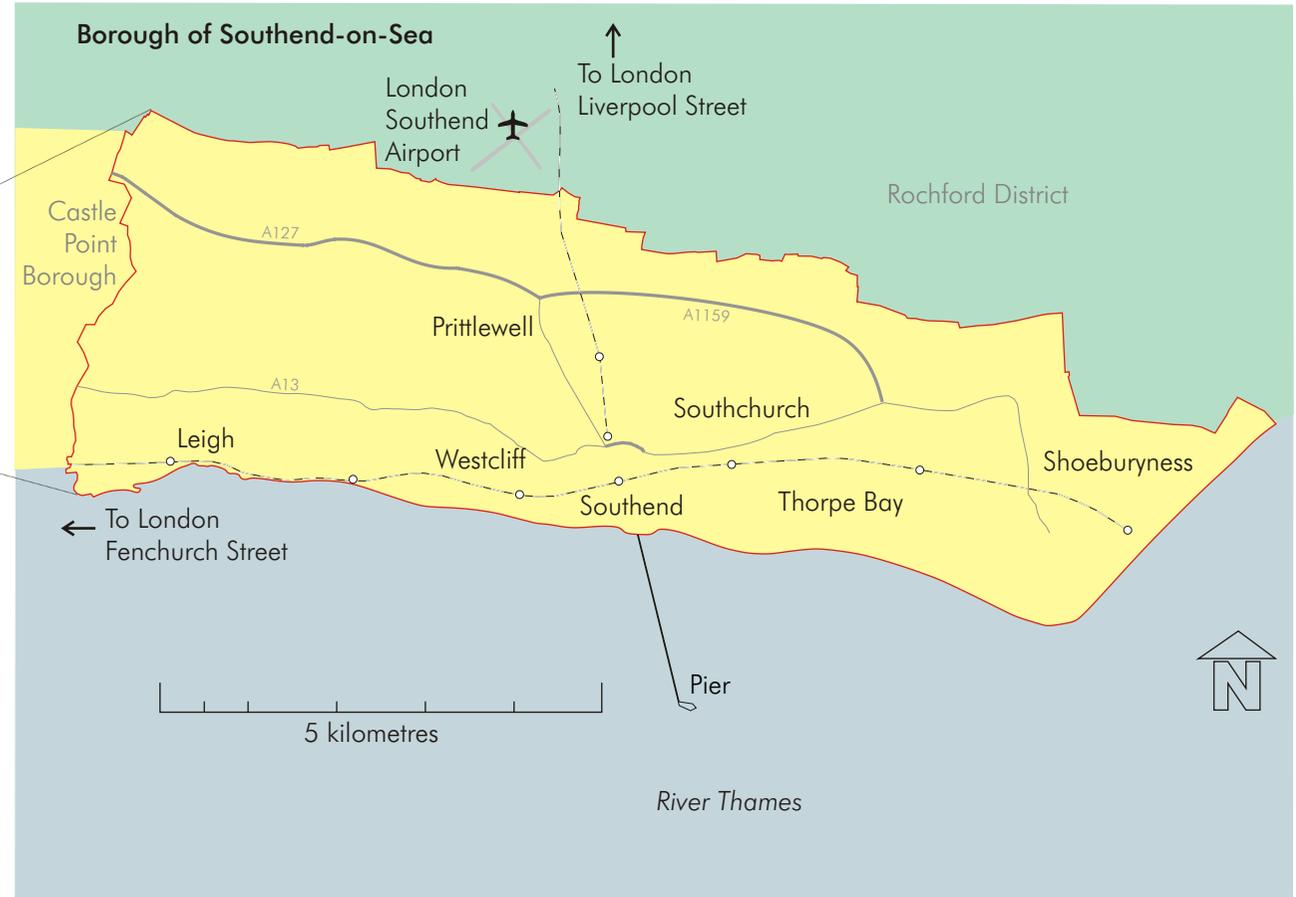
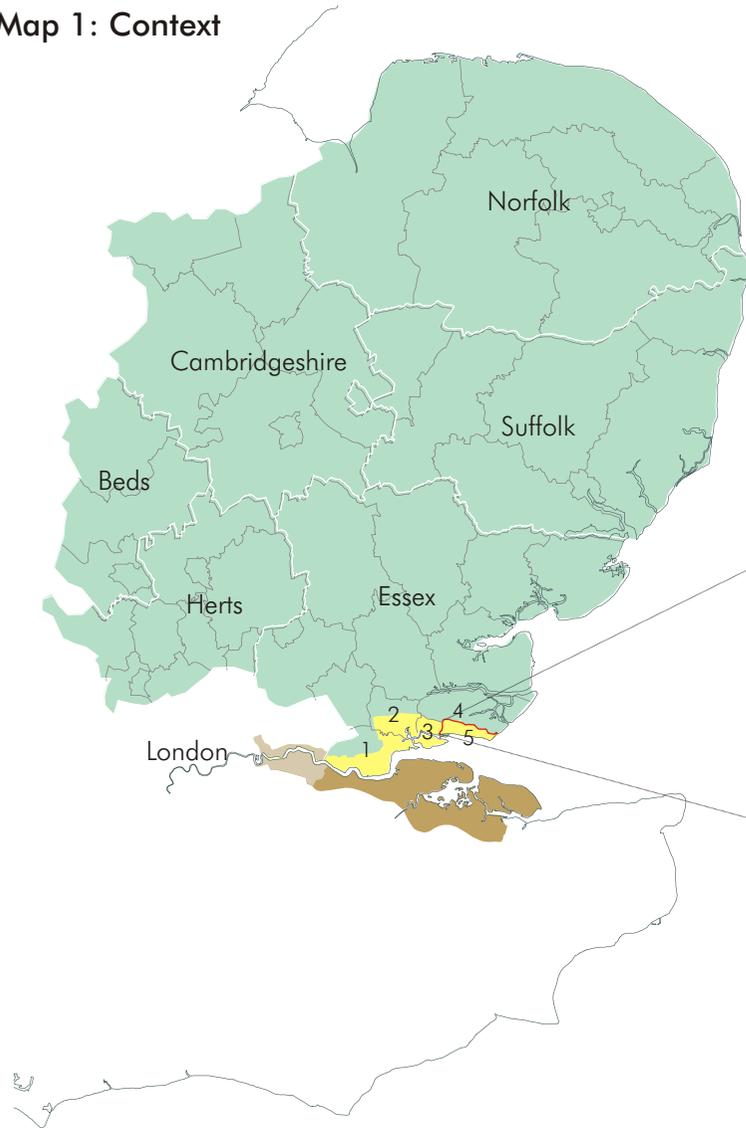
² The Thames Gateway South Essex (TGSE) broadly encompasses the areas south of the A13 in Thurrock and of the A127 in Basildon, together with the whole of the Boroughs of Castle Point and Southend and London Southend Airport within Rochford District.

³ The Thames Gateway South Essex Partnership has designated three districts as 'Zones of Change' as the catalyst for the delivery of the vision for a regenerated and sustainable TGSE. The 3 Zones are Thurrock, Basildon and Southend. These are supported by identified 'Zones of Influence', namely Rochford and Castle Point.

Southend on Sea Local Development Framework 2001 – 2021

Core Strategy Development Plan Document – August 2006

Map 1: Context



- East of England Region
- Thames Gateway
- South Essex Partnership (TGSE)
1 Thurrock (Unitary Authority), 2 Basildon, 3 Castle Point, 4 Rochford, 5 Southend (Unitary Authority)
- North Kent Partnership
- London Partnership

- IV. improved operational facilities at London Southend Airport placing it in a position to develop its potential to function as a local regional airport and to maximise the opportunities presented by the Olympic site in East London.

Urban Renaissance: action that secures significant improvement to the vitality and environment of urban areas so that they are more attractive places in which to live, work, shop and spend time.

- 0.5 These changes have brought benefits to the locality and the region and represent a first step in working towards addressing a number of acute economic, housing and transportation problems that have historically affected Southend namely:
 - I. sustained high unemployment;
 - II. pockets of severe deprivation;
 - III. lack of affordable housing;
 - IV. low educational attainment and skill levels;
 - V. an imbalance between workers and jobs; and
 - VI. poor accessibility and the worst road traffic congestion of anywhere in Essex.
- 0.6 Private sector investment will now represent the next phase of regeneration and growth in the town. However, this will not be achieved without continued Government support in policy and financial terms and the establishment of a clear up-to-date planning framework to guide potential developers and to maximise the regeneration opportunities offered by the town.
- 0.7 The challenge facing Southend on Sea Borough Council (hereafter referred to as 'the Council') over the next two decades will be to maintain the momentum of change whilst ensuring that it is achieved in a planned and balanced manner and respects the local environment to deliver jobs led sustainable regeneration and growth. Key to this will be the delivery of the infrastructure necessary to support the provision of new jobs and housing, particularly transport infrastructure.
- 0.8 Transport studies⁴ have clearly illustrated that the scale of the transportation problems in TGSE is such that demand management alone will not solve the problems and there is no escaping the need for significant investment in transport infrastructure and services to deliver a 'step change' in provision.
- 0.9 Without improvements to the infrastructure the Government's objectives for regeneration and growth as set out in its Sustainable Communities Plan will not be met.

⁴ London to Southend Movement Study (LOTS) - Hyder Consulting Limited for TGSE Partnership, May 2004
Southend on Sea Local Development Framework 2001 – 2021

Table 1: Key Characteristics of Southend (see also Southend Annual Monitoring Report)

	Characteristics	Related Policy and Survey Documents /Comments
Local Government	<ul style="list-style-type: none"> Unitary Authority responsible for land use planning, transport / highway matters, minerals and waste planning 	<ul style="list-style-type: none"> No Parish Councils One Town Council (Leigh Town Council)
Character/Population	<ul style="list-style-type: none"> 160,000 residents* catchment population of 325,000 land area of 4,163 hectares densely developed urban area 	<ul style="list-style-type: none"> Mid year population estimate 2004 Second highest population density in East of England Region
Role	<ul style="list-style-type: none"> Regional/Sub Regional office, shopping, leisure and cultural centre Major tourist destination with 6.1 million day visitors per year 	<ul style="list-style-type: none"> Second most popular day resort in UK
Economy	<ul style="list-style-type: none"> 65,500 jobs some 5,000 companies over 280,000 m2 of office floorspace centred on town centre some 100 hectares of industrial land on 10 key estates unemployment rate of 3.1% (January 2006) imbalance between number of workers and available jobs 8th most deprived area in region eastern part of town has Objective 2 European funding status 	<ul style="list-style-type: none"> Inter-Departmental Business Register - ONS 2005 80% of companies employ 10 persons or less East of England 1.7% England/Wales 2.6% Net daily outflow of 6,900 persons in 2001 (census) Index of Multiple Deprivation - ONS (2004)
Retail	<ul style="list-style-type: none"> Southend Town Centre - Major Retail Centre (102,000 m2 of ground floor floorspace) District centres at Westcliff (Hamlet Court Road); Leigh; Local centres at Southchurch, Thorpe Bay, Eastwood and Shoebury (Ness Road/West Road) 3 out of centre Retail Parks at Airport; Greyhound (Sutton Road) and London Road 	<ul style="list-style-type: none"> Draft East of England Plan (Policy E9) Southend on Sea Retail Study (2003)
Built / Natural Environment	<ul style="list-style-type: none"> Some outstanding examples of Victorian, Edwardian and modern architecture 8.5 miles of accessible foreshore 500 hectares of mature parks, woodlands and gardens since 2001 all development has been on previously developed land limited countryside separating Southend from nearby settlements 	<ul style="list-style-type: none"> 14 Conservation Areas; 1,659 Listed Buildings and 3 Scheduled Ancient Monuments protected by national and international nature conservation/biodiversity designations Study of Open Space and Recreation (2004) Draft East of England Plan (Policy SS4) Majority designated Green Belt (2 adjoining Country Parks)
Housing	<ul style="list-style-type: none"> Nearly 71,000 households (35% one person households) <ul style="list-style-type: none"> 73% owner occupied 8% Local Authority Renting 13% Private Renting less than 4% Housing Association/Social Landlord Renting Average Household Size 2.2 persons 92% of dwellings built at densities of over 50 	<ul style="list-style-type: none"> 2001 Census <ul style="list-style-type: none"> East of England 73% England/ Wales 69% 12% 13% 11% 9% 5% 6% 2.37 2.36 Borough Council development records 2004/5

	<ul style="list-style-type: none"> • dwellings per hectare • Significant increase in affordable houses required to 2021 	<ul style="list-style-type: none"> • Housing Needs Study - Fordhams (2004)
Transport	<ul style="list-style-type: none"> • major east-west transport corridor to London (40 miles), comprising; <ul style="list-style-type: none"> - two key strategic highway corridors A13 and A127/A1159 - two railway lines London Fenchurch Street to Shoeburyness (c2c Rail) and London Liverpool Street to Southend Victoria (One Rail) - River Thames Corridor • 9 railway stations serving Southend. Further station planned at London Southend Airport • London Southend Regional Airport - identified in Government Aviation White Paper (December 2003) as having long term potential to cater for 2 million passengers per annum • Congestion on highway corridors causing delays and affecting local economy • Key sections operating at or close to capacity • Regeneration opportunities inhibited due to poor access 	<ul style="list-style-type: none"> • No Trunk Roads in Borough • Draft East of England Plan (RSS 14 - EERA, December 2004) A13 and A127/A1159 part of Strategic Network (Policy T7) • Rail lines - part of Trans European Transport Network (TEN-T) • Draft East of England Plan - Southend identified as Regional Interchange Centre (Policies SS6 and T2) • London Southend Airport Masterplan - Regional Airports Limited (July 2005). Draft East of England Plan (Policy E14 and T5) • London to Southend Movement Study (LOTS) Hyder Consulting Ltd. for Thames Gateway South Essex Partners (May 2004) - study recommended by RPG 9. Study identifies need for 'step change' in transport infrastructure provision
Regeneration	<ul style="list-style-type: none"> • Southend designated as part of Thames Gateway - National and Regional Priority for regeneration and growth • Identified as 'cultural and intellectual hub and higher education centre of excellence' 	<ul style="list-style-type: none"> • Regional Planning Guidance for the South East (RPG 9) March 2001 • Creating Sustainable Communities: Making it Happen: Thames Gateway and the Growth Areas - ODPM 2003 • Draft East of England Plan (Policies SS 11 and TG/SE 1)
Planned Growth	<ul style="list-style-type: none"> • Jobs led growth to reduce imbalance between workers and local jobs <ul style="list-style-type: none"> ▪ 13,000 additional jobs by 2021; ▪ 6,000 additional dwellings by 2021 	<ul style="list-style-type: none"> • Draft East of England Plan <ul style="list-style-type: none"> - (Policies SS10; E2 and TG/SE 2) - (Policy SS13; H1 and TG/SE 6)
Delivery Vehicles	<ul style="list-style-type: none"> • Thames Gateway South Essex (TGSE) Partnership <ul style="list-style-type: none"> - TGSE Transportation Delivery Board (Thurrock and Southend Borough Council's and Essex County Council) • 'Renaissance Southend Limited' - Urban Regeneration Company 	<ul style="list-style-type: none"> • TGSE Economic Baseline Study • TGSE Business Plan for Transport (November 2005) • RSL Business Plan 2005 - 2008

***Note: Resident Population** - ONS population estimates remain significantly out of step with population counts based on other sources eg residents registered with GP's was 175,240 in 2002.

Core Strategy Development Plan Document

- 0.10 The preparation of this Core Strategy Development Plan Document (DPD) represents the first stage in preparing such a comprehensive land use planning framework for the Borough of Southend on Sea as a whole (hereafter referred to as 'Southend'). Once adopted it will replace elements of the current Borough Local Plan that was adopted in 1994.
- 0.11 The Core Strategy is required to be prepared in accordance with national planning policy guidance⁵ and the regional spatial strategy (RSS), currently Regional Planning Guidance for the South East (RPG 9). A revised RSS is now at an advanced stage of preparation, and the emerging 'East of England Plan' (Regional Spatial Strategy for the East of England, RSS 14) will, once adopted, replace RPG 9. The adopted and emerging regional spatial strategies fully endorse the objectives of Thames Gateway South Essex and set out strategic policies for the regeneration of the area, including specific targets for additional jobs and dwellings in Southend.
- 0.12 The Core Strategy also needs to take into account, and inform the preparation/revision of, other related plans and documents to ensure an integrated approach to regeneration. These include the Southend on Sea Local Transport Plan and Southend's Community Plan (**see Diagram 1**).
- 0.13 The Core Strategy provides the vision, objectives and broad strategy for the spatial development of Southend. This includes the distribution of a 10-year housing supply; and sets out key policies against which all planning applications will be assessed, including the Council's core policies on minerals and the protection and enhancement of the natural and historic environment (including conservation areas).
- 0.14 The stage in the timetable for production of the Core Strategy is as follows:

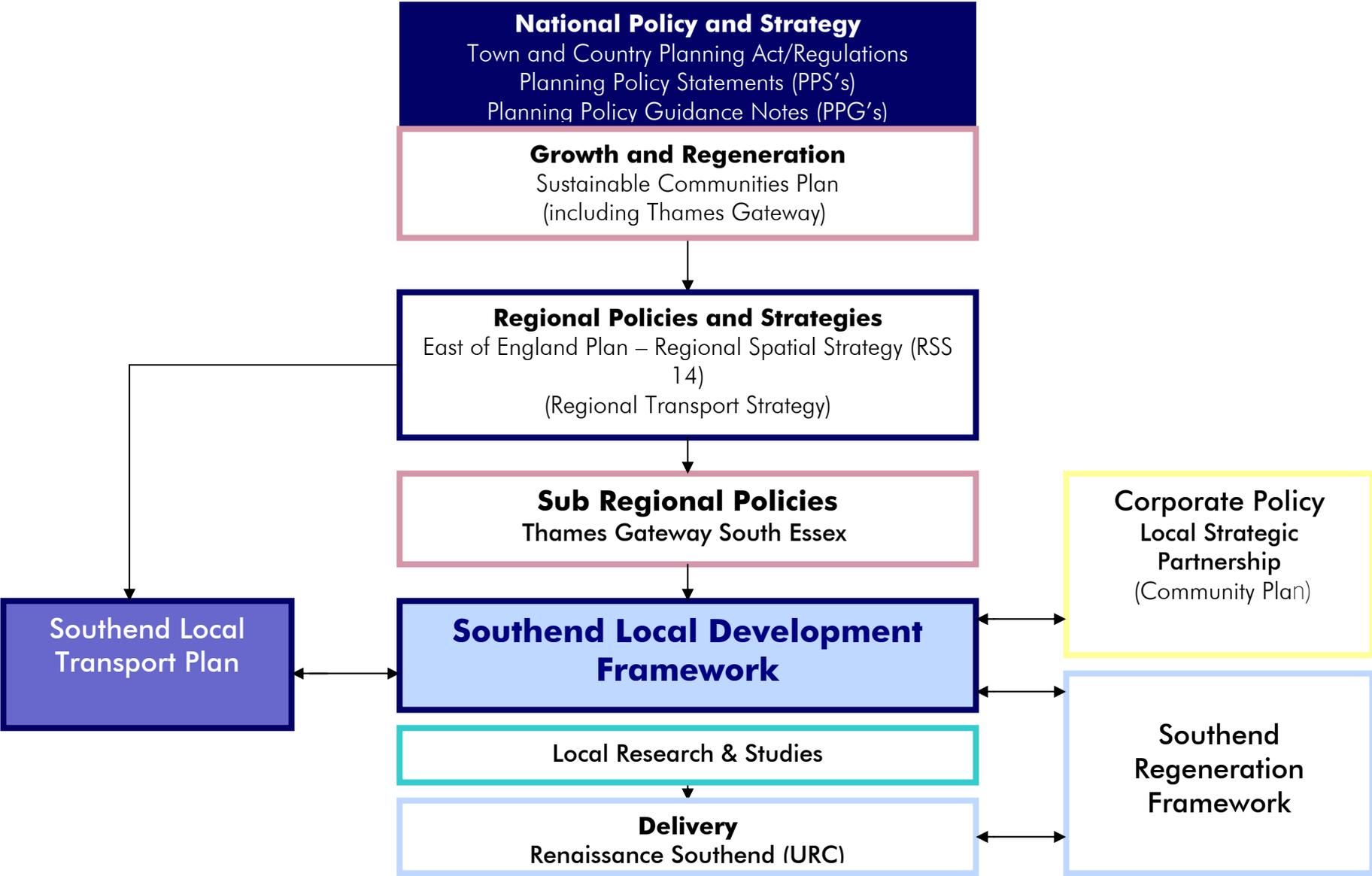
Pre-submission Consultation (Regulation 25)	Commenced January 2005
Preferred Options Public Participation (Regulation 26)	Late July - mid September 2005
Submission to Secretary of State	Summer 2006*
Target date for Examination	Winter 2007#
Proposed date for Adoption	Summer 2007

* subject to the prior publication of the Panel's Report into the Public Examination of the East of England Plan (RSS 14)

subject to the prior publication of the Secretary of State's Proposed Changes to the East of England Plan (RSS 14)

⁵ National planning policy guidance: national planning policies are set out in new-style Planning Policy Statements (PPS), which are gradually replacing Planning Policy Guidance Notes (PPG). These are produced by the Office of the Deputy Prime Minister (ODPM) on different aspects of planning and the rules that govern the operation of the system

Diagram 1: Policy Framework



- 0.15 A **Sustainability Appraisal Report** (prepared by Baker Associates on behalf of the Council, July 2005) accompanies the Core Strategy, detailing the social, economic and environmental impact of the proposals.
- 0.16 Further **Development Plan Documents (DPD's)** and **Supplementary Planning Documents (SPD's)** will be prepared in due course within the framework of the Core Strategy to provide for more detailed site-specific policies and development guidance. These plans will be prepared in accordance with the timetable for plan production as set out in the Council's **Local Development Scheme (LDS)**. Once completed the documents will make up a comprehensive **Local Development Framework (LDF)** for Southend that will replace the current Borough Local Plan in its entirety. Progress in implementing the provisions of these plans (collectively known as **local development documents**) will be monitored by means of an **Annual Monitoring Report (AMR)** and changes will be made to appropriate plans if deemed necessary.
- 0.17 **Table 2** illustrates the existing and emerging replacement planning policy framework whilst **Diagram 2** shows the documents that will comprise the Southend Local Development Framework.
- 0.18 The Core Strategy has been informed by a number of supporting documents commissioned by the Council, 'Renaissance Southend' or the Thames Gateway South Essex Partnership. These will in turn inform the preparation of further DPD's and SPD's. The supporting documents are as follows:

Southend Studies

- I. Housing Needs Survey (Fordham Research, May 2003)
- II. Town Centre Study and Master Plan Framework (Buro Happold, August 2003)
- III. Urban Capacity Study (Atkins, August 2003)
- IV. Retail Study (CB Richard Ellis, September 2003)
- V. Housing Needs Survey Update (Fordham Research, April 2004)
- VI. A Study of Open Space and Recreation (Leisure and the Environment, August 2004)
- VII. A Study of Playing Pitches (Leisure and the Environment, August 2004)
- VIII. Industrial Estates Study (GVA Grimley, July 2005)
- IX. Commercial Seafront - Regeneration Principles (EDAW, October 2005)

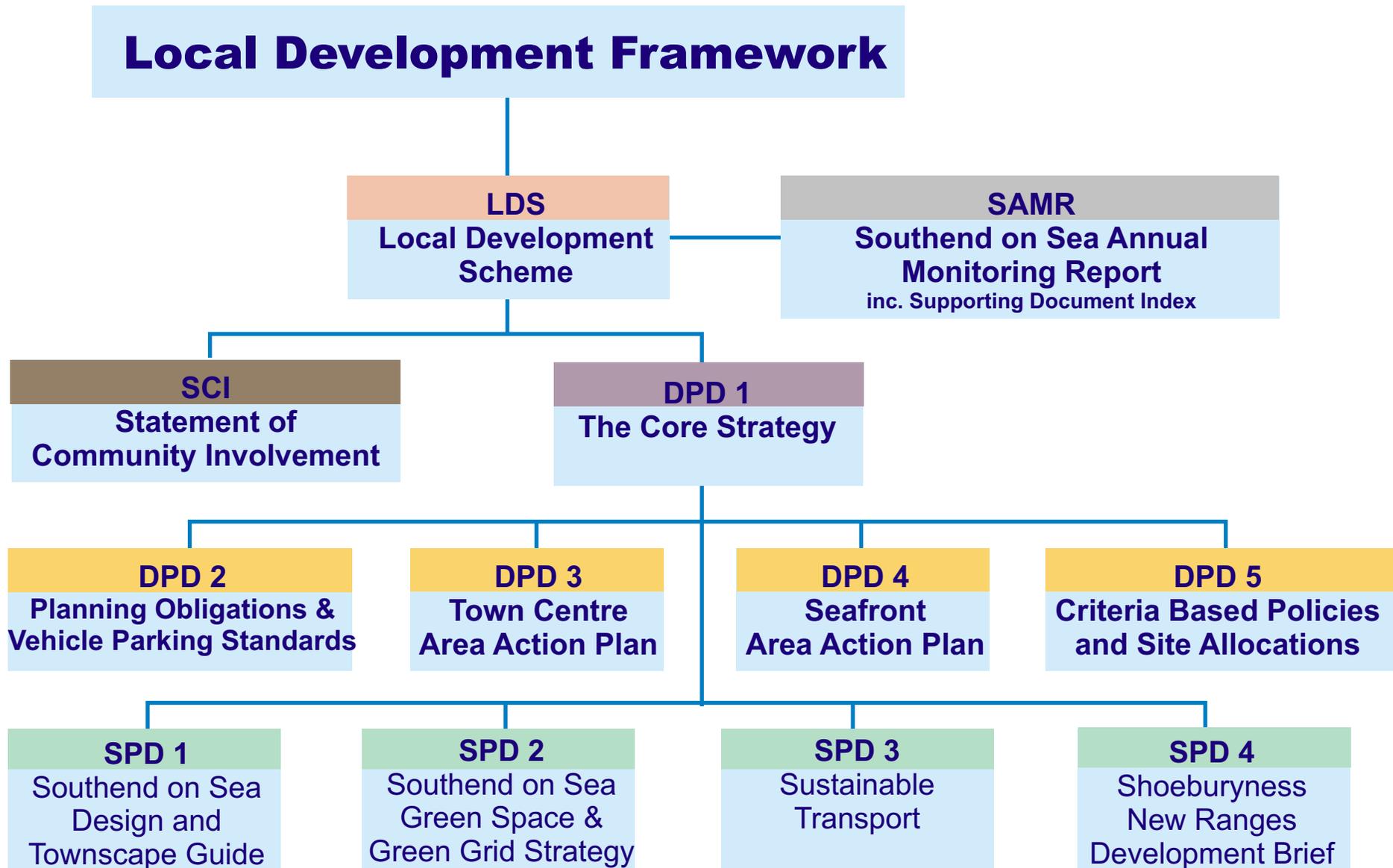
Thames Gateway South Essex

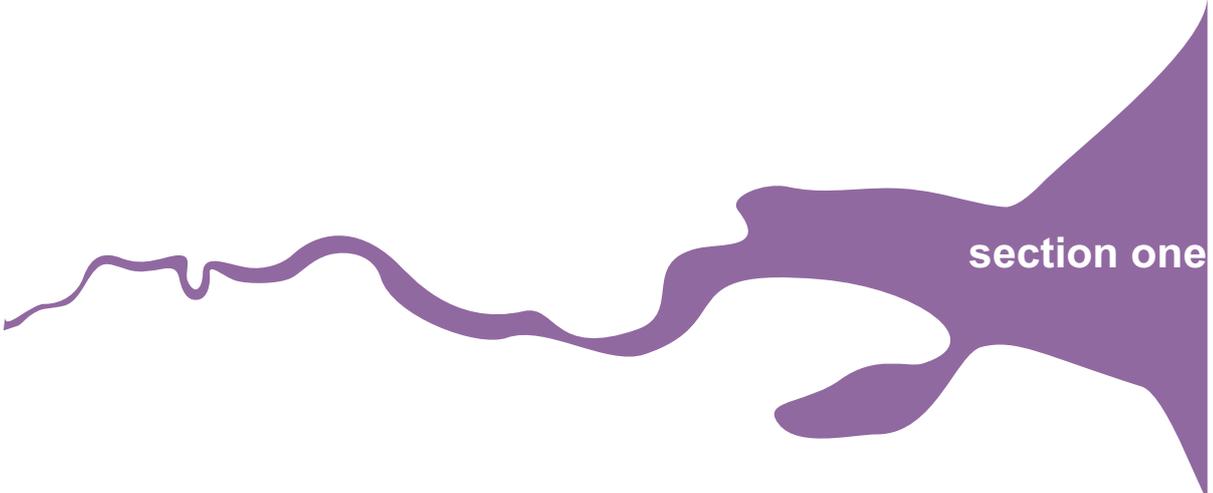
- X. London to Southend Movement Study (LOTS) - (Hyder Consulting, May 2004)

<p>Southend on Sea Borough Local Plan First Alteration (Southend on Sea Borough Council) Alterations relating to detailed guidance for Marine Parade, Leigh on Sea; Houses in Multiple occupation; Gypsy Caravan Site Provision Adopted October 1997 Plan period to 2001</p>	<p>Southend Development Plan Document (DPD 5): Criteria Based Policies and Site Allocations (Southend on Sea Borough Council)</p> <p>to be prepared Plan period to 2021</p>
<p>Southend on Sea Borough Local Plan Second Alteration (Southend on Sea Borough Council) Alterations relating to land at Fossetts Farm, Sutton Road, Southend on Sea Adopted March 1999 Plan period to 2001</p>	<p>Southend Development Plan Document (DPD 5): Criteria Based Policies and Site Allocations (Southend on Sea Borough Council)</p> <p>to be prepared Plan period to 2021</p>

* Land north of Eastern Avenue, Southend and north of Shoebury.

Diagram 2: Southend on Sea Local Development Framework - Content





section one

Section 1: The Core Strategy – Aim and Strategic Objectives

- 1.1 The Draft East of England Plan (Regional Spatial Strategy - RSS 14) sets out specific guidance for the Thames Gateway South Essex (TGSE) sub-region with the central aim of delivering employment led regeneration, whilst maintaining a sustainable balance between jobs and housing in the future. Within Southend this translates into a strategic policy requirement to deliver 13,000 net additional jobs and 6,000 net additional dwellings in the period 2001 to 2021.
- 1.2 Phasing mechanisms within these policies provide for an assessment of whether this balance between jobs and housing is being achieved and the required improvements to infrastructure are being provided. In particular, improvements to transport infrastructure are essential to unlock key regeneration sites, improve accessibility and provide for more sustainable travel patterns. As such a 'step change' in the provision of transport infrastructure and accessibility is recognised as a precondition for achieving regeneration and additional development, and a phased programme for priority investment is set out in Policy TGSE3: Transport Infrastructure in RSS14. It is also essential that improvements to social infrastructure are put in place before and in parallel with new development. This includes promoting development which contributes to the delivery of health care strategies and social and education plans (including School Organisation Plans) and in line with Core Policy CP6: 'Community Infrastructure' in this Core Strategy.
- 1.3 In parallel, the Southend Local Strategic Partnership, 'Southend Together' has prepared Southend's Community Plan. Based on three over-riding principles – sustainable development, equality of opportunity and social inclusion – the Community Plan seeks to pursue seven ambitions for the town:
 - I. a prosperous local economy
 - II. improved transport and infrastructure, and a quality environment
 - III. a cultural capital of the East of England
 - IV. opportunities for learning for all and a highly skilled workforce
 - V. improved health and well-being
 - VI. reduction in crime, disorder and offending, and
 - VII. better life chances for vulnerable people.
- 1.4 There is significant synergy between these ambitions and the requirements of, and approach to, regeneration in Thames Gateway South Essex outlined above.
- 1.5 To meet the opportunities and challenges presented by the regeneration of Thames Gateway and the priorities identified by Southend's Community Plan, the Council has, in association with its partner organisations and agencies, in particular the Thames Gateway South Essex Partnership, adopted the following Aim and set of Strategic Objectives. These provide a firm basis for the core strategy, policies and proposals that follow, and which seek to be a key means of implementing these objectives and priorities.

The Aim

To secure a major refocus of function and the long term sustainability of Southend as a significant urban area which serves local people and the Thames Gateway

To do this there is a need to release the potential of Southend's land and buildings to achieve measurable improvements in the town's economic prosperity, transportation networks, infrastructure and facilities; and the quality of life of all its citizens. This will include safeguarding and improving the standards of the town's amenities and improving the quality of the natural and built environment.

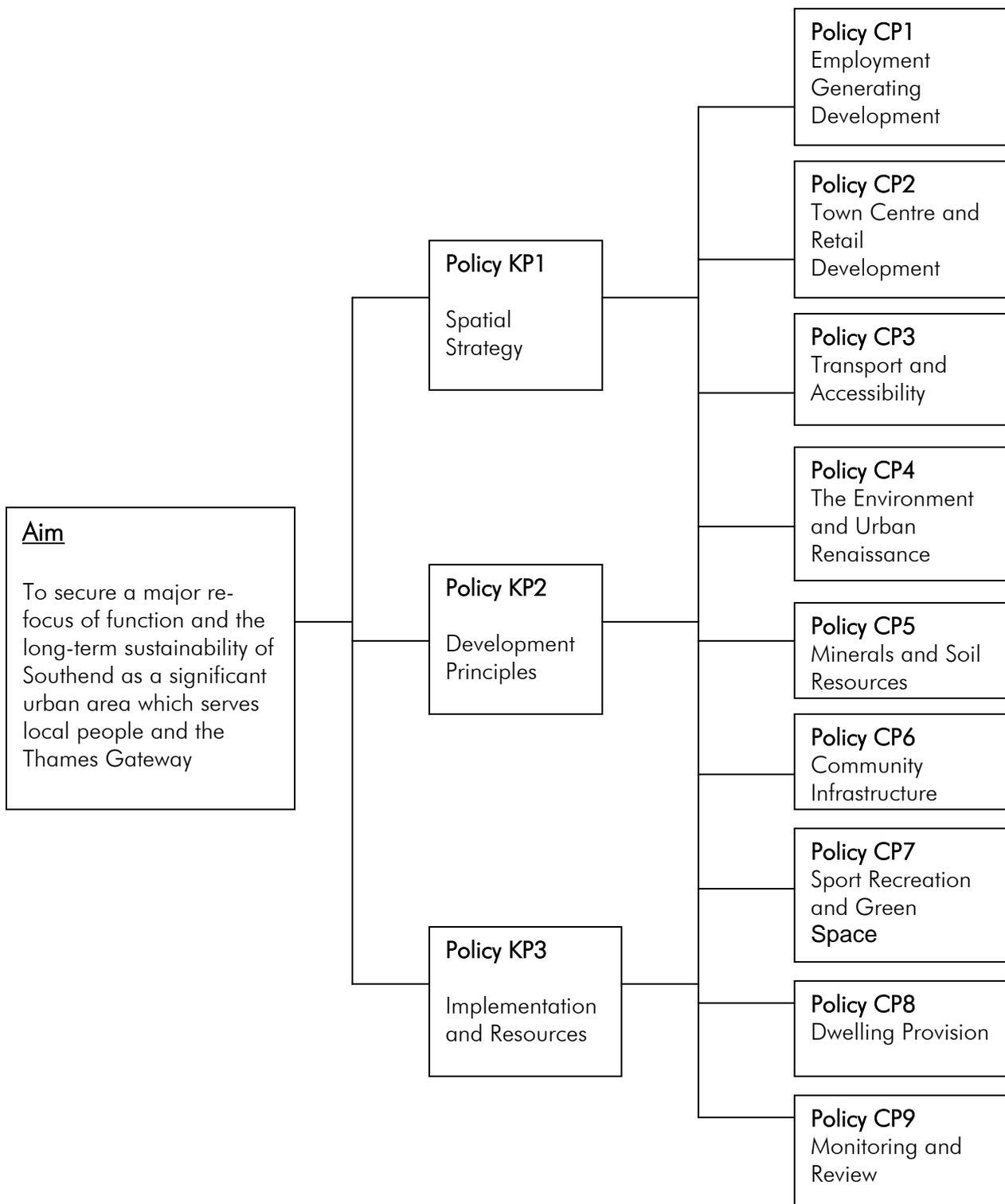
Strategic Objectives

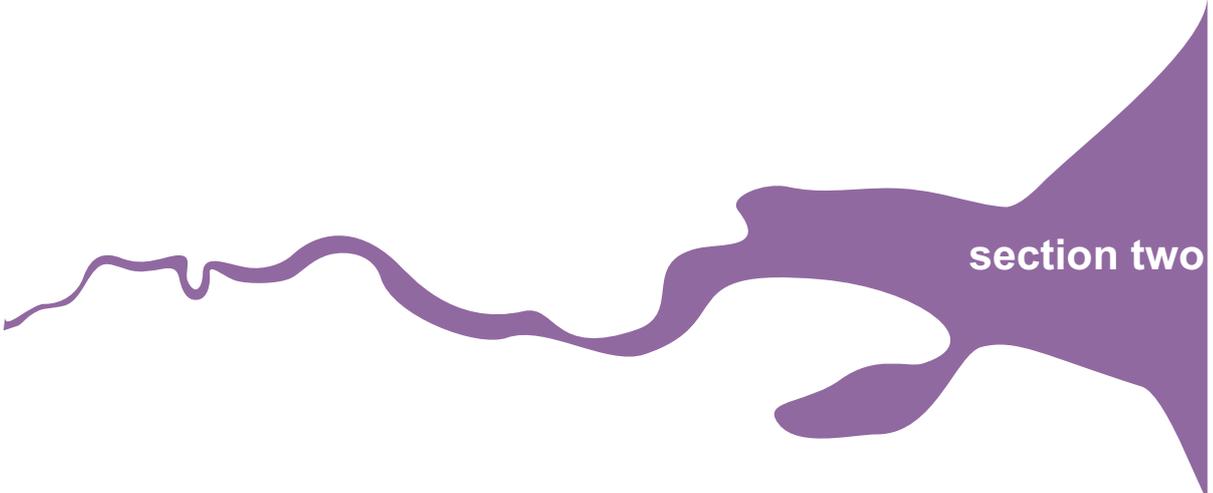
- SO1 Deliver employment led regeneration, wealth creation and growth across the Thames Gateway South Essex sub-region
- SO2 Secure the regeneration of Southend as a cultural and intellectual hub and a centre of education excellence
- SO3 Create and maintain a balance between employment and housing growth in the future
- SO4 Secure sustainable regeneration and growth focused on the urban area
- SO5 Provide for not less than 13,000 net additional jobs in the period 2001 to 2021 within Southend
- SO6 Provide for 6,000 net additional dwellings in the period 2001 to 2021 within Southend
- SO7 Target future dwelling provision to meet the needs of local people including the provision of affordable housing
- SO8 Secure a thriving, vibrant and attractive town centre and network of district and local centres
- SO9 Secure a 'step change' in the provision of transport infrastructure and accessibility as a precondition for additional development
- SO10 Maximise the effectiveness and integration of key transport corridors and interchanges as a principal focus for development in the urban area
- SO11 Secure the regeneration of London Southend Airport to enable it to reach its potential to function as a local regional airport, subject to environmental safeguards
- SO12 Secure the sustainable use of the River Thames and its Estuary as an asset for transport, leisure and business

- SO13 Secure the social and physical infrastructure related to improving the health, education, lifelong learning and well-being of all sectors of the community
- SO14 Deliver high quality, well designed and attractive urban and natural environments which are safe, people friendly and distinctive, and which respect and enhance existing character and local amenity
- SO15 Secure the application of sustainable construction and operation in all development, in particular through the prudent use of natural resources, energy efficiency, and the maximum use of renewable and recycled resources, in order to prevent or minimise local contributions to climate change and its associated risks, and the depletion of non-renewable resources
- SO16 Protect, conserve and enhance the town's historic and natural environment and assets, including both its biodiversity resources, species and habitats, and its heritage conservation resources
- SO17 Regenerate and bring back into productive and beneficial long-term use, including where appropriate use for biodiversity or other natural resource value, land which is contaminated or otherwise degraded
- SO18 Contribute to the creation of a 'Green Grid' of high quality, linked and publicly accessible open spaces and landscapes across the sub-region
- SO19 Secure delivery of strategic objectives through all relevant delivery bodies, and their strategies
- 1.6 The role of this Core Strategy is to provide clarity about what the Council will require of new development, and to ensure that the right development comes forward in the right place and at the right time to deliver the Aim and Strategic Objectives. As such it will be used as a basis for making decisions on all planning matters and for guiding the investment decisions of the public and private sectors over the next decade and beyond.
- 1.7 The mechanisms for delivering the plan's policies and proposals will therefore be many and varied, involving a wide range of private, public, voluntary and other agencies, companies and individuals, together or separately. To remove all doubt as to what is required of new development, it is considered that the Aim and Strategic Objectives need to be translated into clear criteria based policies.
- 1.8 The approach in this Core Strategy is to translate the Aim and Strategic Objectives into three over-arching Key Policies (see Section 2) dealing with the broad spatial, development and implementation principles with which all new development must accord. These Key Policies are supported by nine Core Policies (see Sections 3 - 11) based on more specific spatial and development principles to promote and facilitate what the Council is seeking to achieve from development and investment activity in the town.

- 1.9 The Core Policies must provide a clear, robust strategic land use planning framework for Southend in the context provided by national, regional and strategic policy and objectives. Some may have clear spatial implications, whilst others need to be expressed in terms of the overall approach the Council will take to new initiatives, investment decisions and development opportunities, and the criteria it will use in making decisions on such matters.
- 1.10 In implementing its Core Strategy, there will be a need for the Council to be bold, visionary, take the lead on contentious issues, and find imaginative ways of funding projects and initiatives as well as playing an active role in challenging national policy through lobbying where appropriate. The national, regional and sub-regional context with which the Core Strategy must conform has changed significantly. Southend is now part of the Thames Gateway, a national priority for both regeneration and growth, and the contributions to investment and development required from the Borough are now much greater.
- 1.11 In addition, local priorities, as expressed through the Community Plan, are much clearer and more demanding. Taken together, these considerations require the new Local Development Framework for Southend, replacing the Southend-on-Sea Borough Local Plan, not only to deliver higher levels of infrastructure, investment and development, but also to achieve this in ways that are clearly more sustainable and of a higher quality. Above all, a balance must be achieved between employment provision, transport and other community infrastructure investment, additional dwellings and environmental quality, both urban and natural.
- 1.12 In the short-term, for development control purposes, and where necessary and appropriate, the policies in this Core Strategy will be supported by saved policies from the adopted Southend-on-Sea Borough Local Plan until such time as they are replaced by new development plan policies in subsequent Local Development Documents.
- 1.13 The relationship between the overall Aim of the Core Strategy and the supporting policies is illustrated in **Figure 1**.

Figure 1: Diagram Of Relationship Between The Overall Aim Of The Core Strategy And The Supporting Policies





section two

Section 2: Core Strategy - Key Policies

2(i) Key Spatial Strategy Policy

2.1 The role of the key spatial strategy and associated policy is to provide a clear indication of how regeneration and growth will be distributed within the Borough, and is an essential element of the Core Strategy. The spatial strategy set out below is considered to be the most appropriate and effective, within the context of national and regional policy, to make a positive contribution to delivering the required growth whilst also delivering sustainable regeneration, as set out in the Aim and Strategic Objectives in Section 1 above.

Spatial Sustainability Considerations

2.2 In drawing up an appropriate spatial strategy for the delivery of regeneration and growth in the Borough, the Council has had to have regard to a wide range of sustainability considerations, including in particular the following key national and regional policy considerations:

- I. The need to follow a sequential approach in the location of development, focussing that development in urban areas, making optimum use of previously developed ('brownfield') land and minimising the need to use 'greenfield' land. In attaching significant importance to this consideration, the Council has had regard to the fact that the countryside around Southend and separating it from neighbouring settlements is now extremely limited and a valuable resource for the town, whilst a Southend Urban Capacity Study has indicated significant potential for further development within the existing urban area to contribute to development needs, and to regeneration and growth in the Borough;
- II. The need to focus new development as far as possible on existing and improved public transport and community infrastructure facilities, in order to provide good accessibility to such facilities as a key element in achieving sustainable regeneration, social inclusion and growth;
- III. The need to focus new development as far as possible on the existing urban area in order to deliver an 'urban renaissance' providing a high quality urban experience, a consideration of importance to Southend where there are a number of regeneration and deprivation needs in the town;
- IV. The need to conserve valuable amenity, biodiversity and other natural resources within the Borough. Again, in attaching considerable importance to this consideration, the Council has had regard to the fact that all the limited undeveloped land around the Borough is of high amenity value, of international, national or local importance for biodiversity, or is best and most versatile agricultural land;
- V. Flood risk: Government policy emphasises the need for flood risk to influence the location of development, and for development plans to follow a 'sequential test' in relation to the level of flood risk, directing development away from areas at

risk of flooding. Current indicative floodplain maps identify a number of areas in the Borough to be 'at risk', mainly from tidal flooding. However, in assessing the weight to be attached to this consideration, the Council has also had to have regard to the following considerations:

- i. Excluding such areas from consideration for regeneration and growth would further limit the already limited spatial options available to the Borough to achieve such regeneration and growth, and would require other important sustainability considerations, as set out above, to be compromised
 - ii. The current indicative floodplain maps do not take account of existing flood defences, which in Southend have been regularly and systematically improved to meet perceived levels of risk. The level of actual risk, and the areas actually remaining at risk, are therefore likely to be much lower than is indicated by these maps
 - iii. A significant part of the Borough lying within an area indicated as within a Flood Zone (Shoeburyness Old Ranges) is already being successfully regenerated and redeveloped, incorporating effective sea defence improvements giving a high level of long-term protection
 - iv. The recently completed Thames Gateway South Essex Strategic Flood Risk Assessment, providing more detailed and up-to-date information on actual levels and locations of flood risk indicates that flood defences within and adjacent to Southend are mainly in good overall condition. However, within part of the Shoeburyness area (Shoeburyness New Ranges) crest levels may be below the 1 in 200 year defence standard required by the Environment Agency, and significant improvement to the height and quality of those defences is likely to be required in the event of re-development. There remain small areas of the Borough where a residual risk remains in the event of a breach in the tidal defences. Any development proposals within these areas will require detailed flood risk assessment, appropriate mitigation measures, and agreement with the Environment Agency.
- VI. The overwhelming community support for the Council's 'preferred option' (on which the spatial strategy in this Development Plan Document is very strongly based) indicated through the pre-submission consultation and public participation stages

2.3 The spatial strategy set out below represents an appropriate balance between these considerations. Equally it represents the most appropriate way forward for Southend, seeking to maximise the town's strengths and opportunities by focusing the majority of growth and regeneration on key regeneration areas, in particularly the Town Centre, Seafront (subject to the safeguarding of the biodiversity importance of the foreshore) and certain 'Priority Urban Areas', including existing commercial/industrial areas. At the same time, it seeks to protect the town's natural resources and residential amenities from inappropriate or over-development by accommodating a proportion of the required growth on previously developed land on the urban fringe, notably north Shoeburyness which is itself a major regeneration opportunity. A degree of residual

flood risk remains in certain parts of the regeneration and growth areas identified, and such risk must always remain a key consideration. 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, including where necessary enhancement of flood defences and/or effective sustainable drainage measures. The South Essex Strategic Flood Risk Assessment (SFRA) will be used to identify all areas where such risk exists and this policy will apply.

2.4 This spatial strategy seeks, therefore, to deliver a distribution of investment and development based on the following approach:

- I. A town centre renewal package with an emphasis on refocusing of retail opportunities, a major expansion of town centre housing, expansion of education/'lifelong learning', culture and leisure provision, including the strengthening of Southend's position as a 'University Town' and renaissance of the sea frontage, and integration with public transport interchanges
- II. Fostering and reinforcing the role of key Priority Urban Areas which have the potential to make a significant contribution to regeneration and growth objectives, in particular to ensure that,
 - i. Existing industrial and commercial areas have quality environments and contribute fully to local employment;
 - ii. District and local centres are vital, viable and accessible, with quality local services and good public transport services; and
 - iii. Renewal is achieved in and around the Cluny Square area, through the promotion of quality residential amenities and community services in this location.
- III. Realising the full potential of land at Shoeburyness in association with the development of improved transport corridors
- IV. Maximising the potential for higher density, mixed-use development in urban centres and at key transport interchanges, and maintaining a sustainable Green Belt around the existing and proposed urban area. Minor amendments to the existing Green Belt boundary will only be considered where this would specifically enable delivery of particular objectives and policies in this Core Strategy in a sustainable manner, and where there would be no material impact on the openness of the remaining Green Belt and its ability to continue to provide effective separation between Southend and neighbouring settlements
- V. 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 sea defences 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 mitigation measures proposed.

- 2.5 In implementing the spatial strategy set out in Policy KP1, it is also essential that policy ensures that all development proposals not only deliver the regeneration and growth required in accordance with that strategy, but are also appropriate in terms of their detailed siting, content, design and layout, quality and impact. Key considerations include the following (see also Map 2 - Key Diagram):
- i. The safeguarding and enhancement of Southend's employment, town centre, retail and leisure facilities and opportunities
 - ii. The safeguarding and enhancement of biodiversity, other natural resources, sport, recreation and green space throughout the Borough
 - iii. Accessibility and the provision of good quality transport and community infrastructure facilities
 - iv. The provision of adequate and appropriate levels of affordable housing to meet identified needs, and
 - v. The provision of well designed and good quality development that safeguards and enhances both the public realm and local amenity, character and environmental quality, is resource efficient and minimises its impact on climate change.
- 2.6 The spatial strategy set out in Policy KP1 is therefore supported by a set of additional key and core (thematic) policies (Policies KP2-3 and CP1-8) as an integral part of this Core Strategy DPD, setting out the key principles and core policy considerations with which all development, regardless of location, will also need to comply as relevant.
- 2.7 In addition, implementation of key aspects of this Core Strategy will be taken forward and facilitated by the preparation of more detailed local development documents also to be included in the Local Development Framework. These include in particular:
- I. A Planning Obligations and Vehicle Parking Standards DPD, prepared as the second DPD priority following this Core Strategy, providing detailed policies and guidance to developers, landowners, the community and the Borough Council in relation to planning obligations and infrastructure contributions that may be made necessary by a development proposal, and how those obligations and contributions will be secured;
 - II. A Design and Townscape Guide SPD, providing a 'toolkit' for good design in the Borough to promote high quality development and assist resistance to poor quality development, together with further SPD guidance on sustainable transport, a Green Space and Green Grid Strategy, and Shoeburyness New Ranges; and

- III. Area Action Plans (AAPs, also DPDs) for the Town Centre and Seafront, prepared in parallel and giving more detailed consideration to how and where employment-led regeneration and growth can sustainably be accommodated in these areas. Both will contain detailed policies and site specific proposals aimed at strengthening Southend's role as a successful retail and commercial destination, cultural hub and education centre of excellence, leisure and tourist attraction, and place to live. 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. These location-specific AAPs will then be followed by a Borough-wide Criteria-Based Policies and Site Allocations DPD. When these DPDs are adopted, the adopted Proposals Map for Southend will be revised in order to illustrate geographically the application of their policies.

Policy KP1: Spatial Strategy

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. In addition, the primary focus of regeneration and growth within Southend will be in:

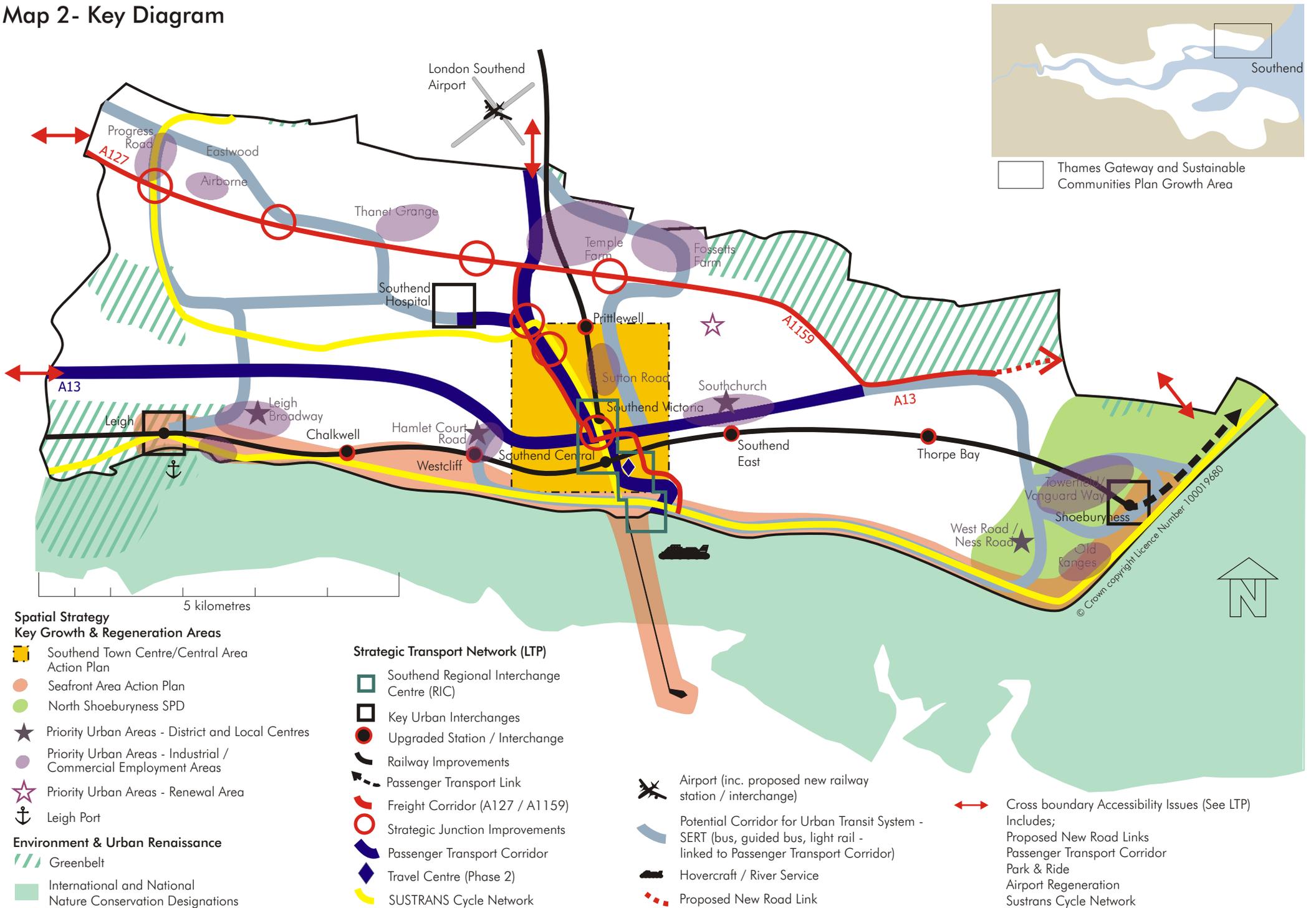
1. **Southend Town Centre and Central Area** – including regenerating the existing town centre, led by the development of the University campus, to secure a full range of quality sub-regional services and providing 6,500 new jobs and 1,650 additional homes, and the upgrading of strategic and local passenger transport accessibility, including development of Southend Central and Southend Victoria Stations as strategic transport interchanges and related travel centres
2. **Seafront** - including the regeneration of the Seafront's role as a successful leisure and tourist attraction and place to live, and making the best use of the River Thames, but subject to the safeguarding of the biodiversity importance of the foreshore. Appropriate sea defences will be provided as part of a comprehensive shoreline management strategy
3. **Shoeburyness** – including the development of major mixed use sites at Shoeburyness, providing 3,000 new jobs consolidating R&D strengths on a 'high-tech' business park and 1,400 additional dwellings, linked to improved access
4. **Priority Urban Areas including:**
 - 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. Existing industrial and commercial areas, and
 - c. The Cluny Square Renewal Area

Improvements in transport infrastructure and accessibility will be a precondition for additional development.

A Green Belt will be maintained around the urban area. Minor amendments to the Green Belt boundary may be considered where this would enable delivery of specific objectives and policies in this Core Strategy 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 South Essex Strategic Flood Risk Assessment or other considerations 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, including where necessary enhancement of flood defences and/or effective sustainable drainage measures.

Map 2- Key Diagram



Spatial Strategy

Key Growth & Regeneration Areas

- Southend Town Centre/Central Area Action Plan
- Seafront Area Action Plan
- North Shoeburyness SPD
- Priority Urban Areas - District and Local Centres
- Priority Urban Areas - Industrial / Commercial Employment Areas
- Priority Urban Areas - Renewal Area
- Leigh Port

Environment & Urban Renaissance

- Greenbelt
- International and National Nature Conservation Designations

Strategic Transport Network (LTP)

- Southend Regional Interchange Centre (RIC)
- Key Urban Interchanges
- Upgraded Station / Interchange
- Railway Improvements
- Passenger Transport Link
- Freight Corridor (A127 / A1159)
- Strategic Junction Improvements
- Passenger Transport Corridor
- Travel Centre (Phase 2)
- Sustrans Cycle Network
- Airport (inc. proposed new railway station / interchange)
- Potential Corridor for Urban Transit System - SERT (bus, guided bus, light rail - linked to Passenger Transport Corridor)
- Hovercraft / River Service
- Proposed New Road Link

- Cross boundary Accessibility Issues (See LTP) Includes;
 - Proposed New Road Links
 - Passenger Transport Corridor
 - Park & Ride
 - Airport Regeneration
 - Sustrans Cycle Network

2(ii) Key Development Principles Policy

- 2.8 The Spatial Strategy will provide a platform on which to base regeneration and growth in the town. However, concentrating development in urban areas like Southend requires careful consideration. Building more into a small area could damage the town and its environment, resulting in the loss of vital open spaces, increased congestion and putting services under strain. Making best use of previously developed land is not just about higher densities, it is also about quality development and putting sites and buildings to best use. It is seen as being essential, therefore, to set out key development principles through which all development activity can be encouraged to create good quality buildings and environments, and therefore to deliver sustainable development and an urban renaissance within a realistic timetable.
- 2.9 This Council has a commitment to mainstream 'sustainability' and the principles of 'Urban Renaissance' within all its decision making. In so doing it also recognises that sustainable development is not simply an ecological process but one that involves social, economic and other environmental dimensions. Urban Renaissance is about creating a quality of life that makes living in the town desirable – that includes quality design and development, making better use of land and other natural resources and increasing the sense of community. Quality transport infrastructure is also critical in delivering regeneration, growth and an urban renaissance.
- 2.10 Crime and disorder can also have a significant impact on quality of life in urban areas, and the Borough Council attaches high priority to its duty under Section 17 of the Crime and Disorder Act 1998 to do all that it reasonably can to reduce and prevent further crime and disorder in its area. This reflects the priorities of the wider community as set out in the Southend's Community Plan.
- 2.11 Development and investment in Southend must contribute to creating quality urban environments where there is a diversity of activity, ease of access for everyone to a range of opportunities, and high quality urban design providing local identity and safe environments. There is a need to ensure that future development is sited, laid out and designed in such a way that it reduces the use of natural resources; promotes the use of renewable and recycled resources (including water and energy) in accordance with the Government's objectives on carbon dioxide emissions, energy and resources; avoids or adequately mitigates the risk of flooding, actual or potential pollution impacts, crime and the fear of crime; and provides enhanced environments of ecological and amenity value.
- 2.12 Policy KP2: 'Development Principles' provides flexible but clear principles to ensure that all development and investment activity delivers the commitment and requirements outlined above.

Policy KP2: Development Principles

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 minimise the use of 'greenfield' land, avoid or appropriately mitigate flood risk, facilitate the use of travel modes other than the private car, and safeguard and promote the vitality and viability of existing town and local centres;
4. respect, conserve and enhance the natural and historic environment, including the Borough's biodiversity and green space resources, 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, and ease of collection 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, both in construction and operation of the development, and how they will facilitate the collection of re-usable and recyclable waste. Specific criteria and requirements will be brought forward in subsequent, more detailed local development documents (see paragraph 2.7 above);
 - 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.

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

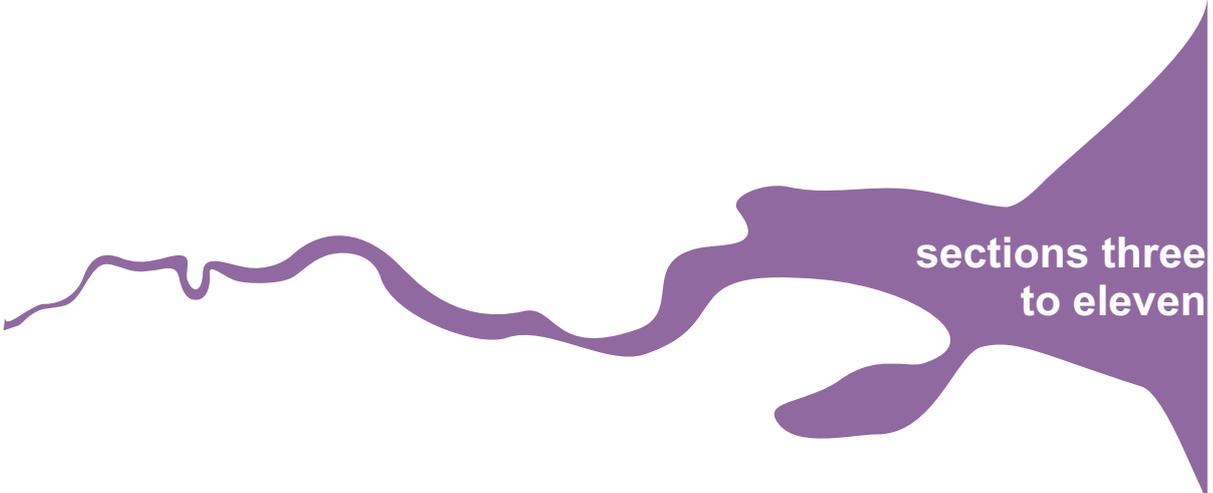
2(iii) Key Implementation and Resources Policy

- 2.13 The successful delivery of the Strategic Objectives, Spatial Strategy, and the regeneration of the town and Thames Gateway as a whole will depend on how effectively the provisions of the Core Strategy can be delivered.
- 2.14 Many of the Plan's policies and proposals will be implemented through the development control process of considering planning applications and seeking developer contributions towards the provision of infrastructure related to the development proposed. However, this will not in itself achieve the Aim and Strategic Objectives of the Plan to regenerate Southend. It will be essential to ensure that adequate resources and the right business and market conditions are put into place to maximise the potential of the land and buildings in the town and to bring forward investment and the provision of quality development in its desired form.
- 2.15 This can only be achieved by maximising all funding opportunities and through such initiatives as partnership arrangements with private companies, and with public, voluntary and other agencies, to harness knowledge and expertise, and pool resources; the assembly of 'clean' sites to facilitate development; and positive and effective marketing of the town's facilities and opportunities to create a positive image and act as a catalyst for regeneration and growth.
- 2.16 It will also be essential that developers and investors have additional clear guidance for key areas of opportunity and growth, which set and prioritise development objectives, specify phasing, co-ordinate requirements for new infrastructure and services, and identify broad planning obligations that will be expected. More detailed guidance will also be required to elaborate upon the policy and proposals in this plan particularly with regard to design guidance, planning obligations and vehicle parking standards and will be brought forward through further local development documents in the Local Development Framework (see paragraph 2.7 above).

Policy KP3: Implementation and Resources

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; and
 - c. North Shoeburyness
2. require developers to enter into planning obligations to carry out works or contribute towards 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. 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
 - 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
5. 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;
6. 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;
7. seek to deal expeditiously and within Government Best Value targets with those planning applications involving employment generating development, particularly those which build on existing sectoral strengths and create a new enterprise culture based on knowledge creation and technology transfer.



sections three
to eleven

Section 3 - Employment Generating Development

- 3.1 The Government's central economic objective is to achieve high and stable levels of growth and employment, while ensuring that the benefits of that economic growth can be shared by everyone and so deliver a better quality of life (DETR, Achieving a better Quality of Life: a strategy for sustainable development for the U.K, 1999). The planning system is not, however, solely concerned with maximising competitiveness or wealth creation. The practise of planning for economic development cannot be divorced from the government's broader objectives for land use planning, such as promoting an urban renaissance and social inclusion, minimising the need to travel and promoting sustainable development
- 3.2 Planning Policy Guidance 4 (PPG4) provides the main national guidance about planning for Industrial and Commercial Development and Small Firms. It aims to encourage continued economic development in a way which is compatible with its stated environmental objectives. PPG4 is currently in the process of being reviewed.
- 3.3 Planning Policy Statement 1 (PPS1) Delivering Sustainable Development states that the government is committed to promoting a strong, stable and productive economy which aims to bring jobs and prosperity for all. It considers that planning authorities should inter alia:
- I. recognise that environmental and social benefits can be delivered by economic development
 - II. ensure that suitable locations are available for industrial, commercial, retail, public sector (e.g. health and education), tourism and leisure developments, so that the economy can prosper
 - III. actively promote and facilitate good quality development, which is sustainable and consistent with plans
 - IV. ensure that infrastructure and services are provided to support new and existing economic development and housing
 - V. identify opportunities for future investment to deliver economic objectives
- 3.4 The Regional Economic Strategy (RES), 'A Shared Vision', sets the long-term vision for the sustainable development of the East of England. It sets out how sustainable economic growth can be achieved throughout the east of England. It outlines eight strategic goals to achieve its vision for the region, including:
- I. A skills base that can support a world class economy
 - II. Growing competitiveness, productivity and entrepreneurship
 - III. High quality places to live, work and visit
 - IV. Social inclusion and broad participation in the regional economy
 - V. Making the most from the development of international gateways and national and regional transport corridors
 - VI. An exemplar for the efficient use of resources

- 3.5 The RES should be considered alongside, and sits within, the spatial planning framework provided by the Regional Spatial Strategy 14, the 'East of England Plan' (RSS14). Draft RSS14 seeks to increase employment and prosperity in the East of England and considers that the economy is one of the key drivers of development. Policy SS10 sets out the overall strategic approach to the regional economy and states that local development documents will take account of and facilitate the delivery of the regional economic strategy in line with the statement of synergy between RES and RSS. As a result of this alignment work, the RSS proposes a spatial distribution of job growth required to achieve the RES and other spatial policy objectives across the region for the period 2001 to 2021.
- 3.6 In order for job growth to comply with a number of policy led priorities such as the Thames Gateway regeneration and growth priority, RSS14 Policy E2 sets out an "enhanced growth" policy-led approach and job provision. This policy requires local development documents (LDDs) to include policies to secure the job growth targets stated. Thames Gateway South Essex (TGSE) is given a target of 55 000 net additional jobs. Policy E1 also affirms that LDD's should include policies to ensure sufficient and accessible facilities are available for training and education purposes.
- 3.7 Efficient use must be made of existing employment land resources and such land will be considered for alternative uses only where it is demonstrated that sufficient land is available of an appropriate type, range, quality and quantity, to ensure that the RES objectives are achievable (Policy E3). Policy E4 states that LDD's will need to provide strategic employment sites of the appropriate quality and quantity required to meet the needs of business, including the TGSE 'Zones of Change'.
- 3.8 Economic diversity, business development and support for a variety of economic sectors including small and medium enterprises, and information communications technology (ICT) should be encouraged by local authorities, as stated in RSS14 policies E5 and E6. Support too for urban regeneration and sustainable development of all aspects of the local economy should be encouraged.
- 3.9 Tourism can be a catalyst to stimulate investment, regeneration and encourage growth in other employment sectors. Policy E13 requires local policy to encourage investment in the East of England's tourism industry by maximising benefits and minimising negative effects on the natural and built environment, in particular environmentally sensitive areas.
- 3.10 Airports can provide a useful catalyst for economic regeneration. Regional policy (E14) supports the modest expansion of London Southend Airport to meet local market demand.
- 3.11 Cultural policy C1 confirms that development plans should seek to take advantage of the contribution that can be made by the cultural sectors in promoting regeneration and urban renaissance in their area, particularly the TGSE priority area for regeneration. The government identifies that casino development, if acceptable on

planning grounds, may help to address the regeneration needs of a town and may offer further opportunities for regeneration and tourism development. Policy C2 gives Southend on Sea and Great Yarmouth as examples of coastal resorts which could be appropriate locations for such development.

- 3.12 RSS14 sets out sub regional policy concerning the Thames Gateway South Essex (TGSE) growth area. The key objective for the sub region is to achieve regeneration through jobs-led growth. Southend is one of three complementary regeneration hubs and should become a cultural and intellectual hub and higher education centre of excellence, focussing on regeneration of the town centre, led by the development of the university campus and development of a major mixed use at Shoeburyness (Policy TGSE1).
- 3.13 Policy TGSE2 requires provision for not less than 13,000 net additional jobs in Southend during the period 2001 to 2021, 5000 between 2001 and 2011, and 8000 from 2011 to 2021. These additional jobs will be delivered by promotion of a competitive sub-regional business environment secured through a number of specified means, including enhanced use of the River Thames as an asset for leisure and business (TGSE2 and TGSE4). Work with education agencies to ensure an improvement in the level of educational attainment of the existing and future community will also be needed to achieve the regeneration objectives (Policy TGSE5 - community infrastructure).
- 3.14 Regional policy makes it clear that the 13,000 net additional jobs should be delivered in the first instance in advance of, and from then on in balance with, the delivery of additional dwelling growth and supporting infrastructure. In order to deliver such growth the spatial distribution of development will be in accordance with the Key Spatial Strategy set out in Section 2 (i) of this Core Strategy.
- 3.15 Southend's Community Plan contains the priorities and ambitions for the town. It seeks to promote a prosperous local economy which encourages opportunities for learning for all residents and to raise basic skills levels in order to attain a highly skilled work force. It aims to reduce unemployment levels and increase business survival. It also strives for Southend to be a cultural capital of the East of England by 2010 and reaffirms the regional objective of making Southend a higher education centre of excellence.
- 3.16 The Council's in depth scrutiny project "Economic Growth Aspirations for Southend on Sea" (2006) sets out how the Council should utilise its assets, policies, powers and influence to assist in achieving the net additional jobs target of 13,000 additional jobs within a sustainable economic base. It identifies the economic growth areas for Southend based on existing nuclei and clusters of activity, and those that are aligned with a number of sectors identified in the RES:

- I. Aviation/airport and associate industries;
- II. Health and medical industries;

- III. Business and financial services;
- IV. Cultural and intellectual hub and HE centre of excellence;
- V. Tourism and leisure, and long term opportunities from Olympics

- 3.17 “Making Culture Count” is the Cultural Strategy for Southend on Sea, providing an overarching strategic vision for the development of Southend’s cultural sector. Its aims and objectives seek to improve health, regenerate the town, increase participation and life-long learning and develop communities through the use and promotion of culture. Its vision is to develop a cultural infrastructure and facilities which are recognised as being of regional significance and which offer demonstrable benefits to everyone who lives in, works in or visits the Borough. It too holds the vision for the town to be recognised as the cultural capital of the East of England by 2010.
- 3.18 Planning Policy Guidance Note 3: Housing update (2005) states that local planning authorities should consider land allocated for industrial or commercial use in saved polices, or redundant land or buildings in industrial or commercial use, but which are no longer needed for such use, in planning applications for housing or mixed use developments. Current studies in respect of the PPG4 review have, however, highlighted the importance of safeguarding employment land from loss to other land uses, principally residential uses. 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 create new jobs and protect existing ones for local people. This will be the focus when considering the use of land and buildings within the town.
- 3.19 Borough Local Plan employment Policies (E1, E2, E3, E5) 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.
- 3.20 The Council’s approach to delivering job-led regeneration and growth, including the 13,000 net additional jobs required during the period 2001 to 2021, reflects the Spatial Strategy above and is based on a clear requirement to protect and enhance existing, and make provision for new, employment land and premises.
- 3.21 Sustainable economic prosperity will depend on building on existing strengths and seizing new opportunities. This includes maximising the contribution of existing employment areas, the Town Centre and Seafront ‘zones of change’ and other ‘Priority Urban Areas’, as well as ‘Key Employment Sites’, and helping businesses to grow locally.
- 3.22 Policy seeks, therefore, to deliver a distribution of investment and development reflecting national, regional, sub regional and local policy, based on the following approach.

- I. Reinforce and restructure Southend's industrial areas and economic base
- II. Support the provision of incubator units, 'grow-on' space and larger facilities for new and established businesses
- III. Ensure that the area is well connected to the information and communications technology network in order to take advantage of the opportunities for attracting high tech industries to the town.
- IV. Secure the physical infrastructure needed to maximise the town's role as the cultural and intellectual hub and centre of education excellence in the Thames Gateway and the impact of the new Higher Education/University campus as a driver for both economic and community regeneration.
- V. Maximise the role of the Town Centre as a catalyst in the town's regeneration through the implementation of a town centre renewal package with emphasis on refocusing of retail opportunities, a major expansion of town centre housing and an expansion of the town's leisure and cultural provision, including the renaissance of the sea frontage.
- VI. Secure a vibrant and well served culture and tourism industry within the town, including the consideration of promoting and developing the town as a Hotel and Conference Resort with high quality hotels, casinos and associated facilities, providing broad-based leisure and tourism facilities.
- VII. Support the future potential of London Southend Airport as a key driver for economic development.
- VIII. Secure the best use of the River Thames as an asset for transport, leisure and business.
- IX. Realise the full potential of land at Shoeburyness in association with improved transport access.
- X. Harness Southend's existing entrepreneurial culture, build on existing sectoral strengths such as tourism and culture, and promote the growth of related technology and knowledge based industries, including those related to environmental technologies and centres of sporting excellence, research and development.

3.23 It is an approach which has been clearly and widely supported and developed through pre-submission community involvement. This policy will in turn be supported by policies and proposals in a 'Planning Obligations and Vehicle Parking Standards' Development Plan Document, Town Centre and Seafront Area Action Plans, and a 'Criteria Based Policies and Site Allocations' DPD, which will subsequently be prepared as an integral part of the Local Development Framework for Southend.

Policy CP1: Employment Generating Development

Provision is made for not less than 5,000 net additional jobs by 2011, 9,000 by 2016 and not less than 13,000 net additional jobs by 2021, distributed⁶ as follows:

	2001-2011	2011-2016	2016-2021	2001-2021
Town Centre and Central Area	3,000	1,500	2,000	6,500
Shoeburyness*	500	1,000	1,500	3,000
Seafront**	150	100	----	250
Priority Urban Areas***	850	650	250	1,750
Intensification****	500	750	250	1,500
TOTAL	5,000	4,000	4,000	13,000
Per annum	(500)	(800)	(400)	(650)

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

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

***Priority Urban Areas include the town's existing industrial estates/employment areas

****In broad terms, intensification is making more effective use of land in a given area, for example, by developing garage courts, large gardens and backlands. 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. Intensification may improve the appearance of places as well as their sustainability.

Development proposals involving employment must contribute to the creation and retention of a wide range of jobs, educational and re-skilling opportunities.

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 for job-led regeneration 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 broad-based leisure and tourism facilities

⁶ The figures and phasing have been derived from partnership working with TGSE and ODPM as part of the sustainable communities agenda and growth areas and resulted from "ZAP" and "ZOC" work. The figure will overcome existing deficit – unemployment levels and provide a future balance with housing figures
Southend on Sea Local Development Framework 2001 – 2021

5. contribute to the regeneration and development of existing and proposed key employment sites; the Town Centre and Seafront 'zones of change'; 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 fibre-optic 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 will trigger reviews of the phasing and further release of the housing provisions set out within Policy CP 8: Dwelling Provision, in order to ensure that an appropriate balance between employment, infrastructure and dwelling provision is secured and maintained.

Monitoring

- 3.24 Regional, sub regional and local monitoring of economic and employment trends will be undertaken to track delivery of regional and local objectives and to ensure early identification of any intervention required.

Core Policy CP1: Employment Generating Development - Monitoring and Implementation Framework

Core Indicator	Policy Indicator	Target/direction	Strategic Objective	SA/SEA Objective	Delivery Body(ies)
Total number of net additional jobs created to meet RSS requirements	Inter-Departmental Business Register (IDBR)	Total 13 000 net additional jobs by 2021 and/or 650 net additional jobs per annum	SO1, SO2, SO3, SO4, SO5, SO8, SO11, SO13, SO15	<ul style="list-style-type: none"> ▪ Maintenance of high and stable levels of economic growth and employment 	SBC, RSLtd, TGSE partnership, Industrial and business sectors, EEDA
Amount for jobs and employment floorspace meeting local regeneration and economic sectors' needs	(i) Total number of net additional jobs created, by sector, within the plan period (temporally) and within specified areas (spatially) as described in Policy CP1 (ii) Amount of floorspace developed for employment by type (iii) Amount of floorspace developed for employment by type, in employment or regeneration areas	5000 net additional jobs between 2001& 2011, 4000 between 2011 & 2016 and 4000 between 2016 & 2021 distributed spatially as described in the table in Policy CP1	SO1, SO2, SO3, SO4, SO5, SO10, SO13, SO17	<ul style="list-style-type: none"> ▪ Maintenance of high and stable levels of economic growth and employment ▪ Social progress which recognises the needs of everyone ▪ Effective protection of the environment 	SBC, RSLtd, TGSE Partnership, Industrial and Business investors, EEDA, Development Industry
Amount of employment land meeting regeneration and local economic sectors' needs	(i) Employment land available by type (ii) Amount of employment land lost in employment and regeneration areas (iii) Amount of employment land lost to residential development	(i) No new greenfield employment land to be released until regeneration needs and priorities have been met (ii) & (iii) Not more than 10% (hectares) of existing employment land in employment and regeneration areas lost to non employment uses	SO1, SO2, SO3, SO4, SO5, SO10, SO13, SO17	<ul style="list-style-type: none"> ▪ Maintenance of high and stable levels of economic growth and employment ▪ Social progress which recognises the needs of everyone 	SBC, RSLtd, TGSE Partnership, Industrial and Business investors, EEDA, Development Industry

Section 4 - Town Centre and Retail Development

- 4.1 National planning policy is set out in particular in Planning Policy Statement 6 (PPS6), Planning for Town Centres. This requires local planning authorities, through their development plans, to implement the Government's objectives by planning positively for the growth and development of existing centres, promoting their vitality and viability, focusing development in them, and encouraging a wide range of services in a good environment, accessible to all.
- 4.2 Provision should be made for a range of shopping, leisure and local services, which allow genuine choice to meet the needs of the entire community, particularly excluded groups, and which remedy deficiencies in provision in areas with poor access to facilities. The economic growth of regional, sub-regional and local economies should also be promoted through such action.
- 4.3 Planning Policy Statement 6 (PPS6) states that local planning authorities should therefore:
- I. Develop a hierarchy and network of centres;
 - II. Assess the need for further main town centre uses and ensure there is the capacity to accommodate them, and
 - III. Focus development in, and plan for the expansion of, existing centres as appropriate.
- 4.4 Similarly, the emerging Regional Spatial Strategy, the East of England Plan (RSS14), states that thriving, vibrant and attractive town centres are fundamental to the sustainable development of the region and will continue to be the focus for investment, environmental enhancement and regeneration (Policy SS5). Within the RSS structure of retail centres, Southend is identified as a major regional centre, whilst other town and local centres that complete the structure locally will be defined in Local Development Documents (Policy E9).
- 4.5 Policy E10 requires new retail development to be located in existing centres and to be consistent in scale with the size and character of the centre and its role in the regional structure. It also requires local development documents to propose development and enhancement of retail and services to implement sustainable regeneration and growth, in accordance with sub-regional strategies and policies.
- 4.6 The relevant sub-regional strategy and policy for Thames Gateway South Essex is set out in the East of England Plan (Policy TG/SE1) and reflects the vision and strategy of the Thames Gateway South Essex Partnership. It is to develop Southend and Rochford 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. 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 3,000 to 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, however, 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.
 - VI. 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.

4.11 Options for such a spatial approach include:

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

4.12 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. Directing these specifically retail facilities to other locations (an element of option c), where they are linked to existing retail offers, may therefore also need to be allowed for.

4.13 **Policy CP2** below seeks to reflect these considerations in the sequential preferences proposed. 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.

Policy CP2 - Town Centre and Retail Development

Southend Town Centre will remain the first preference for all forms of retail development and other town centre uses attracting large numbers of people, and will continue to be supported as a major regional centre providing a wide range of sub-regional services and facilities for Thames Gateway South Essex. The centres of Westcliff (Hamlet Court Road) and Leigh will be supported as District Centres providing a range of comparison shopping, convenience shopping and local services to the neighbouring communities. Existing centres elsewhere will be supported as local centres. Town centre and retail development should be located within these centres, should promote their vitality and viability, and must be appropriate to the function, size and character of the centre concerned.

In order to maintain and promote the vitality and viability of these centres and their functions in the retail hierarchy, and to meet forecast quantitative shopping needs and currently identified qualitative deficiencies, provision is made for retail development in Southend as follows:

1. Up to about 21,000 square metres net of additional comparison goods floorspace over the period to 2016 within Southend Town Centre. The preferred locations to meet the majority of this need will be set out in an Area Action Plan for the Town Centre.
2. The improvement and modernisation of existing floorspace and its environment within the District Centres of Westcliff and Leigh, in order to provide a diverse range of services for the local community. The provision of significant additional retail floorspace will not be supported.
3. Up to about 5000 square metres net of additional convenience goods floorspace, to be focused on:
 - (1) limited expansion of provision in existing centres to facilitate their improvement, modernisation and adaptation, and to meet locally generated needs, and
 - (2) the provision of one new foodstore, to meet an identified qualitative deficiency, located in accordance with the following sequential preference:
 - a. Southend Town Centre;
 - b. 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.

The need and capacity for such development, together with its scale and impact on the vitality and viability of neighbouring centres, will be taken into account in the determination of all proposals.

4. Up to about 30,000 square metres net (including existing commitments) of additional bulky goods comparison floorspace, provided in high quality stores, in order to expand and modernise the facilities offered, increase Southend's market share and claw back expenditure currently leaking from the Borough, such additional floorspace to be provided in accordance with the following sequential preference:
 - a. Within or on the edge of Southend Town Centre;
 - b. Within or on the edge of other existing defined centres;
 - c. Within or immediately adjoining existing retail facilities at Eastern Avenue/Fossetts Way.

All proposals outside existing centres 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 retail development needs 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;
2. a sequential approach has been followed in the selection of the site, in accordance with the sequential preferences set out in this policy.

Core Policy CP2: Town Centre and Retail Development – Monitoring and Implementation Framework

Core Indicator	Policy Indicator	Target/direction	Strategic Objective	SA/SEA Objective	Delivery Body(ies)
Percentage of completed retail, office and leisure development respectively in the town centre (Floorspace)	Total amount of additional retail, office, leisure, and other town centre uses floorspace developed in Southend Town Centre	(i) Up to 21,000 sq m net of additional comparison goods floorspace within Southend Town Centre between 2001 and 2016	SO1, SO2, SO4, SO5, SO8, SO10, SO13, SO14, SO15	<ul style="list-style-type: none"> • Maintenance of high and stable levels of economic growth and employment • Social progress which recognises the needs of everyone 	SBC, RSL,td, TGSE, EEDA, Retail Sector, Development Industry
Amount of completed retail, office and leisure development respectively in existing centres (Floorspace)	(i) Total amount of net additional convenience goods floorspace completed in accordance with the volume and sequential preferences in Policy CP2	(i) Up to 5,000 sq m net of additional convenience goods floorspace through limited expansion of existing centres and provision of one new foodstore to meet identified qualitative need	SO1, SO4, SO5, SO8, SO13, SO14, SO15	<ul style="list-style-type: none"> • Maintenance of high and stable levels of economic growth and employment • Social progress which recognises the needs of everyone 	SBC, Retail Sector, Development Industry
	(ii) Total amount of net additional bulky goods comparison floorspace completed in accordance with the volume and sequential preferences in Policy CP2	(ii) Up to 30,000 sq m net of additional bulky goods floorspace within or on the edge of Southend Town Centre, other existing centres, and existing retail facilities at Eastern Avenue/Fossetts Way	SO1, SO4, SO5, SO8, SO13, SO14, SO15	<ul style="list-style-type: none"> • Maintenance of high and stable levels of economic growth and employment • Social progress which recognises the needs of everyone 	SBC, Retail Sector, Development Industry
	(iii) Total amount of completed retail floorspace development not in accordance with the sequential preferences in CP2	(iii) nil	SO8	<ul style="list-style-type: none"> • Social progress which recognises the needs of everyone 	SBC, Retail Sector, Development Industry

Section 5 - Transport and Accessibility

- 5.1 National planning policy in relation to transport issues is set out in Planning Policy Guidance Note 13 (PPG 13, March 2001) and the Government's overall transport strategy 'The Future of Transport' (July 2004). The latter takes forward the strategy originally set out in the Government's 'Ten Year Plan for Transport' published in 2000. These policy documents seek to ensure that society can benefit from greater mobility and access, whilst minimising the impact on other people and the environment, now and in the future.
- 5.2 National policy identifies that key to delivering improvements in transport are the integration of transport and land use planning. Regard must therefore be had to the emerging Regional Transport Strategy (RTS), which forms part of the East of England Plan (RSS 14). It is also vital that land use planning is complementary to and delivers key aspects of the Southend Local Transport Plan (LTP). The Second LTP (March 2006) has been prepared as an integral part of the development of this Core Strategy DPD to ensure an integrated approach.
- 5.3 The London to Southend Movement Study (LOTS)⁷, Southend Local Transport Plan and local traffic data⁸, clearly illustrate that Southend already suffers from severe traffic congestion and related transport and accessibility problems, caused by a legacy of under investment resulting in an infrastructure deficit. It is therefore essential that effective improvements to all the town's transportation networks, including infrastructure and facilities, are achieved. This will be of paramount importance if the housing allocations and jobs growth sought by Government are to be successfully met in a balanced and sustainable way to achieve the regeneration of Southend and wider Thames Gateway as a national and regional priority.
- 5.4 Without such improvements the economic potential of the area cannot be realised and the development of sustainable communities achieved. Improving the transport infrastructure will be particularly crucial to unlocking the full development potential of a number of key identified regeneration sites and to realising new jobs and housing targets to meet the objectives of the Government's Sustainable Communities Plan.
- 5.5 The transportation problems facing Southend and wider Thames Gateway South Essex identified in the LOTS Study can be summarised as follows:
- I. significant parts of the existing road network and rail infrastructure are already at capacity;
 - II. if current travel patterns continue, the existing road and public transport networks have insufficient capacity to cater for any substantial growth;

⁷ London to Southend Movement Study (LOTS, May 2004) - Hyder Consulting Limited on behalf of Thames Gateway South Essex Partnership. Study commissioned following identification of need for transport study between London and Southend in approved Regional Planning Guidance for South-East England (RPG 9, March 2001 - paragraph 9.36).

⁸ Traffic Flow Monitoring Report and Highways Network Capacity Study - Essex County Council (2005)
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- III. 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%.
- 5.6 Having regard to these findings the LOTS Study identifies the need for:
 - I. a 'step change' in transportation provision;
 - II. a combination of highway and public transport infrastructure improvements;
 - III. complementary land use planning and transport policies;
 - IV. a programme of investment to 2021 in the region of £1.6billion (this programme does not include potential improvements required for a fully developed container port at Shell Haven or a Lower Thames Crossing).
- 5.7 Although the scale of this investment is large, LOTS identifies that the consequences of not providing for these changes will be:
 - I. the likelihood of regeneration or new development occurring in TGSE will be small;
 - II. the objectives of the Government's Sustainable Communities Plan will not be realised.
- 5.8 These transportation problems are recognised in the draft East of England Plan. The Regional Transport Strategy sets out in Policy T17 the investment priorities for the region, which include a number of key schemes for Southend and Thames Gateway South Essex. These are reiterated within sub-regional Policy TG/SE3. It will be critical that these are implemented within the Plan period to ensure effective planning and the achievement of sustainable communities. Policies TG/SE3 and Policy KP1 of this Core Strategy emphasise that improvements in transport infrastructure and accessibility will be a precondition to additional development.
- 5.9 The Regional Transport Strategy also identifies the following additional policy objectives that are of most significance to Southend:
 - I. Policy T2 identifies Southend as a Regional Interchange Centre (RIC) where significantly enhanced levels of public transport provision will be sought;
 - II. Policy T5 seeks to improve access to the region's airports, particularly by rail and bus/coach; and
 - III. Policy T6 identifies the strategic rail and road network where investment in improvements and public transport services (Policy T7) together with maintenance and management (Policies T8 and T9) will be focussed. This includes both railway lines serving Southend and the A127/A1159.
- 5.10 Key to the future delivery of transport and infrastructure improvements is the establishment of the TGSE Transportation Delivery Board. This has brought together the three Highway Authorities in TGSE (Essex, Thurrock and Southend) with the shared objective of delivering transport improvements in partnership with a wide range of organisations, including Thurrock Urban Development Corporation, the Urban Renaissance Partnerships for Basildon, and Southend's Urban Regeneration Company, Renaissance Southend Ltd.

- 5.11 To guide its future work and priorities the Board has produced the 'Thames Gateway South Essex Business Plan for Transport' (November 2005) which sets out an agreed transportation strategy for TGSE based on the findings of LOTS and RTS provisions. This seeks to secure major improvements to the sub-regional road and rail transport network to achieve improved accessibility and quality linkages with the regional and national networks. A key objective is to achieve the development of a state of the art rapid transport system based on the main transport hubs - 'South Essex Rapid Transport System' (SERT). Feasibility studies are already being progressed on the potential for such a system.
- 5.12 The TGSE transport strategy provides the framework for the Southend LTP strategy and forms an integral part of this Core Strategy DPD Key Diagram (see Map X).
- 5.13 Of crucial importance in the Business Plan is the identification of the infrastructure funding deficit between LTP funding provisions and the need for significant investment in transport to achieve the 'step change' in provision required to secure the sustainable regeneration of Southend and TGSE. One of the major challenges facing the TGSE Transport Delivery Board will be to make the best use of existing resources and to seek additional funding sources to improve transport infrastructure within Southend and the TGSE, in particular by means of:
- I. European funding;
 - II. the Transport Innovation Fund;
 - III. Demand Management; and
 - IV. Planning Obligations.
- 5.14 Whilst demand management is a crucial tool in providing for effective and efficient transport planning, the scale of the transportation problems in TGSE is such that demand management alone will not realistically solve the problems. As such there is no escaping the need for significant investment in transport infrastructure and services.
- 5.15 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. This will be achieved by means of Planning Obligations. These provisions will be detailed in DPD2 'Planning Obligations and Vehicle Parking Standards', to be prepared as the second DPD priority in the Local Development Framework.
- 5.16 Policy CP3 reflects the above considerations by seeking a 'step change' in transport provision and improvements necessary to unlock the development and economic potential of the town and so deliver national and regional objectives for the sustainable regeneration and growth of Southend. Improvements to accessibility, transport corridors, interchanges, and sustainable transport modes are particularly key. Transport corridors also have the potential to contribute to the development of the 'Green Grid' across TGSE (see Section 6). Due to Southend's geographical location, accessibility improvements will also be dependent on actions taken outside the Borough. The Council will therefore continue to play an active role in the work of the

TGSE Partnership and Transportation Delivery Board and working in partnership with other key agencies and bodies to achieve real transport changes.

- 5.17 The Policy replaces the following development plan policies in the adopted Southend on Sea Borough Local Plan:
- I. Policy T1 - Priorities
 - II. Policy T2 - A127
 - III. Policy T3 - A13 and Related Routes
 - IV. Policy T4 - B1013 Link and Eastwoodbury Lane
 - V. Policy T5 - Sutton Road
 - VI. Policy T15 - Interchange Facilities
- 5.18 Borough Local Plan policies T6 (A1159 Priory Crescent); T7 (Seafront Access); T8 (Traffic Management and Highway Safety); T9 (Town Centre Parking - Off Street); T10 (Town Centre Parking - On Street); T11 (Parking Standards); T12 (Servicing Facilities); T13 (Cycling and Walking); T14 (Public Transport); T16 (Commuter Car Parking); and T17 (Southend Airport) will remain part of the Development Plan for the Borough, pending their review as part of the preparation of Development Plan Documents (DPD2 - 'Planning Obligations and Vehicle Parking Standards'; DPD3 - 'Town Centre Area Action Plan'; DPD4 - 'Seafront Area Action Plan'; DPD5 - 'Criteria Based Policies and Site Allocations', as programmed in the Council's Local Development Scheme.

Policy CP3: Transport and Accessibility

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 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, 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 and the provision of hovercraft services, 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 these are related to the development proposed.

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.

* Southend Regional Interchange Centre comprises Southend Victoria Railway Station, Southend Central Railway Station, Southend Travel Centre and proposed Hovercraft Landing Station
Southend on Sea Local Development Framework 2001 – 2021

All development will need to reduce sole reliance on the car for accessibility and will be required to have 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 both the transport infrastructure priorities set out in 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 will trigger a review of the phasing and further release of additional growth in order to ensure that the town can accommodate such growth sustainably.

Core Policy CP3: Transport and Accessibility - Monitoring and Implementation Framework

Core Indicator	Policy Indicator	Target/direction	Strategic Objective	SA/SEA Objective	Delivery Body(ies)
Percentage of new non-residential development (minimum floorspace 1,000 sq. metres) on sites complying with parking standards	Total number of commercial/industrial units built	Target to be set in DPD 2 (Planning Obligations and Vehicle Parking Standards)	SO4	<ul style="list-style-type: none"> • Effective protection of the environment • Prudent use of natural resources 	SBC, Development industry
Number of key transport infrastructure schemes completed which improve accessibility and sustainable transport provision	Total number of key transport infrastructure schemes completed within the plan period as described in Policy CP3 and Draft East of England Plan Policy TG/SE3 and Policy T17 (Table 8.3)	Year on year improvement in transport infrastructure provision	SO4, SO8, SO9, SO10, SO11, SO12, SO18, SO19	<ul style="list-style-type: none"> • Social progress which recognises the needs of everyone • Effective protection of the environment • Maintenance of high and stable levels of economic growth and employment 	SBC, RSLtd, transport operators, development industry. Essex County Council (adjoining Southend as part of Thames Gateway South Essex initiatives), Central Government / Highways Agency
New residential development to be within 30 minutes public transport time of key community facilities	Total number and location of residential units built	All new residential development to be located within 30 minutes public transport time of a GP, a hospital, a primary school, a secondary school, areas of employment, and a major retail centre(s) ¹	SO4;SO7;SO13, SO19	<ul style="list-style-type: none"> • Social progress which recognises the needs of everyone • Prudent use of natural resources 	SBC (development control), development industry
Reduce congestion on strategic road network	Traffic counts on defined traffic cordons in Borough	Reduction in average vehicle delay (seconds lost per vah-km) on strategic roads (A127, A1159, A13) during a typical AM peak hour, by 9% in 2010/11	SO4, SO8, SO9, SO10, SO11,	<ul style="list-style-type: none"> • Effective protection of the environment • Prudent use of natural resources • Maintenance of high and stable levels of economic growth and employment 	SBC, transport operators , Essex County Council (adjoining Southend as part of Thames Gateway South Essex initiatives) ,Central Government / Highways Agency

¹ Specific targets relating to accessibility for 16-19 year olds have been set in the Accessibility Strategy as part of the Second LTP. In consultation with Essex County Council a shared target has been set reflecting the importance of Southend as a regional hub for education and the strong cross border movements as students travel into the Southend area from Essex.

Section 6 - The Environment and Urban Renaissance

- 6.1 People care deeply about their local area. They expect good quality design in new development, renovation schemes, and streets and urban spaces, whilst equally wishing to safeguard an area's local character, amenity and appeal. Interesting and innovative buildings, quality streets, good relationships between new and existing development, the use of public art and soft and hard landscaping can all help to develop local identity and create places which people are proud of. Indeed the application of urban design principles and values - 'the art of making places for people' - is fundamental to delivering an urban renaissance and creating a quality environment in Southend. All development, therefore, will be expected to contribute to the creation of high quality, sustainable urban environments which protect, complement and enhance the natural and built assets of Southend. This approach will aid the delivery of sustainable regeneration and growth across Thames Gateway South Essex, of which Southend is a part.
- 6.2 Delivering an urban renaissance is now a prominent and significant aspect of urban policy in the UK, advocated and championed by the Urban Task Force, for example in its key publication, 'Towards an Urban Renaissance' (1999). This highlights a need to design localities and urban places to work well, to be people friendly, safe and to have a positive and sustainable environmental and social impact and legacy.
- 6.3 Good quality urban design is therefore a vital component and key catalyst in regeneration and an urban renaissance. Accordingly, there is a need for greater emphasis on the design and use of buildings, streets, open spaces, public art and landscaping – the public realm – and an understanding of how these elements relate to each other to create a unique 'sense of place' and identity. The public realm, comprising both 'physical' and 'social' elements, has a significant role to play in create a quality environment, as it encapsulates the spaces and settings which facilitate and support social interaction and public life.
- 6.4 Recently Government has assisted planning authorities to play a stronger and more positive role in urban design. Local planning authorities can now influence urban quality through a wide range of statutory and non-statutory functions, enabling them to contribute to the quality of the built environment in their own right and by influencing, and requiring high quality, and sustainable, development from the private sector.
- 6.5 The concept of sustainable development includes environmental, economic and social sustainability. Development will need to have regard to social impacts and long term economic viability, as well as environmental impacts to contribute towards the creation of truly sustainable communities and lasting environments.

National Strategy and Policy

- 6.6 In response to the recommendations of the Urban Task Force, the government published an Urban White Paper 'Our Towns and Cities' (2000). This document identified a range of measures to foster and support an urban renaissance. Its aspiration is to make all urban areas places in which people would wish to live, work and invest, and which offer a high quality of life for all, not just the few. A key feature was an intention to put urban renaissance at the heart of the planning system.
- 6.7 In 2003 'Sustainable Communities: Building for the Future' (2003) was published. This complements the Urban White Paper and provides the wider framework in which urban policy now sits. It emphasises the need for decent homes and a good quality local environment in all regions. It sets out a comprehensive programme to deliver more affordable housing and improve people's homes, neighbourhoods and quality of life. Key requirements are to create safe and healthy local environments with well-designed public and green space; and to ensure that new developments are sustainable, well-designed, high quality and attractive places in which people will positively choose to live and work.
- 6.8 In 'Creating sustainable communities: making it happen: Thames Gateway and the Growth Areas' (2003) the Government reiterates its commitment to ensuring that new development is exciting and challenging in terms of design, of good quality and sustainable construction, and sensitive and enhancing to its location, biodiversity and the natural environment.
- 6.9 The Government also launched a new agency – CABI Space – in April 2003. This unit champions high quality planning, design, and the management and care of parks and public spaces, and provides hands-on support to local authorities and others to apply best practice to improve the local environment and reduce crime and fear of crime.
- 6.10 Planning Policy Statement 1 (PPS1), 'Delivering Sustainable Development' (2005) makes it clear that local planning authorities should not accept poor design. The planning system should protect and enhance the natural and historic environment, the quality and character of the countryside, and existing communities. It should promote high quality development through good and inclusive design and layout, the efficient use of resources (including water) and the creation of safe, sustainable, liveable and mixed communities. Good design should be indivisible from good planning. Planning authorities and developers should have regard to good practice set out in a number of quoted documents.
- 6.11 This approach is reinforced by 'PPG3: Housing' (2000) which states that new housing and residential environments should be decent, well designed, available to all sections of the community, close to transport nodes and should make a significant contribution to promoting urban renaissance and improving the quality of life. It also confirms that developing more housing within urban areas should not mean building on urban

green spaces. More recently, Draft 'PPS 3: Housing' (2005) confirms that, to create sustainable communities, developments should be attractive, safe and designed and built to a high quality and should be located in areas with good access to jobs, key services and infrastructure.

- 6.12 The importance of good design, of high quality and safe environments and of safeguarding and enhancing the historic environment, green spaces, biodiversity, resources and the natural environment are also emphasised in a range of other national policy documents relating to other types of development. These include PPS 6, Planning for town centres' (2005); PPS 9, Biodiversity and Geological Conservation (2005); PPS 10, Planning for sustainable waste management (2005); PPG 15, Planning and the Historic Environment (1994), which should be read in conjunction with Circulars 01/2001 and 09/2005; and PPG 17, Planning for Open Space, Sport and Recreation (2002).

Regional Strategy and Policy

- 6.13 'Growth and Regeneration in the Thames Gateway' (2004) states that major improvements in the quality of existing and new housing will be needed, whereby appropriate increases in density must be accompanied by sustainable construction principles and high standards of design in all developments.
- 6.14 Reflecting this, the emerging Regional Spatial Strategy, the East of England Plan (RSS 14) requires local development documents to deliver quality in the built environment (see, for example, Policy SS16). The strategy considers that urban renaissance and focusing development within urban areas will require careful attention to the form and design of development and redevelopment. It recognises that design excellence also concerns reducing the wider environmental impacts of development. It states that this may be done by promoting energy efficiency and increased use of renewable energy supplies, efficient water use and disposal in developments, creating healthy buildings (e.g. use of natural light and ventilation), use of local and regional materials and products, minimising pollution (e.g. noise or light), and waste minimisation.
- 6.15 In addition, Policy TG/SE4, the environment and urban renaissance, outlines requirements for the delivery of a quality environment and urban renaissance in the Thames Gateway South Essex sub-region.

Local Strategy and Policy

- 6.16 Southend's Community Plan is guided by the three overriding principles of sustainable development, equality of opportunity and social inclusion. Of the seven 'ambitions' outlined, a quality environment and urban renaissance will aid several, both directly and indirectly. First, it may contribute to comprehensive regeneration of the town centre and the creation of a high quality business environment for a 'prosperous community'. Secondly, it may contribute to a 'safer community' through the delivery of both public and private developments and spaces which discourage anti-social

behaviour and which feel safe for all users. Thirdly, good, well designed and accessible public open space (particularly green spaces) contributes towards a healthier lifestyle and therefore aids the creation of a 'healthier community'. Fourthly, achievement of a quality environment is paramount to an 'environmentally aware community'. Finally, a quality environment and an urban renaissance will help contribute towards making Southend a cultural capital of the East of England by ensuring that quality structures and buildings are created (including landmarks) as well as the preservation and enhancement of open spaces, gardens, heritage and conservation sites. Core Strategy environment and urban renaissance policy must contribute to the achievement of these ambitions.

- 6.17 The Southend Local Transport Plan (LTP), 2006 to 2011, recognises the need for high quality, well designed and accessible transport infrastructure and its contribution towards creating an improved travel environment, aiding the delivery of an urban renaissance. It also highlights the need for good quality street furniture and townscape design to promote community safety and social inclusion, and the importance of the 'Green Grid' and greenways as sustainable corridors offering a pleasant environment for walkers and cyclists between green open spaces and urban centres. A key element of the LTP is the creation of 'Environmental Rooms' containing local environments of high quality.
- 6.18 The Council's approach, therefore, to delivering quality urban environments and protecting and enhancing the town's natural and built resources is based on the following key principles:
- I. Promote quality and sustainable design in all developments so that they strengthen local identity, respect the character of the area and the scale and nature of existing development, and create places of distinction and a sense of place, ensuring that development takes full account of the crucial interface between the detail of buildings and the public realm.
 - II. Provide for the enhancement of all public areas and urban open spaces – the public realm – through imaginative and innovative design and the use of quality and sustainable building materials, street furniture and landscaping.
 - III. Protect and enhance the public realm and amenities of residential areas through the provision of a range of environmental improvements within 'Environmental Rooms' and prevent development that would be detrimental to the aesthetics and function of an area.
 - IV. Work in partnership with Government and regional agencies, voluntary groups and others to protect and enhance the town's historic buildings and heritage assets, including Listed Buildings, Conservation Areas and Ancient Monuments.
 - V. Work in partnership with Government and regional agencies, voluntary groups and others to protect and enhance areas designated as being of international, national or local importance for their intrinsic biodiversity or other nature conservation value, their landscape quality or their cultural significance.
 - VI. Create and maintain a 'Green Grid' of high quality, linked and publicly accessible open spaces across the town, linked to the rest of the sub-region as appropriate.

The 'Green Grid' should interrelate with and help to implement other strategies to provide a focus for investment, including the Council's Green Space Strategy, Biodiversity Action Plan, cycling and walking strategies and the Public Arts Strategy, thereby safeguarding the town's natural assets, wildlife corridors and greenways.

- VII. Protect and enhance both the natural and leisure environment and setting of the River Thames, in partnership with Government and regional agencies, water users, businesses and other relevant groups as part of initiatives such as the Thames Estuary Partnership.
- VIII. Provide for the effective management of land on the urban fringe – the interface between town and country – to provide an effective community resource and setting that enhances and protects a sustainable Metropolitan Green Belt.
- IX. Preventing, reducing and remedying all forms of pollution, including soil, water, noise and other forms of airborne pollution.

6.19 Policy CP4 below presents a core strategic policy to give local application to Government objectives, regional and sub-regional strategy, as well as addressing local needs and priorities.

6.20 All Borough Local Plan Policies in respect of the environment and urban renaissance are 'saved' and 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.

6.21 Detailed guidance in relation to these matters is provided in the Southend Design and Townscape Guide SPD. Southend Borough Council recognises that good urban design requires a 'partnership' approach between the planning authority and applicants for the benefit of the physical and built environment, the public and the local economy. This design guidance does not, therefore, prescribe specific solutions or set rigid or empirical design standards, but instead indicates options which emphasise and illustrate design objectives or principles. It is essential that applicants and their agents recognise the importance of, and adhere to, these objectives and principles in respect of all development.

Policy CP4: The Environment and Urban Renaissance

Development proposals will be expected to contribute to the creation of a high quality, sustainable urban environment which enhances and complements the natural and built assets of Southend.

This will be achieved by:

1. promoting sustainable development of the highest quality and encouraging innovation and excellence in design to create places of distinction and a sense of place;
2. maximising the use of previously developed land, whilst recognising potential biodiversity value and promoting good, well-designed, quality mixed use developments;
3. promoting design solutions that maximise the use of sustainable and renewable resources in the construction of development and resource and energy conservation (including water) in developments;
4. providing for quality in the public realm through the use of imaginative and innovative design, sustainable and quality materials and landscaping and imaginative use of public art;
5. maintaining and enhancing the amenities, appeal and character of residential areas, securing good relationships with existing development, and respecting the scale and nature of that development;
6. creating safe, permeable and accessible development and spaces that encourage walking and cycling within 'Environmental Rooms';
7. safeguarding and enhancing the historic environment, heritage and archaeological assets, including Listed Buildings, Conservation Areas and Ancient Monuments ;
8. protecting and enhancing the town's parks, gardens and other urban open spaces, including all open areas whose townscape and amenity value is important to the surrounding area, and the biodiversity of the area;
9. safeguarding, protecting and enhancing nature and conservation sites of international, national and local importance;
10. creating and maintaining a 'Green Grid' of high quality, linked and publicly accessible open spaces across the town which contribute to and help develop the Thames Gateway Green Grid;
11. maintaining the function and open character of a sustainable Green Belt;
12. providing for the effective management of land uses on the urban fringe*, including landscape enhancement in respect of any development;
13. protecting natural resources from inappropriate development;

14. preventing, reducing or remedying all forms of pollution including soil, water, noise and other forms of airborne pollution.

All development will be required to have regard to the Council's Design and Townscape Guide SPD

*Urban fringe may be considered to be the countryside and other land 'spaces' immediate surrounding towns and cities. However no definitive definition exists at present.

Core Policy CP4: Environment and Urban Renaissance – Monitoring and Implementation Framework

Core Indicator	Policy Indicator	Target/direction	Strategic Objective	SA/SEA Objective	Delivery Body(ies)
Percentage of new and converted dwelling s on previously developed land	Total number of dwellings built on previously developed land and green field land per annum	Not less than 80% of residential development on pdl (brownfield sites) by 2021	S04, S06, S08, S010, S014, S016, S017	<ul style="list-style-type: none"> • Effective protection of the environment • Prudent use of natural resources 	SBC, RSLtd, TGSE Partnership, Development industry
Amount of floorspace developed for employment type, which is on previously developed land	Total gross floorspace (m ²), by type, built on previously developed land and green field land per annum	Not less than 60% of employment development on pdl (brownfield sites) by 2021	S04, S05, S08, S010, S014, S016, S017	<ul style="list-style-type: none"> • Effective protection of the environment • Prudent use of natural resources 	SBC, RSLtd, TGSE Partnership, Development industry
Percentage of new dwelling s completed at higher densities	Total number of dwellings completed that are:	Maintain density levels on all residential sites between 30 and 50dph to 2021	S04, S05, S08, S010, S014, S016, S017	<ul style="list-style-type: none"> • Effective protection of the environment • Prudent use of natural resources 	SBC, RSLtd, TGSE Partnership, Development industry
	(i) Less than 30 dph				
	(ii) between 30 – 50 dph				
	(iii) above 50 dph				
Change in areas and populations of biodiversity importance	Total loss or gain (hectares) due to impact of development on (i) priority habitats by priority species type	(i) No overall loss of priority biodiversity species or habitats (hectares)	S04, S012, S014, S016, S017	<ul style="list-style-type: none"> • Effective protection of the environment • Prudent use of natural resources 	SBC, RSLtd, TGSE Partnership, English Nature, Development industry
	(ii) areas designated for intrinsic environmental value (international to local level)	(ii) No overall loss of areas of environmental value (hectares)			
Number of applications granted contrary to advice of Environment Agency on flood defence grounds or water quality	Total number of applications granted contrary to advice of Environment Agency on flood defence grounds or water quality	No 'major' development schemes contrary to Environmental Agency advice and without acceptable mitigation measures	S04, S012, S013, S014	<ul style="list-style-type: none"> • Effective protection of the environment • Prudent use of natural resources 	SBC, RSLtd, TGSE Partnership, Environment Agency, Development industry
	Total number of applications granted for major schemes with renewable energy production technology	Increase the number of major development schemes including renewable energy production technology	S013, S014, S015	<ul style="list-style-type: none"> • Effective protection of the environment • Prudent use of natural resources 	SBC, RSLtd, TGSE Partnership, Development industry

Section 7 - Minerals and Soils Resources

- 7.1 The Borough of Southend-on-Sea contains no deposits of aggregates (sand and gravel) and can therefore make no contribution to the regional requirement for land won aggregates. The only mineral deposits that do occur are of brickearth, a specialised brick clay previously used in the manufacture of local stock bricks. Brickearth deposits also provide very high quality agricultural land, of which there are significant resources on the northern and north-eastern edges of the Borough.
- 7.2 Brickearth remains a valuable and limited resource, as does the high grade agricultural land within which it is located. Moreover, mineral extraction can be a destructive, and therefore inherently unsustainable, process, using resources that are finite in supply and processes which can potentially have significant environmental impacts. Government and regional policy on sustainable development place importance on the conservation of mineral resources, minimising environmental impacts, and on using less raw materials by relying on a greater level of supply from alternative sources, especially recycled materials.
- 7.3 Government policy on brick clay is currently emerging through Minerals Policy Statement 1 (MPS1), and in particular through Annex 2 to MPS1, 'Brick Clay Provision in England', both of which are currently at draft stage. The aim of this policy is to ensure that clays required for construction are provided and made available, firstly at acceptable social, economic and environmental cost, and secondly at a level that reflects the high levels of expenditure to maintain and improve existing brick-making plant and equipment. Relevant Government objectives are:
- I. To conserve brick clay resources by the appropriate provision and phasing of supply;
 - II. To safeguard, and where necessary stockpile, specific resources of brick clays;
 - III. To reduce damaging environmental impacts during extraction and processing;
 - IV. To enhance the overall quality of the environment once extraction has ceased, and
 - V. To reduce the environmental impacts of the transportation of brick clay and its products.
- 7.4 Safeguarding of brick clay resources is likely to be appropriate where they are believed to be of suitable quality, are or may become commercially viable, and preferred areas of extraction can appropriately be identified. Mineral Planning Authorities (MPAs) should normally aim to maintain a stock of permitted reserves reflecting the proposed period of operation of the brickworks served by those reserves, which could be as much as 20 years or more.
- 7.5 The clay extraction and brick clay manufacturing industry is also encouraged to assist the planning process by providing the MPA with appropriate information on, inter alia, reserves of clay and plans for developing the capacity of brickworks.

- 7.6 Similarly, emerging regional policy in RSS14, the East of England Plan, reflects the above considerations in its Environmental Resources chapter, in particular in Policies ENV15: Overall Minerals Supply and Transportation, ENV16, Minerals Recycling/Reprocessing Sites, and ENV17, Overall Minerals management.
- 7.7 National and regional policy also seek to maintain and enhance the resilience and quality of soils, and to encourage the sustainable use of soil resources, including the best and most versatile agricultural land and land that has been contaminated or otherwise degraded, where remediation and restoration to beneficial and sustainable new uses should be encouraged. (See in particular Planning Policy Statement 7 (PPS7): Sustainable Development in Rural Areas, paragraphs 28 and 29, and East of England Plan Policy ENV6: Agriculture, Land and Soils).
- 7.8 Minerals and soils considerations do not feature in the local community's needs and priorities set out in the Local Strategic Partnership's Community Plan. However, as a result of extensive community involvement and consultation through the pre-submission production stage of this Core Strategy, a significant dilemma has been highlighted with regard to the Borough's brickearth mineral resources and the need for their safeguarding.
- 7.9 Whilst there has been clear and wide community support for the continued safeguarding of these resources on long-term sustainability grounds, the owner and operator of the adjoining brickworks, for which the reserves would form part of the feedstock, has advised that these reserves are no longer economically viable. Brick manufacture has now ceased at these works, and once the remaining stockpile of products has been sold, the brickworks will close completely. In addition, the operator sees no prospect of this situation changing in the future, or of any alternative source of demand for the reserves. Consequently, there is seen to be no foreseeable justification for the continuation of a safeguarding policy in respect of them.
- 7.10 Policy CP5 seeks to address all these considerations in the local context, balancing the long term sustainable conservation and use of minerals and soils resources against current and foreseeable viability, community infrastructure and other development needs and opportunities. It replaces the following adopted local plan policies and provisions:
- I. Essex Minerals Local Plan Adopted First Review (the current adopted Minerals Local Plan for Southend): all policies and proposals, insofar as they are relevant to the Borough of Southend-on-Sea, with the exception of that part of the designated Minerals Consultation Area: Brickearth lying within the Borough and as set out in Chapter 8 of the Plan, and
 - II. Southend-on-Sea Borough Local Plan Policy G2, Land of High Grade Agricultural Quality.

The Minerals Consultation Area: Brickearth lying within the Borough and its boundaries on the Proposals Map will be reviewed as part of the preparation of the

proposed Criteria Based Policies and Site Allocations Development Plan Document (DPD 5).

Policy CP5 – Minerals and Soils Resources

As Local and Mineral Planning Authority, the Borough Council will require the sustainable use of soil and mineral resources, in particular by:

1. protecting the best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification) from irreversible damage where this is consistent with the full range of sustainability considerations, including biodiversity; quality and character of the landscape; amenity value or heritage interest; accessibility to infrastructure, workforce and markets; maintaining viable communities; and the protection of natural resources, including soil quality;
2. granting permission for the extraction of brickearth where it can be demonstrated that:
 - a. there are proven workable brickearth deposits and a need for the mineral to ensure that sufficient raw material is available for brick making over a twenty-year period; and
 - b. there is an agreed scheme for the quality management, progressive restoration, aftercare and beneficial after-use of the site to an appropriate standard and timetable, and which safeguards the agricultural quality of the land or promotes alternative after-uses of benefit to biodiversity conservation and habitat creation; and
 - c. there will be no materially adverse impacts on the environment (including landscape character, surface and ground waters, wildlife habitats, air and ground quality, and noise levels), and on the transport network and local amenity, or such impacts can be satisfactorily mitigated;
3. refusing permission for any proposal that would result in the permanent sterilisation of workable or potentially workable brickearth deposits unless it can be demonstrated that the deposits are currently not commercially viable and there is no prospect of them becoming commercially viable in the foreseeable future, and the application proposal represents a community or other infrastructure use for which there is a demonstrable need and which cannot be met elsewhere;
4. granting permission for beneficial long-term new uses of land that is contaminated or otherwise degraded, where there is an appropriate and agreed scheme of remediation and restoration funded in accordance with the “polluter pays” principle;
5. permitting proposals for the importation of minerals and for the recovery of materials to produce secondary aggregates on industrial sites within the Borough where it can be demonstrated that:
 - a. they can be carried out without material adverse impact on the environment (including surface and ground waters, air and ground quality, and noise levels), the transport network and local amenity; and
 - b. the transportation arrangements are the most sustainable available in accordance with the proximity principle, using rail or water transport wherever possible.

Core Policy CP5: Minerals and Soils Resources – Monitoring and Implementation Framework

Core Indicator	Policy Indicator	Target/direction	Strategic Objective	SA/SEA Objective	Delivery Body(ies)
	Amount of best and most versatile agricultural land lost through irreversible damage	Nil (except where this is supported by a range of other sustainability considerations)	SO4, SO15, SO16, SO18	<ul style="list-style-type: none"> • Effective protection of the environment • Prudent use of natural resources 	SBC, Development Industry
	Amount of commercially viable or potentially commercially viable brickearth deposits permanently sterilised	Nil	SO15, SO16	<ul style="list-style-type: none"> • Prudent use of natural resources 	SBC, Development and Brick-Making Industry
	Amount of contaminated or degraded land brought back into beneficial long-term use	Reduction in amount of contaminated and degraded land within the Borough	SO4, SO14, SO16, SO17	<ul style="list-style-type: none"> • Effective protection of the environment • Prudent use of natural resources 	SBC, RSL, TGSE, Development Industry
Production of secondary/recycled aggregates	Capacity within the Borough to produce secondary/recycled aggregates on appropriate sites	No loss of production/capacity	SO15	<ul style="list-style-type: none"> • Effective protection of the environment • Prudent use of natural resources 	SBC, Aggregate Suppliers, Development Industry

Section 8 - Community Infrastructure

- 8.1 Southend is already a compact, densely developed urban area with heavy demands upon its infrastructure. Any further growth within the Borough must not only safeguard but seek to enhance the infrastructure balance. Improvements to infrastructure must therefore accompany development or act as a precondition to it.
- 8.2 At a national level, Planning Policy Statement PPS1, Delivering Sustainable Development, states that policies should promote communities which are inclusive, healthy, safe and crime free, whilst respecting the diverse needs of communities and the special needs of particular sectors of the community. Suitable locations should be made available for mixed use development that allow for the creation of linkages between different uses that create more vibrant places, taking into account issues such as accessibility and the provision of essential infrastructure.
- 8.3 Crime, education and health and well being are key topics in creating sustainable communities. Compliance with national objectives and guidelines evident in the Crime and Disorder Act 1998, Health Act 1999 and the Education Act 2005 is therefore a major consideration.
- 8.4 In addition, Planning Policy Guidance Note PPG17 outlines that planning for open space, sport and recreation all underpin people's quality of life and are fundamental to delivering broader government objectives, including supporting an urban renaissance; improving health and well being; and the promotion of social inclusion and sustainable development.
- 8.5 Similarly, the spatial planning vision for the East of England set out in the Regional Spatial Strategy (RSS14, the East of England Plan) is to sustain and improve the quality of life for all people who live in, work in, or visit the region. One of the key requirements in achieving this vision is to improve social inclusion and create sustainable communities in line with the government's sustainable communities plan and other national, regional and local plans.
- 8.6 RSS14 aims to achieve a sustainable relationship between jobs, homes and services at the strategic and local level where growth is led by improvements in quality of life and prosperity. The plan looks to ensure that infrastructure programmes, including social infrastructure, will meet current deficiencies and development requirements, and that new development contributes appropriately to this, thereby enhancing the quality of life, character, appearance and biodiversity of the local area. Policy SS12 ensures that local strategies give due priority to health, education and social inclusion.
- 8.7 This is reinforced by the Thames Gateway South Essex sub-regional policies:
- I. TG/SE1 aims to secure Southend and Rochford as a cultural and intellectual hub and a higher education centre of excellence

- II. TG/SE2 and TG/SE5 state that local authorities will work with health and education agencies to ensure an improvement in the level of health and educational attainment, raising skill levels at NVQ level 2, 3 and 4 to national averages.
 - III. TG/SE6 looks to deliver new and improved dwellings, which meet the needs of the population by ensuring a sustainable balance in the delivery of employment, infrastructure and dwellings.
- 8.8 At the local level, Southend's Community Plan looks to achieve sustainable development and social inclusion as key objectives. A number of targets and action plans are given in order to achieve certain goals. These include:
- I. Reducing the level of and the fear of crime
 - II. Improving health across the borough and access to health services
 - III. Continuing the rise in standards of achievements in schools whilst delivering quality education and a skilled workforce for Southend
 - IV. Improved and integrated transport services, which make the town and its facilities accessible.
- 8.9 The Council's own aims and critical corporate priorities similarly reflect this, seeking to achieve a community that is safe, clean and healthy, and prosperous.
- 8.10 Southend must be a town for people, and it is important that everyone feels they are included and can access the opportunities the town has to offer – development and new facilities should be designed, built and maintained on the principle that people come first. This will mean providing facilities within the communities they serve, ensuring that they are accessible by all modes of transport and ensuring that people with disabilities and mobility difficulties can gain access simply and easily. Residents, visitors and the business community should also be able to go about their daily lives protected from crime and free of the fear of crime.
- 8.11 The Council considers that this will mean protecting and upgrading the town's existing facilities and promoting the development and provision of new facilities, both in association with new development and through maximising the potential of underused land and buildings as opportunities arise.
- 8.12 The health and social well being of the town's residents and their educational attainment levels are vitally important to the regeneration of the town. Policies will need to reflect the complementary role of planning in supporting other strategies and initiatives which seek to provide essential services and facilities within the town.
- 8.13 Vibrancy and richness of experience are essential if the town is to see a step change in the quality of life it offers and the image it projects. This will mean maintaining and enhancing its cultural, leisure and recreational facilities.
- 8.14 The Council's preferred approach to delivering an improved quality of life in the Borough is based on the following principles:

- I. Secure the physical infrastructure related to the new University campus, with parallel development of a town wide educational and skills training infrastructure, including sporting excellence, research and development
- II. Promote new opportunities for sports, recreation, leisure and cultural facilities
- III. Secure the future development of Southend Hospital and the facilities provided by the Primary Care Trust to meet the needs of the sub-region and local communities in a sustainable and accessible manner
- IV. Ensure that the future land requirements of education and skills, health and social services, local emergency services and utilities are adequately catered for
- V. Promote the location of community services and facilities within the area they serve
- VI. Ensure the design of new buildings, and their relationship to adjacent public areas, contribute to improving public safety (including road safety and crime reduction) and minimise crime and the fear of crime
- VII. Ensure that the use of land and buildings reflects people's needs and are designed and located in ways which contribute to including all sectors of society through ease of access
- VIII. Promote development which contributes to the delivery of relevant service strategies

8.15 Policy CP6 seeks to establish a strategic policy framework to deliver these principles. It will be supported by subsequent, more detailed local development documents, in particular a 'Planning Obligations and Vehicle Parking Standards' Development Plan Document (DPD) prepared as the second DPD priority following this Core Strategy. Until the adoption of that second DPD, Policy CP6 reinforces and updates, but does not replace, relevant policies in the Southend-on-Sea Borough Local Plan, which will remain as 'saved' development plan policies.

Policy CP6: Community infrastructure

Development proposals must mitigate their impact on community infrastructure by contributing appropriately to services and facilities that could potentially be affected, in accordance with Circular 05/2005, Planning Obligations. New development will be required to 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
2. securing the physical infrastructure needed to maximise the impact of the Higher Education/University Campus in the Town Centre
3. supporting improvements to existing, and the provision of new, facilities to support the needs of education, skills and lifelong learning strategies.
4. 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
5. ensuring the needs of all residents and visitors, including the disabled and other vulnerable groups, are met;
6. ensuring access and safety concerns are resolved within all new development.

8.16 The achievement of social inclusion, and an appropriate and sustainable balance between development and infrastructure, will be monitored through the Southend-on-Sea Annual Monitoring Report (SAMR), in accordance with the monitoring framework below together with wider contextual indicators relating to the demographic and socio-economic profile of the Borough.

Core Policy CP6: Community Infrastructure – Monitoring and Implementation Framework

Core Indicator	Policy Indicator	Target/direction	Strategic Objective	SA/SEA Objective	Delivery Body(ies)
Amount of completed leisure, health, social care and education/lifelong learning development respectively	Total amount of additional or improved leisure, health, social care and education / lifelong learning) floorspace / facilities developed	Positive and commensurate contributions made to the community facilities' needs and priorities identified in Policy CP5 (Targets to be set within the 'Planning Obligations and Vehicle Parking Standards DPD')	SO1, SO2, SO4, SO8, SO13,	<ul style="list-style-type: none"> • Social progress which recognises the needs of everyone • Maintenance of high and stable levels of economic growth and employment 	Southend NHS Trust, PCT, RSLtd, SBC, EEDA

Section 9 – Sport, Recreation and Green Space

- 9.1 National and regional policy seeks to protect existing sport, open space and recreation facilities, and to create new ones. It also requires local planning authorities to plan positively for the provision and enhancement of well-designed recreational and sporting facilities and green spaces that meet identified local needs.
- 9.2 Planning Policy Guidance Note 17 (PPG17), Planning for Open Space, Sport and Recreation, sets out the Government's planning objectives and policies which local planning authorities need to take into account in the preparation of local development documents. Open spaces, sport and recreation all underpin people's quality of life. Well designed and implemented planning policies to deliver local networks of high quality, accessible, and well managed and maintained open spaces, sports and recreational facilities are therefore fundamental to delivering broader Government objectives. These include:
- I. Supporting an urban renaissance
 - II. Promoting social inclusion and community cohesion
 - III. Promoting health and well-being, and
 - IV. Promoting more sustainable development
- 9.3 Local authorities should therefore undertake robust assessments of the existing and future needs of their communities for such facilities, together with audits, both quantitative and qualitative, of existing facilities, their use, accessibility and opportunities. These will allow local authorities to identify specific needs, deficits or surpluses in their area, and form a starting point for an effective strategy and appropriate policies in plans at the local level, including locally derived standards of provision.
- 9.4 Existing facilities should not be built on unless they have clearly been shown to be surplus to requirements. Facilities of high quality or particular value should be given protection through appropriate policies in plans, including small areas of important local amenity, community resource or biodiversity value. Deficiencies should be remedied through provision of open space, sports and recreation facilities, and through qualitative improvements to existing facilities, where planning permission is granted for new developments (especially housing). Planning obligations should be used where appropriate to seek increased provision and the enhancement of existing facilities to meet identified needs, remedy local deficiencies, and where new development increases local needs.
- 9.5 Similarly, the Regional Spatial Strategy, the East of England Plan (RSS14), requires local development documents to provide and safeguard green infrastructure, including connected and substantial networks of accessible multi-functional green space, and a multiple hierarchy of provision of green infrastructure (Policy ENV1). They should also

- identify needs and set out clear strategies for the provision of additional community sport and recreation facilities, both formal and informal, as well as for the protection and enhancement of existing facilities, following extensive audit and needs assessment (Policies C4 and C5).
- 9.6 This is reinforced by sub-regional policies TG/SE4, which requires the creation of a 'Green Grid' of high quality, linked and publicly accessible open spaces across the Thames Gateway South Essex sub-region, and TG/SE5 which seeks provision for sites and facilities for sport and culture to help achieve the regeneration objectives of the sub-region.
- 9.7 Sport, recreation and green space (as opposed to leisure, tourism and culture) does not, directly, feature highly in the local community's needs and priorities as set out in Southend's Community Plan. Indirectly, however, under the theme of 'Healthy Community', an increase in the uptake of physical activity throughout the community is a key objective within the wider aim of tackling the risk factors for major causes of death. Increased opportunities to access physical activity and increased uptake of existing schemes and facilities are identified measures to achieve this objective, which need to be supported and facilitated through local development documents.
- 9.8 Achieving quality new development and significant improvement in the public realm which meet the needs of the community is a further related objective under the theme of an 'Environmentally Aware Community', whilst specific schemes to regenerate the historic Southend Cliff Gardens and the town centre swimming facilities are identified under the 'Cultural Community' theme.
- 9.9 An extensive audit and needs assessment of recreational open spaces and sports facilities in the Borough was undertaken in consultation with local community groups during 2003/04. This comprises two volumes, 'A Study of Playing Pitches in Southend-on-Sea Borough' and 'Open Space and Recreation Assessment in Southend-on-Sea Borough'. It has indicated no clear evidence of any significant quantitative deficiency in indoor or outdoor sports facility provision, or in the provision of parks and open spaces, in relation to the existing population. On the other hand, existing facilities are popular and well used, and should therefore be safeguarded and enhanced. They represent an appropriate minimum 'standard' of provision to serve the existing population in quantitative terms, which at the very least should be maintained pro rata in relation to the additional population arising from new dwelling provision. Southend compares unfavourably with many, if not most, other areas for which information is available, in terms of volume of facilities per resident.
- 9.10 Moreover, the highly developed nature of the Borough means that such facilities also have an important role in ensuring an attractive and 'balanced' environment within the town, providing an appropriate range, quality and distribution of green spaces and amenity. Their retention and enhancement is therefore crucial to the achievement of regeneration.

- 9.11 The audit and needs assessment confirms that the level of additional dwelling provision required in Southend between 2001 and 2021 will put significant additional demands on the Borough's sport, recreation and green space facilities, and will create a requirement for a range of additional facilities over this period. These also are set out in the audit and needs assessment reports and provide the basis on which the relevant provisions in Policy CP7 below have been derived. Again, given the already highly developed nature of the Borough, opportunities will be limited and it will be essential to ensure both that new development contributes fully to meeting the demands it generates, and that already identified opportunities are safeguarded.
- 9.12 In addition, there are very significant qualitative deficiencies throughout the Borough, in terms of both accessibility to and quality of facilities, including the essential ancillary facilities needed to support good quality sport and recreational infrastructure. The audit and needs assessment indicates, therefore, that it may be possible to meet some additional requirements, including those achieved by means of development contributions, through a significant improvement in the quality of existing facilities or their replacement with appropriately located new facilities.
- 9.13 Policy CP7 seeks to address all the above considerations at a strategic level, based on a delivery approach which focuses new, but possibly limited, facilities within the built-up area, as closely related as possible to the communities they are to serve. It is an approach which has been clearly and widely supported and developed through pre-submission community involvement. This policy will in turn be supported by policies and proposals in a 'Planning Obligations and Vehicle Parking Standards' Development Plan Document and a 'Criteria Based Policies and Site Allocations' DPD, which will set out in more detail the requirements, standards and delivery arrangements for these development contributions.
- 9.14 There are a number of undeveloped areas within and adjoining the Borough with a diverse and rich environment. These areas, as well as being designated as being of international and national wildlife importance, are also used for informal recreation purposes and include the Hadleigh Castle and Jubilee Country Parks, Belfairs Woods and the Southend foreshore. Whilst regeneration is a priority within Southend, it is vital that these areas continue to be managed jointly with neighbouring authorities and relevant agencies, to protect them from inappropriate development and provide enhanced quality environments for wildlife and the community.
- 9.15 In addition, it will be important to encourage greater public access through a series of 'greenways' in the town to provide attractive routes for cycling and walking, and to contribute to a 'Green Grid' of open spaces and linkages being developed throughout Thames Gateway South Essex (TGSE) as part of the area's regeneration. This would enhance and link parks, open space and the urban fringe and be co-ordinated with the Council's cycle strategy and walking network (see also Policy CP4: 'The Environment and Urban Renaissance' in respect of the Green Grid). As part of the development of the TGSE Green Grid, a need has been identified for a new Country Park facility within or close to the north-eastern part of the Borough. To support and

guide the achievement of these requirements, a 'Southend-on-Sea Green Space and Green Grid Strategy' Supplementary Planning Document will be produced and adopted.

9.16 Policy CP7 replaces the following development plan policies in the adopted Southend-on-Sea Borough Local Plan:

Policy R1 – Outdoor Sports Facilities

Policy R2 – Indoor Sports Facilities

Policy R3 – Swimming Pool Facilities

Policy R5 – Parks and Gardens

Policy R7 – Allotments

Borough Local Plan Policies R4 (Golf Courses) and R6 (Countryside Recreation) 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.

Policy CP7 - Sport, Recreation and Green Space

Development proposals must 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 north-eastern 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. 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. 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 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 will be required to 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, contributions will be focused on the following provision:

1. approximately 20 hectares of additional local and neighbourhood park space, provided on areas of at least 2 hectares in size;

2. at least 4 additional equipped play areas for children and young people, spread evenly across the Borough;
3. 2 additional bowling greens (6 rink size);
4. 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;
5. 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;
6. qualitative improvements to existing sports halls/centres and swimming pools, or their replacement with appropriately located new facilities;
7. qualitative and quantitative improvements to facilities for teenagers.

Core Policy CP7: Sport, Recreation and Green Space

Core Indicator	Policy Indicator	Target/direction	Strategic Objective	SA/SEA Objective	Delivery Body(ies)
Amount of eligible open spaces managed to Green Flag Award standard (National Core Output Indicator 4c)	Total amount of new provision or qualitative improvements to existing open space facilities	Maintain amount of eligible open spaces so managed at current levels or above	SO4, SO13, SO14, SO16, SO18	<ul style="list-style-type: none"> • Social progress which recognises the needs of everyone • Effective protection of the environment 	SBC, RSL, TGSE, Sport England, local sports clubs and societies, Development Industry
	Total amount of existing or proposed sport, recreation and green space facilities lost or displaced to other uses without the provision of adequate and appropriate alternative facilities	Nil	SO4, SO13, SO14, SO16, SO18	<ul style="list-style-type: none"> • Social progress which recognises the needs of everyone • Effective protection of the environment 	SBC, Sport England, local sports clubs and societies, Development Industry
	Total amount of additional sport, recreation and green space facilities provided by or in association with new development and in accordance with the requirements of Policy CP7	Positive and commensurate contributions made to the sport, recreation and open space needs and priorities identified in Policy CP7 (Targets to be set within 'Planning Obligations and Vehicle Parking Standards' DPD)	SO4, SO13, SO14, SO16, SO18	<ul style="list-style-type: none"> • Social progress which recognises the needs of everyone • Effective protection of the environment 	SBC, RSL, TGSE, Sport England, local sports clubs and societies, Development Industry

Section 10: Dwelling Provision

Housing and Sustainable Development

10.1 Decent homes and pleasant, safe and healthy local residential environments are vitally important to the development of flourishing, thriving and prosperous towns and localities. A good and well integrated blend of different housing types and tenures will support and assist the establishment and continuance of vibrant and cohesive communities, which are socially and economically successful and have a 'sense of place' or identity. Diverse, well designed and high quality residential environments provide urban form and add value to public places and will contribute towards the delivery of sustainable development and the creation of 'sustainable communities' for present and future generations.

National Strategy and Policy

10.2 'Sustainable communities: building for the future' (2003) states that a 'step-change' in housing supply will be needed to tackle serious shortages that exist, particularly in the London and the South East. Too many people do not have access to decent, affordable housing and many are living in housing of poor quality. It considers that more affordable housing should be delivered, especially for key workers, young families and those in priority need; and that new sustainable communities should be created in regions of high demand like the Thames Gateway. The document encourages the better use of existing valuable residential stock, especially empty properties, and higher densities, as well as expressing a preference for the use of previously developed land over greenfield land for new developments. Sustainable development practices such as sustainable construction and energy efficiency also are promoted.

10.3 This approach is continued in 'Creating sustainable communities: making it happen: Thames Gateway and the Growth Areas' (2003), which outlines proposals for sustainable growth and a need to increase housing supply in the wider South East by 120,000 additional dwellings up to 2016. The document asserts that increasing housing supply is a national priority and that it is essential to reduce housing market volatility. Alongside the additional housing supply, however, there will be a need for new schools, healthcare provision, public transport, and good quality public spaces. In addition, employment growth must accompany housing growth to ensure regeneration and growth areas are attractive and sustainable places for living and working. Regeneration and growth areas should contribute to social objectives, integrate economic progress with protection of the environment, and promote improved liveability and cultural and social inclusion.

10.4 'PPS 1: Delivering sustainable development' (2005) identifies that development plans should promote development that creates socially inclusive communities, with suitable mixes and types of housing, including affordable housing, which are also well

designed, create a 'sense of place', minimise resource use and are well supported by infrastructure, facilities and services. Likewise, 'PPG 3: Housing' (2000) affirms, inter alia, that decent, well-designed housing of different types, sizes and mixes should be available to all sections of the community, including affordable housing, with a priority for provision in existing urban areas, close to transport nodes to help create mixed and accessible communities.

- 10.5 More recently replacement guidance for PPG 3 and Circular 6/98 on affordable housing has been put out to consultation. Draft 'PPS 3: Housing' (2005) asserts that the principles of sustainable development, as described in PPS 1, should be firmly based in housing policy. It reconfirms the objective that everyone should have access to a decent home, which they can afford, in a community where they want to live. The government wish to ensure that there is a wide choice of housing types, both market and affordable, which are well-designed, safe and attractive and with access to jobs, key services and infrastructure to help create sustainable and inclusive communities. The draft also specifies a preference for the use of brownfield sites and the use of design codes. It also considers that thresholds for affordable housing should be determined by local planning authorities. While there is an indicative national minimum threshold of 15 dwellings, local planning authorities can set lower thresholds where this can be justified. In addition, PPS3 presumes that affordable housing should be provided on the application site in order to contribute to mixed communities. However local development documents can set out the circumstances in which provision would not be required on a site or where a financial contribution would be acceptable.

Regional Strategy and Policy

- 10.6 'Growth and Regeneration in the Thames Gateway' (2004) illustrates how the region can deliver at least 120,000 net additional dwellings by 2016, if the necessary infrastructure is put into place. It suggest several factors which will be required for delivery, including (i) higher densities especially in areas with good transport links, (ii) improved transport infrastructure and (iii) the re-designation of former industrial land. The document also states that major improvements in the quality of existing and new housing will be needed, whereby appropriate increases in density must be accompanied by sustainable construction principles and high standards of design. It considers that affordable housing will be very important to address social needs and ensure that a workforce with a range of skills can be accommodated across the area.
- 10.7 The 'East of England Plan' (RRS14) sets out regional housing policy and targets as well as district level housing figures, including 6,000 net additional dwellings in Southend between 2001 and 2021 (Policy H1). Policy SS13 sets out the role of additional housing provision in delivering the workforce to achieve the economic aspirations of the region (amongst other objectives). It considers that this level of additional housing should be broadly aligned with economic growth, to ensure the creation a more sustainable balance between the number of workers and jobs. In addition, it states that

at least 30% of all housing built should be affordable, or at least 40% where areas warrant higher provision.

- 10.8 Thames Gateway South Essex (TSGE) sub-regional Policy TG/SE1 identifies the main areas of housing growth in Southend as Southend Town Centre, with 1,650 additional dwellings, and Shoeburyness with 1,400. Policy TG/SE 6 sets out a phasing of dwelling provision, with Southend providing 2,750 between 2001 and 2011 and 3,259 between 2011 and 2021.
- 10.9 The strategic direction of the delivery of housing is contained in the Regional Housing Strategy (RHS) for the East of England (2005). The vision for the Region is that 'everyone can live in a decent home which meets their needs, at a price they can afford and in locations that are sustainable'. The document provides clear guidance of the type of housing which should be provided in the region and an approach to the improvement and maintenance of existing housing stock. In essence, it presents a strategy for more, and more sustainable, housing provision, high quality homes and environments, and inclusive communities, as well as recommendations for public investment.

Local Strategy and Policy

- 10.10 Of the seven 'ambitions' outlined in the Community Plan for Southend, housing may aid several, both direct and indirectly. In particular, it will contribute towards the ambition of a 'Supportive Community' by helping to meet the 'national Decent Homes Standard' and improving 'the management and quality of housing stock in the town'.
- 10.11 The published Census population of Southend at 2001 was 160,257. This figure is expected to rise by approximately 3% by 2021. The projected growth in households in the town during the period to 2021 is broadly in line with the proposed growth in housing provision for the same period (i.e. 300 dwellings per annum).
- 10.12 However, compared with other parts of the region, Southend's economic performance has been weak, and population and housing growth has outstripped economic growth. In addition, there are marked differences in prosperity across the town, with five wards being eligible for Objective 2 funding. For this and other reasons, the town has been included in the Thames Gateway.
- 10.13 The Government's 'sustainable communities' agenda also requires that there should be an appropriate and sustainable balance between jobs, infrastructure and housing. Mechanisms are needed, therefore, to ensure that job provision and infrastructure are in place in Southend before further major expansion in housing development occurs, and that from then on a balance is maintained. Regard must be had to the actual delivery of the job targets before additional housing growth is permitted. In the same way, social and transport infrastructure to support employment-led regeneration needs to be in place before additional growth is permitted.

- 10.14 Sustainable communities must also be attractive and provide realistic housing opportunities to the full range of income groups. There will, therefore, be a need to deliver a wide range of housing types and affordability across the town.
- 10.15 Average dwelling prices in Southend are generally lower than those in adjoining local authority areas (with the exception of Thurrock). There are, however, significant spatial variations across Southend and for some types of housing, average prices are generally higher than those in neighbouring areas. It is clear that, in Southend as elsewhere in the region and Greater South East, open market dwelling prices are significantly above average earnings, and that accessibility to suitable housing is severely restricted for many local residents.
- 10.16 The results of the updates to the Southend Housing Needs survey (April 2004 & 2005) confirm a continuing very high level of housing need in the town, with a requirement for the provision of 1,363 units of affordable housing per annum over the next five years, if all the affordable needs are to be met. Whilst this is an indication of the scale of the problem, it has to be tempered against the assumptions made in the study, the practicality of delivery and the availability of 'qualifying' sites. Nevertheless, the Housing Needs Survey and its Updates clearly indicate that a significant policy target for the provision of affordable housing is justified.
- 10.17 Using information from the Residential Land Availability Study 2004 and Urban Capacity Study 2003, work to assess the potential yield from identified possible sites over the whole period 2001 to 2021, has indicated that applying a target of 30%, 40% and 50% to sites of 15 plus units would provide approximately 650, 870 and 1090 affordable units respectively. Applying the Draft RSS14 target of 30% of the regional provision to Southend's planned provision would mean a yield in the region of 1,800 affordable units by 2021. However, at least a third of Southend's total provision is likely to be from small windfall sites, and it is unlikely, therefore, that more than 1,200 affordable units could be achieved. Clearly this is significantly lower than the Housing Needs Survey assessment of need.
- 10.18 Within Southend, the nature and scale of development sites that are likely to contribute to housing provision during the period 2001-2021 (i.e. high density development on small sites comprising previously developed land) suggests that a balanced approach is needed to the setting of targets and thresholds for affordable housing provision. This balanced approach should take on board, amongst other things, the scale of need and issues of financial viability. Whilst the Council would wish to send a clear message about what will be required of development schemes, so that these considerations can be taken into account early in the planning and development process (See KP3 'Implementation and Resources'), there is clearly a responsibility to adopt a reasonable stance with regard to affordable housing provision. There is also a need to recognise that a range of tenures and types of affordable housing should be considered.

10.19 In terms of the type of affordable housing able to meet identified need, analysis suggests the existence of a significant shortage of one and two bedroom homes in the owner occupied sector.

10.20 A Key Worker Study for Southend was also carried out in 2004 to establish whether problems surrounding recruitment and retention of key workers locally, both now and in the future, are linked to a lack of suitable and affordable housing. Analysis of the 2004 Housing Needs Study Update dataset, as part of this study, identified the following issues:

- I. that recruitment problems within public sector organisations stretch beyond employment categories covered by the ODPM definition of key worker but the categories are essentially professional, managerial and technical within the public sector and the NHS
- II. that local housing affordability is thought to be one factor contributing to recruitment problems locally
- III. that there is likely to be some requirement for targeted housing for key worker households
- IV. there are critical shortages of key workers in the social work and teaching categories and assistance with housing would be a main factor in easing these problems.

10.21 Regional policy guidance makes it clear that there is a need to deliver job-led regeneration and growth, and in particular to provide for 6,000 net additional dwellings in the period 2001 to 2021 within Southend on Sea. The delivery of housing growth will be phased over four periods, outlined in Policy CP8 below. The evidence and data used to inform this phased growth is based on an examination of existing sites with planning permission, as well as future and potential supply sites. This information was assessed using annual residential land availability monitoring data, the Southend Urban Capacity Study (2003) and by researching the yield from potential development sites within Southend Town Centre.

10.22 This phasing has been derived in order to meet needs and ensure that a balance remains, and can be suitably monitored, between housing, employment and infrastructure provision, thereby contributing to the government aim of delivering sustainable development and creating sustainable communities. The completed and projected dwelling provision up to 2021 is illustrated in the 2005 housing trajectory below (Figure 1). The chart demonstrates how over the plan period Southend will meet the 6,000 additional dwellings required. Further details about past completions and future provision may be found in the 'Southend Annual Monitoring Report'.

Housing Trajectory 2005

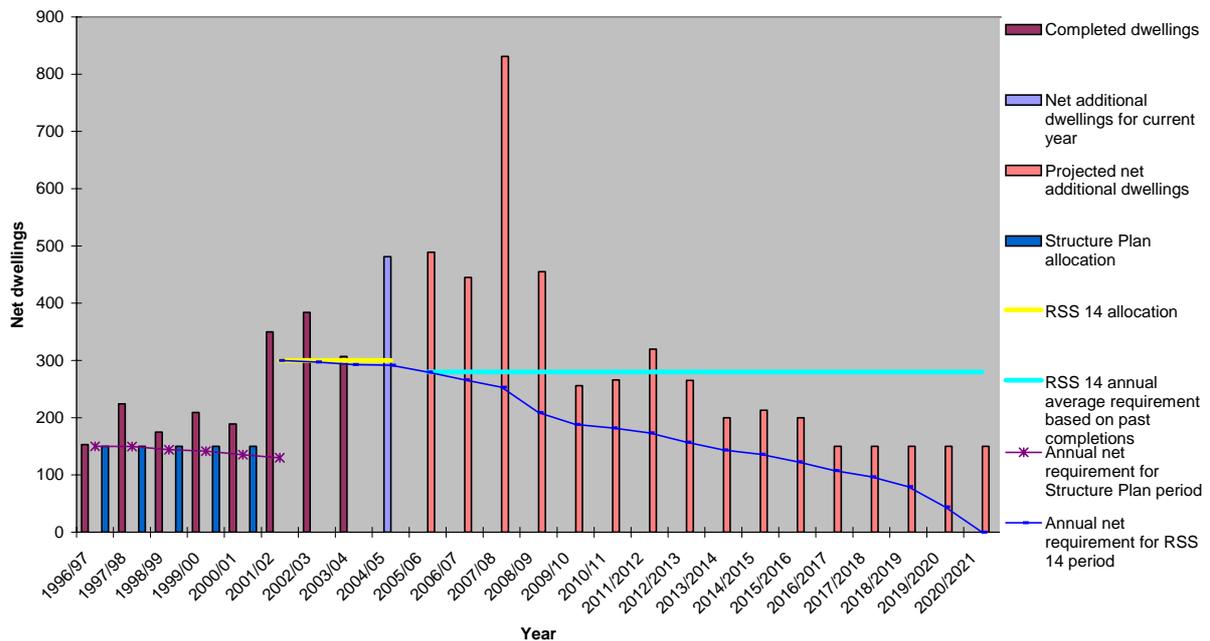


Figure 1 (Source: Southend Annual Monitoring Report 2005)

10.23 The limited land resources in the town and the significant, identified housing needs clearly require a focussed approach to housing provision. This should be based on securing and upgrading the existing housing stock and development opportunities, and ensuring that the supply of new dwellings is targeted to meet the needs of local people.

10.24 In order to deliver the strategic objectives in relation to housing the following approach is therefore considered to be required:

- i. Provide for strategic housing requirements as much as possible within the existing urban area, by making best use of existing land and buildings with a particular focus on:
 - i. A major expansion of town centre and seafront* housing
 - ii. Realisation of the future potential of land at Shoeburyness in association with improved sustainable transport links and other infrastructure requirements
 - iii. Promotion of mixed use developments and higher densities within the Town Centre and District Centres and large development sites, in particular those highly accessible locations with good transport links and amenity services
 - iv. Managing, maintaining and enhancing the contribution the existing housing stock can make to local housing needs

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

- II. Ensure that housing provision is targeted to meet the needs of local people, in particular:
 - i. Promoting the provision of affordable housing in line with the requirements indicated in local needs assessments-
 - ii. Working with major employers and housing associations to make effective and co-ordinated provision for key workers
 - iii. Tackling the housing needs of those sections of the community who have particular requirements including the homeless and people with disabilities

10.25 In light of the evidence base provided by all of the above, Policy CP8 below provides a core strategic policy to give local application to Government objectives, regional and sub-regional strategy, and identified local needs and priorities. It reflects the spatial considerations set out in the East of England Plan (RSS14) and in the spatial strategy of Policy KP1 above. It replaces the following development plan policies in the adopted Southend-on-Sea Borough Local Plan:

- Policy H1 – Housing Provision
- Policy H2 – Future Housing Needs
- Policy H11 – North Shoebury

Borough Local Plan Policies H3, H4, H5, H6, H7, H8, H9, H10, H12 and H13 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. Detailed guidance in relation to urban design principles, which are expected of all developments, is provided in the Southend "Design and Townscape Guide SPD".

Policy CP 8: Dwelling Provision

Provision is made for 2,750 net additional dwellings between 2001 and 2011 and for 3,250 net additional dwellings between 2011 and 2021, distributed as follows:

	2001-2011	2011-2016	2016-2021	2001-2021
Town Centre and Central Area	650	750	250	1,650
Shoeburyness*	650	300	450	1,400
Seafront**	200	100	100	400
Intensification***	1,250	500	800	2,550
TOTAL	2,750	1,650	1,600	6,000
Per annum	(275)	(330)	(320)	(300)

Further detailed guidance into development in part of Shoeburyness will be provided in the "Shoeburyness New Ranges 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, for example, by developing garage courts, large gardens and backlands. 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
3. require¹:
 - a. all residential proposals of 10-24 dwellings or 0.3-1.0 ha to make an affordable housing/key worker provision of not less than 2 dwelling units;
 - b. all residential proposals of 25 dwellings or 1 ha or more to make an affordable housing/key worker provision of not less than 20% of the total number of units on the site; and
 - 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

(For sites under 10 dwellings or qualifying sites where it is not possible to cater for affordable housing on site, a financial contribution by way of a tariff and/or commuted sum may be accepted in lieu of direct provision on-site (see also 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 within the Borough's town, district and local centres to include replacement and/or new retail and commercial uses, in order to 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 will trigger reviews 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.

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

Core Policy CP8: Dwelling Provision - Monitoring and Implementation Framework					
Core Indicator	Policy Indicator	Target/direction	Strategic Objective	SA/SEA Objective	Delivery Body(ies)
Total number of dwellings built and total amount of supply allocated to meet Regional Spatial Strategy requirements	Southend on Sea Housing Trajectory	(i) 6,000 net additional dwellings by 2021 and/or 300 net additional dwellings per annum	SO3, SO4, SO6, SO14, SO15	<ul style="list-style-type: none"> Social progress which recognises the needs of everyone 	SBC, RSLtd, TGSE Partnership, Development industry
		(ii) Rolling provision for 5 year housing supply ¹			
Provide and maintain a range of dwelling sizes to meet assessed local needs	(i) Total number of dwellings built, by size, within the plan period (temporally) and within the specified areas (spatially) as described in the table in Policy CP8	(i) 2,750 net additional dwellings between 2001 & 2011 and 3,250 between 2011 and 2021 distributed spatially as described in the table in Policy CP8	SO3, SO4, SO6, SO7, SO10, SO14	<ul style="list-style-type: none"> Social progress which recognises the needs of everyone Effective protection of the environment 	SBC, RSLtd, TGSE Partnership, Development industry
	(ii) Total number of dwelling units, by size, lost to non-residential uses	(ii) Maintain loss of residential units at current or lower levels during plan period			
Percentage of new and converted dwellings on previously developed land	Total number of dwellings built on previously developed land and greenfield land per annum	Not less than 80% of residential development on previously developed land (brownfield sites) by 2021	SO4, SO6, SO10, SO16, SO17	<ul style="list-style-type: none"> Effective protection of the environment Prudent use of natural resources 	SBC, RSLtd, TGSE Partnership, Development industry
Affordable housing completions	Total number of affordable houses built in accordance with the specified targets and thresholds, described in policy CP8	Affordable housing to constitute at least 30% of housing supply by 2021	SO7, SO13	<ul style="list-style-type: none"> Social progress which recognises the needs of everyone 	SBC, RSLtd, TGSE Housing Group, Development industry, RSLs

¹ Analysis and assessment of release of housing supply will be in accordance with the 'Plan, Monitor and Manage' approach (see Policy CP9 Monitoring and Review)

Section 11 – Monitoring and Review

- 11.1 In line with Part 2 of the Planning and Compulsory Purchase Act the Borough Council will prepare a Southend Annual Monitoring Report (SAMR). This Annual Monitoring Report will include an assessment of the extent to which national targets and the strategic objectives and policies in this Core Strategy Development Plan (and other local development documents as and when appropriate) are being achieved.
- 11.2 In addition the SAMR will include an assessment of local development document preparation against the milestones and timescales set out in its Local Development Scheme (LDS). The Southend LDS will be monitored on an annual basis, assessing change and progress that has taken place each year between 1st April and 31st March, and reviewed as appropriate.
- 11.3 It is anticipated that the SAMR will be submitted to Government for information by the end of December each year and will be made publicly available at approximately the same time.
- 11.4 To monitor the performance of the Core Strategy Development Plan Policies and assess whether or not the Plan's aim and strategic objectives are being achieved, the Borough Council will have regard to:
- I. contextual information relating to socio-economic issues and built/environmental assets at both the local and sub-regional level
 - II. Government Core Output Indicators and targets as published in associated national guidance
 - III. relevant indicators and targets in the Local Strategic Partnership's Community Plan
 - IV. local output indicators and targets that reflect the aim, strategic objectives and specific requirements of policies in this Core Strategy (as set out in the monitoring and implementation frameworks at the end of Sections 3-11 of this document)
- 11.5 The performance indicators and targets, together with relevant contextual output indicators, setting out how progress on delivery will be measured, are contained in the monitoring frameworks incorporated in each relevant section of the Core Strategy above.
- 11.6 Analysis and assessment of monitoring data will be undertaken with particular regard to:
- I. Its impact on the contextual profile of the town
 - II. the spatial dimensions of policies and their associated targets
 - III. the chronological and inter-connected nature of targets set for the provision of jobs, dwellings and transport infrastructure

11.7 This analysis and assessment, together with any action identified to be necessary in the light of it, will also be undertaken in accordance with the 'Plan, Monitor and Manage' approach of Section 11 of the East of England Plan (RSS14) and its component 'IMP' policies. In particular, Policies CP1, CP3 and CP8 above contain provisions to ensure the close co-ordination of jobs, dwellings and infrastructure. Where monitoring indicates that the strategic objectives of job-led growth and the prior or parallel provision of infrastructure are not being achieved, there will be a re-appraisal of the phasing and release of further development – and in particular housing development – accordingly. Further phases of housing development will not be permitted unless the jobs and infrastructure needed to serve and support it sustainably can be made available at the appropriate time.

11.8 It is envisaged that the Core Strategy will be reviewed in full after five years, with more frequent partial alterations of specific policies and issues, as necessary, having regard to changing national and regional policies and local circumstances, and the findings of the regional and local Annual Monitoring Reports.

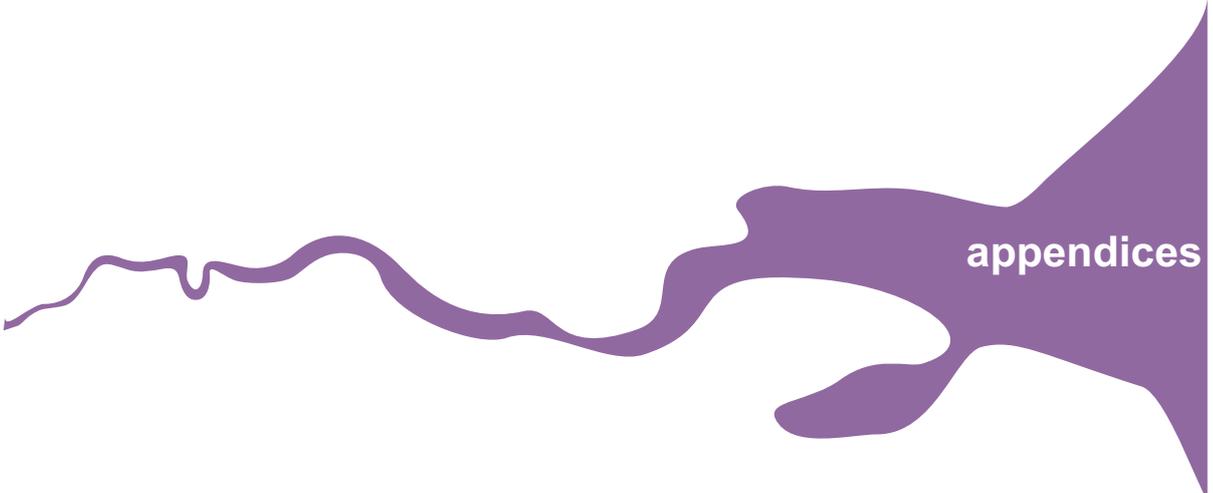
Policy CP9: Monitoring and Review

The Borough Council will undertake regular monitoring to:

1. appraise the impact of the Plan and measure the effectiveness of its policies and proposals, using the monitoring and implementation frameworks set out in this document, particularly with regard to ensuring a job-led regeneration of the town with the necessary supporting infrastructure
2. appraise the performance of plan preparation with reference to the Local Development Scheme
3. indicate the need for policy revision, in particular re-appraisal of the phasing and release of further housing or other development, and/or where there may be a need for additional Supplementary Planning Documents and/or Area Action Plans.

Core Policy CP9: Monitoring and Review

Phasing	Jobs and Dwellings Target	Infrastructure requirements					Local Development Framework
		Social	Green	Transport			
2001 - 2011	Not less than 5,000 jobs and 2,750 net additional dwellings	Amount of commensurate contributions made to the community facilities' needs and priorities identified in Policy CP5 (Targets to be set within Planning Obligations and Vehicle Parking Standards DPD)	Amount of commensurate contributions made to the sport, recreation and open space needs and priorities identified in Policy CP7 (Targets to be set within Planning Obligations and Vehicle Parking Standards DPD)	Total number of key transport infrastructure schemes completed within the plan period as described in Policy CP3 and Draft East of England Plan Policy TG/SE3 and Policy T17 (Table 8.3)	Percentage of required LTP / Major Scheme funding received	Amount of commensurate contributions made to the transportation infrastructure needs and priorities identified in Policy CP3 (Targets to be set within Planning Obligations and Vehicle Parking Standards DPD)	Preparation milestones in LDS met for <ul style="list-style-type: none"> - DPD1 Core Strategy - DPD2 Planning Obligations and Vehicle Parking Standards - DPD3 Town Centre Area Action Plan - DPD4 Seafront Area Action Plan - SPD1 Design and Townscape Guide - SDP2 Sustainable Transport - SDP3 Green Space and Green Grid Strategy - SPD4 Shoeburyness New Ranges - DPD5 Criteria Based Policies and Site Allocations
2011 - 2016	Not less than 4,000 jobs and 1,650 net additional dwellings						
2016 - 2021	Not less than 4,000 jobs and 1,600 net additional dwellings						



appendices

Background Documents and Technical Studies

1. In preparing the planning policies within this Core Strategy DPD the Council has taken into account relevant regional and local strategies and plans and a range of background technical studies. Some of this work has been undertaken by the Council, or on its behalf, and will be published in the form of background technical documents.
2. Background strategy documents to which the Council has had regard when developing this Core Strategy DPD include:
 - a. Draft Revision to the Regional Spatial Strategy (RSS) for the East of England – the East of England Plan, EERA, December 2004
 - b. East of England Regional Economic Strategy, EEDA
 - c. Single Programme Document 2000 – 2006, European Union Objective 2 Programme for the East of England, 2000
 - d. Essex Shoreline Management Plan, Mouchel Consulting Limited, April 1997
 - e. Southend-on-Sea Shoreline Strategy Plan, Mouchel Consulting Limited and Southend-on-Sea Borough Council, February 1998
 - f. A Vision for the Future, Thames Gateway South Essex Partnership, 2002
 - g. Delivering the Future, Thames Gateway South Essex Partnership, July 2003
 - h. Community Plan “Southend – setting the standard”, Southend Together Local Strategic Partnership, March 2003 and Updated Action Plans 2004
 - i. Renaissance Southend Urban Regeneration Company -Submission to ODPM and DTI, EEDA (supported by Southend-on-Sea Borough Council) 2004
 - j. Southend-on-Sea Borough Council Corporate Plans 2004-2007 and 2006-2009
 - k. Housing Strategy Statement Update, Southend-on-Sea Borough Council, 2003-2006
 - l. “Making Culture Count”, A Cultural Strategy for the Borough of Southend-on-Sea, Southend-on-Sea Borough Council, 2003
 - m. Local Biodiversity Action Plan, Southend-on-Sea Borough Council, July 2003
 - n. Southend-on-Sea Local Transport Plans 2001/2 - 2005/6 (LTP1) and 2006 – 2011 (LTP2), Southend-on-Sea Borough Council, July 2000 and March 2006
 - o. Southend on Sea Local Transport Plan - 5th Annual Progress Report – Southend on Sea Borough Council, July 2005
 - p. Southend on Sea Cycle Network Appraisal: Final Report, Transportation Planning (International), January 2003; Local Transport Plan and Annual Progress Report Cycle Network Review, Implementation Programme and Funding Opportunities, Southend-on-Sea Borough Council, March 2004
 - q. Southend-on-Sea Borough Local Plan Review: Issues Report, Southend-on-Sea Borough Council, March 2001
 - r. Southend-on-Sea Gateway Town Centre Strategy 2002-2012, Southend-on-Sea Borough Council Scrutiny Committee Report, December 2001

3. In addition, there is a range of studies and strategies that have been or are being undertaken by other organisations and/or not produced specifically for planning purposes that will be of relevance to LDD preparation locally. Examples include: Leigh-on-Sea Town Council's Town Plan 'A Vision for Leigh' 2003, the Thames Gateway South Essex Strategic Framework Document, and associated work such as the Thames Gateway South Essex Green Grid Strategy.
4. Technical Studies and Reports will be made available to consultees for information purposes:
 - a. Consultation Framework Document "Town Centre Study and Master Plan Framework", Buro Happold/DTZ Pineda, 2003
 - b. Housing Needs Report 2003 - Fit for Purpose: Department of Social Care, Southend-on-Sea Borough Council, 2004
 - c. Southend-on-Sea Housing Needs Survey - Update Report, Fordham Research, June 2004
 - d. Southend-on-Sea Urban Housing Capacity Study – Final Report, Atkins, August 2003
 - e. Southend-on-Sea Retail Study, CB Richard Ellis, September 2003
 - f. A Study of Playing Pitches in Southend-on-Sea – Final Report, Leisure and the Environment, August 2004
 - g. A Study of Open Space and Recreation in Southend-on-Sea – Final Report, Leisure and the Environment, August 2004
 - h. Southend-on-Sea Key Worker Study – Final Report, Fordham Research, August 2004
5. Whilst every effort is made to ensure that each report is factually accurate, the contents, opinions, conclusions and recommendations are those of the consultant who carried out the study and they do not necessarily represent the views of the Borough Council. They are made available on the basis that as background technical documents they form part of the evidence base for the policies included within the Local Development Framework for Southend.

Glossary/Definition of Terms Used

RSS	Regional Spatial Strategy (replaces Regional Planning Guidance)
RSS14	Regional Spatial Strategy for the East of England, the East of England Plan (replacing RPG9, Regional Planning Guidance for the South East, 2001 in relation to Southend-on-Sea)
Local Development Documents	Documents setting out the Authority's policies and proposals for the development and use of land in its area, together with further guidance on those policies and proposals, and which together comprise the Local Development Framework for the area
Development Plan Documents	Local Development Documents that set out the Authority's policies and proposals for the development and use of land in its area, and which together form the statutory development plan for the area
Area Action Plans	Development Plan Documents setting out the Authority's policies and proposals relating to areas of significant change or special conservation
Supplementary Planning Documents	Local Development Documents providing further guidance on the Authority's policies and proposals for the development and use of land, but which do not form part of the statutory development plan for the area
Local Development Scheme	A document required to be prepared and maintained by the Authority under the Planning and Compulsory Purchase Act 2004 to manage the programme of Local Development Framework preparation, and to inform the public of the documents that will make up that Framework and the timescales they can expect for the preparation and review of these documents
Affordable Housing	Both low cost market and subsidised housing (irrespective of tenure, ownership – whether exclusive or shared – or financial arrangements) that will be available to people who cannot afford to rent or buy houses generally on the open market
Key Worker	Person employed in an occupation category that is categorised locally or sub-regionally by a number of the following: skills shortages; low response to job advertisements; poor quality of candidates against the person specification; refusal of a job offer

by successful candidates; high turnover of staff; viability of service or product threatened by insufficient staff; the provision of essential public services

Sustainable Communities Sustainable communities are places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all

Green Belt Land that it is considered necessary to keep permanently open in order to achieve one or more of the five purposes of the Green Belt set out in national policy guidance (currently Planning Policy Guidance Note 2, PPG2: Green Belts)

Greenfield All land that does not fall within the definition of 'Previously Developed Land' (see summary definition below). Not all greenfield land will be included within the Green Belt

Previously Developed Land Land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed surface infrastructure. The definition includes the curtilage of the development but excludes land in built-up areas which has not been developed previously (e.g. parks, recreation grounds and allotments, even though these areas may contain certain urban features such as paths, pavilions and other buildings)

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