





Comments should be submitted by Tuesday 2 April 2019 by 5pm

CONSULTATION: ISSUES AND OPTIONS





# WHAT IS A LOCAL PLAN?

Local Plans are the key documents through which local planning authorities can set out a vision and framework for the future development of the area, engaging with their communities in doing so. Local Plans address needs and opportunities in relation to housing, the local economy, community facilities and infrastructure. They should safeguard the environment, enable adaptation to climate change and help secure high quality accessible design. The Local Plan provides a degree of certainty for communities, businesses and investors on future development proposals, and a framework for guiding decisions on individual planning applications.



This consultation sets out the key issues for the new local plan for Southend and a number of options on how they might be tackled.

# ABOUT THIS CONSULTATION

#### Why are we Consulting

We know that people care passionately about Southend, that you think the seafront, mature parks and rich history across the town should be protected. We know that many people who live in Southend value how special it is.

Alongside the need for protection of these special qualities we also need to provide for the future, the needs of our children and young people, the needs of a rapidly growing population (including older people) and the need for businesses to thrive and prosper. We all need to live in good quality affordable homes, and to live in thriving and healthy communities with easy access to shops, services and facilities which make them a vibrant and sustainable place to live.

We know that Southend's businesses are varied, that they are important to communities and visitors, want to grow, and need our support and encouragement to do so. We understand the need for a competitive local economy including the value of tourism to the town.

Meeting these varied needs requires some tough choices to be made on how we use land, how we design buildings and communities, where and how we develop. To make sure these choices are made in the public interest we would like to hear your views on what it should say.

The local plan needs to be followed when we make decisions on planning applications, unless there are good reasons not to. That is why we need your help.

For more Information see the Government's <u>Plain English Guide to the Planning System.</u>

#### What Are We Consulting On

The local plan is an important document in shaping Southend's future. In some areas the current development plans for Southend contain policies that are fairly new, such as the airport and development of some major sites in the town centre. However in some areas, such as meeting pressing housing needs, they are out of date and now need to be reviewed and updated to plan for the next twenty years.

This consultation gives an early opportunity for everyone to express their views on what the new local plan should say about the future development of Southend.

#### This Consultation aims to:

- identify the issues which the new local plan should cover;
- highlight the information we know already and what we will collect (the evidence base) to help us decide what policies we need and what they should say;
- consider some of the options for addressing identified issues.

# HOW TO HAVE YOUR SAY

This consultation provides a starting point for discussion in preparing a new local plan for Southend, and we would like to hear your views.

It is important to tell us what you think works well in Southend and its different places, and what you like, as well as what you think we could change. You do not need to respond to all of the suggested questions set out below, focus on what interests you, or tell us what you feel needs changing, or should stay the same.

#### You may like to consider the following general questions:

- Have we identified the right issues?
- Have we missed anything?
- Will the information we are collecting tell us what we need to know?
- What are your views on current policy, and the decisions it leads to (see appendix 1)?
- What might need to change, what shouldn't change?

We will be contacting everyone who has told us they are interested in the future planning of Southend, this includes, individuals, businesses, Leigh Town Council, interest groups and agencies.

Over the coming weeks we will be having discussions with some of these people about the issues in this consultation. If you have any questions about the consultation or would like to discuss some of the issues, please do contact us.

#### How to Contact Us

Please give us your views, using our online form or by downloading the questions to complete and return:

Comment online and download questions at: www.localplan.southend.gov.uk

You can email us at: planningpolicy@southend.gov.uk

Or write to us at: Business Intelligence Officer, Performance & Business Support, Department for Place, Southend-on-Sea Borough Council, PO Box 6, Civic Centre, Victoria Avenue, Southend-on-Sea, SS2 6ER

You can also follow us on:

**Ƴ** Twitter@SouthendPlan

Facebook/SouthendPlan

Please reply by Tuesday 2 April 2019 by 5pm

If you would like to be notified of future planning policy consultations you can sign up to our planning policy consultation database.

Please contact planningpolicy@southend.gov.uk or telephone

**Q** 01702 215408.

# WHAT HAPPENS **NEXT**

This is the first in a number of public consultations on the new local plan. As the plan is progressed through its statutory stages of preparation there will be further opportunities to make further comments on the plans contents.

Figure 1 shows the plan preparation timetable for the Southend New Local Plan. A 'live' timetable of preparation is also available here.

Following submission the Government will appoint a Planning Inspector to undertake an independent examination in public. Their role will be to examine all evidence, including comments made, and consider it against national planning policy to determine whether the Local Plan is sound and legally compliant and may be then adopted by the Council to become planning policy.

As an approximation, the period from submission to adoption may range from 6 to 9 months dependent on the content and scope of the plan, issues arising during examination and scheduling of meetings.

#### **▼** Figure 1: Plan Preparation Timetable

#### Southend New Local Plan

Evidence Preparation
On Going

Issues and Options
February – March 2019

Preferred Approach Consultation
Winter 2019/20

Publication Consultation Winter 2020/21

Submission
Spring/Summer 2021

# WHERE THE NEW **LOCAL PLAN** FITS WITH OTHER POLICY AND STRATEGIES

We understand that to plan effectively for Southend we have to look beyond our borders and plan strategically with neighbouring authorities.

The Association of South Essex Local Authorities (ASELA) partnership comprises the local councils of Basildon, Brentwood, Castle Point, Rochford, Southend and Thurrock together with Essex County Council (see Figure 3). The partnership are developing a 'shared ambition' as to what it would like South Essex to look like by 2050.

This shared ambition will be developed into a '2050 Vision' to guide the preparation of strategic documents for South Essex including a statutory *Joint Strategic Plan* (JSP). This will set out strategic planning policies for the sub-region for a range of major issues including housing, employment, infrastructure and environmental considerations and importantly where strategic scale development should be located. The Joint Strategic Plan is currently being prepared and will be subject to separate public consultation later in 2019.

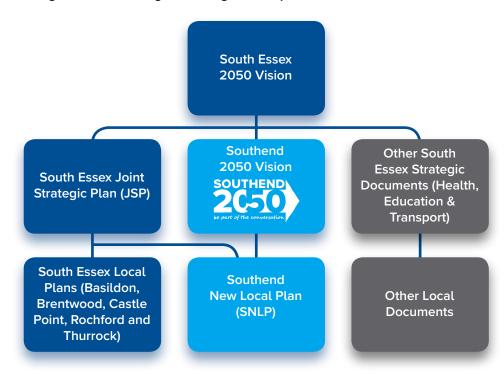
Similarly, Southend-on-Sea Council is progressing a Southend '2050 Vision'. This will be about the future development of the Borough and how it affects the everyday lives of the people that live, work and visit here. The Joint Strategic Plan and Southend New Local Plan together will provide a part of delivering these wider visions.

The Joint Strategic Plan will provide the framework for the preparation of more detailed local plans for each of the South Essex Local Authority

areas, including the Southend New Local Plan.

The hierarchy of strategies and plans related to Southend is depicted in Figure 2 below.

▼ Figure 2: Hierarchy of strategies and plans related to Southend





# WHAT TOPICS DOES THE NEW LOCAL PLAN

This Issues and Options
Report is divided into five
sections:

- A Vision for Change
- Planning for Growth and Change
- Creating Good Quality Healthy Places
- Southend's Neighbourhoods
- Deliverability.

Within these sections 12 issues have been identified. It is proposed that these will form the chapters of the new local plan.

#### Section 1 – A Vision for Change

Page 14 Issue 1: Our Vision & Strategy for the Future — Including the overall vision for Southend and strategy for where new development is allowed.

#### Section 2 – Planning for Growth & Change

- Page 28 Issue 2: Housing Including new housing, conversions, affordable housing, self-build.
- Page 32 Issue 3: Securing a Thriving Local Economy Including job numbers, business premises and employment sites.
- Page 36 Issue 4: Promoting Southend as a Major Resort Including visitor attractions and enhancing tourism
- Page 40 Issue 5: Providing for Vibrant and Attractive Town Centres Including shops, leisure facilities and the future of our high streets
- Page 44 Issue 6: Providing for a Sustainable Transport System Including transport, access and parking

#### **Section 3** – Creating Good Quality and Healthy Places

- Page 50 Issue 7: Facilitating Good Design, Healthy Living and Built Heritage Including design issues, amenity, heritage and conservation
- Page 54

  Issue 8: Providing Community Services and Infrastructure Including utility, health, education, sports and leisure facilities and digital infrastructure
- Page 58 Issue 9: Enhancing our Natural Environment Including green space, habitats and wildlife, landscape
- Page 62 Issue 10: Planning for Climate Change Including energy efficiency, flooding and coastal change, agricultural land

#### **Section 4** – Southend's Neighbourhoods

Page 68 Issue 11: Southend's Neighbourhoods — Including a description of Southend's neighbourhoods

#### Section 5 – Deliverability

Page 76 Issue 12: Ensuring that the New Local Plan is Delivered — Including priorities for delivery, infrastructure delivery, community infrastructure levy

# INTRODUCTION

The new local plan will be the starting point for all decisions on planning applications in Southend.

The new local plan will replace three current plans, the Core Strategy; the Development Management Document; and the Southend Central Area Action Plan with a single document<sup>1</sup>.

When making a decision on a planning application, we must consider:

- The Local Plan
- Government policy and advice (the National Planning Policy Framework and Planning Practice Guidance)
- Supplementary Planning Documents: Currently our Design Guide,
   Planning Obligations and Streetscape Manual
- Other relevant issues or 'material considerations' such as development briefs and corporate strategies, the planning history of a site, highway safety, environmental health.

The way we prepare our local plan and what it contains is carefully regulated<sup>2</sup>. Although there is some flexibility in how we go about it, we must prepare formal draft documents before the plan is 'submitted' to be examined by an independent inspector.

Local Plans must incorporate the principles of sustainable development<sup>3</sup> which were first adopted by the United Nations in 1992. The objectives of sustainable development have been enshrined into European and National law and lie at the heart of the National Planning Policy Framework. This provides that there is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

In January 2016 the United Nations refined its sustainability objectives to include new areas such as climate change, economic inequality and innovation. These have been adopted as 17 interconnected 'Sustainable Development Goals'<sup>4</sup>. It will be important that the new local plan embraces these objectives.

Local Plans should be aspirational but realistic. To support the new Local Plans production, evidence base documents have and will continue to be prepared for various topics. These are referred to under each section of this report and can be viewed on the Council's web site (localplan.southend.gov.uk). Every Local Plan must also be informed and

<sup>1</sup> The London Southend Airport and Environs Joint Area Action Plan (prepared jointly with Rochford District Council) and the Essex and Southend Waste Local Plan (prepared jointly with Essex County Council) will be subject to their own review.

<sup>2</sup> Town and Country Planning Regulations 2012.

<sup>3</sup> Sustainable development is development that meets the needs of the present, without compromising the ability of future generations to meet their own needs.

<sup>4</sup> Adopted by the United Nations as part of 'Agenda 21', a comprehensive plan of action to build a global partnership for sustainable development to improve human lives and protect the environment.

#### **▼** Figure 4: United Nations Sustainability Goals





































accompanied by an appraisal which is prepared in stages as the plan progresses<sup>5</sup>.

The new local plan will need to include a vision and objectives, spatial

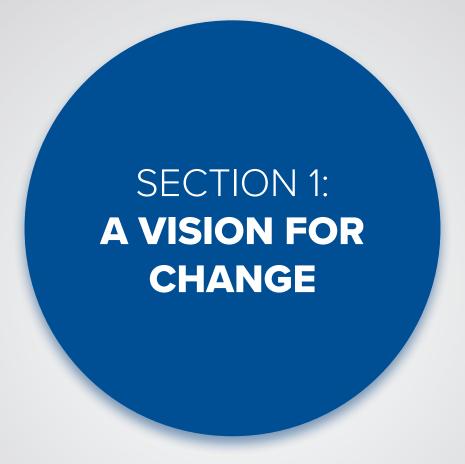
strategy, site allocations and designations, development management policies and a policies map.

To assist you in understanding the issues and options facing Southend, a number of more detailed Topic Papers have been prepared on specific topics, namely: housing; employment; visitor economy; town centre; transport; design, healthy living and built heritage; infrastructure, green and blue infrastructure and climate change. These are available on the council's website and web links are provided under the relevant issues.

<sup>5</sup> There will be a fully independent integrated impact assessment which will include Sustainability Appraisal which assesses the potential environmental, economic and social impacts of the local plan proposals. In the case of Southend, the local plan must also be accompanied by a Habitats Regulation Assessment to assess the effects of the plans proposals on habitats or species on the foreshore which are designated as being of international and European importance. It will also assess potential impacts on Health and Well Being. To view and comment on the integrated impact assessment please visit the supporting document section on local plan website.

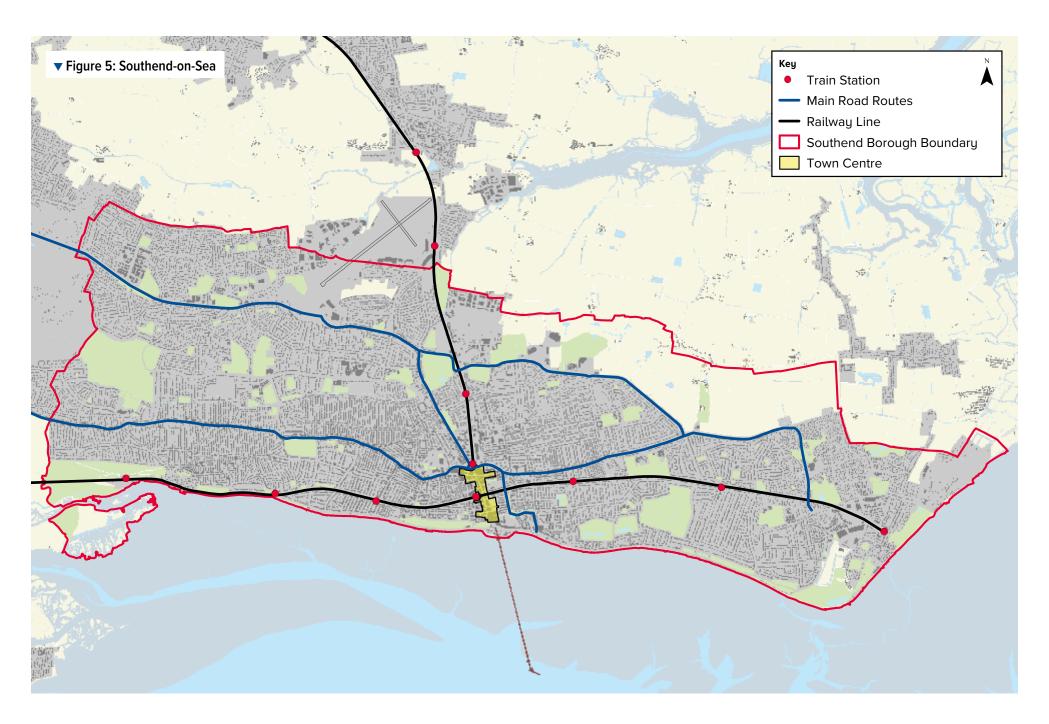






# What works well in Southend and what are the key challenges?

In developing a new long term vision and strategy for Southend it is important to gain an appreciation of what works well in Southend and what are the key challenges facing the area.



# STRENGTHS AND **OPPORTUNITIES**

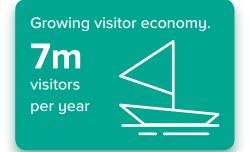
#### ▼ Figure 6: Strengths and Opportunities





Strong entrepreneurial culture. 86% of companies employ 10 staff or fewer

**Employment Growth** Sectors – digital, cultural and creative; healthcare technology; advanced manufacturing and engineering; and tourism





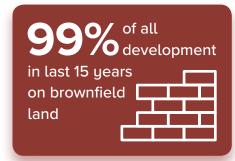












# **CHALLENGES**

#### **▼** Figure 7: Challenges

Average house price

11x annual salary of
Southend residents

2nd lowest
housing stock
growth of all
cities\* in UK

New housing mostly 1 and 2 bedroom flats

Poor connectivity for ultrafast broadband compared with other cities\*



Traffic congestion on major routes in the AM/PM peak



Low wage economy (those working in Southend)

Need to improve the skills base of residents

Overreliance of retail in the High Street

1 years difference in life expectancy between residents of most and least affluent areas of Southend

1/3 Southend residents classed as physically inactive and at risk of ill health

Renewal and replacement of sea defences

Enhance the built and natural environment

\*Cities defined by Centre for Cities as 'Primary Urban Areas' www.centreforcities.org/city-by-city/puas



# OUR VISION AND STRATEGY FOR THE FUTURE

The new local plan must be prepared positively, in a way that is aspirational but deliverable, and provide a vision for the future of Southend and a framework for addressing housing needs and other economic, social and environmental priorities.

The Council has set out an 'ambition' and a number of supporting 'themes' and 'outcomes' that reflects the feedback from the 'Southend 2050 – be part of the conversation' engagement programme that started in spring 2018. Over 35,000 people were reached through the work, with 4,000 people actively taking part through a wide variety of events, surveys, workshops and forums across the Borough.

The Southend New Local Plan in setting out a planning framework for the next 20 years, will be a key driver and stepping stone in delivering towards the Southend 2050 shared ambition and sub-regional initiatives. It is important to ensure that we are clear in what we are trying to achieve and where we want to be. This will help shape objectives and provide a measure to monitor how successful the plan has been over the coming years.

Figure 8 below provides a summary of the key messages, relating to planning, that we have received as part of the engagement on Southend 2050 to date. We are keen to hear your views on them, to help us develop planning related objectives and aspirations for the local plan on how our land and open spaces are used in the future.

#### ▼ Figure 8: What people told us they want for Southend-on-Sea's future

Summary key messages, relating to planning, from 'Southend 2050 – be part of the conversation' engagement



Southend is distinct with a vibrant identity - we have the opportunities of a city but retain our local feel

The seafront continues to be our pride and joy

We are a 'destination' people want to visit, live and study here all year round and from far and wide

Our parks and open spaces are well used, cherished and protected

We visibly celebrate our heritage and culture



We have creatively met housing need while enhancing the character of the area

My home suits my needs and is in harmony with the area

Sunshine and fresh air! A light, bright place with great quality of life

Everyone feels safe at all times of the day

Older people are involved and quality health care is available to all



We are developing Southend together – Everyone who wants to can be involved to make this happen

Everyone takes responsibility for protecting our environment

Southenders get together regularly – there are plenty of good places to do so

Young people feel invested in the future of Southend

A sense of family and community, enjoying and supporting each other – a strong sense of settled communities



There are many options for a rewarding career locally

My educational opportunities have given me the best start in life

There is a good balance of quality retail, residential and social space in our attractive town centres

Innovative & easily accessible start-up opportunities are helping new businesses to thrive and develop

We are well known as a hub for innovative and creative industries and ventures



It's easy for me to get around when I want, however I choose to travel with quick and easy links to London and beyond

The airport is thriving but operates in harmony with the area

Parking is convenient for residents and visitors

We are leading the way on green and innovative travel

Lots of opportunities to be in open space

#### What does this issue cover?

- Vision for the future
- Strategy for development

#### What information or evidence do we need for this issue?

- Southend 2050 Ambition, Themes and Outcomes
- Southend 2050 5 year road map and Engagement Overview
- South East Essex Strategic Growth Locations Assessment
- South Essex Strategic Growth Locations Study (to be completed)
- South Essex Joint Strategic Plan (to be completed)

#### What United Nations Sustainability Development Goals does this Issue contribute to?









10 REDUCED INEQUALITIES

**∢**≡▶







13 CLIMATE ACTION















### **OUR VISION**

### Have your say...

Please provide comment in support of your choice

- What would you like Southend to be like in the future?
- Is there anything missing from the key messages (Figure 8), and why should it be included?
- 1.2 Do you disagree with any of the key messages (Figure 8), if so which ones and why?
- 1.3 If you were to prioritise 5 of the key messages (Figure 8), what would these be?

# SPATIAL **STRATEGY**

The Local Plan must set out an overall strategy for the pattern, scale and quantity of development, and make sufficient provision for housing (including affordable housing), employment, retail, leisure and other commercial development, infrastructure and community facilities and conservation and enhancement of the natural, built and historic environment.

There is an important link between housing and economic performance. Getting the right housing offer, including affordable housing, is essential to attracting and retaining a skills base that will encourage inward investment and help address underlying economic causes of deprivation where this exists.

In relation to housing, Local Authorities must seek to meet its need in full where it is possible to do so when considering any legitimate and evidenced constraints to housing development in the area, such as environmental considerations and infrastructure capacity, which cannot be mitigated.

The Government has recently introduced a new standard methodology<sup>1</sup> for calculating housing need. This represents a significant uplift on the number of houses that have been built in Southend in recent years. Only about a third of this rate was built each year between 2001-17, the majority of this development taking place on previously developed land within the existing built up area.

If we do not meet the Government housing target, either by ourselves or through South Essex Authorities working together, the Government will apply a 'Housing Delivery Test' that will make it harder to reject proposals that don't comply with the local plan on matters such as poor design or loss of existing land uses. There is therefore a pressing need to look at how and where this need can be met.

Housing in Southend, and South Essex as a whole, has become less and less affordable in recent years. When compared to the national average, we have higher rates of overcrowding, enforced house sharing, homelessness. We have seen rising houses price, rising private rent rises but continue to have low local wages. This in part is due to not building enough housing in the area and a major issue facing the new Local Plan is how we can work towards providing a step-change in housing delivery in the future without detrimentally impacting on the character of the town and its environment.

<sup>1</sup> National Planning Policy Framework 2018

#### Development within the existing built up area of Southend

Development within the existing built up area should and must continue to play a key role in delivering new homes and jobs in Southend and thereby ensuring the vitality and vibrancy of communities, bringing back into use empty homes and underused land and to assist regeneration.

However, early surveys undertaken as part of the preparation of the Housing and Employment Land Availability Assessment (HELAA) indicate that Southend will not be able to continue to meet all of its housing need within its existing urban area or on land at the edge of the existing built up area of Southend. This means looking at other possible ways this can be achieved.

To see the sites surveyed please refer to the HELAA on the Council's webpage.

To determine whether more housing can be sustainably accommodated within the existing built up area of Southend we will prepare an Urban Living Study, building on the findings of the HELAA.

# Edge of Settlement Strategic scale development (Garden Communities)

The Government is placing great emphasis on the Garden Communities approach to meeting housing needs through delivering strategic scale sustainable communities providing for new homes, jobs and infrastructure.

An important aspect of delivering new homes is the provision of supporting infrastructure. A potential advantage of looking to accommodate strategic scale development in a comprehensively planned way, such as by a new Garden Settlement, is that there is a better chance of securing the necessary infrastructure as well as ensuring the critical mass of employment and services to ensure communities thrive.

Given Southend's tightly drawn administrative boundary any strategic scale development will likely have cross border implications with neighbouring authorities, such as Castle Point and Rochford. The South Essex Joint Strategic Plan will consider where strategic scale development sites may be located, which itself will be subject to consultation.

We have prepared a South East Essex Strategic Growth Locations Assessment, jointly with Castle Point and Rochford Councils, to understand whether there are areas that could accommodate development of a strategic scale around the urban area of Southend. Strategic scale has been broadly defined as being large enough to sustain supporting infrastructure such as local schools, shops and other services, as well as employment generating development and would comprise a minimum of 6,000 to 8,000 dwellings.

The South East Essex Strategic Growth Locations Assessment has identified one area around Southend (north of Fossetts Farm, Garon Park and Bournes Green Chase, incorporating land within both Southend Borough and Rochford District) that has the potential to accommodate strategic scale development and therefore warrants further investigation. This initial exploratory growth locations assessment work will form an initial stepping stone in examining the potential of the area as part of the preparation of the South Essex Joint Strategic Plan being progressed by the Association of South Essex Local Authorities. This work will include an assessment of infrastructure and transport impacts and an assessment of Green Belt.

The new Local Plan must by law plan to meet identified local housing and economic needs. This equates to **18,000 – 24,000 New Homes** and **10,000 – 12,000 New Jobs** over a 20 year period. We have identified 3 possible options on how this may be achieved and would like to hear your views on each.

We have set out in Figure 9 overleaf the potential advantages and disadvantages of each option.

### SPATIAL STRATEGY

# Have your say...

Please provide comment in support of your choice

- 1.4. How should Southend develop in the future in seeking to deliver 18,000 24,000 new homes and 10,000 12,000 new jobs, please select from one of the options stating your reasoning.
  - OPTION 1 All development within existing built up areas of Southend.
  - OPTION 2 Most development within existing built up area, focused in specific locations such as the Town Centre, Airport and main passenger transport corridors, with some development on the edge of the existing built up area within Southend.
  - OPTION 3 Option 2 + working with neighbouring authorities to develop a comprehensive new settlement across Borough boundaries (strategic scale development).
- 1.5 Please let us know if you believe there is another option on how Southend should develop in the future.
  - See following pages for more details of each option.

### **OPTION 1:**

All development provided within the existing built up area.

#### **OPTION 2:**

Most development provided within the existing built up area with some development on the urban edges on green field and Green Belt land in Southend.

### **OPTION 3:**

Option 2 + working
with neighbouring
authorities to develop
a comprehensive new
settlement on Green Belt
land. (Strategic scale
development)

#### **OPTION 1:**

All development provided within the existing built up area.

#### **Characteristics**

- Significant increase in housing densities throughout the existing built up area of the Borough.
- Tall buildings allowed in more locations.
- Jobs growth focussed in existing town centres, airport and business estates.

#### **Summary of Potential Impact of Options**

#### **Advantages**

- Existing Green Belt and greenfield land protected.
- Development close to existing services.
- Existing parks, woodland and coastline protected.

#### **Disadvantages**

- Risks of overdevelopment affecting the amenities and character of established residential areas.
- Limited opportunities/high costs of providing new services and facilities such as schools, health and community facilities.
- Potential loss of employment land to housing development.
- Potential detrimental impact on skyline and key views of tall buildings in more sensitive locations.
- Potential oversupply of small flats.

# Potential Deliverability Issues

- Deliverability of full development needs not achieved
- Could deliver 5,200 9,100 homes\*
- Urban Living Study to be undertaken to look at potential to increase housing densities across Southend.

<sup>\*</sup> based on delivering all available housing sites in the urban area and continuing current levels of unexpected sites coming forward. (Housing Land Availability Assessment)

#### **OPTION 2:**

Most development provided within the existing built up area, focussed in specific locations such as the town centre, airport and main passenger corridors, with some development on the urban edges on green field and Green Belt land in Southend.

#### **Characteristics**

- Increased densities focussed. in specific locations such as town centres, airport, and main passenger transport corridors.
- New tall buildings in specific locations such as town centres, airports and seafront.
- Some outward expansion of the existing urban area.
- Job growth focussed in existing town centres, airport and business estates.

#### **Summary of Potential Impact of Options**

#### **Advantages**

- Some improvements to highway accessibility to Southend.
- Larger scale development likely to provide more affordable housing and support new services and facilities.
- Retention of character and amenities of established residential areas.
- Protection of key employment areas, with the redevelopment of some peripheral sites.
- Existing parks, public gardens woodland and coastline protected.

#### **Disadvantages**

- Loss of some Green Belt land.
- Loss of some greenfield land outside Green Belt.
- Loss of some agricultural land.

#### **Potential Deliverability Issues**

- Deliverability of full development needs not achieved
- Could deliver 10,000 13,800\*\* homes (including around 4,750 on greenfield/ green belt land).
- Urban Living Study to be undertaken to look at potential to increase housing densities in specific locations such as the town centre and main passenger transport corridors.

<sup>\*\*</sup> based on delivering all available housing sites within the Borough and continuing current levels of unexpected sites coming forward (Housing Land Availability Assessment)

#### **OPTION 3:**

Option 2 + working with neighbouring authorities to develop a comprehensive new settlement on Green Belt land. (Strategic scale development)

#### **Characteristics**

- Significant outward expansion of existing urban area to create large new settlement.
- Increased densities focussed in specific locations such as town centres, airport, and main passenger transport corridors.
- New tall buildings in specific locations such as town centres and seafront.
- Job growth focussed in existing town centres, airport, business estates and within new settlement
- Requires significant upgrade to the strategic transport network.

#### **Summary of Potential Impact of Options**

#### **Advantages**

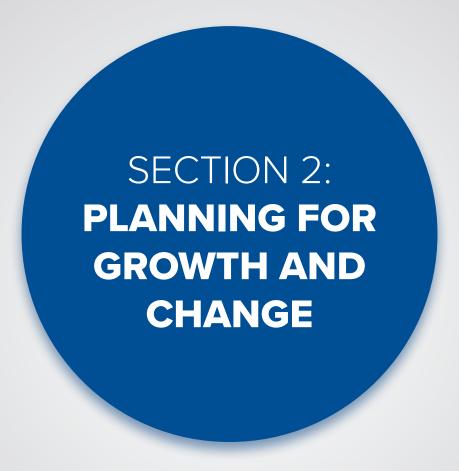
- Potential for significant improvements to existing highway accessibility provided as part of new settlement.
- Major new services and facilities provided such as schools, health and community facilities.
- A greater range of homes provided, such as family, affordable, older people housing.
- Retention of character and amenities of established residential areas.
- Protection of key employment areas and opportunity to provide additional employment within new settlement.
- New settlement providing new parks and access to greenspace.
- Existing parks, public gardens, woodland and coastline protected.

#### **Disadvantages**

- Loss of significant areas of Green Belt land.
- Loss of some greenfield land outside Green Belt.
- Loss of some agricultural land.

# Potential Deliverability Issues

- Potential to deliver all development needs
- As per Option 2 plus provision of new settlement located on Green Belt land potentially able to provide remaining development needs in full.
- Urban Living Study to be undertaken to look at potential to increase housing densities in specific locations such as the town centre and main passenger transport corridors.
- Need to work in partnership with adjoining Local Authorities to deliver new Garden Community (Strategic Scale Development).





# **HOUSING**

Housing is an important issue, particularly its affordability, not just for Southend but nationally.

Government has set a clear agenda for growth to address the historic under delivery of new homes to meet future needs in this country and to support economic prosperity. As part of this approach changes have been recently made to national planning policy guidance which now requires local planning authorities to use a standardised methodology for calculating local housing need. Possible options for meeting this need are discussed in the Spatial Strategy section above.

Table 1: Housing need – Government Methodology (dwellings per annum)

Dwellings per annum	Government
	Methodology
Basildon	995-1,091
Brentwood	335-471
Castle Point	337-360
Rochford	389-402
Southend	909-1,176
Thurrock	1,021-1,173
Total: South Essex	4,019-4,660

The Governments standard method for assessing housing need does not break down the overall figure into different types of housing. National planning policy guidance requires local planning authorities to have regard to the need for particular sizes, types and tenures of homes as well as the housing needs of particular groups in preparing their local plans.

#### **Housing Type**

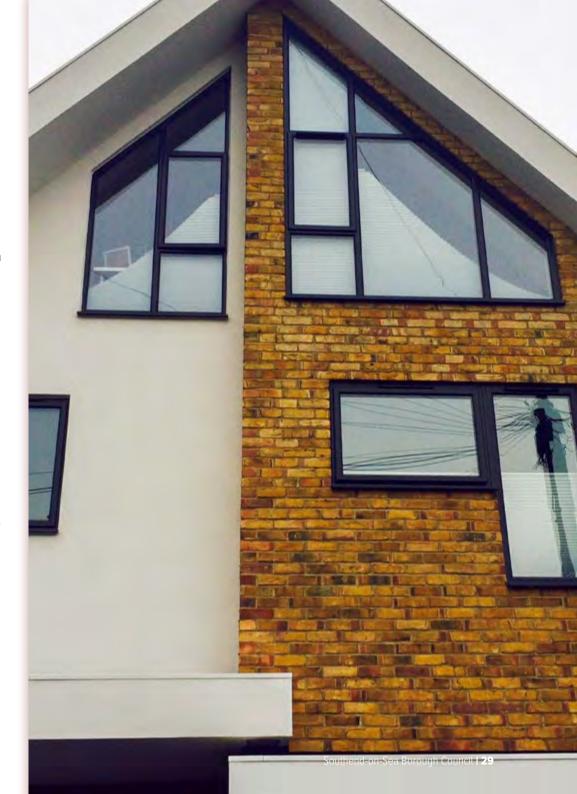
The type and quality of the housing offer can have a significant impact on the health and wealth of places. Their ability to attract and retain people and provide support for those who need it relies on good housing and attractive and inclusive neighbourhoods.

There is huge pressure on the housing sector within Southend and as such the Council has recently adopted a Housing Strategy, which will prioritise affordable, safe homes for all residents. The local plan will complement this and will consider how to meet the needs for different types of housing across the Borough when determining planning applications. A key part of this will be around delivering more affordable housing, but also how we can:

- keep younger working age people living in Southend
- help older people live independently for longer and provide attractive alternatives for people to downsize if they so wish
- provide options for custom and self-build housing

Current planning policy<sup>1</sup> seeks to achieve a proportion of affordable housing on new development sites<sup>2</sup>. On large schemes (50+ dwellings) 30% of the housing proposed is required to be affordable, whilst for

<sup>2</sup> Currently spit 60:40 between social or affordable rent and intermediate housing such as shared ownership (Policy DM7 – Development Management Document 2015)



<sup>1</sup> Southend Core Strategy, Policy CP8 Dwelling Provision - 2007

smaller sites of between 10 and 49 dwellings the requirement is 20%. Since these policy provisions were introduced in 2007 some 600 affordable homes have been delivered, which represents about 18% of all housing completions between 2007 -2018. However, this is well below the demand and identified future requirements and more needs to be done to address affordability issues.

National policy requires Local Authorities to identify and provide for Gypsy, Travellers and Travelling Showpeople in relation to the provision of sites on which caravans can be stationed. On this basis an accommodation assessment has been undertaken across Essex and found that there is no local need for gypsy and traveller sites in Southend.

#### What does this issue cover?

- Housing; Affordable housing;
- Specialist housing; Self-build;
- Accessible and adaptable development

For a list of policies, see appendix 1 or visit: localplan.southend.gov.uk

#### What information or evidence do we need for this issue?

- South Essex Strategic Housing Market Assessment 2016, Addendum 2017 (to be reviewed)
- Housing, Homelessness and Rough Sleeping Strategy 2018
- Housing and Employment Land Availability Assessment (HELAA) 2018
- Greater Essex Gypsy and Traveller Accommodation Assessment 2018

#### Related Southend 2050 Outcome

- We are well on our way to ensuring that everyone has a home that meets their needs
- Key regeneration schemes, such as Queensway, seafront developments and the Airport Business Park are underway and bringing prosperity and job opportunities to the Borough.

# What United Nations Sustainability Development Goals does this Issue contribute to?















If you would like to find out more on this issue we have prepared a Housing Topic Paper <u>localplan.southend.gov.uk</u>



### HOUSING

# Have your say...

#### Please provide comment in support of your choice

- 2. How best do you think we should provide for our future housing needs?
- 2.1 Intensify housing development by:
  - a) allowing an increase of densities across the existing built up area? Or
  - b) directing higher density housing to specific locations, such as town centre, near train stations and prime bus routes (e.g. London Road, Southchurch Road, Victoria Avenue, Sutton Road)?
- 2.2 Allow redevelopment of some of the poorer quality industrial areas and/ or allow some sites currently zoned for employment use to be developed for housing? What sites do you think should be identified?
- 2.3 Allow housing development on land not currently built on, such as agricultural land, open space (excluding parks and coastline), and land at Fossetts Farm? What sites do you think should be identified?
- 2.4 Secure a proportion of affordable/ special needs housing on development sites. Do you think we should retain the current policy, seek a higher proportion of affordable housing or provide for a different policy approach/ solution?
- 2.5 How might the local plan be more responsive to the needs of younger people, older people and custom/ self-builders?
- 2.6 In terms of the layout and design of housing should we go beyond mandatory building regulations to ensure new homes are highly accessible and adaptable? In what circumstances should this be applied? Should a proportion of new housing on major development sites (10 homes or more) be built to accommodate wheelchair user needs? If so what proportion should this be?
- 2.7 Do you have any other issues/comments you would like to raise?



# SECURING A THRIVING LOCAL ECONOMY

The Local Plan will be key to realising future economic opportunities and ensuring that the town is 'open for business'.

Approximately 66,200 employees work within Southend in over 6,600 businesses. There is a recognised strong entrepreneurial culture in the area and most businesses within Southend are small, with 85.5% of companies employing 10 people or fewer.

66k
employees
6,600
businesses

85.5%
of companies
employ 10 people
or fewer

Current planning policy focusses on expanding existing business sites and premises, together with providing new opportunities as part of the Airport Business Park Southend.

The office market in Southend has seen significant changes with much of the town's older outdated office stock being converted to provide much needed smaller residential units, particularly in the town centre at Victoria Avenue. There is now a changing requirement for smaller to medium sized office units providing a range of quality flexible stock as part of mixed use developments.

The South Essex Economic Development
Needs Assessment (EDNA 2017) sets the
context for future economic growth and
notes that the economic opportunities for
South Essex are considerable. However, the
provision of strong infrastructure connections
and continued adequate investment into road

and digital infrastructure and the public transport network is regarded as essential for supporting economic development and employment activities across South Essex. Without this investment it will not be possible to achieve the economic growth potential.

The EDNA study identifies 'growth clusters' as having the potential to achieve future growth in Southend. These are the Town Centre, London Southend Airport and northern Southend corridor centred around Stock Road and Temple Farm. Within these areas the principal growth drivers are identified as being the digital, cultural and creative; healthcare technology; advanced manufacturing and engineering; and tourism sectors. It is recommended that support and investment for education, skills and training is targeted towards these occupations and industries to help boost the qualifications and skills levels of local people in these sectors.

The EDNA suggests that there is a need for up to 39,000sq metres/4 hectares of additional office space in Southend over the next 20 years whilst changes in the traditional manufacturing sector indicate that there is not a quantitative need to allocate additional land for this purpose. However, the EDNA report notes that this does not mean that there is not a qualitative need at a particular scale and format not currently provided which supports manufacturing/industrial activity.

Tourism and transport issues are considered in the following sections of this report.  $\blacktriangleright$ 



#### What does this issue cover?

- New business and suitable employment locations
- Expansion of existing premises and sites
- Protection of important existing premises and sites
- Redevelopment of poorest quality employment sites

For a list of policies, see appendix 1 or visit: localplan.southend.gov.uk

#### What information or evidence do we need for this issue?

- South Essex Economic Development Needs Assessment (EDNA) 2017
- Southend Economic Strategy 2017
- Housing and Employment Land Availability Assessment (HELAA) 2018

#### Related Southend 2050 Outcome

- Southend is a place that is renowned for its creative industries, where new businesses thrive and where established employers and others invest for the long term.
- Key regeneration schemes, such as Queensway, seafront developments and the Airport Business Park are underway and bringing prosperity and job opportunities to the Borough.

# What United Nations Sustainability Development Goals does this Issue contribute to?























If you would like to find out more on this issue we have prepared an Economy Topic Paper <u>localplan.southend.gov.uk</u>



# SECURING A THRIVING LOCAL ECONOMY

# Have your say...

# Please provide comment in support of your choice

- 3. How best do you think we can retain and promote employment in Southend?
- 3.1 Should we focus new jobs to the town centre, London Southend Airport and associated Business Park and the northern Southend corridor, including Temple Farm and Stock Road?
- 3.2 Should we concentrate on promoting digital, cultural and creative industries; healthcare technology; advanced manufacturing and engineering; and tourism sectors?
- 3.3 Should we continue to focus new office development in the town centre?
- 3.4 Should we continue to support improvement and re-use of existing allocated employment sites that are suited for continued employment use?
- 3.5 Should we allow redevelopment of the poorest quality employment sites for other uses such as housing?
- 3.6 How can we best meet the needs of Small and Medium Sized Enterprises and the need for move-on accommodation as small firms grow?
- 3.7 Do you have any other issues/comments you would like to raise?



# PROMOTING SOUTHEND AS A **MAJOR RESORT**

With over 7 million day visitors each year and over 250,000 longer stay visitors, Southend has significant potential to secure further growth as a major tourism destination. Tourism gives the town its identity centred on its iconic Pier.

Recent developments have sought to build on this potential including new hotel developments, increasing the quality as well as the capacity of the hotel offer, upgrading of the seafront as part of the City Beach regeneration scheme (at Marine Parade), provision of new and upgraded casino facilities and investments in the leisure offer at Adventure Island theme park and lagoon at Three Shells beach. Further developments are planned at Seaway to attract more visitors to the town.

Tourism and the visitor economy is an important economic driver in the town supporting some 9,500 tourism related jobs. It is also an important economic driver for the adjoining town centre offering complementary leisure facilities including further hotel accommodation, bars and restaurants.

As part of a partnership approach involving the Council, the Southend Tourism Partnership and local business community, a strategy has been prepared to harness the tourism potential of Southend – 'Destination Southend on Sea'

(2018). This seeks to work towards the ambition of making Southend *'England's leading coastal tourism destination.'* 

Good accessibility to the tourism areas of the central seafront is a vital ingredient in promoting and enhancing the tourism offer. A strategy to improve access to the town is currently being progressed, including seafront areas, particularly by train and reduce the problems of congestion to the Seafront car parks, including the potential of park and ride, improved technology and visitor information, improved road side signage and car park/traffic management. The recently adopted Southend Central Area Action Plan seeks to maintain a level of car parking provision in the central area to support the viability of the tourism facilities in the town. Wider accessibility to the town is also vitally important to the successful promotion of the local tourism industry.

To harness the tourism, cultural, leisure and recreational offer it is important that the Southend New Local Plan embraces and promotes this potential to the benefit of the town and the local economy.



#### What does this issue cover?

- Promoting Southend as a major resort and tourist destination
- Identifying appropriate new sites and regeneration schemes for tourism and leisure facilities
- Identifying appropriate sites for visitor accommodation
- Improving links with the town centre
- Improving accessibility to the tourist areas

For a list of policies, see appendix 1 or visit: localplan.southend.gov.uk

#### What information or evidence do we need for this issue?

- Destination Southend on Sea (Tourism Strategy, Southend Borough Council 2018)
- National statistics 'Visit Britain' the national tourism agency

#### Related Southend 2050 Outcome

• The variety and quality of our outstanding cultural and leisure offer has increased and we have become the first choice English coastal destination for visitors.

# What United Nations Sustainability Development Goals does this Issue contribute to?















If you would like to find out more on this issue we have prepared a Tourism Topic Paper <u>localplan.southend.gov.uk</u>



# PROMOTING SOUTHEND AS A MAJOR RESORT

#### Have your say...

- 4. How best do you think we can enhance the visitor offer in Southend to make it England's leading coastal tourism destination?
- 4.1 Allocate and promote new sites for additional tourism/leisure developments in the central seafront area or elsewhere in the Borough. Where do you think these should be focussed?
- 4.2 Promote further hotel and tourist accommodation. Should this continue to be directed to areas in the town centre, seafront and airport or should other areas be promoted?
- 4.3 Promote the second phase of City Beach and enhanced public realm areas. Should priority for City Beach be given to the areas east of the Pier adjacent the Kursaal or west of the Pier?
- 4.4 Improve accessibility to the central seafront areas for all users. How best do you think this could be achieved?
- 4.5 Seek further enhanced links between the central seafront and town centre to improve services and facilities. How best do you think this could be achieved?
- 4.6 Continue to safeguard Key Visitor Car Parking in line with the provisions of the Southend Central Area Action Plan?
- 4.7 Do you have any other issues/comments you would like to raise?



# PROVIDING FOR VIBRANT AND ATTRACTIVE **TOWN CENTRES**

The main shopping centres of the Borough are the town centre and two district centres at Westcliff and Leigh. These are complemented by a number of local centres at West Leigh, Eastwood, Southchurch Road, Thorpe Bay, North Shoebury and Shoeburyness. In addition there are retail parks at the Airport, London Road, Greyhound Way and Fossetts Farm and a number of standalone large supermarket facilities.

#### **Southend Town Centre**

Southend town centre lies at the heart of the Borough providing a range of business, educational, retail and leisure facilities. It is focused on two indoor shopping malls connected by a long linear pedestrianised High Street. At the north of the High Street is The Victoria shopping mall and at the south is The Royals.

Like many comparable centres in the UK, Southend town centre has felt the impact of the recent economic recession and effects of changing retail patterns. Several factors have created a need for retailers to rapidly adapt their business strategies and store formats in the light of changing economic circumstances. These factors include

- reduced consumer expenditure growth
- changes in customer requirements
- growth of internet and multi-channel retailing.

The combination of these factors has resulted in an increasing number of retailers

concentrating trading activities within larger centres and out-of-town retail parks in order to compete effectively with on line retailers. As a result, the strength of the comparison retail offer in larger centres continues to improve relative to small centres. This has had a negative impact on Southend in comparison to such centres as Chelmsford. It has impacted on the quality of the retail offer in Southend town centre with the majority of retailers now being value to mid-market.

However, in contrast there have been a growing number of cafes, bars and restaurants established, particularly at the northern end of the centre adjacent the Odeon cinema and at its southern end linked to the major tourist and related leisure facilities located adjacent the foreshore. This has brought a new vibrancy to the centre complemented by increasing residential provision and a growing student population centred on the town centres University campus. Leisure turnover in the centre is expected to increase over the next 20 years, the majority of this growth being in the food and drink sector.

Future demand for retail growth is therefore limited and there is an urgent need to consider alternative strategies for the town centre to retain its vitality and vibrancy. For example, there is potential to encourage a mix of uses in the centre building on its leisure, educational, tourism and cultural offer together with office and residential development opportunities.

The recently adopted Southend Central Area Action Plan (SCAAP 2018), in seeking to provide a much more flexible approach to the type of uses that should be permitted in the High Street, relaxed previous policy provisions to allow a greater mix of uses in the centre such as cafes and restaurants. It also encourages further residential development in the town centre and the expansion of the University campus and associated student accommodation.



#### **Other Centres**

The two district centres of Westcliff (Hamlet Court Road) and Leigh provide mainly a local retail service. Westcliff mainly performs a convenience retail role whilst its environment is of mixed quality. In contrast Leigh provides a unique selection of local independent convenience and comparison retail operators and a higher quality of retail offer. Current planning policy seeks to retain and enhance the viability of these local centres together with the other local shopping centres.

In developing new planning policies for the Boroughs' retail centres it is important that they embrace the impact of changing retail shopping patterns and markets to ensure that they retain their vibrancy and attractiveness.

#### What does this issue cover?

- Changes in national retail shopping patterns affecting the viability of town centres
- Assessing the need for a flexible approach to development within town centres, such as allowing more cafes, bars and restaurants and housing
- Identifying the need for environmental improvements of the public realm

For a list of policies, see appendix 1 or visit: <u>localplan.southend.gov.uk</u>

#### What information or evidence do we need for this issue?

- South Essex Retail Study 2017
- Southend Retail Study 2018

#### Related Southend 2050 Outcome

• We have a fast-evolving, re-imagined and thriving town centre, with an inviting mix of shops, homes, culture and leisure opportunities.

## What United Nations Sustainability Development Goals does this Issue contribute to?















If you would like to find out more on this issue we have prepared a Retail and Town Centres Topic Paper <u>localplan.southend.gov.uk</u>



# PROVIDING FOR VIBRANT AND ATTRACTIVE TOWN CENTRES

#### Have your say...

- 5. How best can we ensure that our town centres are successful, vibrant and attractive places in the face of changing retail demands?
- 5.1 Should Southend Town Centre remain the first preference for all forms of retail development and for other town centre uses attracting large numbers of people, followed by the district centres of Leigh and Westcliff?
- 5.2 Review the role and function of Southend town centre to provide for a more flexible approach to development schemes? For example:
  - do you think a greater mix of non-retail uses should be allowed such as cafes and bars and other leisure uses, education facilities, offices and residential?; or
  - b. do you think the town centre should be refocused into specific themes, for example establishing leisure, education and retail zones? If so, which parts of the centre do you think this should be applied to? This would require the current primary and secondary shopping designations to be radically reviewed;
- 5.3 Do you think the current town centre boundary (see SCAAP or Retail and Town Centres Topic Paper) should be amended? Should we allow more residential uses on the periphery?
- 5.4 Do you think the Westcliif and Leigh shopping centres should continue in their current formats or do you think there should be changes?
- 5.5 Encourage and promote further enhancements to the public realm, such as improved paving, seating, tree planting and landscaping. What do you think the priorities should be and where?
- 5.6 Do you have any other issues/comments you would like to raise?



# PROVIDING FOR A SUSTAINABLE TRANSPORT SYSTEM

Transport and transport infrastructure is not an end in itself but serves a wider purpose to enable movement of people and goods. Transport facilitates, but also creates wider issues which include air pollution, noise and severance. Transport also needs to reflect changing societal patterns and changes in technology.

With some 21,000 inbound commuters to Southend and around 30,000 outward commuters, 12,500 of whom travel to London, and over 7 million day visitors each year<sup>1</sup>, Southend's transport network is heavily utilised. There are also many other local movements.

Southend's transport network reflects the geography and historical development of the area being based on an east-west axis. The A127 dual carriageway provides the strategic highway access to the Borough providing links to London and the M25. The A13 also runs east-west through the Borough. Two railway lines and ten stations serve the Borough. It also benefits from an extensive bus network with high frequency services along the A13 Passenger Transport Corridor.

The A13 experiences conflicts between serving local functions and acting as a link to the strategic network. As the only strategic highway route into and out of Southend, the A127 is the main highway access to the town.

<sup>1</sup> Census 2011 and Economic Impact of Tourism 2017 – Destination Research

As a consequence the A127 gets congested at peak times and is heavily used by residents, commuters and visitors. Significant improvements to the A127 have been undertaken in recent years and further improvements along this corridor towards the M25 will be essential if projected housing and employment growth in Southend is to be accommodated. The A127 Bell Junction has been designated as an Air Quality Management Area and the Council's Air Quality Action Plan seeks to tackle road transport related pollution and improve health outcomes.

The town offers considerable scope for improving sustainable transport. East-west cycle routes have been improved but links between the north and south of the Borough are limited. Designing in safe walking and cycling routes can assist with improving health and has benefits for reducing congestion and air pollution.

Improvements to the efficiency of car parking provision, including the town centre, are proposed as part of Southend Central Area Action Plan and Southend Borough-wide Parking and Access Strategy. Building upon these documents the Council will be undertaking an Access, Parking and Transport Strategy and reviewing its Local Transport Plan.

It will be critical that significant improvements are made to the transport network. Any urban extension or new settlement on the edge of the town would require new transport links such as an outer bypass for all travel modes and would need to integrate with the Borough's existing transport routes. Further junction upgrades would also require consideration. If this option was taken forward then further work will be required to determine where such a route could be accommodated.

Southend international airport has flights to a number of destinations around the UK and across Europe. The Airport continues to grow, which will also attract related employment opportunities. This however has implications for surface access as well as noise and air quality impacts.



The Borough is located on the river Thames and there are opportunities to use the river for residents to access work in Kent and London and also for those living in Kent to river commute to Southend and south Essex for work and pleasure.

The Council's Low Emissions Strategy (2018-2025) is a key component of its Air Quality Action Plan, and aims to reduce transport emissions, measure and report on traffic and air quality and support a shift to electric and low

emission vehicles. The influence of new technologies could potentially have a significant impact on air quality and carbon dioxide emissions towards the end of the Plan period. There are currently 196 electric plugin or electric plug-in hybrid vehicles (EVs) (Jun 2018, 0.2% of registered vehicles) in the town. Improvements in the EV charging infrastructure will be required especially in areas where there is little or no off-street parking.

#### What does this issue cover?

- Strategic and local highway issues
- Sustainable transport; walking and cycling
- Airport growth and implications
- Implications of new technology

For a list of policies, see appendix 1 or visit: localplan.southend.gov.uk

#### Related Southend 2050 Outcome

- It is easier for residents, visitors and people who work here to get around the borough.
- People have a wide choice of transport options.
- We are leading the way in making public and private travel smart, clean and green.

#### What information or evidence do we need for this issue?

- Local Transport Plan 3 including monitoring
- Public Health statistics
- Transport operator figures
- Southend Borough-wide Parking and Access Strategy (2018)
- Southend Access, Parking and Transport Strategy (in progress)
- Southend Air Quality Strategy (2018)
- Low Emission Strategy (2018)

If you would like to find out more on this issue we have prepared a Transport Topic Paper <u>localplan.southend.gov.uk</u>

# What United Nations Sustainability Development Goals does this Issue contribute to?



















#### PROVIDING FOR A SUSTAINABLE TRANSPORT SYSTEM

#### Have your say...

- 6. How best do you think we can improve the transport system serving Southend?
- 6.1 Seek to make further improvements to the A127. What do you think these should be?
- 6.2 What do you think should be done to create improved access if a new settlement is built north of Fossetts Farm, Garon Park and Bournes Green Chase (see figure 9)?
- 6.3 How should we provide for enhanced sustainable transport provision in the town in the form of rail, bus, park and ride, cycling and pedestrian facilities? What do you think these should be and what should be prioritised?
- 6.4 Provide for park and ride facilities to serve Southend. Where do you think these should be and in what format?
- 6.5 How do you think technologies such as the internet, electric and driverless cars will affect how we travel over the next 20 years?
- 6.6 Do you have any other issues/ comments?



It is vital that new development in Southend is sustainable, considering the social, economic and environmental impacts and contributes to the health and well-being of our communities. The link between planning and health has been long established. The built and natural environments are major determinants of health and wellbeing and include:

- High Quality Design, Healthy Living and Built Heritage to support strong, vibrant and healthy communities and help create healthy living environments which should, where possible, include making it easier to participate in physical activity and create places and spaces to meet to support community engagement and social interaction.
- Vibrant Communities, Services and Infrastructure, including health, education, sports and leisure facilities and digital infrastructure.
- Enhancing our natural environment, including green spaces, habitats and wildlife.
- Planning for Climate Change, including energy, flooding and coastal change and agricultural land.

The Southend Health and Wellbeing Board, which is made up of local statutory organisations and health related partners, work in partnership with the objective to improve the health and wellbeing of Southend's residents. The ambition is that everyone living in Southend should have the best possible opportunity to live long, fulfilling, healthy lives. A Health and Wellbeing Strategy has recently been refreshed and seeks to promote healthy lifestyles through encouraging physical activity. The new local plan has an important role to play to achieve this.



#### FACILITATING GOOD DESIGN AND HEALTHY LIVING AND BUILT HERITAGE

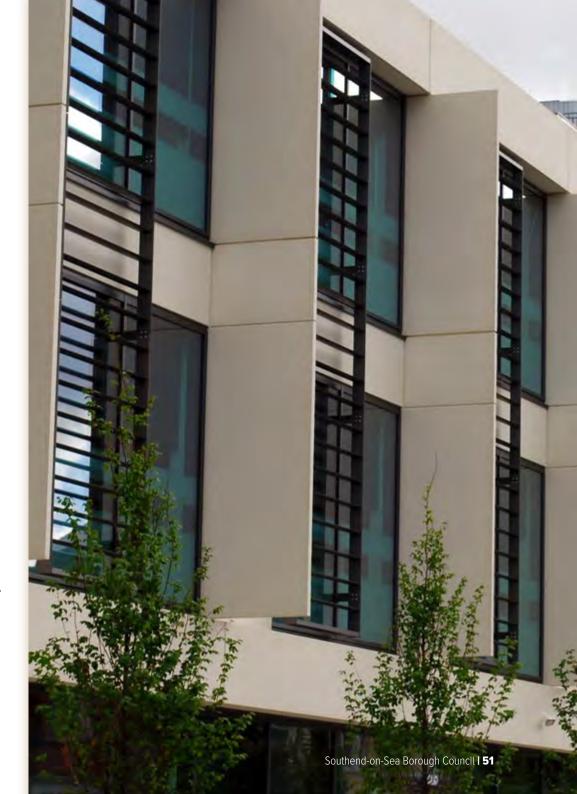
The design quality of buildings and the spaces around them, often referred to as the public realm, is essential to creating an attractive and sustainable environment. Good design gives an area its character and identity, and can create a sense of place and enhance our feeling of belonging to and respecting an area, providing safe and

accessible buildings and spaces for all to enjoy. In essence quality design goes hand in hand with improving our quality of life.

Planning can influence the built environment to reduce obesity and improve the health outcomes of local residents. Local planning authorities can also promote healthier lifestyles by supporting opportunities for communities to access a wide range of healthier food production, influencing consumption choices, including reducing access to less healthy food options, and providing opportunities for increasing physical activity and participation in sport and improving mental wellbeing. A mix of housing types and tenures are also required to provide choice for residents throughout their lives. Moreover, with increasing pressure for new housing developments, and possibly development at higher densities within the town centre and other areas of the Borough, good quality design will become even more important.

There are 14 Conservation Areas in the Borough, six scheduled monuments and numerous listed buildings. These heritage assets contribute to the character of the town and are an important reminder of the town's history. Our seaside heritage, including the Grade II listed pier are also important components of the tourist economy and play a crucial role in the identity of the town. Local planning authorities have a statutory duty to preserve and enhance the character and appearance of heritage assets. New development has the potential to lead to incremental changes in landscape and townscape character and quality in and around the Borough, but it can also be an opportunity to enhance the setting of heritage assets and better reveal their significance, we should therefore ensure that development has a positive impact on the historic environment.

Current planning policies require good design in all new development. Further detailed guidance and advice on design is set out in the Southend Design and Townscape Guide and the Streetscape Manual, which will be reviewed and updated as part of the local plan process to reflect changing circumstances.



#### What does this issue cover?

- Embedding health into all planning policies
- Improving health outcomes through good design of buildings and spaces
- Protection and enhancement of heritage assets

For a list of policies, see appendix 1 or visit: localplan.southend.gov.uk

#### What information or evidence do we need for this issue?

- Southend Borough Wide Character Study Urban Practitioners (2011)
- Southend Conservation Area Appraisals (to be reviewed)
- Public Health in Planning: A Good Practice Guide Town and Country Planning Association (2015)
- Active Design Sport England (2015)
- Southend Joint Strategic Needs Assessment (2008) (to be reviewed)
- Southend Health and Wellbeing Strategy (2015-2016 refresh)
- Annual Report of the Director of Public Health (2017)
- Southend Childhood Obesity Strategy Prevention Report (2017)

#### Related Southend 2050 Outcome

- Our streets and public spaces are clean and inviting.
- People in all parts of the borough feel safe and secure at all times.
- A range of initiatives help communities come together to enhance their neighbourhood and environment.
- More people have active lifestyles and there are significantly fewer people who do not engage in any physical activity.

#### What United Nations Sustainability Development Goals does this Issue contribute to?









If you would like to find out more on this issue we have prepared a Creating Good Design, Healthy Living and Built Heritage Topic Paper <u>localplan.southend.gov.uk</u>



#### FACILITATING GOOD DESIGN AND HEALTHY LIVING AND BUILT HERITAGE

#### Have your say...

- 7. How best do we ensure healthy communities and development is appropriate and of a quality design, whilst ensuring we enhance our built heritage assets?
- 7.1 Continue to promote improved and new areas of public realm. Do you think priorities should be established as to where this should take place?
- 7.2 Require high quality landscape design and tree planting in new developments. Do you think priorities should be established as to which areas of the borough should be subject to streetscape upgrading first?
- 7.3 Should we seek to limit the proliferation of new fast food outlets close to locations where children congregate such as schools, community centres and playgrounds or where there is an overconcentration of existing premises? Are there other ways of tackling this issue?
- 7.4 Do you believe there are additional areas that should be protected as Conservation Areas?
- 7.5 Do you have any other issues/ comments?

# outhend New Local Plan • Consultation Issues and Options

# PROVIDING COMMUNITY SERVICES AND INFRASTRUCTURE

Providing quality services for the future health. education, sports and leisure and community needs of the Borough's residents are fundamental factors in achieving a high quality of life, and with a growing population it is essential that these are planned in such a way that they meet the future demands that are placed upon the town. The existing and projected future capacity of physical infrastructure is also

essential to the planning and phasing of future development. The provision of community services and infrastructure is the responsibility of a range of public and private bodies.

Utility provision is at or close to capacity in some locations. Combined sewers cause issues in parts of the Borough while in other areas there are issues with the capacity of the electricity network to accommodate growth. Enhancements will be required in the existing urban area and new infrastructure carefully planned for new development. The increased use of sustainable technologies should also be incorporated wherever possible.

The new local plan will need to plan for an increase in primary healthcare facilities (e.g. GP surgeries) to meet projected population growth

over the next twenty years. This will need to reflect changing models of healthcare provision with a move towards larger, purpose built GP practices and specialisation within hospitals as well as moves to provide more care in the community and an emphasis on preventative care. Similarly new infrastructure to support social and community health care provision to meet the needs of a growing older and vulnerable population will need to be put in place.

It will be essential that the new local plan ensures that appropriate education facilities are planned to meet future needs as the local population grows. The Southend Central Area Action Plan already provides for the expansion of existing facilities at the University of Essex and South Essex College campus in the town centre. Some existing schools in the Borough are already at or close to capacity. While in a number of locations there is room to expand, this is not always the case and new Primary and Secondary School sites will be required to accommodate development needs.

Southend has a good network of different types of sports and leisure facilities. Our evidence suggests supply and demand for most sports are and will be in balance, with some exceptions including swimming and sports such as Netball and Futsal. Because many

sports have a wide catchment the assessment has been done across local authority borders. It is expected that in the future the focus for investment will be on "hub sites" where facilities are concentrated rather than on a large number of small sites. The development of artificial 3G pitches is expected to be a priority. The town's seven miles of foreshore offers a wealth of water recreation opportunities. Such facilities are an important asset in providing residents with the opportunities to participate in a range of sports and leisure facilities.

Southend United Football Club has for a number of years sought to relocate its football ground from its current home at Roots Hall to Fossetts Farm on the northern edge of the Borough. To make it viable, the scheme includes a number of additional retail, leisure and ancillary facilities as well as new housing and community facilities. The retail element will need to be carefully considered so that it is not detrimental to the vitality and viability of the town centre.

Over the coming decades the provision of quality digital technology will be essential. Southend is at the forefront of initiatives to bring superfast broadband to the area through a Fibre to the Premise (FTTP) programme. It will be vital that the new local plan for Southend embraces this in all new development schemes.



#### What does this issue cover?

- Utilities; Emergency services
- Education; Health;
- Sports and Recreation
- Digital Technology

For a list of policies, see appendix 1 or visit: <u>localplan.southend.gov.uk</u>

#### What information or evidence do we need for this issue?

- Utility 5 year (and longer) Delivery Plans
- CCG Sustainability and Transformation Plan
- School Planning information
- Playing Pitch and Built Facilities Strategy
- Southend Digital Strategy
- Infrastructure Delivery Plan (to be reviewed)

If you would like to find out more on this issue we have prepared an Infrastructure Topic Paper localplan.southend.gov.uk

#### Related Southend 2050 Outcome

- Southenders are remaining well enough to enjoy fulfilling lives, throughout their lives.
- Public services are routinely designed and sometimes delivered
   with their users to best meet their needs.
- Our children are school and life ready and our workforce is skilled and job ready.
- Southend is a leading digital city with world class infrastructure.
- More people have active lifestyles and there are significantly fewer people who do not engage in any physical activity.

#### What United Nations Sustainability Development Goals does this Issue contribute to?





























# PROVIDING COMMUNITY SERVICES AND INFRASTRUCTURE

#### Have your say...

- 8. How best can we provide for our future community needs to secure a sustained high quality of life and well-being having regard to future growth?
- 8.1 Are there any specific issues regarding educational provision that you consider need to be addressed with respect to new development?
- 8.2 How do you consider that health issues should be addressed in the Local Plan? How can new development encourage healthy lifestyles?
- 8.3 Should we require open space and play areas as part of new development schemes? Do you think in appropriate cases this could be provided in an offsite location?
- 8.4 As part of planning approvals should we ensure that all developments deliver quality broadband infrastructure and connectivity?
- 8.5 Do you have any other issues/ comments?

# ENHANCING OUR NATURAL ENVIRONMENT

Southend is renowned for the quality of its parks and open spaces. This 'green infrastructure' provides valuable benefits including opportunities for informal recreation and relaxation, participation in sports, wildlife habitats, improved air quality and tranquility. Whilst Southend needs to adapt and grow to meet changing circumstances and needs, it will be essential that its natural habitats are protected and enhanced.

Moreover Southend contains a diverse and rich range of areas important for their biodiversity and nature conservation value, including Belfairs/ Great Wood and the foreshore. Southend's blue infrastructure network of rivers and streams, including the Thames Estuary, benefit from extensive nature conservation designations to protect its biodiversity and wildlife significance (specifically SPAs, SACs, RAMSAR and SSSIs). This means that a careful balance needs to be struck between protection of these important environments and the provision of access for local communities and visitors alike.

Increasing pressure for recreational and leisure pursuits on the foreshore will require careful planning to ensure the natural environment is protected. Initiatives are currently being pursued to combat the impact of increasing housing development and consequent recreation pressures through mitigation measures to protect the natural habitat of the coast.



#### What does this issue cover?

- Green and Blue Infrastructure; Biodiversity
- Maintaining the character of the undeveloped coast

For a list of policies, see appendix 1 or visit: <u>localplan.southend.gov.uk</u>

#### What information or evidence do we need for this issue?

- Southend Local Biodiversity Action Plan
- State of Nature Report
- Parks and Green Spaces Strategy 2015-2020
- South Essex Green Grid Strategy (to be reviewed)
- Recreational disturbance Avoidance & Mitigation Strategy (to be completed)

#### Related Southend 2050 Outcome

• We have invested in protecting and nurturing our coastline, which continues to be our much loved and best used asset.

# What United Nations Sustainability Development Goals does this Issue contribute to?















If you would like to find out more on this issue we have prepared a Green and Blue Infrastructure and Climate Change Topic Paper <a href="Localplan.southend.gov.uk">Localplan.southend.gov.uk</a>



# ENHANCING OUR NATURAL ENVIRONMENT

#### Have your say...

- 9. How best do we protect and enhance our environment in the face of increasing growth and development pressures?
- 9.1 Work with other stakeholders, funding bodies and developers to identify opportunities to promote and enhance the natural environment, and incorporate net gains for biodiversity in new development?
- 9.2 Seek to enhance the borough's network of green infrastructure using developer contributions for the management of green and open spaces and introduction of pocket parks?
- 9.3 In liaison with adjoining local authorities seek to provide new country park and open parkland facilities (including from developer contributions) as part of strategic development sites, including where they help mitigate pressure on some of the more sensitive coastal habitats?
- 9.4 Do you have any other issues/comments?

# 10 d New Local Plan • Consultation Issues and Options

# PLANNING FOR CLIMATE CHANGE

National planning policy is clear that planning has a key role to play in minimising vulnerability and providing resilience to the impacts of climate change, including coastal change, flood risk, drought, water supply and changes to biodiversity and landscape. It will be essential that appropriate planning policies are put in place in the new local plan to meet these challenges.

For urban coastal areas such as Southend the impacts of climate change is expected to have significant implications in terms of sea rise and the need to retain, maintain and provide sea defences that are fit for purpose given predictions of sea level rise. This requires careful planning and design to ensure that schemes are sensitive to their surroundings and do not have adverse impacts on local habitats, tourism and leisure, and do not impair important views.

The impacts of climate change are likely to result in erratic and unsettled weather, causing periods of drought and severe storms that can lead to flooding. This has already been experienced in Southend with flash floods in a number of coastal areas and areas adjacent to inland waterways. Flood risk assessments will continue to be required in areas of high risk and new development directed to areas with the lowest flood risk, and sustainable urban drainage systems (SuDs) will be required to reduce the potential of surface water flooding

as a result of development, by using more natural methods for drainage, flood storage and dispersal.

In planning for the future of the town and its resilience to climate change Southend must become more energy efficient and use sources of renewable energy in order to meet national targets for a reduction in carbon dioxide emissions¹. The Council's Low Carbon Energy and Sustainability Strategy focuses on delivering low carbon growth, improving energy efficiency and providing for a more sustainable future with the aim of establishing Southend as a Low Carbon Smart City. This will form an important input to the development of the new local plan. However, solutions to reduce energy inefficiency must be planned properly to avoid harmful alterations to the appearance of buildings and surrounding spaces.

The Air Quality Strategy and Low Emission Strategy 2018 – 2025 identify land use planning as a key tool to reduce road transport emissions and transport related air pollution. Effective planning policies can play a significant role in helping sustain air quality improvements by providing infrastructure to encourage alternatives to the private car and by both discouraging the use of high emission vehicles and supporting the uptake of low emission vehicles (LEV) including the provision of LEV refuelling facilities such as Electric Vehicle charging points.

Furthermore, projects such as urban greening, landscaping, green walls and roofs and tree planting can reduce flooding, reduce high summer temperatures, store the greenhouse gas carbon dioxide, improve air quality and provide habitats for wildlife. It will be important that the local plan seeks such provision in new development schemes, and reflects international best practice in climate change adaptation and mitigation.

<sup>1</sup> The Climate Change Act 2008 commits the United Kingdom to an 80% reduction in CO2 emissions by 2050



Southend contains areas of high grade agricultural land, located predominantly to the north and north east edges of the Borough. National policy seeks to maintain and enhance the resilience and quality of soils, and to encourage the sustainable use of soil resources, including high grade agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.

#### What does this issue cover?

- Flood Risk and Surface Water Management
- Noise, water, soil and air pollution
- Best and Most Versatile Agricultural Land

For a list of policies, see appendix 1 or visit: localplan.southend.gov.uk

#### What information or evidence do we need for this issue?

- Strategic Flood Risk Assessment
- Surface Water Management Plan
- Essex and South Suffolk Shoreline Management Plan (2010)
- Planning for Climate Change: A Guide for Local Authorities (Town and Country Planning Association) (2018)
- Southend Air Quality Strategy (2018)
- Low Emission Strategy (2018)

#### Related Southend 2050 Outcome

 We act as a Green City with outstanding examples of energy efficient and carbon neutral buildings, streets, transport and recycling

# What United Nations Sustainability Development Goals does this Issue contribute to?





















If you would like to find out more on this issue we have prepared a Green and Blue Infrastructure and Climate Change Topic Paper localplan.southend.gov.uk



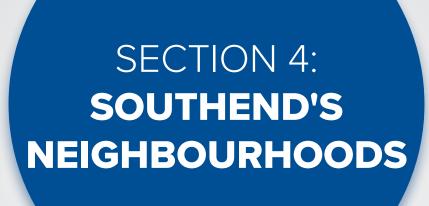
# PLANNING FOR CLIMATE CHANGE

#### Have your say...

- 10. How best do we plan for the future impacts of climate change?
- 10.1 Should we develop local planning policies for the development of new or renewed sea defences?
- 10.2 Require mitigation and adaptation measures to deal with the increase in average temperatures and greater rainfall, including tree planting and urban greening?
- 10.3 Support renewable and low carbon energy schemes, including photovoltaic (PV) panels, biomass plants and electric vehicle charging points?
- 10.4 Develop a local standard for decentralised energy generation in new development that is more ambitious than national targets?
- 10.5 Should we balance the need to retain the best and most versatile agricultural land for food security against future needs for housing and local services?
- 10.6 Do you have any other issues/comments?









#### SOUTHEND'S **NEIGHBOURHOODS**

As with any borough, Southend is not a single homogenous place. Rather, it is a collection of separate and distinct places or neighbourhoods which have grown together over time to create a substantial conurbation. It will be important that the local plan considers the issues facing the different communities of Southend.

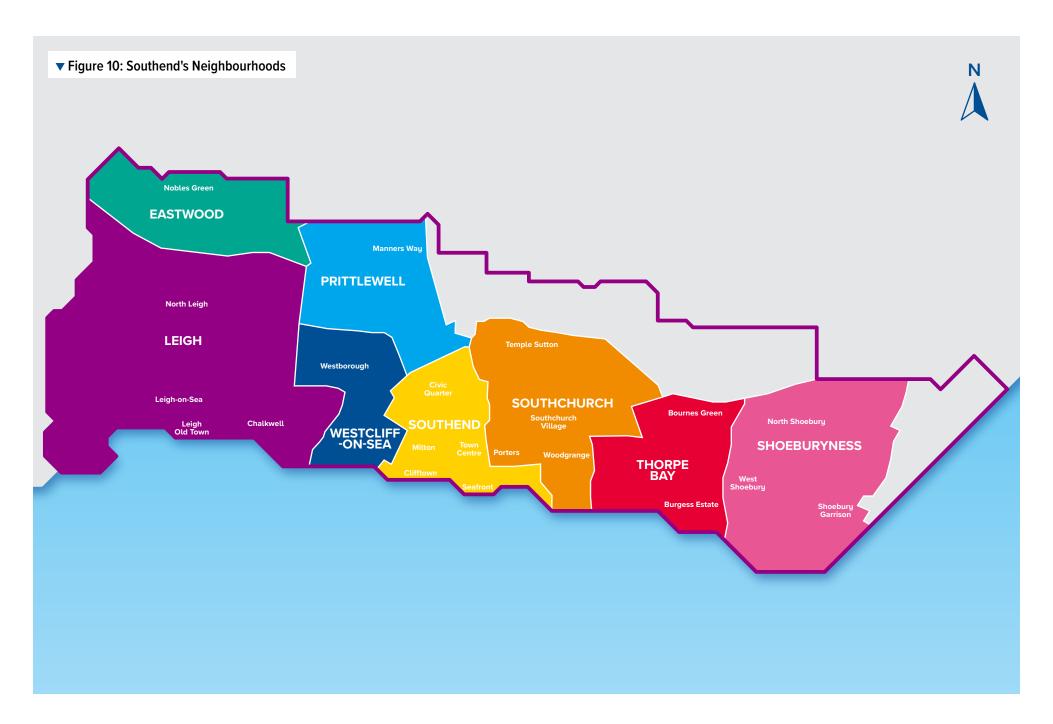
The following pages provide a brief description of the different neighbourhoods within the Borough, their key characteristics and some of the future planning issues facing them. It is not intended to present comprehensive information or definitive boundaries for these neighbourhoods, but rather to stimulate discussion about particular issues and options that you think these areas face in the future.

#### **Eastwood**

Eastwood is a relatively low rise neighbourhood on the north west edge of the Borough, featuring predominantly post-war residential buildings which vary in style and format, but are generally low density with a number set out in informal cul-de-sacs. Whilst often providing for a quiet suburban character, this can result in a lack of clear routes through

and cyclists. The A127
Southend arterial
road forms a
barrier dividing
Eastwood from
other parts of
the Borough, and
improvements to
key junctions have
been completed or

the area for pedestrians



are underway to reduce the severance effect of the road.

Important employment sites are located at Aviation Way, Laurence Industrial Estate, Progress Road and Airborne Close/Industrial Estates. It will be important that these employment areas are retained and enhanced.

Rayleigh Road provides for a range of retail, cafes, restaurants and commercial services serving local needs. These have been recently enhanced with the development of a large Lidl foodstore. Further retail provision is provided at Western Approaches anchored by a large Morrison's foodstore.

Eastwood contains few elements of significant historic value, the exception being the ancient Green Way at its northern edge abutting the Cherry Orchard Jubilee Country Park which provides for informal countryside pursuits. This is supplemented by the more formal green spaces at Eastwood Park and Edwards Hall Park.

#### Leigh

London Road forms a linear, predominantly commercial spine, dividing north Leigh from the main popular and thriving retail centre of Leigh Broadway and Leigh Road. The shopping centre suffers from a lack of off street car parking facilities.

North of the London Road are the residential areas of Belfairs and Blenheim, with a mix of Edwardian and Inter-War dwellings, and some more modern, larger properties adjacent to Belfairs Wood and Golf Course. This part of the Borough contains a number of secondary schools, playing fields and parks, and has a leafy feel with a large number of mature street trees and grass verges, including within Blenheim Chase and Highlands Boulevard.

The London Road is well served by public transport and is likely to be able to support increased density given its sustainable location. To the south of the London Road the area is characterised by areas of higher density terraced properties, with limited off-street car parking facilities. The exception is the Marine Estate at the western edge of the Borough and Chalkwell area where there are larger detached and semidetached dwellings set within generous plots.

On the coast the original Old Leigh fishing settlement is now a popular visitor destination with a number of cafes, pubs and

restaurants. The area retains traditional fishing and marine activities giving the area its distinctive character. This character continues along the seafront to Chalkwell which contains mainly substantial detached properties set within spacious gardens. Most properties are two to three storeys in height, although there are several substantially taller buildings along the seafront, with pressure for re-development of the Victorian and Edwardian villas on the seafront with additional taller buildings.

Reflecting its historic origins and coastal architecture, Leigh contains a number of Conservation Areas at Chapmanslord on the Marine Estate, Leigh Old Town, Leigh, and Leigh Cliff, the Crowstone and many listed buildings.

These neighbourhoods have an attractive residential environment, however, there is continuing demand for infill development and extensions to existing properties. These can impact on the character of the neighbourhoods and it will be important to retain the areas distinctive character. The development of numerous garden frontages and verges for off-street parking has reduced greenery and the ability of the land to absorb surface water run-off.

#### Westcliff

Westcliff's development followed the establishment of the railway. It contains areas of densely developed terraced and semi-detached Victorian and Edwardian housing, with Westborough having a particularly strong grid layout and rhythm of terraced streets. A large number of these properties have been sub-divided, leading to growing demand for on-street parking, and there is generally poor tree cover within these

streets, and a lack of local open

density of development.

Further opportunities should be sought for greening the neighbourhood with appropriate soft landscape enhancements. As in the high

Leigh, Westborough has witnessed the development of numerous

density areas of



garden frontages and verges for off-street parking which reduces greenery and the ability of the land to absorb surface water run-off.

London Road has a strong commercial focus within Westcliff, with shops and community facilities including the library and Palace theatre and there are a number of opportunities to increase density along the route given the frequent bus service and sustainable location. The stretch of seafront includes the Cliffs Pavilion regional entertainment centre, Casino, cafés and restaurants. Linking the two is Hamlet Court Road district shopping centre serving local community needs. It has a

number of impressive Edwardian and inter-war buildings with a decorative character, albeit these are dispersed

throughout a long length of shopping frontage.

#### Prittlewell

Prittlewell contains some of the oldest buildings in the Borough, which developed as the 'South end' of Prittlewell. The historic settlement is focussed around St Marys Church and the Priory, within Priory Park. The area is generally characterised by low and medium density housing, although there has recently been a mixed development of higher density north of Priory Crescent on the site of the old Ecko factory. There are also a number of yards and industrial areas that could be improved and potentially redeveloped. Should Southend United football club re-locate there would also be a significant residential development opportunity close to the town centre on Victoria Avenue. Local shopping needs are provided by neighbourhood parades whilst the out of town Tesco superstore provides for wider local needs.



**Southend** 

Southend contains the main retail heart of the Borough, within the town centre, and is the principal transport hub for the town with two railwau stations and the central bus station. Just to the north of the high street, Victoria Avenue is the location of its main civic functions, and a number of tall buildings formerly used as offices which have been converted to residential accommodation. In addition to potential for new residential

properties, there are also several mixed use development opportunity sites within the town, including Queensway, Baxter Avenue, Esplanade House and Seaway and Tylers Avenue car parks. The dual carriageway and roundabout at Queensway forms a major barrier for pedestrians. The Better Queensway project aims to provide high quality new residential properties and public space, and to better integrate the town centre into its residential hinterland to the north and east.

accommodation within the upper floors of high street

This neighbourhood also contains the Conservation Areas of Milton and Clifftown, to the west of the high street, and the Kursaal, Warrior Square and Eastern Esplanade to the east. There are also heritage assets at the southern end of the high street, including the Grade II listed Pier. The central seafront area on either side of the Pier is a focus for tourism and leisure contributing to the 7 million visitors to the borough each year.

#### Southchurch

Southchurch has a strong grid character, provided by the regular streets of Victorian and Edwardian dwellings to the north and south of Southchurch Road.

Properties to the south tend to be grander and more detailed, particularly towards the seafront and Southchurch Park. Southchurch Village local centre, along Southchurch Road, is the commercial hub of the neighbourhood, containing many

independent shops. There are a number of opportunities to increase density along Southchurch Road given it is sustainable location. To the north of Southchurch Road dwellings were built during the post war period, and have a more fragmented street pattern, including some residential towers. On the northern periphery of the area is the Waitrose superstore and Fossetts Retail Park. Southend United Football Club have had long standing plans to relocate its facilities to land north of the retail park.

#### **Thorpe Bay**

Thorpe Bay developed with the coming of the railway into a relatively low density area, with detached and semidetached dwellings set within larger plots with wide central boulevards and green verges. Dwellings to the south of the railway line have a strong grid form with wide plots of generous proportions, although there are also streets with modest properties, including bungalows. The Thorpe Bay Broadway provides for local shopping and commercial needs. The main threat to the area is from larger scale developments, particularly along the seafront. Incremental change on a plot by plot basis should be sympathetic to the overall scale and character of the area.

#### **Shoeburyness**

Shoeburyness contains a number of distinct residential and industrial areas.

The inward facing character of some of the more recent housing developments has meant the urban form within Shoeburyness is more fragmented than other parts

of the Borough. The local shopping and commercial needs are served by the centres along West Road and Ness Road and supplemented by the 1980's built large Asda superstore in North Shoebury. The area contains a number of important ampleument sites which should be retained and enhanced.

of important employment sites which should be retained and enhanced.

South Shoebury has a more obvious grid form of streets, with relatively large plots. The New Garrison development reflects the nature and historical significance of the original Garrison buildings, with a prominent frontage to the estuary. The Garrison is designated as a Conservation Area. The redevelopment has also enabled continuous public access from East Beach around the coast through the new Gunners Park.

# SOUTHEND'S NEIGHBOURHOODS

## Have your say...

# Please provide comment in support of your choice

- 11.1 What do you think are the key issues facing the neighbourhoods in the Borough?
- 11.2 What do think are the possible options available for resolving these issues?

(Please state the neighbourhood you are describing).







# SECTION 5: **DELIVERABILITY & IMPLEMENTATION**



# ENSURING THAT THE NEW LOCAL PLAN IS DELIVERED

Over the coming decades Southend will be faced with a number of significant challenges. It will be essential that the new local plan for Southend embraces these in a positive way to bring real benefits to the town.

The formulation of sound and balanced planning policies in partnership with the local and business community will be key to achieving this. However, this will only be of value if they can be delivered in an effective, coordinated and planned way. This is particularly the case in the delivery of essential infrastructure. Implementation and resourcing of the plan is therefore critical to its success. This has to be set out in an Infrastructure Delivery Plan (IDP) to support the local plans provisions.

Most of the plans policies and proposals will be delivered by private sector developers, particularly for housing and business development, government agencies and utility companies. Implementation will primarily be in the form of planning applications for development which are required to be determined in accordance with the provisions of the adopted local plan. As part of this process, the Council in appropriate cases will seek a contribution from the developer to support the provision of facilities such as affordable housing, new roads, open space, education and health facilities. These can either be in the form of a Community Infrastructure Levy (CIL) payment or as part of Section 106 legal agreement attached to the planning permission.

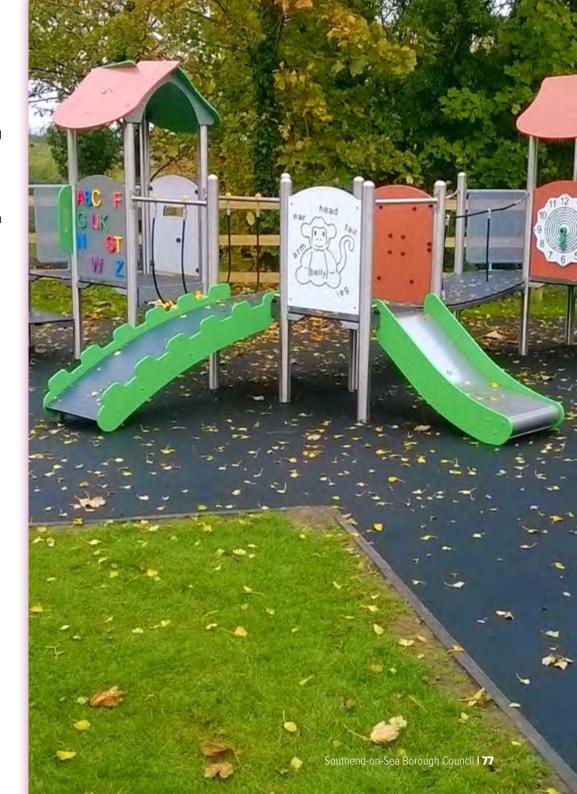
The Community Infrastructure Levy is a planning charge that allows local planning authorities to raise contributions from developers from multiple sites to help pay for

key infrastructure. The local planning authority must identify the schemes and total cost of infrastructure it desires to fund in its area to support its local plan provisions (Regulation 123 List) and having regard to a charging schedule relating to specific types of development. A Section 106 agreement is usually used to secure contributions from the developer for on-site infrastructure needs. The total level of contributions from these sources and requirements for affordable housing should not, at local plan level, render the development needs of the Borough unviable. Providing it is viable, however, much of the uplift in land value from allocating new sites for development can contribute to paying for new infrastructure.

The Borough Council will seek further opportunities to draw in funding as a part of the South East Local Enterprise Partnership (SELEP) and as a partner of the recently formed Association of South Essex Local Authorities. The Borough Council is also able to secure funding from other government sources, including for local transport schemes as part of its Local Transport Plan capital programme.

It will be important that the Borough Council continues to work in partnership with partners across the private, public and voluntary sectors to deliver the new local plans provisions, particularly as public finances are likely to remain strictly controlled and in limited supply in the immediate future. Once adopted, the new local plans policies and proposals will also enable the Council to highlight the infrastructure needs and bid for additional resource funding opportunities that may arise from Government and regional funding initiatives.

The implementation of the Plan and its policies is measured through the Authority Monitoring Report (AMR) which is produced annually. This can lead to further analysis for Government, especially on housing delivery. The CIL schedule is also monitored annually.



#### What does this issue cover?

- Funding and Deliverability
- Planning obligations and Community Infrastructure Levy

For a list of policies, see appendix 1 or visit: localplan.southend.gov.uk

#### What information or evidence do we need for this issue?

- Infrastructure Delivery Plan (to be reviewed)
- Plan Viability (to be reviewed)
- Authority Monitoring Report (to be reviewed)

#### Related Southend 2050 Outcome

• The Local Plan is setting an exciting planning framework for the Borough

# What United Nations Sustainability Development Goals does this Issue contribute to?











If you would like to find out more on this issue copies of the Council's Authority Monitoring Reports are available on the website localplan.southend.gov.uk



# ENSURING THAT THE NEW LOCAL PLAN IS DELIVERED

# Have your say...

# Please provide comment in support of your choice

- 12. How best do you think the Local Plan can be effectively delivered in the face of limited resources?
- 12.1 Continue to work in partnership with the private, public and voluntary sector plus neighbouring authorities to secure funding for key infrastructure projects?
- 12.2 Set out priorities for project delivery.

  What do think these priorities should be and how should any phasing be applied?
- 12.3 Increase the Community Infrastructure Levy tariffs to fund future projects?
- 12.4 Through Garden Communities key principles ensure land value capture and long term stewardship for the benefit of the community, to provide and coordinate the necessary infrastructure?
- 12.5 Do you have any other issues/comments?

# APPENDIX 1 – ISSUES AND CURRENT POLICIES

#### SECTION 1: A Vision for Change

#### **ISSUE 1: Our Vision & Strategy for the Future**

**KP1 Spatial Strategy** 

#### SECTION 2: Planning for Growth & Change

#### **ISSUE 2: Housing**

KP1 Spatial Strategy

KP2 Development Principles

CP4 The Environment and Urban Renaissance

CP8 Dwelling Provision

DM3 Efficient and Effective Use of Land

DM7 Dwelling Mix, Size and Type

DM8 Residential Standards

DM9 Specialist Residential Accommodation

PA4 Queensway Policy Area Development Principles

PA8 Victoria Gateway Neighbourhood Policy Area Development Principles

PA9 Sutton Gateway Neighbourhood Policy Area Development Principles

#### **ISSUE 3: Securing a Thriving Local Economy**

CP1 Employment generating development

CP2 Town centre and Retail Development

**DM10 Employment Sectors** 

**DM11** Employment Areas

DS1 A prosperous Retail Centre

PA9 Sutton Gateway Neighbourhood Policy Area Development Principles

E1 General Development Considerations

E2 Aviation Way Industrial Estate

E3 Saxon Business Park

E7 Nestuda Way Business Park

LS2 Development at London Southend Airport

TF1 Expansion of New Terminal

**BLP** Second alteration

#### ISSUE 4: Promoting Southend as a Major Resort

**CP1** Employment Generating Development

DM6 The Seafront

DM12 Visitor Accommodation

Central Seafront Policy Area Development Principles

CS3 The Waterfront

**Expansion of New Terminal** 

#### **ISSUE 5: Providing for Vibrant and Attractive Town Centres**

CP2 Town Centre and Retail Development

DM13 Shopping Frontage management outside the Town centre

DS1 A Prosperous Retail Centre

High Street Policy Area Development Principles

PA6 Clifftown Policy Area Development Principles

#### ISSUE 6: Providing for a Sustainable Transport System

KP1 Spatial Strategy

**Development Principles** 

CP3 Transport and Accessibility

DM15 Sustainable Transport Management

DS5 Transport, Access and Public Realm

Queensway Policy Area Development Principles

PA7 Tylers Policy Area Development Principles

### SECTION 3: Creating Good Quality and Healthy Places

#### ISSUE 7: Facilitating Good Design, Healthy Living and **Build Heritage**

**KP2** Development Principles

CP4 The Environment and Urban Renaissance

DM1 Design Quality

DM3 Efficient and Effective Use of land

DM4 Tall and Large Buildings

DM5 Southend-on-Sea's Historic Environment

DS2 Key Views

DS3 Landmark and Landmark Buildings

#### **ISSUE 8: Providing Community Services and** Infrastructure

KP1 Spatial Strategy

CP1 Employment Generating Development

CP6 Community Infrastructure

CP7 Sport, recreation and Green Space

Policy ENV2 New Public Open Space

PA3 Elmer Square Policy Area Development Principles

Policy 1 (Waste Plan) – Need for Waste Management Facilities

Policy 4 (Waste Plan) – Areas of Search

Continued overleaf

#### **ISSUE 9: Enhancing our Natural Environment**

KP1 Spatial Strategy

**KP2** Development Principles

CP4 The Environment and Urban Renaissance

CP7 Sport, recreation and Green Space

DM6 The Seafront

DS2 Key Views

DS3 Landmark and Landmark Buildings

CS2 Nature Conservation and Biodiversity

CS3 The Waterfront

Policy ENV1 Revised Green Belt Boundary

#### **ISSUE 10: Planning for Climate Change**

KP2 Development Principles

CP4 The Environment and Urban Renaissance

CP5 Minerals and Soil Resources

CP7 Sport, Recreation and Green Space

DM2 Low Carbon Development and efficient Use of Resources

DS4 Flood Risk Management and Sustainable Drainage

Policy 11 Mitigating and Adapting to Climate Change

#### SECTION 4: Southend's Neighbourhoods

#### **ISSUE 11: SOUTHEND'S NEIGHBOURHOODS**

**KP1 Spatial Strategy** 

#### SECTION 5: Deliverability

# ISSUE 12: Ensuring that the New Local Plan is Delivered

Proposed Monitoring Framework as in Core Strategy, Development Management Plan and Southend Central Area Action Plan

Joint Area Action Plan for London Southend Airport (JAAP) (2014) contains policies with prefix E (Economy), ENV (Environment), TF, LS (Airport Policies)

Core Strategy DPD (2007) contains policies with prefix CP (Core Policy), KP (Key Policy)

Development Management DPD (2015) contains policies with prefix DM (Development Management)

Essex and Southend Replacement Waste Plan (2017) contains numbered policies e.g. Policy 1

Southend and Central Area Action Plan (SCAAP) (2018) contains policies with prefix DS (Development Strategy) and PA (Policy Areas)









#### Published February 2019

This document is published by Southend-on-Sea Borough Council. A summary can be provided in alternative formats such as Braille, audio-tape or in large print.

Translations of this document in alternative languages are also available upon request.



