Southend-on-Sea Infrastructure Delivery Plan

June 2025

Contents

Tables

Figures

1 Non-Technical Summary

1.1 Background

1.1.1 The Infrastructure Delivery Plan (IDP) forms a key part of the Local Plan evidence base. It assesses the existing provision of infrastructure throughout the City area and sets out details of what additional essential infrastructure is required to ensure the successful sustainable implementation of the strategic policies contained in the new Local Plan.

1.1.2 The IDP does not consider all infrastructure types, but instead focuses on key items of infrastructure which will be required to support the delivery of growth proposed in the emerging new Local Plan. 'Infrastructure' is defined as physical, social and green items required to enable sustainable development.

1.1.3 The Council is preparing draft growth options for consideration within the emerging draft Local Plan. This IDP has assessed these draft growth options (Scenarios 1-3) to determine the implications of potential growth within existing areas and at Fossetts Farm on infrastructure by neighbourhood area up to 2040. Following the Regulation 18 consultation on the Local Plan, a further version of the IDP will consider in more detail the site-specific infrastructure requirements for growth within each neighbourhood.

1.2 Infrastructure needs summary

Highways and Transport

1.2.1 The strategic highways network experiences high levels of congestion, including the A13 and A127, and parts of the network are considered to be operating near or at its design capacity. The Local Plan growth proposals will result in an increased use of the highways network, public transport services, and active travel routes throughout the City. Therefore, any significant plans for growth across the South Essex area will require additional strategic transport infrastructure interventions. The Council has commissioned the production of a transport assessment which modelled impacts and outlines potential mitigation measures required to the highways network to support the delivery of growth.

1.2.2 Considering the potential needs for transport related infrastructure improvements, and based on the levels of growth proposed within the Local Plan, transport related infrastructure improvements will be required in Southend and likely focussed to where the highest levels of growth are occurring and the strategic network. The limited capacity of the A127 may present a significant challenge for highways access at Southend Airport unless mitigated.

Community Infrastructure

1.2.3 Community infrastructure need is likely to be adequately met through improvements to existing facilities funded by developer contributions or through the direct delivery of new spaces in strategic developments. There is a need for additional burial space and the Council have assessed several options to meet demand with the preferred option being the purchase of a 30-acre site to the north of the current settlement edge, however this has not yet been progressed. There may also be need for new allotment space to support the potential growth outlined in the draft local plan.

Education

1.2.4 The growth being proposed through the draft Local Plan will result in an increase in the demand for education facilities for Early years and childcare (EY&C), primary, secondary and post-16 education places together with special needs. Further education facilities would be sought through developer contributions and direct on-site provision where possible and appropriate.

1.2.5 Based on the estimated pupil product and available capacity, it is likely that the majority of EY&C demand arising from growth would require extended or new EY&C facilities. There is currently a surplus of primary school places in most parts of the City area, and this will assist in accommodating the short-term increase in demand from proposed growth. Beyond this, additional primary education infrastructure will be required to support growth. The level of growth associated with Scenario 3 would create a demand for primary education places which would go beyond the capacity of existing schools. This would therefore require the provision of additional primary education infrastructure. This is not of a scale sufficient to warrant the construction of a new primary school, therefore these additional needs would be provided through extensions to existing primary schools as required.

1.2.6 While there is currently a small surplus of secondary school places across the City, this is expected to be entirely used by existing needs in the area, leading to a deficit in secondary capacity by 2027. Any growth proposed within the area will therefore require the provision of additional secondary school infrastructure. Based on the pupil product being generated, it is estimated that Scenario 3 would require the provision of a new 10 form entry secondary school.

1.2.7 Post-16 provision required to meet growth needs could be provided as part of the required new secondary school. The potential need for additional SEND places would not be sufficient to warrant a new standalone SEND facility. Therefore, where needs for extended and new mainstream schools have been identified, it is expected that specialist resource provisions (SRP) will be included within these proposals.

Emergency Services

1.2.8 All the emergency services would be impacted by the proposed growth scenarios. The East of England Ambulance Service have advised that this would result in a requirement for 3 additional ambulance vehicles for Scenario 3, additional space for parking at ambulance stations; additional paramedics, support staff and call handlers; and expansion to ambulance stations and hubs. An additional response post may also be required to accommodate growth.

1.2.9 Essex Police have indicated that proposed housing growth would give rise to significant additional resource needs and implications requiring appropriate funding by developers in order to mitigate and manage the community safety, cohesion and policing requirements, including the crime impacts arising. The baseline fire and rescue service resources within Southend are operating at capacity and would be significantly impacted by growth levels being considered in the emerging Local Plan. Essex County Fire & Rescue Service therefore requires additional fire and rescue infrastructure/ facilities to be funded and/or provided by developers either through section 106 agreements or CIL. The need for stand alone new site facilities has not been identified.

Health

1.2.10 There is a significant deficit of existing capacity for primary care services such as GP surgeries in all areas of the City. The proposed growth scenarios would result in population increases that would generate increased demand for and use of primary healthcare services across the City, and an increased demand for and use of acute care services at Southend Hospital. The NHS have advised that growth of around 10,000 people would require the provision of a new small 700sqm primary care facility and higher growth of around 15,000 people would require the provision of a larger new primary care facility. Given the geographic spread of growth being proposed across the Southend neighbourhoods, it is unlikely that one new large facility would provide appropriate access to meet the spread of additional needs that could be created by the proposed levels of growth. The provision of around 2 new primary care facilities may therefore be necessary, in addition to the extension of existing facilities where possible.

Green Infrastructure and Open Space

1.2.11 The infrastructure related impacts of growth in Southend in relation to Green Infrastructure and Open Space are significant and require a strategic approach to achieve appropriate standards of access to natural greenspace for the new population of Southend. It is expected that joined up green and blue infrastructure projects would be provided as part of on-site mitigation in line with growth, alongside strategic delivery of projects via a range of funding measures to assist in delivering the long term vision of the South Essex Green and Blue Infrastructure Delivery Strategy, and the Local Nature Recovery Strategy, due to be published in 2025. Suitable Alternative Natural Greenspaces (SANGs) should also be considered where feasible and delivered on-site via specific developer contributions.

Sport, Indoor and Built Facilities

1.2.12 Current needs for playing pitches and indoor and built facilities can be met by improvements to the quality of existing infrastructure. However, as Southend-on-Sea experiences growth the total built infrastructure requirements are likely to increase as well as the requirements for outdoor sports infrastructure. Developer contributions and grant funding will be sought to improve provision.

Flood Management

1.2.13 Parts of the City area along the course of the Prittle Brook, Eastwood Brook, and Willingale Brook are currently subject to increased risk of fluvial flooding. Any additional growth within these areas will need to take into account this risk, and the increased risk as a result of climate change, and this will need to be demonstrated within Flood Risk Assessments submitted as part of any development applications. Parts of the City along the seafront as well as areas of Shoeburyness are currently at increased risk of tidal flooding. New development and growth in this area will need to account for both maintenance of existing flood defences, and provision of new flood defences to offset projected sea level rises as a result of climate change.

1.2.14 The drainage system capacity is in need of enhancement as surface water flooding poses a flood risk to the City area. Lack of capacity in the drainage system has been found to be a cause and an exacerbating factor for previous surface water flooding events that have occurred within the City area. As surface water flooding poses a risk to large parts of the City, most growth sites should be assumed to require additional surface water flood risk mitigation measures within the development design. Current and future projected surface water flood risk will need to be considered within a Flood Risk Assessment submitted as part of any

development proposal. It is expected that flood management infrastructure will be incorporated into all emerging development proposals for Local Plan site allocations.

Utilities – Electricity

1.2.15 UK Power Networks (UKPN) is the distribution network operator for Southend and the South East. UKPN divide their jurisdiction into three operating areas. Eastern Power Network (EPN) is responsible for electricity provision in Southend. The latest Long Term Development Statement for Eastern Power Networks (LTDS) and Network Development Plan (NPD) for Eastern Power Networks, both published in 2024, indicate no current capacity issues across the EPN area. However, forecasts indicate negative demand headroom in a number of local substations from 2035 onwards (i.e., actual demand would exceed network supply). UKPN is pursuing a programme to unlock additional generation capacity across the area through identifying and removing network constraints. Growth in Southend would require reinforcement of the electricity network to accommodate the associated increase in electricity consumption. Such an increase could be accommodated by reinforcing some of the existing substations.

Utilities - Gas

1.2.16 Cadent Gas is the distribution network operator responsible for maintenance of the natural gas distribution network in Southend. Cadent note in their Long Term Development Plan (2022) that growth in housing and the rise in gas-fuelled power generation sites over the medium term are constantly changing network capacity requirements. In the North London region (containing Southend), Cadent are carrying out general network reinforcements for this reason.

Utilities - Communications

1.2.17 The South Essex Councils, including Southend, are pursuing the deployment of a full fibre network – providing faster internet connectivity across the region. Additionally, as part of their commercial roll out programme, Openreach are delivering full fibre to premises in Southend, covering approximately 85,000 homes and businesses, with the sea front identified as a particular priority area. Southend worked with CityFibre and Vodafone UK to embed gigabit broadband services across the City in 2023, bringing the fastest possible internet speeds. Thus far, five internet service providers are aiding businesses and residents with take-up. In addition, Virgin Media O2 are planning to invest in Southend through the implementation of a next generation fibre network, with the project scheduled to commence in 2025.

Utilities - Potable Water

1.2.18 Essex and Suffolk Water (ESW) supply potable (drinking) water to the City area. The water sources that supply Southend-on-Sea with potable water are the rivers Chelmer, Blackwater, Stour and Roman River (none of which fall within Southend's City boundary), and Hanningfield Reservoir in Chelmsford. ESW published its most recent Water Resource Management Plan in October 2024. It covers the period 2025 to 2050. During the period 2025-2040, ESW have planned for 11,240 dwellings being built in the City area, based on projections from consultants, and 6,440 dwellings in the whole of Rochford District Area. ESW highlight that for development over this level, they would need to assess the proposed phasing of development to accommodate any necessary new or improved infrastructure.

1.2.19 New or improved infrastructure may include expansion of an existing service reservoir or a new, additional reservoir with a pumping station, as well as replacement of strategic mains

(as these would be undersized) and major network reconfiguration at distribution level for security of supply throughout the City area.

1.2.20 Funding to deliver the new / improved infrastructure would be via infrastructure charges which are collected by water and sewerage companies when new or developed properties connect to their networks.

Wastewater treatment

1.2.21 Wastewater management and treatment is provided to Southend-on-Sea by Anglian Water Services (AWS). The Southend Water Recycling Centre (WRC) catchment serves the whole of Southend-on-Sea unitary area and part of Castle Point Borough Council Area. Growth in the Southend WRC catchment would likely impact on network capacity and improvements to wastewater infrastructure would be funded through charges to developer and Anglian Water investments.

Waste Management

1.2.22 The growth scenarios can be accommodated within the forecasts used in the new Waste Contract which takes account of growth for the life of the contract (2025 – 2032). Additional resource will be required through the life of the contract, including collection vehicles and additional litter bins. The identified growth will result in additional waste collection costs, to be charged earlier within the Waste Contract. There are no additional costs or infrastructure projects identified which would be required to support the Growth Scenarios at this stage.

1.3 Summary of the main infrastructure requirements for each Scenario

Scenario 1: Baseline (windfall + planning permissions)	
Infrastructure type	**Infrastructure Item**
Transport, Highways	Seven strategic transport infrastructure interventions identified.
	Eight multi-modal area wide projects identified. Transport related infrastructure improvements will be required in the neighbourhood areas where the highest levels of growth are occurring.
Public Transport and Active Travel	Ten public transport projects identified, estimated costs of around £60 million.
	Three active travel projects identified for cycle connections.
Community Infrastructure	Improvements to existing community facilities identified.
	Need for additional burial space identified.
	Need for additional allotment space amounting to contributions of around £50,000.
	New or additional library provision amounting to around £2 million.
Education	Improvements to early years and childcare identifying a developer contribution of around £8 million.
	Provision of a new 6 form entry secondary school to include post-16 provision identifying a developer contribution amount of around £28 million.
	Developer contributions towards specialist resource provisions amounting to around £480,000.
Emergency Services	An additional ambulance response post, additional parking spaces at ambulance stations and paramedics may be required (contributions of around £2.2 million), as well as 2 new ambulances amounting to around £320,000.
	Additional resources and facilities for Police (contributions of around £900,000 and Fire services (contributions of around £2.2 million).

Health	Provision of 1 new primary care facility in addition to the extension of existing facilities identifying developer contributions of around £11 million.
	Increasing acute healthcare infrastructure provision at Southend Hospital to cater for the impacts of the growth scenarios, costing between £1.7 - £7.8 million.
Green Infrastructure	Delivering the long term vision of the South Essex Green and Blue Infrastructure Delivery Strategy and the Local Nature Recovery Strategy.
Sports, indoor and built facilities	Developer contributions towards improving the quality of existing infrastructure amounting to around £11.5 million.
Flood management / Utilities, wastewater management	Flood management infrastructure incorporated into all emerging development proposals.
Utilities (electricity, gas, communications, potable water, wastewater)	Site specific connections and local network upgrades/reinforcements required to accommodate growth and associated additional demands. Some expansion of infrastructure facilities required to support growth, delivered by infrastructure providers as required.
Waste Management	Additional resource will be required through the life of the contract, including collection vehicles and additional litter bins. This would amount to £155,000 annually from 2029 - 2032. This cost has been factored into the Waste Contract and identified within Council funds from around 2029.

Scenario 2: PLUS allocations (Windfall + Permissions + Allocations)	
Infrastructure type	**Infrastructure Item**
Transport, Highways	Seven strategic transport infrastructure interventions identified.
	Eight multi-modal area wide projects identified. Transport related infrastructure improvements will be required in the neighbourhood areas where the highest levels of growth are occurring.
Public Transport and Active Travel	Ten public transport projects identified, estimated around £60 million.
	Three active travel projects identified for cycle connections.
Community Infrastructure	Improvements to existing community facilities identified.
	Need for additional burial space identified.
	Need for additional allotment space amounting to around £70,000 of contributions.
	New or additional library provision amounting to around £3.7 million.
Education	Improvements to early years and childcare identifying developer contributions of around £12.3 million.
	Provision of a new 8 form entry secondary school to include post-16 provision identifying developer contributions of around £42.2 million.
	Developer contributions towards specialist resource provisions amounting to around £700,000.
Emergency Services	An additional ambulance response post, additional parking spaces at ambulance stations and paramedics may be required (contributions of around £2.9 million), as well as two new ambulances amounting to £320,000.
	Additional resources and facilities for Police (contributions of around £1.2 million and Fire services (contributions of around £3.1 million).
Health	Provision of 2 new primary care facilities in addition to the extension of existing facilities identifying developer contributions of around £15 million.

	Increasing acute healthcare infrastructure provision at Southend Hospital to cater for the impacts of the growth scenarios, costing between £1.7 - £7.8 million.
Green Infrastructure	Delivering the long term vision of the South Essex Green and Blue Infrastructure Delivery Strategy and the Local Nature Recovery Strategy.
Sports, indoor and built facilities	Developer contributions towards improving the quality of existing infrastructure amounting to around £16.6 million.
Flood management / Utilities, wastewater management	Flood management infrastructure incorporated into all emerging development proposals.
Utilities (electricity, gas, communications, potable water, wastewater)	Site specific connections and local network upgrades/reinforcements required to accommodate growth and associated additional demands. Some expansion of infrastructure facilities required to support growth, delivered by infrastructure providers as required.
Waste Management	Additional resource will be required through the life of the contract, including collection vehicles and additional litter bins. This would amount to £155,000 annually from 2029 - 2032. This cost has been factored into the Waste Contract and identified within Council funds from around 2029.

Scenario 3: Development within the existing urban envelope (draft Strategic Policies SP2 and SP5)	
Infrastructure type	**Infrastructure Item**
Transport, Highways	Seven strategic transport infrastructure interventions identified.
	Eight multi-modal area wide projects identified. Transport related infrastructure improvements will be required in the neighbourhood areas where the highest levels of growth are occurring.
Public Transport and Active Travel	Ten public transport projects identified, estimated around £60 million.
	Three active travel projects identified for cycle connections.
Community Infrastructure	Improvements to existing community facilities identified.
	Need for additional burial space identified.
	Need for additional allotment space amounting to around £80,000 of contributions.
	New or additional library provision amounting to around £4.2 million.
Education	Improvements to early years and childcare identifying developer contributions of around £14.3 million.
	Additional primary education infrastructure, to be provided through extensions to existing primary schools as required, requiring developer contributions of around £6.5 million.
	Provision of a new 10 form entry secondary school to include post-16 provision identifying developer contributions of around £45.7 million.
	Developer contributions towards specialist resource provisions amounting to around £800,000.
Emergency Services	An additional ambulance response post, additional parking spaces at ambulance stations and paramedics may be required (contributions of around £3.1 million), as well as three new ambulances amounting to £480,000.
	Additional resources and facilities for Police (contributions of around £1.4 million and Fire services (contributions of around £3.5 million).

Health	Provision of 2 new primary care facilities in addition to the extension of existing facilities identifying developer contributions of around £17 million.
	Increasing acute healthcare infrastructure provision at Southend Hospital to cater for the impacts of the growth scenarios, costing between £1.7 - £7.8 million.
Green Infrastructure	Delivering the long term vision of the South Essex Green and Blue Infrastructure Delivery Strategy and the Local Nature Recovery Strategy.
Sports, indoor and built facilities	Developer contributions towards improving the quality of existing infrastructure amounting to around £20.4 million.
Flood management / Utilities, wastewater management	Flood management infrastructure incorporated into all emerging development proposals.
Utilities (electricity, gas, communications, potable water, wastewater)	Site specific connections and local network upgrades/reinforcements required to accommodate growth and associated additional demands. Some expansion of infrastructure facilities required to support growth, delivered by infrastructure providers as required.
Waste Management	Additional waste collection costs. There are no additional costs or infrastructure projects identified which would be required to support the Growth Scenarios at this stage. The main delivery approach is through the use of Council budgets and reserves.

2 Introduction

2.1 Purpose of the Infrastructure Delivery Plan

2.1.1 The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) require local plans to include strategic policies which set out the strategy for growth in the area to meet local needs and objectives, and to make sufficient provision for the delivery of new infrastructure which supports the proposed levels of growth. The NPPF states that local plans should set out the infrastructure required to support growth, and the contributions required from developers and other organisations to support the delivery of new infrastructure.

2.1.2 The Infrastructure Delivery Plan (IDP) forms part of the Local Plan evidence base, to assess the existing provision of infrastructure throughout the Southend-on-Sea City Council area (hereafter referred to as the 'City area'), and to consider what additional infrastructure will be required in the future to support growth being allocated in the emerging new Local Plan. The IDP also considers how required infrastructure should be delivered, and if there are any gaps in information or funding which need to be addressed. The IDP is therefore vital in ensuring that the emerging new Local Plan meets the requirements of the NPPF to outline when and how new infrastructure will be delivered.

2.1.3 An IDP is a 'live' Local Plan evidence base document which will be regularly refined and updated as required to present the best and most up to date information on infrastructure requirements throughout the City area.

2.2 What infrastructure is covered in the IDP

2.2.1 This IDP does not consider all infrastructure types, but instead focuses on key items of infrastructure which will be required to support the delivery of growth proposed for allocation in the emerging new Local Plan. For the purposes of this IDP, 'infrastructure' is defined as physical, social and green items required to enable sustainable development. While not exhaustive, Table 2.2.1 provides an indication of the infrastructure types which should be considered to support the delivery of growth in the new Local Plan.

Table 2.2.1: Items considered as infrastructure

Social	• Education – early years and childcare, primary and secondary schools, further education, adult education • Healthcare – GP surgeries, hospitals, medical centres, emergency ambulance facilities. • Adult social care • Emergency services – police, fire, ambulance • Community services – community centres including those providing facilities for children, elderly people, and people with special needs, cemeteries and crematoria, children's facilities, courts, hostels, places of worship, libraries, post offices

	• Culture and leisure facilities • Indoor and outdoor sports facilities
Green	• Open Space – parks and country parks, children's play areas, sports pitches and grounds, allotments, green public realm • Biodiversity – local wildlife sites, local nature reserves, private nature reserves, Sites of Special Scientific Interest
Physical	• Transport – highway, rail and bus networks, footpaths, cycle routes, bridleways and waterways, car parking • Energy – gas and electricity generation and distribution, renewable energy projects • Water – water supply, wastewater treatment, drainage, flood defences • Telecommunications, broadband and wireless connections • Security and defence • Waste management - collection, disposal and recycling

2.3 Methodology

Baseline Assessment

2.3.1 In 2022, DAC Planning and Arup undertook an IDP Baseline Assessment on behalf of the Council, which included desktop research and engagement with infrastructure providers to understand the status of existing infrastructure in the area. The Baseline information considered existing infrastructure capacity and needs throughout the City area, provided information which would form the basis upon which the Council could determine future infrastructure needs associated with growth being proposed through the Local Plan. The baseline infrastructure information included within the 2022 Baseline Assessment has been updated and included within this IDP document.

The Infrastructure Assessment

2.3.2 The next stage of the IDP is known as the 'infrastructure assessment'. This IDP builds on the baseline information previously obtained to consider the potential infrastructure related implications of growth being considered within the emerging Local Plan. Through the Infrastructure Assessment, this IDP assesses the needs for new or improved infrastructure which may be required to support growth being proposed in the Local Plan, and will consider how such infrastructure could be delivered.

2.3.3 To provide sufficient information to meet the needs of the Local Plan at this time, this IDP will provide the following information for each type of infrastructure:

- Baseline information, providing background information on infrastructure items and current infrastructure provision in Southend.
- Consideration of existing infrastructure needs, not including the impacts of growth allocated in the Local Plan.
- Identification of infrastructure needs throughout the City area to support growth proposed for allocation in the Local Plan.
- Cost estimates for delivering identified infrastructure needs and the consideration of potential funding sources.

- Where infrastructure projects have been identified, consideration of delivery leads, delivery timescales, and the prioritisation of projects.

Considering the impacts of the Local Plan Growth Scenarios

2.3.4 The Council is considering a range of Growth Scenarios for inclusion within the emerging Local Plan. The Growth Scenarios are presented and explained at the end of this chapter. Proposed growth will have an impact on existing infrastructure within the City, and may require new or improved infrastructure. A review of existing information contained within the Local Plan evidence base and further consultation with relevant infrastructure providers was undertaken to establish how the proposed Growth Scenarios may impact existing infrastructure provision, and what improvements may be required to appropriately service the proposed growth.

Funding and delivery of new and improved infrastructure

2.3.5 Following the identification of infrastructure improvements which may be required to support the proposed Growth Scenarios in the emerging Local Plan, ongoing engagement with relevant stakeholders, desk-based analysis, and experiences from other areas, has informed the consideration of how new and improved infrastructure could be funded and delivered.

2.4 Structure of the IDP

Information contained within the Infrastructure Delivery Plan

2.4.1 Information contained within the IDP is produced in collaboration with relevant infrastructure providers at all stages, such as the NHS, the Environment Agency, Anglian Water, Essex and Suffolk Water, Sport England, and National Grid, and neighbouring authorities, and is therefore subject to change and regular updates as the various organisations undertake further assessment work and produce new information.

2.4.2 The infrastructure requirements, costs, and timescales contained within this IDP represent the best information available to the Council at this time. Consultee feedback is expected from additional infrastructure providers, and will be included in later versions of the IDP. This information may therefore be amended and refined as further details on the emerging Local Plan site allocations become available. The IDP is a 'living document' with the information provided therein regarding necessary infrastructure and their costs being a 'snapshot' in time, subject to indexation and appropriate review. The information within the IDP will be subject to further review as part of the detailed planning application process, where further details will become known about the land use mix, housing mix, site and wider infrastructure requirements and their detailed costings (including indexation).

2.4.3 All identified infrastructure costs within this IDP are taken from a range of relevant sources. For the consideration of the date of costs for indexation purposes, the reader should refer to the information contained within each IDP section, and the original source material used which will be listed within the evidence base to each IDP chapter.

Structure

2.4.4 This IDP is structured in the following chapters:

- Chapter 3 sets out the national and local planning policy background for infrastructure planning and delivery in the City area, and the Growth Scenarios proposed in the emerging Local Plan.

- Chapters 4 to 13 set out the baseline information on current infrastructure provision in Southend, identify existing infrastructure needs, and consider infrastructure needs throughout the City area to support growth proposed for allocation in the Local Plan. Lead agencies for the delivery of infrastructure and relevant sources are also listed in these infrastructure chapters.
- Chapter 14 introduces the infrastructure schedule which is presented in Appendix B.
- Chapter 15 lists out the acronyms used throughout this IDP.

Infrastructure schedule

2.4.5 The infrastructure schedule lists all infrastructure items identified as being required to support the needs of existing residents, and infrastructure items required to support the needs of future residents within the site allocations proposed in the draft LP. The infrastructure schedule is presented in Appendix B.

2.5 Next steps

2.5.1 This IDP will be used to support the production and consultation of the Regulation 18 version of the new Local Plan. It is expected that this Regulation 18 version of the IDP will be published as part of the Local Plan evidence base alongside the Regulation 18 Local Plan consultation. The IDP will be updated following Regulation 18 consultation to take into account feedback on infrastructure needs from growth proposed in the Local Plan and further engagement with infrastructure providers and developers to improve the information contained in the IDP.

2.5.2 The Council will continue to work with infrastructure providers, relevant stakeholders, and developers associated with sites proposed for allocation in the draft LP to update, expand, and improve the information contained within the IDP. The IDP will be regularly refined and updated as required to present the best and most up to date information on infrastructure requirements throughout the City.

3 Policy Context for Infrastructure Delivery

3.1.1 This section outlines key policy documents relating to infrastructure delivery at a national, regional and local level.

3.2 National Planning Policy

National Planning Policy Framework

3.2.1 The NPPF (2024) states that local planning authorities must prepare a robust and evidence-based Local Plan which seeks to deliver sustainable development. As part of the statutory requirement to produce a Local Plan, national policy places a particular emphasis on the need for local planning authorities to plan for the delivery of various forms of infrastructure required to support future growth.

3.2.2 IDPs are an important part of the evidence base that supports Local Plans, with the purpose of demonstrating that the infrastructure requirements necessary to support the proposed levels of growth can be delivered. IDPs outline the costs of infrastructure delivery, highlighting potential sources of funding and challenges associated with securing these funds. IDPs are therefore an important tool for local planning authorities when negotiating developer contributions through section 106 agreements, developing evidence of need for charging under the Community Infrastructure Levy (CIL) and when applying for other sources of grant funding. Paragraph 35 of the NPPF outlines that local plans should set the contributions expected from development to deliver infrastructure, however such policies should not undermine the delivery of the plan. Local plans should also seek to provide infrastructure which widens transport choices, delivers advanced, high quality and reliable communications infrastructure, and supports infrastructure associated with renewable and low carbon energy.

3.2.3 Paragraph 58 of the NPPF places the emphasis on demonstrating development viability at the plan-making stage which seeks to avoid the extent to which viability is challenged by developers on individual planning applications. This means that an early understanding of infrastructure requirements (and their impact on viability) has become an increasingly important part of the plan-making process.

Planning Practice Guidance

3.2.4 The Planning Practice Guidance (PPG) on Plan-Making (paragraph 059, reference 61-059-20190315) explains the role and function of a Local Plan in delivering infrastructure, stating that the Local Plan should identify what infrastructure is required and how it can be funded and delivered.

3.2.5 PPG advises that discussion with infrastructure and service providers should be undertaken collaboratively at an early stage in the plan making process in order to identify infrastructure deficits and requirements, and opportunities for addressing them. It is expected that local planning authorities should undertake assessments of the quality and capacity of infrastructure, and its ability to meet forecast demands. Local Plan policies should then set out how identified deficiencies will be addressed and take account of strategic infrastructure, including (where relevant) nationally significant infrastructure, within these areas.

3.2.6 The PPG also states that local authorities should ensure that the combined total impact of requests for developer contributions towards infrastructure, and development plan policies more generally, should not threaten the deliverability of the plan.

3.3 Sub-Regional Context

3.3.1 Southend-on-Sea is a unitary authority located in the county of Essex, and has multiple strategic connections with other authority areas. The NPPF sets out the duty for local authorities to co-operate, recognising the crucial need for co-ordinated growth and infrastructure delivery. This means that a range of organisations at a sub-regional level have a role in infrastructure planning and delivery.

South Essex

3.3.2 The councils of Basildon, Brentwood, Castle Point, Rochford, Southend on Sea, Thurrock and Essex County Council form the strategic partnership known as South Essex Councils (SEC). The SEC aims to provide leadership for South Essex and deliver a vision for the region up to 2050.

Essex and Southend Local Waste Plan

3.3.3 The Essex and Southend Waste Local Plan is a jointly prepared waste plan between Southend and Essex County Council covering the Essex County Council and Southend-on-Sea City Council administrative areas and was adopted in October 2017. The document sets out the vision, objectives and spatial strategy for dealing with waste in the Plan area up to 2032. Locations for the provision of waste management sites are set out as well as the key development management policies that waste planning applications will be assessed against.

NHS Healthcare

3.3.4 The Mid and South Essex Integrated Care System (ICS) supports the health and wellbeing of borough, district and city councils of Basildon, Braintree, Brentwood, Castle Point, Chelmsford, Maldon, Rochford, Southend-on-Sea, and Thurrock.

3.4 Local Policy Context

3.4.1 Southend-on-Sea City Council is a unitary authority and its responsibilities include:

- Education and early years
- transport
- planning
- fire and public safety
- social care
- libraries
- waste management
- trading standards
- rubbish collection
- recycling
- Council Tax collections
- housing
- planning applications
- open spaces

3.4.2 The City area's Statutory Development Plan consists of the Southend-on-Sea Core Strategy, Development Management Document, Southend Central Area Action Plan, and London Southend Airport Joint Area Action Plan. There are no neighbourhood plans currently adopted or emerging in the City area. There are no designated neighbourhood areas.

3.5 Statutory Development Plan Documents

Southend-on-Sea Core Strategy and saved policies

3.5.1 The Southend-on-Sea Core Strategy was adopted in December 2007. The Core Strategy contains the Council's vision for Southend and provides the strategic policy framework and growth targets to guide and promote all development in the City area to 2021.

Development Management Document

3.5.2 The Development Management Document was adopted in July 2015 and contains detailed policies for the management of development in the City area.

Southend Central Area Action Plan

3.5.3 The Southend Central Area Action Plan (SCAAP) was adopted in February 2018 and covers Southend Town Centre, Central Seafront and adjacent residential areas. The document contains the policy framework, site allocations and proposals aimed at strengthening the role of Southend Town Centre and Central Seafront area as a successful place to live, work and visit. It also sets out the policy framework and proposals for adjacent residential areas. It is accompanied by an up-to-date Policies Map.

London Southend Airport Joint Area Action Plan

3.5.4 The London Southend Airport Joint Area Action Plan (JAAP) was produced by Rochford District Council and Southend City Council (SCC) and adopted in December 2014 and covers the Southend Airport and its environs. The document contains a policy framework, site allocations and proposals to deliver economic development and growth in and around London Southend Airport, including two business parks, in accordance with the vision and objectives in the Core Strategy and taking account of the broader objectives of the Thames Gateway south Essex regeneration area.

3.6 Supplementary Planning Documents (SPDs)

3.6.1 Southend-on-Sea City Council has produced the following Supplementary Planning Documents (SPD):

- Design and Townscape Guide SPD (2009) provides guidance on design related issues for all development in Southend.
- Planning Obligations SPD (2015) sets out the Council's approach towards Section 106 agreements and developer contributions.
- Streetscape Manual SPD (2015) provides guidance for the design and management of the City area's streets, including street furniture and surfacing.
- Electric Vehicles SPD (2021) provides guidance on planning for and delivering electric vehicle charging infrastructure in new developments.

3.6.2 The Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) SPD was created in partnership with 12 LPAs and adopted by SCC in 2020. The SPD applies to new residential dwellings to be built in the Zone of Influence (ZoI) of the Essex coast Habitats sites, intended to mitigate the 'in combination' effect of recreational pressure created by new residents. Note that major developments (defined as sites of 10 or more dwellings) within the Essex Coast RAMS ZoI should provide (or contribute to) mitigation in the form of accessible

natural greenspace and circular walks, on or offsite, if they are deemed to have an impact on international designated sites by themselves. This mitigation will be further informed by the review of the RAMS and the SPD which is expected to be completed by late 2025.

Other documents

3.6.3 A Community Infrastructure Levy (CIL) Charging Schedule was adopted in 2015, and the Council started charging CIL in July 2015. The Council produces an annual Infrastructure Funding Statement (IFS) to report how developer contributions have been collected and used in the area.

3.7 Emerging Planning Policy

New Southend on Sea City Local Plan

3.7.1 The new Southend on Sea City Local Plan is currently being prepared by Southend-on-Sea City Council. The first round of Regulation 18 Consultation consisted of an Issues and Options consultation held in 2019. A second round of Regulation 18 Consultation, 'Refining the Plan Options', was carried out between August and October 2021, and sought views on the proposed aims, objectives, spatial strategy and neighbourhoods. A further round of Regulation 18 consultation on the Preferred Approach for the new Local Plan is proposed to take place in 2025.

3.7.2 The new Local Plan will include a strategic growth strategy for the area, including strategic site allocations for new development, and detailed development management policies which will guide the determination of planning applications in the area.

3.7.3 Once adopted the new Local Plan will replace the Core Strategy, Development Management Document, Southend Central Area Action Plan (SCAAP) and some of the strategic policies.

3.7.4 The Community Infrastructure Levy Charging Schedule will be reviewed separately, having regard to the new Local Plan and its associated infrastructure requirements.

The draft Local Plan growth strategy

3.7.5 The Council is preparing draft growth options for consideration within the emerging draft Local Plan. The scenarios are cumulative and present proposed additional dwellings to be delivered between 2023-2040 within neighbourhood areas across Southend on Sea.

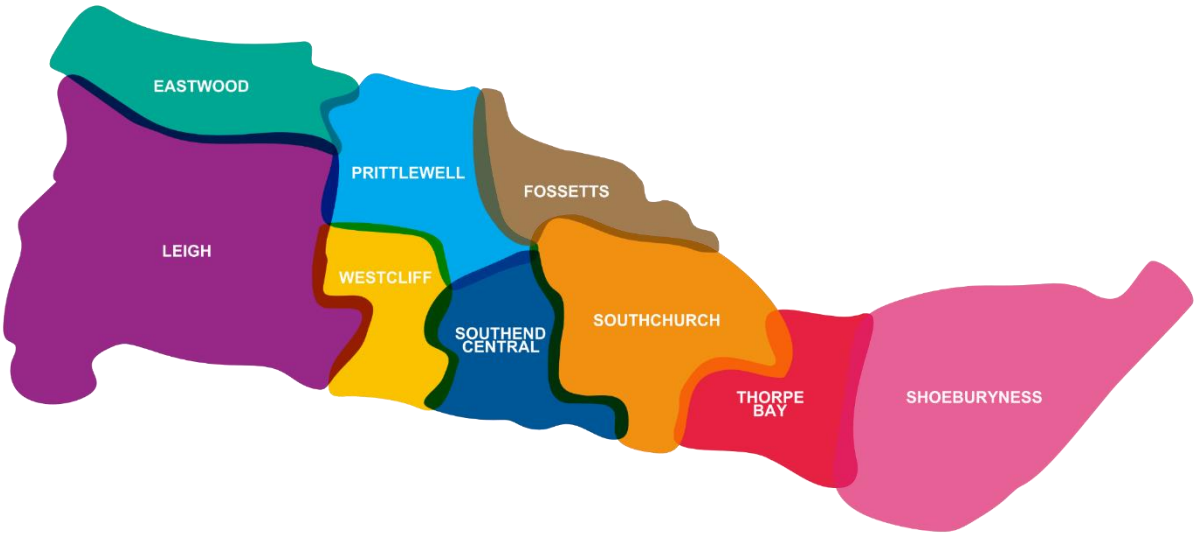
3.7.6 This IDP has assessed these draft growth options to determine the implications of potential growth on infrastructure by neighbourhood area up to 2040. Following the Regulation 18 consultation on the Local Plan, a further version of the IDP will consider in more detail the site-specific infrastructure requirements for growth within each neighbourhood.

3.7.7 The Growth Scenarios presented below comprise sites promoted for development by landowners and/or developers through the draft Local Plan. No decisions have been made at this time on whether the promoted sites will be allocated for development in the final version of the Local Plan.

Table 3.7.1: The Draft Local Plan Growth Scenarios

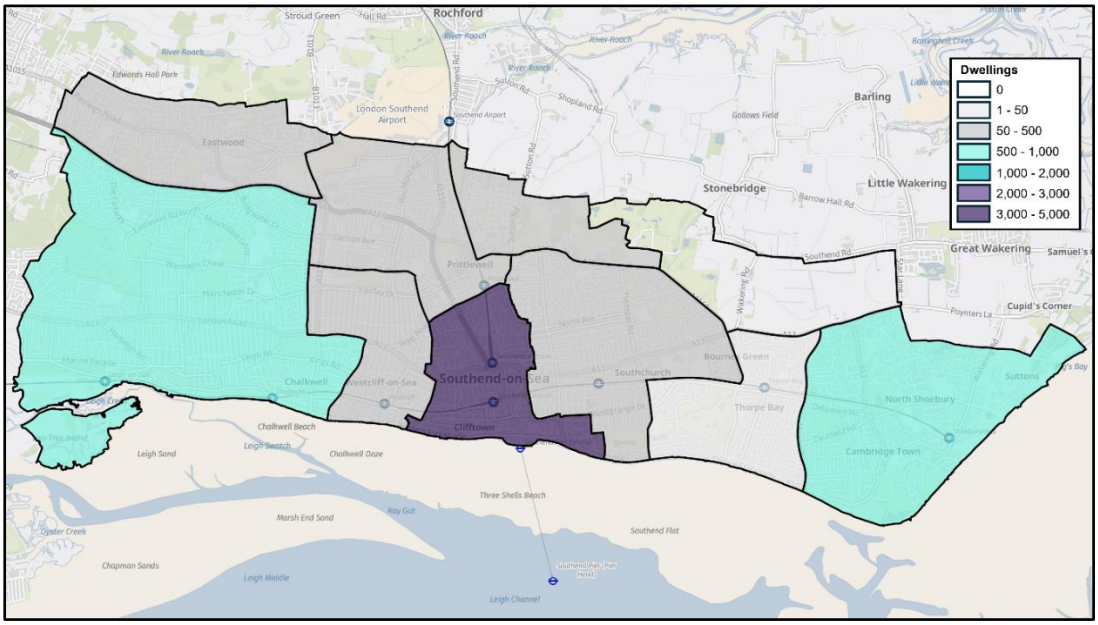
Growth within Southend City existing Neighbourhood areas				Total Dwellings
Development Scenarios	Baseline Permissions + Windfall[1]	Potential Allocations	Potential Opportunity Sites	
Scenario 1	6,400			6,400
Scenario 2	6,400	1,900		8,300
Scenario 3	6,400	1,900	1,200	9,000 – 10,000

Southend on Sea Neighbourhood Areas



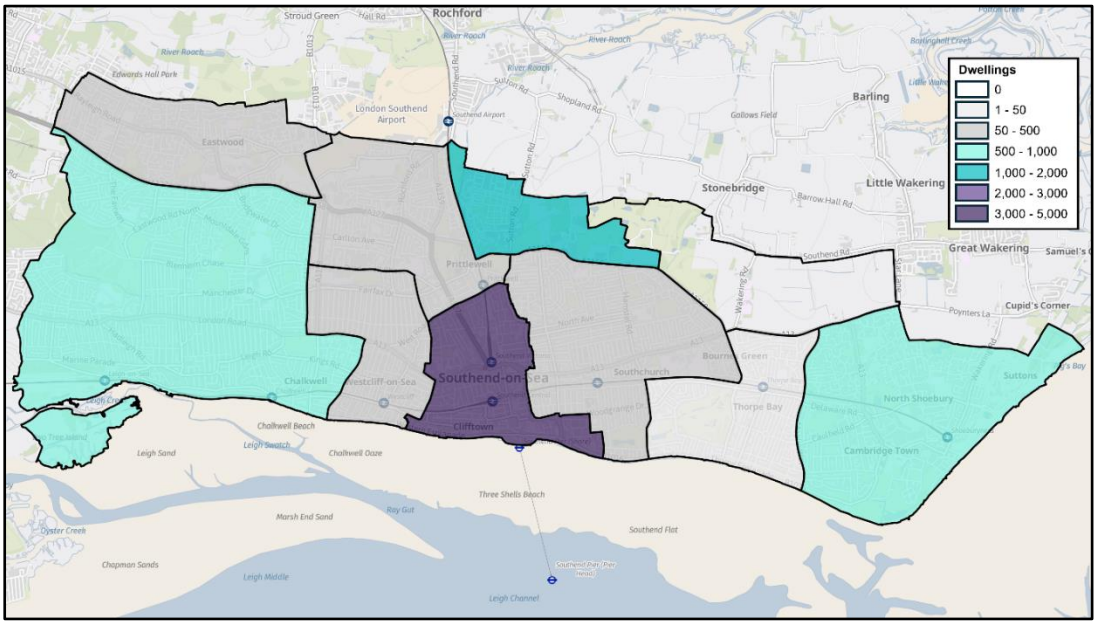
[1] Windfall is a prediction of the number of dwellings that are likely to come forward during the plan period. They are not specially identified from the outset of the Local Plan and normally comprise previously developed land that has unexpectedly become available. The amount of windfall development attributed to each neighbourhood is based on past trends.

Figure 2.7.1 Scenario 1: Baseline (Windfall + Permissions)



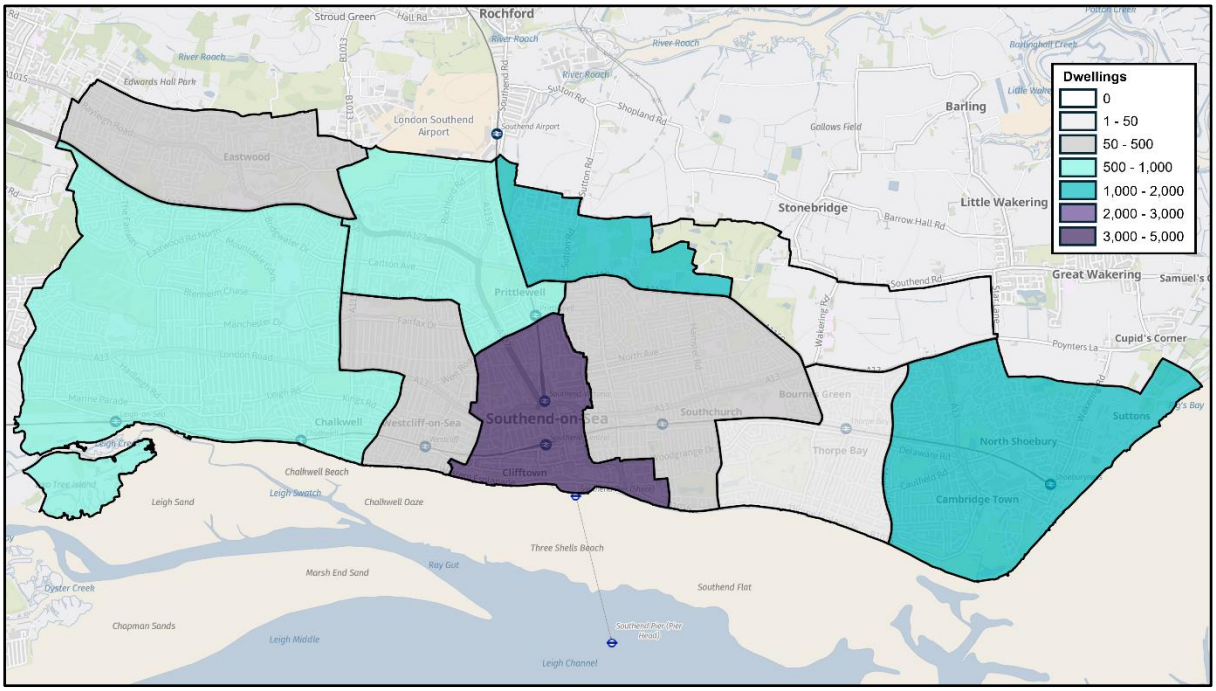
3.7.8 Growth Scenario 1 includes any windfall development expected during the plan period, and any sites with existing planning permission in the area. This Scenario would result in approximately 6,400 new dwellings being developed within the City area between 2023-2040, with the highest levels of growth being located within Southend Central and moderate levels of growth in Shoeburyness and Leigh.

Figure 2.7.2 Scenario 2: PLUS Allocations (Windfall + Permissions + Allocations)



3.7.9 Growth Scenario 2 includes any windfall development expected during the plan period, any sites with existing planning permission in the area, and sites which are being considered as potential development allocations within the emerging draft Local Plan. The Scenario would result in a total of around 8,300 new dwellings being developed within Southend between 2023-2040, with a significantly higher level of growth at Fossetts and Southend Central.

Figure 2.7.3 Scenario 3: PLUS Opportunity Sites (Windfall + Permissions + Allocations + Opportunity Sites)



3.7.10 Growth Scenario 3 includes any windfall development expected during the plan period, any sites with existing planning permission in the area, sites which are being considered as potential development allocations, and 'opportunity sites' which are also being considered for potential development within the emerging draft Local Plan. This Scenario would result approximately 9,000 – 10,000 new dwellings being developed within Southend between 2023-2040, with higher levels of growth in Southend Central, Shoeburyness, and Prittlewell when compared to Growth Scenario 2.

4 Transport

4.1 Context

4.1.1 Transport in Southend is impacted by the geography of the city. Situated on a peninsula the city is only accessible on land from the west, with the Thames Estuary to the south and the east. Southend is well connected primarily by the A127 and A13, linking beyond to the A130, M11, M25 and London, and the two railway lines to London (Fenchurch Street and Liverpool Street). Southend Airport has been expanding rapidly with over 2 million passengers in 2019 and is projected to return to this passenger level in the next few years. The airport is capable under existing permitted movements to achieve 6 – 8 million passenger per annum depending on aircraft sizes, but this would require new planning permissions for supporting buildings/ expansion.

4.1.2 Southend-on-Sea forms part of the South Essex strategic corridor as part of the Transport East Transport Strategy. The extent of traffic congestion within this corridor and use of private vehicles is recognised within the strategy, as well as poor north / south connectivity for travel to work. Investment priorities across bus, rail, road and active travel are proposed to support economic and population growth and decarbonisation.

4.1.3 The Local Transport Plan (LTP) 3 Strategy Document 2011-2026 was revised in 2015 and provides a medium to long-term vision for transport within the City. The LTP is accompanied by an Implementation Plan. The LTP 3 Implementation Plan 2015/16 – 2020/21 was extended by the Council to also cover the period 2022/23. A fourth LTP (LTP4) is currently being prepared. This will outline future transport infrastructure priorities, schemes and plans until 2040 such as rapid transit, mobility hubs, and improving station interchange facilities.

4.1.4 The Southend Central Area Action Plan (SCAAP) contains objectives related to the improvement and provision of various modes of transportation within the central area of Southend.

4.1.5 A City Centre Strategy and Investment Plan endorsed by the Council in September 2022 aims to explore approaches to joining up public transport and active travel through an 'anchor project' to create a Liveable City Centre.

4.1.6 An Electric Vehicle Infrastructure for New Development Supplementary Planning Document was adopted by the Council in November 2021 and sets out the requirements for EV charging infrastructure in new development for the City area until 2030. The strategy outlines the approach to providing publicly accessible charging infrastructure across the City area, with the ambition that all residents, visitors and businesses in Southend have easy access to reliable and inclusive EV infrastructure.

4.2 Highways

Existing infrastructure provision

4.2.1 Southend-on-Sea City Council holds a significant amount of data on its main highways' assets and Table 4.2.1 below shows the quantities of highways network assets in the City area.

Table 4.2.1: Southend-on-Sea highways network assets 2021/2022

Asset class	Asset	Length (km) / Quantity (units)
Asset	Carriageway Length	494km
	Footway Length	874km
	Cycle Track Length	59km
Signage	Illuminated signs	1776
	Illuminated bollards	1057
	Non-illuminated signs	11074
	Non-illuminated bollards	9830
Structures	Bridges	109
	Subways and underpasses	14
	Retaining walls	22
	Large Culverts	15
Other highways infrastructure assets	Gullies	23,334
	Variable message signs	14
	Vehicle activated warning signs	44
	Pedestrian guardrail length	18.8km
	Disabled parking bays	456
	Traffic signal junctions	111
	Controlled pedestrian crossings	482

Source: Highways Asset Management Report 2021/22

A127 Southend Arterial Road

4.2.2 The A127 is entirely dual carriageway. The Route Hierarchy categorises the A127 and A1159 as Strategic Primary roads. Annual average daily traffic flows exceed 20,000 vehicles, and Essex County Council (ECC) note that more than 80,000 vehicles use some sections of the road per day.

4.2.3 The A127 was one of the first roads built in the country specifically for cars. The South Essex Strategic Infrastructure Position Statement 2019 notes that the road is ageing, congested, unreliable and nearing the end of its operational life.

4.2.4 The A127 Engagement Group, formed of key stakeholders, was established to develop a long-term vision for the A127 corridor. A key task of the Group is the re-trunking of the A127 to bring the road under the Strategic Road Network (SRN). The road was de-trunked in 1997, bringing the road under the management of the local highways' authorities (Southend and Essex County Council). The Group argue that re-trunking the road would bring it under the management of Highways England which could potentially unlock the scale of funding required to deliver proposed improvement schemes. However, there are no proposals to re-trunk the A127 within Southend.

A13

4.2.5 The A13 within Southend is a single lane road that forms the primary passenger transport route through Southend. It has shops along much of its length, on-street parking and many junctions through to Saddlers Farm. It connects Southend to the M25 and to other parts of South Essex directly. The A13 has received upgrades outside of the City - such as a widening scheme implemented from the M25 to the A1014 interchange along with associated works.

However, within Southend-on-Sea, it is recognised that improvements such as widening are difficult and potentially highly expensive.

Transport and regeneration

4.2.6 Better Queensway is a regeneration project which aims to transform the town centre with new and improved transport layouts, residential accommodation, commercial premises and community space. Plans include the creation of new cycle lanes, through 1,400 metres of new cycle paths along Queensway and Southchurch Road.

Current infrastructure needs in the area

4.2.7 The South Essex Infrastructure Position Statement Baseline Study (2019) notes that much of the strategic highways network experiences high levels of congestion, including the A13 and A127, and parts of the network are considered to be operating near or at its design capacity. Therefore, any significant plans for growth across the South Essex area will require additional strategic transport infrastructure interventions.

4.2.8 The Footways and Carriageway schemes for 2024/2025 are progressing with plans to deliver the allocated budget by the end of the financial year. By the year end it is expected that approximately 44 road improvements will have been completed. The full list of works for the 2024/2025 period and future years are available at https://www.southend.gov.uk/roads-pavements/highways-investment-programme-April-2021-March-2022.

4.3 Parking

Existing infrastructure provision

4.3.1 Southend-on-Sea City Council produced the Parking Strategy 2022-2032 (September 2022). The Draft Parking Implementation Plan for the Parking Strategy is anticipated to be published Q4 of 2022. The Strategy at present does not contain information on planned parking infrastructure provision such as sites and broad areas for provision.

4.3.2 On-street parking bays are reserved for use by certain users. There are approximately 6,686 of such on-street parking bays and 1,147 unrestricted bays within the City area. The current types of bays are specified in Table 4.3.1. There are 6 car parks in the City area offering charging points and one on-street.

Table 4.3.1: Parking bay types in Southend-on-Sea

Bay Type	Count
Business Permit	117
Electric Charging	5
Disabled Badge Holders Parking	215
Limited Waiting	1880
Loading Place	165
Motorcycle Parking	21
Pay and Display/Pay-by-Phone Parking	2098
Residents Parking Permit	1936
Restricted Parking Zone	66
Taxi Rank	188
Unrestricted Bays	1147

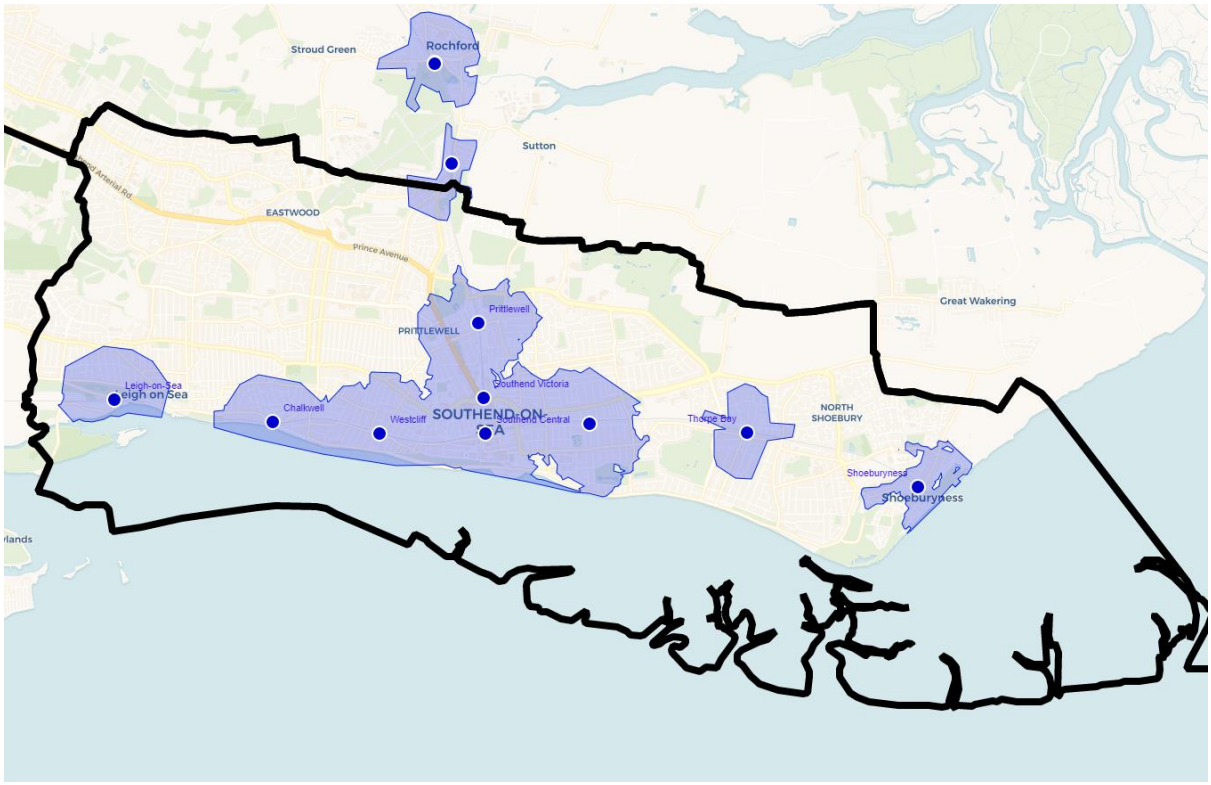
Source: Annual Parking Report 2021-2022

4.4 Rail

Existing infrastructure provision

4.4.1 There are two railway lines in the City area – the W6 gauge London Liverpool Street to Southend line (Greater Anglia) and the W8 gauge Essex Thames or London Tilbury and Southend line (C2C). On evenings and at weekends the London Tilbury and Southend line trains operate out of Fenchurch Street and Liverpool Street stations. There are a total of nine stations across the City area whist the London Southend Airport station is situated just outside its northern administrative boundary. Walkability to train stations is good for large parts of the City centre due to the dispersed location of the stations, however, rail is much less accessible for residents to the north and especially northwestern areas of the City area (see Figure 4.4.1).

Figure 4.4.1: Location of train stations and walkability polygons of train stations in Southend-on-Sea



Source: https://troyplanning.com/maps/seon/walking/#11/51.5844/0.8148

4.4.2 Table 4.4.1 demonstrates that Southend Central station on the Essex Thameside line is the most used station by a significant margin. Passenger numbers fell significantly during the COVID-19 pandemic and post pandemic period, however passenger numbers are now much closer to the pre-pandemic levels.

Table 4.4.1: Estimates of station usage

Station Name	Entries and Exits (2023-24)	Entries and Exits (2021-22)	Entries and Exits (2020-21)	Entries and Exits (2019-20)
Southend Central	2,043,970	1,782,048	905,548	2,781,818
Southend Victoria	1,263,120	1,101,256	559,604	1,719,086
Southend East	1,159,712	1,011,102	513,790	1,578,350
Leigh-On-Sea	1,634,712	1,247,590	479,582	2,315,160
Chalkwell	1,224,874	966,158	425,496	1,832,344
Shoeburyness	504,226	442,792	250,894	700,164
Prittlewell	328,594	228,116	97,456	227,204
Thorpe Bay	629,600	*466,516*	*199,812*	888,254

Source: Estimates of station usage | ORR Data Portal

London Liverpool Street to Southend

4.4.3 The London Liverpool Street to Southend line is part of the Great Eastern Main Line (GEML) in Essex. The line is part of the Network Rail Anglia route.

4.4.4 The London Liverpool Street-Southend line serves two stations in the City, Prittlewell and Southend Victoria. The line also serves London Southend Airport, with the station situated just outside of the City.

4.4.5 The London Liverpool Street -Southend line is owned by Network Rail and currently operated by Greater Anglia. It is scheduled to be brought under public ownership (nationalised) in autumn 2025. Rail services across the GEML are very busy with some services requiring people to stand. The Great Eastern Mainline Study (2019) assessed the long-term capacity need of the GEML in consideration of the expected growth in passenger demand over the next 25 years. Over the next 25 years it is estimated that growth in rail demand towards London Liverpool Street will increase by between 40% and 60% (note these are pre pandemic figures). It notes that without changes to timetable, stopping patterns and service uplifts, there is likely to be train capacity issues on services to London. Essex Thameside / London Tilbury and Southend Line. Access is also provided to London, and onwards to Heathrow Airport, via the Elizabeth Line which operates from Shenfield.

4.4.6 The Essex Thameside, or London Tilbury and Southend Line, runs from West to East across the City. The line is part of the Network Rail Anglia route. There are 7 stations on the Essex Thameside line within Southend, namely :

- Leigh-on-Sea*
- Chalkwell
- Westcliff on Sea
- Southend Central*
- Southend East
- Thorpe Bay
- Shoeburyness

*Stations with infrastructure to turn trains

4.4.7 The Essex Thameside route runs from London Fenchurch Street to Shoeburyness with a loop line between Barking and Pitsea via Tilbury formed of two tracks with a single line section on the Ockendon line between Upminster and Grays. These lines carry a mixture of commuter

and leisure traffic along with substantial freight movements to and from the ports at Tilbury and London Gateway.

4.4.8 All passenger services on the Essex Thameside line are currently operated by Trenitalia c2c Limited. It is scheduled to be brought under public ownership (nationalised) in summer 2025. c2c operate two services on this line, the Southend Central via Ockendon and Tilbury service departs from London Fenchurch Street station and terminates at Southend Central at an off-peak frequency of 2 trains per hour, and the Shoeburyness via Southend and Basildon service departs from London Fenchurch Street and terminates at Shoeburyness at an off-peak frequency of 4 trains per hour. Peak hour commuter traffic dominates the line.

4.4.9 The Essex Thameside Study (2020)[2] notes that passenger numbers have been increasing on the Essex Thameside corridor over the last decade. The study found that between 2011 and 2018, total daily numbers of passengers arriving at London Fenchurch Street in the three-hour morning peak (07:00-09:59) increased by almost 7%, suggesting an increase in the number of commuters from Essex to central London jobs.

4.4.10 The Essex Thameside Study assessed the impact of expected passenger demand over the next 30 years on rail services. It found that with no capacity interventions other than the planned introduction of 10-car trains in 2021, average levels of crowding are set to increase at the London end of the corridor. Passengers are expected to be standing from as far as Chafford Hundred and Basildon by 2035, with crowding density gradually increasing. At the critical load point, existing crowding will become more severe. New signalling is considered as one approach to improving capacity on the Essex Thameside corridor.

Southend Pier Railway

4.4.11 A narrow-gauge railway runs for 1.25 miles along the 1.34 miles length of Southend Pier providing public passenger transport from the shore to the Pier Head. The current electric trains went into service in 2021 following a £3.5 million investment into the pier and tourism.

4.4.12 Trains operate between Shore station and Pier Head station with no intermediate stops, running on a half hourly single train service normally, and a two-train, 15-minute interval service at peak times. It only operates on days the pier is open.

Current infrastructure needs in the area

4.4.13 Southend East and Chalkwell have been successful in securing Department for Transport Access for All funding to further improve the number of accessible journey opportunities across the corridor.

4.4.14 C2c rail plan to fully replace six Class 387 trains currently in operation on the Essex Thameside trains with 12 Class 720.

4.5 Buses

Existing infrastructure provision

4.5.1 Buses are commercially operated in Southend, with some subsidies from Essex County Council for contracted services to support unviable routes. Buses are currently operated by Arriva,

[2] https://www.networkrail.co.uk/wp-content/uploads/2021/02/Essex-Thameside-Study.pdf

First South Essex, Stephenson's and Ensign Bus, with Arriva and First operating in excess of 90% of the route miles.

4.5.2 A Bus Service Improvement Plan (BSIP) 2022-2027 by Southend-on-Sea City Council aims to make bus travel the priority travel choice for everyone in Southend. Funding has yet to be received by the Department for Transport (DfT) for the service improvements. Southend-on-Sea City Council have identified across four key corridors for bus routes based on their levels of services in terms of buses and passengers. Works are to be prioritised within these corridors in the following order:

- Southend Town Centre to Hadleigh;
- Southend Town Centre to Eastwood;
- Southend Town Centre to Shoeburyness Town Centre, and;
- Southend Town Centre to Southend Airport.

Table 4.5.1: Bus services in Southend

Service	Operator	From	To
1	Arriva	Rayleigh	Southend
2	Arriva	Southend	Shoeburyness
4A	Arriva	Southend	Shoeburyness via Great Wakering
6	Arriva	Southend	Temple Sutton
7	Arriva	Rayleigh	Shoeburyness
8	Arriva	Rayleigh	Shoeburyness then Great Wakering
9	Arriva	Rayleigh	Shoeburyness
29	Arriva	Southend	Belfairs
Z3	First South Essex	Southend	Tilbury
20	First South Essex	Southend	Hullbridge
21	First South Essex	Southend	Canvey
22/28	First South Essex	Southend	Basildon and Canvey
25	First South Essex	Southend	Basildon
27/27A	First South Essex	Southend	Canvey
X10/X30	First South Essex	Southend	Basildon, Chelmsford, Stansted Airport
14	Stephensons	Southend	Shoeburyness
17	Stephensons	Southend	Leigh-on-Sea
24/24A	Stephensons	Southend	Southchurch
60	Stephensons	Southend	Paglesham
61	Stephensons	Southend	Southend (via Fossetts Way) circular route
68	Ensign Bus	Southend Pier circular	Via Chalkwell and Leigh-on-Sea (summer only)

Source: Bus Service Improvement Plan 2022-2027

Current infrastructure needs in the area

4.5.3 The Transport East Transport Strategy (2023) presents the regions transport related priorities, which for Southend includes aims to reduce congestion and improve passenger transport connections. The Strategy will be used to identify projects and support their delivery through an emerging investment programme and strategic framework.

4.5.4 Southend City Council's BSIP sets out a plan for improving buses in collaboration with bus operators, in order to make buses more attractive as a mode of transport. The table below identifies some of the key project proposals outlined in the BSIP. Some of these projects remain undelivered and/or unfunded, therefore at this time all projects have been included within the IDP Infrastructure Schedule.

Table 4.5.2: Proposed projects and initiatives adapted from the Bus Service Improvement Plan 2022-2037

Project / initiative	Estimated cost (per unit)	Total number of units	Total cost	Anticipated outcomes
Improving our key corridors				
Bus priority signaling	£20,000 per junction	13	£260,000	Improved reliability and improved punctuality
Bus stop maintenance and upgrades	£25,000 per stop	100	£2,500,000	Improved passenger experience and public perception of buses.
Mobility Hubs (located at Southend Town Centre, Southend Airport, Thorpe Bay Rail Station, Shoeburyness Town Centre, Leigh-on-Sea, Southend Hospital)	£650,000 per hub	5	£3,250,000	Improved customer satisfaction and ease of interchange
Mini Hubs	£425,000 per hub	2	£850,000	
Major Corridor Projects – Feasibility and Major Scheme Business Case	All corridors (x4): Range from £500,000 to £750,000		£2,000,000	Costed, deliverable schemes that will achieve the objectives of this BSIP
Major Corridor Projects – Delivery	Southend Town Centre to Hadleigh: £5,000,000		£21,000,000	Faster bus journeys More reliable bus journeys More people using buses
	Southend Town Centre to Shoeburyness: £6,000,000			
	Southend Town Centre to Southend Airport: £4,000,000			
	Southend Town Centre to Eastwood: £6,000,000			
Improving services				

Project / initiative	Estimated cost (per unit)	Total number of units	Total cost	Anticipated outcomes
Maintaining service frequencies on key corridors of every 10 minutes weekday 0700 to 1900	£70,000	19 Peak Vehicle Requirement (PVR)	£6,650,000	More people on local bus services Significant growth in off-peak bus use
Maintaining service frequencies on key corridors of every 20 minutes, weekdays 1900 to 2200, all day Saturday and every 30 minutes on Sunday	A mixture of additional vehicles (estimated to be 6 Peak Vehicle Requirement (PVR)), plus extended operational times of existing vehicles and staff		£8,009,000	
Maintaining service frequencies on other corridors of every 30 minutes, all day weekdays, all day Saturday and Sunday	A mixture of additional vehicles (estimated to be 13 Peak Vehicle Requirement (PVR)), plus extended operational times of existing vehicles and staff		£9,100,000	
Improving cross-town connectivity				
New service: Leigh-on-Sea to Southend Airport	£152,000 per PVR	2 Peak Vehicle Requirement (PVR)	£1,525,000	More people on local bus services
New service: Chalkwell to Southend Airport	£107,500 per PVR	2 Peak Vehicle Requirement (PVR)	£1,075,000	Significant growth in off-peak bus use
New services: Shoeburyness and Thorpe Bay to Southend Airport	£113,750 per PVR	4 Peak Vehicle Requirement (PVR)	£2,275,000	
Mobility Hub - Town Centre	£1,000,000 per hub	1	£1,000,000	Improved customer satisfaction and ease of interchange
Improving tickets and fares				
Upgrade of Octopus ticket to contactless and mobile payment, and acceptance on local rail services	£250,000			Increased number of people using existing bus services
£1.50 flat fare trial during summer weekends	£1,600,000			Increased number of people using existing bus services
Marketing and promotion of buses				
Develop and deliver a 'Get back on the bus' marketing campaign	£100,000 per campaign	1	£100,000	Market and promote services

Project / initiative	Estimated cost (per unit)	Total number of units	Total cost	Anticipated outcomes
				holistically More people on local buses
Develop and deliver a joint marketing and comms plan	£350,000 per plan		£350,000	Market and promote services holistically More people on local buses Increased awareness of local bus services
Establish a brand logo and network identity	£10,000 per brand identity		£10,000	Market and promote services holistically
Link to operator website on a shared online portal	£5,000 per annum in officer time and hosting fees	5 years	£25,000	Market and promote services holistically
Improving existing buses				
Retrofitting existing buses with audio-visual announcements	£8,000 per vehicle	100	£800,000	Increased use of local buses by vulnerable groups
Retrofitting existing buses to Euro VI emissions standards	£23,000 per vehicle per annum	26	£3,000,000	Lower NOx and PM emissions from buses
Other initiatives				
Maintaining roadside information	£10,000 per annum	5 years	£300,000	Delivery of programme of works
Maintaining Mobility Hubs	£75,000 per annum	5 years	£375,000	
Council staff and resourcing	£500,000 per annum	5 years	£2,500,000	

Source: Bus Service Improvement Plan 2022-2027

4.6 Active Travel

Existing infrastructure provision

Cycling

4.6.1 The National Cycle Network Route 16 is currently in two sections. The first and larger section connects other Routes (Routes 1 and 13) in Essex. The route is currently incomplete, with the

'second section' running along the seafront of the City to Shoeburyness. The objective is to connect Shoeburyness to Basildon along this route once complete.

4.6.2 The Prittlebrook Greenway runs west to east for six miles from Belfairs Woods to Priory Park.

4.6.3 Potential cycle schemes are noted in the LTP3 Implementation Plan, which include:

- The Network links on A127/A1159/B1013 corridor related to JAAP area looking at a continuous route from City area boundary to Bournes Green/Shoeburyness.
- Routes around the JAAP and important links to Rochford.
- One way streets and 20mph zones, especially in the Town centre and linked to the SCAAP.
- North to South links including the Prittle Brook route, Hospital path, contra flows in one way streets, potential extension to Belfair's School.
- Cinder Path, link with Thames Estuary Path and Hadleigh Farm. Potential Velodrome
- Secure cycle parking at Railway Stations, Town Centre and links with the cycle hub concept.
- Comprehensive cycle route signage and counters, linking with Local Sustainable Transport Fund (LTSF) promotions.

4.6.4 In 2020 the Government launched the cycling and walking strategy for England. In response the Council bid for and was awarded capital funding as part of the Active Travel Fund to install sustainable lighting along the Prittlebook Greenway, install secure cycle parking and introduce further School Streets projects. Furthermore, following the completion of a City-wide holistic cycle audit, a short, medium and long-term programme of future works was developed and agreed by Cabinet in 2023[3]. This programme included the following which have been identified as projects proposed to receive CIL funding:

- Short term projects totalling £360,000 towards a seafront cycle track infrastructure improvement scheme, providing a range of improvements along the entire seafront track length between Chalkwell Avenue to Shoebury Common Road.
- Medium term projects totalling £149,000 to create 'quietway routes' between Leigh and Central Southend, Leigh and Southend Victoria, and Shoeburyness to Southend Victoria.
- Long term projects totalling £600,000 - £1,000,000 for the creation of an off-carriage cycle route between Blenheim Chase to Prittlewell Chase

4.6.5 As part of the Council's development of LTP4, a Local Cycling and Walking Infrastructure Plan (LCWIP) is being produced. This will build on the work undertaken since Southend was awarded Cycle Town status in 2008, by proposing a strategy to improve conditions for walking, wheeling, and cycling throughout the City. The LCWIP will support key active travel related goals within the emerging LTP4, by identifying a range of projects to improve rates of walking, wheeling, and cycling as a mode of transport. Following the completion of the LCWIP in 2025, future versions of the IDP will utilise its conclusions to identify future active travel related infrastructure projects required in the City area.

[3] For further details, see the Report of the Executive Director of Neighbourhoods and Environment and Interim Executive Director for Growth and Housing to Cabinet on 21st February 2023: https://democracy.southend.gov.uk/documents/s55302/Report%20of%20Exec%20Director%20Growth%20and%20Housing.pdf

Current infrastructure needs in the area

4.6.6 Planned green infrastructure projects such as the South Essex Estuary (SEE, further details below) Park system will improve Southend's active travel infrastructure through connections with green infrastructure across South Essex.

4.7 London Southend Airport

Existing infrastructure provision

4.7.1 The London Southend Airport, while predominantly located within neighbouring Rochford, is of strategic importance to the Southend economy and its situation has significant implications for complimentary transport infrastructure in the City area. The airport had 146,072 passengers in 2023, and passenger movements are expected to be significantly higher in 2024.

4.7.2 The principal signed route for highway access is via the A127. Southend Airport is located adjacent to the railway line between London Liverpool Street and Southend Victoria and the new railway station was opened in 2011 to improve access to the airport. It is served by 3 trains per hour to / from London. Connections to other services can be made at Shenfield or Stratford.

4.7.3 The London Southend Airport and Environs Joint Area Action Plan (also known as the JAAP) was formally adopted by Rochford District and Southend City Councils on 16 December 2014. The JAAP allocated land for new business parks, redevelopment of existing industrial estate at Aviation Way, and included a range of transport improvement projects which have now predominantly been completed.

Current infrastructure needs in the area

4.7.4 The LTP4 will provide further information on the current and future transport needs for the area, and will provide an up to date assessment of works needed to address explicit transportation capacity gaps and needs at this time. The LTP 4 will also consider how key transport challenges now and in the future should be addressed, including the sustainability of the highways network, climate change related flood risk for transport routes, and challenges identified in the JAAP, which include:

- A restrictive geography, reducing its connectivity to the wider Essex County.
- Severe congestion at peak times on distributor roads (A13 and A127).
- Mainly privatised bus network.
- Accommodating proposed growth in jobs and homes while safeguarding the existing transport system.

4.7.5 Permitted expansions and the limited capacity of the A127 may present a significant challenge for highways access at Southend Airport unless mitigated.

Lead agencies:

- Southend-on-Sea City Council
- Essex County Council
- Rochford District Council
- London Southend Airport
- Public transport operators
- Network Rail

- ForwardMotion / South Essex Active Travel
- Sustrans
- South Essex Councils (SEC)
- Essex Highways

Evidence base:

- Great Eastern Main Line Study, Network Rail, 2019
- Anglia Route Study, Network Rail, 2016
- South Essex Strategic Infrastructure Position Statement Stage A Report: Baseline Study, Arup, 2019
- Office of Rail and Road, Estimates of station usage 2021-2022 – https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage
- Southend Central Area Action Plan, Topic Paper 2: Strategic Highway Network, Southend-on-Sea City Council, 2017
- Southend Central Area Action Plan, Southend-on-Sea City Council, 2018
- London Southend Airport Joint Area Action Plan, Southend-on-Sea City Council, 2014
- Southend and Rochford walking map – https://troyplanning.com/maps/seon/walking/#11/51.5844/0.8148
- Zap-map.com
- Transport and Access, Refining the Plan Options, Southend-on-Sea City Council - https://localplan.southend.gov.uk/local-plan-refining-plan-options/part-2-spatial-strategy-including-key-topics/27-transport-and
- Parking Implementation Plan, Southend-on-Sea City Council, 2022
- Local Transport Plan 3 Strategy Document 2011 – 2026 (Revised January 2015), Southend-on-Sea City Council, 2015
- Local Transport Plan 3 Implementation Plan 2015/16 - 2020/21, Southend-on-Sea City Council, 2015
- Cycling Strategy, Southend-on-Sea City Council, 2008
- Transport Strategy 2023-2050, Transport East, 2023
- Annual Parking Report 2021-2022, Southend-on-Sea City Council, 2022
- Route 16, Sustrans – https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/route-16/
- Highways Asset Management Annual Report, Southend-on-Sea City Council, 2022
- Bus Service Improvement Plan (BSIP) 2022-2027, Southend-on-Sea City Council, 2021
- Parking Strategy 2022-2032, Southend-on-Sea City Council, 2022
- Budget Monitoring & Reporting 2022/23, Period 4 – July 2022 Capital Investment Programme Performance, Southend-on-Sea City Council, 2022

4.8 Infrastructure required to support growth options being considered within the draft Local Plan

4.8.1 The Local Plan Growth Scenarios will result in an increased use of the highways network, public transport services, and active travel routes throughout the City. Through the Local Plan evidence base, the Council is assessing the transport related impacts of the Growth Scenarios on existing transport infrastructure and considering what new or improved infrastructure will be required to mitigate any impacts and support the delivery of growth.

4.8.2 The Council has commissioned transport assessment to modal and assess the impacts and potential mitigation measures required to the highways network to support the delivery of growth being proposed through the emerging Local Plan. Once completed, the transport assessment will form part of the Local Plan evidence base. Details regarding the transport related infrastructure improvements required to mitigate the impacts of growth being proposed in the Local Plan will be included within future updates to the IDP.

4.8.3 The Transport Assessment is testing the following multi-modal area wide projects, highways improvements, bus service improvements, and cycling and walking related projects which are intended to mitigate the impacts of the growth scenarios being considered within the Local Plan. These projects are being included for consideration at this time, however further work is required that will inform future versions of the IDP. Note that the table below includes emerging projects from draft versions of the LTP4 and LCWIP which have not yet been finalised and are therefore subject to change.

Table 4.8.1: Transport projects tested to mitigate the impacts of Local Plan growth within the draft Transport Assessment

Scheme Type	Scheme Number	Mitigation Measure	Scheme origin [4]	Description
Multi-modal area wide measures	103	A13 corridor upgrade	Draft Transport Assessment	Smart traffic management to improve journey time reliability and cycling and bus facilities
	104	Victoria Avenue corridor upgrade	Draft Transport Assessment	Smart traffic management to improve journey time reliability and cycling and bus facilities. Review of measures to provide bus priority measures while retaining segregated walking and cycling routes. Done in conjunction with mitigation measure 301.
	105	5G new small cell mobile base stations	Draft Transport Assessment	Develop 5G capability in area to facilitate the evolution of highly connected and, ultimately, fully autonomous vehicles.
	106	Area Wide Travel Plans (AWTPs)	Draft LTP4	Stimulate travel behaviour change across a development area, reducing existing car trips. Included marketing of bus services
	107	Residential Parking	Draft Transport Assessment	Residential parking (potentially CPZs) in key centres and around key visitor attractions.
	108	High quality street design with excellent walking and cycling facilities in new developments	Draft LTP4 / LCWIP	Ensure developments and transport improvements follow the guidelines set out in the SCC Streetscape Manual. Should include attractive SuDS features, shaded places to rest, cycle parking and play areas.
	109	Lower car parking for suitable major housing allocations in highly sustainable locations	Draft Transport Assessment	Reduced parking provision in highly sustainable locations with excellent street design to ensure on street parking is constrained. Supported by high quality convenient bus services and excellent cycling facilities.

[4] Note that projects from draft emerging versions of the LTP4 and LCWIP are included, which have not yet been finalised and are therefore subject to change.

Scheme Type	Scheme Number	Mitigation Measure	Scheme origin [4]	Description
	110	Station travel plans	Draft Transport Assessment	Station access plans for all stations within Southend-on-Sea to encourage mode shift to sustainable modes for first and last mile connectivity.
Highway measures	201	Sutton Road / Eastern Avenue roundabout	Draft Transport Assessment	Signalisation and widening of approaches to roundabout including pedestrian / cycling crossing facilities
	206	Harp House roundabout	Southend City Council	Signalisation of all roundabout approaches including pedestrian / cycling crossing facilities as part of new cycle routes. Increased number of lanes at southern approach. Should be developed in conjunction with Warners Bridge connection mitigation (205)
	209	Fairfax Drive/Priory Crescent	Southend City Council	Separate right turn lane onto Fairfax Drive. Increase number of lanes from Victoria Ave
	210	A127 Southend Arterial Road Pinch Point/Bellhouse Rd	Southend City Council	Increased number of lanes by one in each direction. Retain cycleway alongside side of westbound carriageway. Review of signal staging. (Drawing shows extra lane in one direction, however, note to modelling team - additional lane to be included in both directions.)
	211	Fairfax Drive/Prittlewell Chase left turn only	Southend City Council	Introduction of second left hand turn only lane from Prittlewell Chase onto Fairfax Drive. Removal of right hand turn lane.
	212	Garon Park roundabout (A1159. Hamstel Rd Roundabout)	Draft Transport Assessment	Signalisation and widening of all approaches to roundabout including pedestrian / cycling crossing facilities
	214	Cuckoo Corner (A1159 / A127 junction)	Southend City Council	Capacity enhancements at the roundabout through extending

Scheme Type	Scheme Number	Mitigation Measure	Scheme origin [4]	Description
				Priory Crescent eastbound merge by an extra 300m.
Bus services	302	Review of bus priority UTC (urban traffic control) signals	BSIP	Review of bus priority signals on key bus corridors within Southend-on-Sea.
	303	Review of real time bus information	BSIP	Review of and improvements to real time bus information at stops on key bus corridors.
	305	Simplified ticketing on buses	BSIP	Single ticket covering all operators
	306	Travel Hubs	BSIP / Draft LTP4	(BSIP - City Centre, Thorpe Bay Rail Station, Shoeburyness High St/ Rail Station, City Centre, Leigh Rail Station, Southend Hosp, Airport) Mini-hubs - Chalkwell Rail Station, Eastwood)
	308	Park and bus/ shuttle to airport from Nested way development site	Draft LTP4	Park and bus/ shuttle to airport from Nestuda way development site.
	401	New service: Leigh-on-Sea to Southend Airport via Eastwood	BSIP / Draft LTP4	New bus service between Leigh-on-Sea to Southend Airport via Eastwood
	402	New service: Chalkwell to Southend Airport	BSIP / Draft LTP4	New bus service between Chalkwell to Southend Airport via Southend Hospital
	403	New service: Shoeburyness to Southend Airport	BSIP / Draft LTP4	New bus service between Shoeburyness and Southend Airport via Thorpe Bay and Southend-on-Sea city centre.
Active travel	502	LCWIP Eastern Protected Route (A13)	Draft LCWIP	Protected cycle route between Parsons Corner and Southend-on-Sea city centre along or parallel to A13.

Scheme Type	Scheme Number	Mitigation Measure	Scheme origin [4]	Description
	503	LCWIP Western Protected Route (A13)	Draft LCWIP	Protected cycle route between Leigh-on-Sea and Southend-on-Sea city centre along A13.
	504	LCWIP Northern Protected Route (A1159 / A127)	Draft LCWIP	Protected cycle route between Southend Airport and existing cycle infrastructure on A127 Victoria Avenue, via A1159.

4.8.4 Southend City Council is currently producing the LTP 4 and the Local Cycling and Walking Infrastructure Plan (LCWIP), which will be important documents for understanding current and future transport needs and to guide the areas future approach towards requiring and delivering transport related infrastructure improvements. Future versions of the IDP will therefore take into account the guidance and recommendations outlined within these Plans once they are completed.

4.8.5 Considering the potential needs for transport related infrastructure improvements, and based on the levels of growth proposed within the Local Plan scenarios, it is likely that some transport related infrastructure improvements will be required in the neighbourhood areas where the highest levels of growth are occurring. This would include Southend Central, Fossetts, and Shoeburyness for Scenarios 1-3.

4.8.6 The outcomes of the Local Plan Transport Assessment, LTP 4, and the LCWIP relating to these specific neighbourhood areas, will be particularly important for determining infrastructure needs required to support growth. Given the scale of growth across all scenarios, it is likely that improvements will be required to the capacity of the local highway network, public transport services and facilities, and active travel networks.

4.8.7 With regard to the strategic road network (SRN), and in advance of the completion of further information through the LTP 4, National Highways has suggested that given the location of the proposed growth throughout the City and the extent of growth within Scenarios 1-3, it is likely that much of the traffic generated would be contained within the City and the immediate surrounding areas. National Highways therefore advise that the growth proposed within Scenarios 1-3 would be unlikely to generate significant new trips which would affect the A13 (outside of the City) and the M25 strategic routes. This will however be reconsidered following the completion of Transport Assessment as part of the Local Plan evidence base.

5 Community Infrastructure

5.1 Context

5.1.1 Community Infrastructure comprises any facilities or services that address community, social and education needs. This includes libraries, community centres, museums and other educational attractions, allotments, and youth, family and other support services.

5.1.2 Community centres, libraries, and other community services together provide recreational and educational leisure-time activities, as well as acting as gateways to other social groups, activities, and support services. Providing leisure activities is only one function of community infrastructure, and provision of information about further support, services and guidance is just as valuable for the served community.

5.1.3 The 1964 Public Libraries and Museums Act makes provision of "comprehensive and efficient" library services a statutory duty for local authorities, as well as providing the legal framework that allows local authorities to establish and run museums and art galleries. Under the 1996 Education Act, local councils have a duty to "contribute towards the spiritual, moral, mental and physical development of the community". The Act also requires that local authorities provide access to "sufficient educational leisure-time activities… and sufficient recreational leisure-time activities… and sufficient facilities for such activities".

5.1.4 Successive legislation and policy from central government have noted that local authorities are best suited to determine what types of community infrastructure to provide and where, based on their local knowledge of their resident population, and that local provision of community services should take into account specific local needs as well as general trends. As a unitary authority, Southend-on-Sea City Council is responsible for arranging the provision and management of the community services set out in legislation, whether that be through council initiatives, or through contracted private suppliers.

5.1.5 Southend-on-Sea has a population with a diverse range of community needs. The population of the City is both growing and ageing in line with the rest of the Region – 19.1% of the City's residents were aged over 65 in 2021, and 28.2% were aged under 25. Deprivation levels are higher in Southend than the national and regional average; 54.4% of households within the City are deprived in at least one dimension according to the 2021 census, compared to 51.7% across England and Wales. This demographic profile shapes the types of community infrastructure needed by the area, as well as generating hurdles to be overcome in this sector.

5.1.6 Young people may require emotional or psychological support, education and careers guidance, as well as extra-curricular leisure activities. Older people may require day-time leisure activities in addition to physical and mental health support and fitness and wellbeing opportunities. Families may require guidance on raising children, including advice on education and careers, financial advice, and disability support services, as well as leisure activities to enrich their children's lives. These needs can be satisfied by community services and support in any number of ways.

5.1.7 In addition to the resident population, Southend is a major UK resort and visited by large volumes of tourists. Tourism visits take the form of both short-term stays and day trips, the latter being the most predominant, with over 7 million day trips per year. The City has a range of attractions which both generate and cater for these visitors mainly centred on the central

seafront area. The tourist attractions and museums additionally contribute to quality of life for the residents, providing cultural, social and educational services.

5.1.8 Improvements to the health, education, lifelong learning and wellbeing of all Southend communities through the enhancement of existing community services is a significant theme in the emerging Local Plan.

5.2 Existing infrastructure provision

5.2.1 Southend offers a good range of community facilities across the City, including libraries, community centres and halls, support centres for a variety of vulnerable groups, allotments, burial grounds, museums, and tourist/leisure facilities. These facilities cater for a range of activities and services which vary in levels of provision between facility and across the City area. A number of locations have benefitted from recent and regular upgrades and refurbishment; however, this is not consistent across the board.

5.2.2 Many facilities are shared between uses, limiting the availability of these services throughout the day and week. This includes community facilities used for multiple purposes, but there are also other premises such as school halls or churches that are only sometimes available for use as community facilities. Southend-on-Sea City Council has limited direct influence over the provision and running of these types of facilities, as their availability is at the discretion of their landlords, and thus these cannot be depended upon to reliably cater for the demand for community infrastructure in Southend in perpetuity.

5.2.3 If the definition of community facilities is expanded to include indoor sports centres and temporary facilities such as school halls and churches used for community activities, then 94.6% of the Southend population live within 800m of a community facility[5].

Community centres and small halls

5.2.4 Existing community centres and small halls in the City area are presented in Table 5.2.1.

Table 5.2.1: List of community centres and small halls in the Southend-on-Sea City area[6]

Community Halls	
Balmoral Community Centre	Belfairs Methodist Church Hall
Eastwood Community Centre	Blenheim Community Hall
St Mark's Community Centre	Highlands Methodist Church
Thorpedene Community Centre	St Peter's Church
Centre Place Community Centre	Westcliff National Spiritualist Church
Leigh Community Centre	St Peters Mazenod Hall
St. Edmunds Community Centre	Westcliff Free Church
St Davids Church Hall	Park View Suite
Salvation Army Hall	Avenue Baptist Church
Moose Hall	Earls Hall Baptist Church
Caedmon Hall	Westcliff United Reformed Church

[5] Southend Built Facilities Strategy and Action Plan, Knight Kavanagh Page, 2018

[6] Indoor and Built Facilities Needs Assessment, Knight Kavanagh Page, 2018

Eastwood Memorial Hall	Ambleside Social Club
St Stephens Church Hall	Christ Church Hall
Leigh-on-Sea Scout Hall	Sacred Heart Church Hall
St Saviours Church Hall Essex	St Augustine's Church Hall
Holy Trinity Church Hall	Belle Vue Baptist Church Hall
St Andrews Church Hall	Salvation Army Hall
Kensington Road Scout Hall	The Cornerstone URC
St Margaret's Church Hall	Salvation Army
St Mary's Guild Hall	St John Fisher RC Church
St Aidan's Church Hall	Methodist Church Hall
Leigh Road Baptist Church	St Laurence and All Saints Church
The Arlington Rooms	Shoeburyness & Thorpe Bay Baptist Church
St James Church Hall	Providence Baptist Church
The Scout Hut, Ellenbrook Close	All Saints Church Hall
St Michaels and All Angels	St George's Church Hall
Leigh Wesley Methodist Church	Friars Baptist Church
The Stables	St Peters Church Hall

Libraries

5.2.5 Public libraries in the UK have traditionally offered access to resources for research as well as literature for leisure reading – these can typically be loaned from the library for short periods of time. As technology has progressed and community needs evolved, libraries have offered audio and video resources, photocopying, scanning and printing services, and internet access via public computers and/or wi-fi. Provision of community services has also expanded, with libraries variously offering classes, childcare, support groups, and information on available council, charity and private support or resources. Library premises also often act as venues for such services, even if they are not provided by the library itself. Libraries may operate in conjunction with or as extensions of other services, such as community centres or educational facilities.

5.2.6 Southend is served by six libraries. These offer a range of services, all offering internet access and photocopying services in addition to book lending. All have adjacent parking, with two (Leigh Library and Westcliff Library) having nearby on-street parking, while the other four have their own car parks.

5.2.7 Wheelchair accessibility is not universal; although all six libraries have accessible entrances, the upper floors of Leigh Library are only accessible via stairs.

- Kent Elms Library, 1 Rayleigh Road, SS9 5UU
    - Open Mon-Sat 9-17
- Leigh Library, Broadway West, SS9 2DA
    - Open Mon-Sat 9 -17
- Shoeburyness Library, Shoebury Community Centre, Delaware Road, SS3 9NS
    - Open Mon-Sat 9 -17
- Southchurch Library, 221 Lifstan Way, SS1 2XG
    - Open Mon-Sat 9-17, closed Wednesday
- Southend Forum, The Forum, Elmer Square, SS1 1NS
    - Open Mon-Fri 8-19, Sat 8-17

- Westcliff Library, 649 London Road, SS0 9PD
    - Open Mon-Sat 9-17

Table 5.2.2: Southend library facilities audit[7]

Library	Parking	Wheelchair Access	Accessible toilet	Disabled Parking	Photocopying	Computers	Free wi-fi	Meeting room for hire	Hearing Loop
Kent Elms	✓	✓	✓	✓	✓	✓	✓	✓	N/A
Leigh	On street	Partial	✓	N/A	✓	✓	✓	N/A	✓
Shoeburyness	✓	✓	✓	✓	✓	N/A	✓	N/A	✓
Southchurch	✓	✓	?	N/A	✓	✓	✓	N/A	N/A
Southend Forum	✓	✓	✓	✓	✓	✓	✓	✓	✓
Westcliff	On street	✓	N/A	N/A	✓	✓	✓	✓	N/A

Family Centres

5.2.8 Southend-on-Sea City Council runs nine Family Centres within the City area, presented in Table 5.2.3. These were formerly known as Children's Centres. These are community facilities aimed at providing support to families with young children aged 0-5. Services provided by these centres include classes on preparing for school, post-natal support for mothers, childcare services, plus workshops on child-raising, including healthy eating, toilet training, speech therapy, and health and wellness for babies. The centres also provide additional support to schools, health services and other community centres.

5.2.9 Services can be accessed, booked and arranged via email, telephone or social media.

Table 5.2.3: Family Centres in Southend City area

Location	Opening dates and hours	Wheelchair Access	Baby Changing
Blenheim Family Centre, Leigh-on-Sea, SS9 4HX	Mon-Fri 9-16	Yes	Yes
Cambridge Road Family Centre, SS1 1ES	Mon-Fri 9-16	Yes	Yes
Centre Place Family Centre, Prospect Close, SS1 2JD	Mon-Fri 9-16	Yes	?
Eastwood Family Centre, Rayleigh Road Leigh-on-Sea, SS9 5UT	Tues-Thurs, 9.30-14.30	?	Yes
Friars Family Centre, Constable Way Shoeburyness, SS3 9XX	Mon–Fri, 9-16	Yes	Yes
Hamstel Family Centre, Hamstel Road, SS2 4PQ	Mon-Tue 9-16, Wed 13-14, Thurs 9-17	Yes	Yes
Prince Avenue Family Centre, Westcliff-on-Sea SS0 0LG	Mon-Fri 9-17	Yes	Yes

[7] www.southend.gov.uk/libraries-1

Summercourt Family Centre, Westcliff-on-Sea, SS0 7AT	Mon 9.30-14.30, Tues 9.30-15.30, Wed 8.30-14.30, Thurs 9.30-13	Yes	Yes

Youth Services

5.2.10 Community spaces provide opportunities for young people to develop their personal and social skills, and the Government's statutory guidance for Local Authorities on services to Improve Young People's Well-being[8] states that local authorities are responsible for securing a local offer that is sufficient to meet local needs and improve young people's wellbeing and personal and social development.

5.2.11 Southend-on-Sea City Council offers Integrated Youth Support Services (IYSS), incorporating:

- Youth Offending Service
- Connexions team – Careers and Education choices advice
- Targeted Youth Support team – outreach and support for vulnerable young people
- Teenage Pregnancy – advice to young parents and support to remain in education or work
- Community Engagement
- Streets Ahead – support to young people and their families on dealing with a variety of life challenges

5.2.12 Telephone and email contact details for the Integrated Youth Support Services (IYSS) are provided on the council's website, and the Council website also provides a helpline for young carers.

Museums

5.2.13 Table 5.2.4 shows the details of the five museums in Southend. There are four publicly funded locations run by Southend Museums, a subsidiary of Southend-on-Sea City Council. The Southend Pier Museum is run by volunteers.

Table 5.2.4: Southend museums

Location	Opening	Management	Facility features
Prittlewell Priory	Mar-Oct Wed-Sun 11-17, Nov-Feb Sat-Sun 11-16	Southend Museums	• Visitor Centre • Majority accessible – one part of historic property not accessible • Refreshments available • Disabled Parking
Central Museum and Planetarium	Wed-Sun 11-17	Southend Museums	• Disabled Access to ground floor only • No disabled access to Planetarium • Disabled toilets
Beecroft Art Gallery	Wed-Sun 11-17	Southend Museums	• Fully wheelchair accessible

[8] Available at: https://www.gov.uk/government/publications/statutory-guidance-for-local-authorities-youth-provision/statutoryguidance-for-local-authorities-on-services-to-improve-young-peoples-well-being

			• Disabled parking
Southchurch Hall	Mar-Oct Wed-Sun 11-16, Nov-Feb Sat-Sun 11-15	Southend Museums	• Limited Accessibility • No disabled toilet • Refreshments available • No dedicated parking – on-street only
Southend Pier Museum	Mar-Oct Sat-Sun 11-17	Volunteers	• Not disabled accessible • No toilets or refreshments – facilities available from Southend Pier

Additional Tourist and Leisure Attractions

5.2.14 Southend-on-Sea has historically been a significant centre for tourism for the wider south east region, and this continues today. There are a number of key privately-run attractions, predominantly clustered around the central Southend seafront area, that provide cultural and leisure opportunities for both residents of the City area and visitors from outside.

- **Sealife Adventure Aquarium** on Eastern Esplanade, on the seafront to the east of the city centre, is open seven days a week 10.00-17.00.
- **Adventure Island** is a theme park adjacent to the pier on the central Southend seafront. It features 36 attractions and is open most weekends Feb-Nov, and weekdays during school holidays, generally opening at 11.00 and closing between 16.00 and 22.00. The theme park also hosts periodic festivals, including a Pride event, and talent shows to celebrate local artists, musicians and performers.
- **Southend Pier** is the longest pleasure pier in the world. It was first built in 1830 and currently features several small amusements, food and drink stalls, and novelty retail, in addition to the Royal Pavilion which has capacity to be used as a restaurant, exhibition space, or theatre. A railway runs the length of the pier and operates every day that the pier is open, running every 15 or 30 minutes. The pier is open 7-days a week during summer (Wednesday-Sunday only during winter), 10.00-18.00.
- The **Cliffs Pavilion theatre** sits on the seafront to the west of central Southend, around 450m from Westcliff railway station. It is the largest purpose-built performing arts venue in Essex and presents more than 300 performances each year across a wide range of live entertainment including top name artists from ballet, opera and classical music to comedians, singers and rock concerts and has the largest pantomime in the South-East. It is managed by Southend Theatres. An £8million investment from the national government's Levelling Up Fund was secured in 2022 for refurbishment.
- The **Palace Theatre** is on London Road in Westcliff. It is a smaller theatre, and specialises in comedy shows, burlesque, and other small-scale shows and performances. It is managed by Southend Theatres.
- The **Focal Point Gallery** is located within the Forum in central Southend. It is open Wednesday-Saturday, 11.00-17.00. It is funded and managed by Southend-on-Sea City Council.

- **Metal Culture Gallery and Art School** is located in Chalkwell Hall, Chalkwell Park. It offers community creative spaces and classes run by local artists, particularly targets at support for those living with mental health concerns.
- The **Leigh Heritage Centre** in Leigh-on-Sea is a local museum run by volunteers and opens subject to volunteer availability.
- The **Cart and Wagon Shed** is a heritage centre in Shoeburyness which opened in late 2022. It contains displays on local history and offers interactive taught sessions for school-aged children.
- There are a number of privately-run Seafront Arcades along Marine Parade and Eastern Esplanade to the east of the pier. These each have their own opening times.
-

Allotments

5.2.15 There are 14 allotments sites in Southend run by Southend-on-Sea City Council, listed below. Nine of these are managed directly by the Council, while five are run by allotment societies with Council oversight. Standard rate for allotment rent is £4.50 per rod (5.5m^2), though discount rates are available, and certain plots are charged at higher rates.

- Bridgewater Drive, Westcliff
- Delaware Crescent, Shoeburyness
- Eastern Avenue, Southend (Society Site)
- Edwards Hall, Eastwood
- Hamstel Road, Southend (Society Site)
- Herbert Road, Southend
- Lifstan Way, Southend
- Manners Way, Southend (Society Site)
- Norwich Avenue, Southend
- Rochford Road, Southend (Society Site)
- Sandringham Road, Southend
- Springfield Drive, Westcliff (Society Site)
- St. Andrews Road, Southend
- Vincent Crescent, Shoeburyness

5.2.16 Two further allotment sites are managed by Leigh on Sea Town Council, and rates and application details for these sites can only be found on their website.

- Marshall Close
- Manchester Drive

Cemeteries/Crematoria

5.2.17 In addition to burial grounds attached to religious centres, there are three publicly run burial grounds serving Southend, presented in Table 5.2.5.

Table 5.2.5 Burial grounds in Southend

Burial grounds	Location	Opening
Leigh Cemetery	London Road, SS9 2AA	8-17.30
North Road Burial Ground	North Road, SS0 7AH	8-17.30

Sutton Road Cemetery and Southend Crematorium	Sutton Road, SS2 5PX	Mar-Oct 8-17, Nov-Feb 8-16.30

5.2.18 Although provision of burial space is not a statutory requirement, the Council in Southend has traditionally provided burial facilities. There are limited alternative sites for burial within Southend or in surrounding local authorities, and local residents are heavily reliant on facilities provided by Southend Council.

Current infrastructure needs in the area

5.2.19 The following section summarises available information on current infrastructure needs in the area. For community infrastructure items not referenced below, no information on current infrastructure needs were identified within the policy and information audit. It is recognised that the provision of community infrastructure within a reasonable walking distance is an important element of achieving 20-minute neighbourhoods which is a key theme of the New Local Plan.

Community Centres

5.2.20 While the central part of Southend from Westcliff to Southchurch, as well as the local centres of Shoeburyness and Leigh-on-Sea, are well served with good access to community centres, other parts of the City do not have such facilities within easy walking distance. This includes the North Shoebury, and Thorpe Bay areas to the east, and much of the north and west of the settlement area, including Chalkwell, Belfairs, Eastwood, and West Leigh.

Libraries

5.2.21 The six libraries are well spread across the city, meaning that no part of the City is especially far from any such service. However, large parts of the city's suburbs, particularly in Eastwood, Prittlewell, Thorpe Bay, Chalkwell, Shoeburyness and West Leigh, are approximately more than 20 minutes walking distance of a library.

Allotments

5.2.22 Allotments have a similarly dispersed provision across the city, with the suburbs better served than the urban centres. In the east of the city, Shoeburyness is well served, as are the areas around Garon Park to the south of Eastern Avenue. However, Thorpe Bay and central Southend have no nearby allotment spaces. In the west of the city, the areas of West Leigh, Belfairs, Blenheim Park and north Westcliff are well served by allotments. There are no allotment spaces to the south of the A13 (west of the City Centre) or to the north of the A127 west of the airport, meaning that residents in these areas have limited access to allotments.

Cultural / Community

5.2.23 The creation of 20-minute/ complete neighbourhoods is an important theme within the emerging Local Plan in relation to the accessibility of cultural and community services. A particular focus is given to improving provision of and access to facilities within central Southend, particularly around the Forum, Elmer Square and High Street. A Town Centre and Central Seafront Vision, forming part of the emerging Local Plan, builds on the current Southend Central area Action Plan (SCAAP), and includes a community focussed centre at the north end of the High Street, and development of the existing educational and learning culture focused on The Forum. The draft town centre strategy aims to provide a centralised cultural

and community hub for the city, supporting existing cultural and learning uses and safeguarding the area for future such development.

5.2.24 The emerging Southend New Local Plan additionally highlights promotion and enhancement of existing tourism, cultural and leisure provision as an aim for the Council, with a goal of cementing Southend's reputation as a major tourist centre both regionally, and nationally, attracting greater visitor numbers and promoting more longer-term visits by tourists. This will have the added benefit of complementing community service provision and increasing access to recreational leisure-time activities for Southend residents.

Cemeteries and Crematoria

5.2.25 Availability of burial space is expected to become a major issue in the next decade. There are plans to expand facilities at Sutton Road Cemetery and Southend Crematorium to address increasing demand. In 2018 it was estimated that the currently available burial space for Church of England burials would be exhausted by 2028[9]. In November 2023 it was reported that burial space within Southend's cemeteries would be exhausted within seven years[10].

Lead agencies:

- Southend-on-Sea City Council
- Southend Museums
- Leigh-on-Sea Town Council
- Integrated Youth Support Services (IYSS)
- Southend Theatres

Evidence base:

- Public Libraries and Museums Act, HM Government, 1964
- Indoor and Built Facilities Needs Assessment, Knight Kavanagh Page, 2018
- Southend Built Facilities Strategy and Action Plan, Knight Kavanagh Page, 2018
- Education Act, HM Government, 1996
- Village Halls and Community Centres, Charity Commission, 2004
- Libraries - https://www.southend.gov.uk/libraries-1
- Community Centres
    - https://www.southend.gov.uk/directory/22/community-centres
    - https://www.leighcommunitycentre.com/classes
    - https://www.balmoralcentre.com/links.html
- Youth Services - https://www.southend.gov.uk/youth-services/integrated-youth-support-service
- Family Centres - https://livewellsouthend.com/kb5/southendonsea/directory/family.page?familychannel=2
- Museums - https://www.southendmuseums.co.uk/
- Allotments - https://www.southend.gov.uk/parks-open-spaces/allotments-1

[9] https://democracy.southend.gov.uk/Data/Cabinet/200903171400/Agenda/$att14347.doc.pdf page 2
[10] https://www.bbc.co.uk/news/uk-england-essex-67295153

5.3 Infrastructure required to support growth options being considered within the draft Local Plan

5.3.1 Some community services are provided centrally or virtually by Southend-on-Sea City Council and are not directly tied to demand in a localised area. This particularly applies to some youth and family services which are provided virtually and to museum and cemetery and crematorium provision which serve a wide area and do not see localised demand. Provision to meet increased demand for these types of services, resulting from both individual large-scale development and the cumulative impact of growth across the city, is usually funded either from existing council budgets, or from CIL payments. Additionally, certain services such as museums do not experience increased demand from increased population in the same way as other community services, and there is therefore less of a requirement incumbent on local authorities or infrastructure service providers to build contingency into the provision of these facilities.

5.3.2 Growth Scenarios 1, 2 and 3 do not anticipate heightened rates of growth beyond the City, and therefore community infrastructure need is likely to be adequately met by existing facilities, supplemented by improvements to these existing facilities funded by developer contributions. Increases in population resulting from growth across the city will result in increased use of community facilities and services. While individual small developments are not likely to result in significantly increased demand for such services, the cumulative impact of small developments throughout Southend-on-Sea may put pressure on existing services beyond their current capacity.

Allotments

5.3.3 Many local authorities set standards for allotment provision through developer contributions based on evidence from audits. As an example of this, Three Rivers District Council apply a standard of requiring 0.13 hectares for every 1,000 new population, at a cost of £24,494 per hectare in developer contributions. Harborough District Council alternatively uses a standard of 0.5 hectares required for every 1,000 new population, with costs to be negotiated per site, dependent on scale. It is recommended that existing demand for and supply of allotment spaces is assessed in order to determine the level of capacity and establish an appropriate developer contribution charging standard for the City.

5.3.4 Where no locally based standard has been identified by the Council to date, the IDP Infrastructure Schedule includes the estimated costs of new allotment provision by neighbourhood area based on the approach used in other areas. This presents the following requirements for each Scenario:

- Scenario 1, 2.02ha of new allotment space, requiring £49,597 in developer contributions
- Scenario 2, 2.7ha of new allotment space, requiring £68,550 in developer contributions
- Scenario 3, 3.1ha of new allotment space, requiring £78,332 in developer contributions

5.3.5 This approach will be reconsidered in consultation with Southend City Council for future versions of the IDP.

Libraries

5.3.6 Additional demand on library spaces could either be met through developer contributions used to expand or improve existing facilities, or through the direct delivery of new spaces in strategic developments. The provision of extended or new library facilities, including fitting

out and stocking the library, would be around £419 per dwelling[11]. For the Growth Scenarios, this would require the following developer contributions:

- Scenario 1, requiring £2.71m in developer contributions
- Scenario 2, requiring £3.75m in developer contributions
- Scenario 3, requiring £4.29m in developer contributions

Community Halls

5.3.7 Additional demand on community spaces could either be met through developer contributions used to expand or improve existing facilities, or through the direct delivery of new spaces in strategic developments.

Cemeteries and Crematoria

5.3.8 Many local authorities set standards for burial space provision through developer contributions based on evidence from audits. For example, other areas indicate a requirement of 0.375 hectares of new burial space to accommodate every increase in population of 1,000 people, with developer contributions to be calculated per site, dependent of the scale of proposals. If these standards are adopted for the draft Local Plan Growth Scenarios, the following provision of new burial space would be required:

- Scenario 1, requiring 5.8ha of new burial space
- Scenario 2, requiring 8ha of new burial space
- Scenario 3, requiring 9.2ha of new burial space

5.3.9 The Council have assessed several options to meet demand for burial space, with an option being the purchase of a 30-acre site to the north of the current settlement edge, in the Temple Farm/Garon Park area, however this has not yet been progressed.

[11] Calculated based on information within the ECC Developers Guide to Infrastructure Contributions, ECC, 2024. This information has been used because a locally specific approach has not been provided by Southend City Council.

6 Education

6.1 Early years and childcare

Context

6.1.1 Early years and childcare (EY&C) provision includes full day care, pre-schools, childminders, independent schools and school run early years provision, and 'wrap around care' (Breakfast, After-school and Holiday clubs). These EY&C settings are delivered by a range of private, voluntary and independent organisations.

6.1.2 The Childcare Act 2006 places a range of duties on Southend-on-Sea City Council as the Local Authority for Education, regarding the provision of sufficient, high quality and inclusive early years and childcare that is responsive to the community's needs. SCC is responsible for assessing the strategic issues affecting childcare, and formulating appropriate action plans to respond to identified issues. SCC is required to play a lead role in facilitating the childcare market within the broader framework of shaping children's services in partnership with the private, voluntary and independent sector. This includes the provision of childcare places for children aged between 0-5 years as well as wrap around provision for school aged children (5-14 or up to 18 for disabled children).

6.1.3 Funded Early Education Entitlement 3 and 4 (FEEE 3 and 4) entitles every child aged three or four to 15 hours per week funded early years provision for 38 weeks of the year. In Southend a stretched offer of 570 hours over 50 weeks can be provided dependant on the provision opening times. Sufficient provision must also be accessible for disadvantaged two-year-olds (currently around 40% of children) who are eligible for the 15-hour Funded Early Education Entitlement for 2-year-olds (FEEE 2).

6.1.4 The Extended Funding Entitlement offer, which allows eligible working families to access an additional 15 hours a week funded childcare for 3–4 year olds, was extended to eligible working parents of children aged 9 months to 3 years old. From September 2025 eligible working parents of children from 9 months to school age will be entitled to 30 hours of funded childcare per week.

6.1.5 Southend-on-Sea City Council advises on the requirement for new facilities based on the places generated by new development and current need and looks at demographic and other forecasting data produced by the Department for Education.

6.1.6 The birth rate in Southend-on-Sea reached its highest point in 2010/2011. This has led to a drop in primary sector pupil numbers, and an increase in secondary and post-16 cohorts since 2018 as the largest age groups progress.

Existing infrastructure provision

6.1.7 Nurseries in Southend-on-Sea are operated by the private and voluntary sector, and through local authority maintained and academy run nursery schools. Southend City Council maintains 9 nursery schools, and there are 24 academy run nursery schools.

6.1.8 There are 144 private and voluntary sector childcare providers registered for grant funding in the City and 2,255 children on roll in January 2022. Between 2018 and 2022, the number of

children in private nursery provision decreased by 19% (2022), mirroring the dropping birth rate.

6.1.9 There are a number of cross border admissions for Early Years places from children of parents working in Southend City.

6.1.10 August 2024 childcare sufficiency data provided by Southend City Council demonstrates that there is limited available capacity for EY&C places within the City. Available capacity within Southend wards for 0–5-year-old places is as follows[12]:

- Shoeburyness – 18 childcare vacancies
- Leigh - 21 childcare vacancies
- Central Southend (St Luke's, Victoria, Milton, Kursaal, Southchurch, Thorpe) – 89 childcare vacancies, including:
  - 27 childcare vacancies in Southchurch
  - 3 childcare vacancies in St Lukes for ages 0-3 years, and no places for ages 3-5 years
- Prittlewell – 5 childcare vacancies
- Eastwood Park – 0 childcare vacancies
- St Laurence – 23 childcare vacancies

Current infrastructure needs in the area

6.1.11 There are limited nursery places at most maintained nursery schools. There is a lack of infrastructure for early years provision due to the legacy impacts of COVID-19 (from the reduced use of services) and cost of living challenges resulting in leases being terminated.

6.1.12 The SSC Early Years Team monitor the demand for childcare places against availability across all areas of Southend on a regular basis. Where additional places are required, SCC will work with the voluntary, private and school sectors to ensure there are sufficient places in the relevant areas for nine month to four-year olds.

Lead agencies:

- Southend-on-Sea City Council
- EY & C providers in Southend

Evidence base:

- Southend local offer website (livewellsouthend.com)
- School Organisation Data Supplement, Southend-on-Sea City Council, 2022

6.2 Infrastructure required to support growth options being considered within the draft Local Plan

6.2.1 Growth being proposed through the draft Local Plan will result in an increase in the demand for and use of EY&C places across the City, and demands will be most significant in areas proposed for the highest levels of growth. The August 2024 childcare sufficiency data provided by Southend City Council (see above) demonstrates that the neighbourhood areas proposed for the highest levels of growth across Scenarios 1-3 (Southend Central, Fossetts, and

[12] Note that Southend City Council only provided August 2024 childcare sufficiency data for the wards presented. Details of available childcare vacancies within other wards has not been provided.

Shoeburyness) currently have limited available capacity for EY&C places to accommodate significant additional demands.

6.2.2 Table 6.2.1 below estimates the EY&C pupil product arising from the growth proposed within each neighbourhood area. Based on the estimated pupil product and available capacity, it is likely that the majority of EY&C demand arising from growth would require extended or new EY&C facilities.

6.2.3 Extensions to existing facilities would require the provision of appropriate developer contributions, discussions with existing providers to determine their interest in expanding, and an assessment of the feasibility of extending existing facilities. This process would be facilitated and taken forward by Southend City Council. New facilities are usually provided through the following approaches:

- A 56 place EY&C facility co-located with a new primary school; or
- a 56 place (0.13ha) standalone facility; or
- a 30 place (0.069ha) standalone facility.

6.2.4 Table 6.2.1 below identified where the threshold for the provision of these new facilities would be reached, and one or more new EY&C facilities may be required. The information presented in Table 6.2.1 is based on a high level assessment. Within future versions of the IDP, the actual need for new facilities will be considered in more detail by Southend City Council by assessing up to date capacity information for existing surrounding facilities and undertaking a more precise assessment of the likely needs arising from the proposed growth.

Table 6.2.1: Estimated early years pupil product arising from proposed Growth Scenarios

	Scenario 1			Scenario 2			Scenario 3		
Neighbourhood area	**Pupil product[(1)]**	**Estimated provision**	**Developer contribution[(2)]**	**Pupil product[(1)]**	**Estimated provision**	**Developer contribution[(2)]**	**Pupil product[(1)]**	**Estimated provision**	**Developer contribution[(2)]**
Eastwood	4	Extension	£71,257	4	Extension	£71,257	4	Extension	£71,257
Leigh	37	New facility	£879,100	43	New facility	£1,035,069	44	New facility	£1,049,248
Prittlewell	16	Extension	£320,656	29	Extension	£570,056	43	New facility	£1,020,890
Westcliff	26	Extension	£510,675	26	Extension	£510,675	27	Extension	£534,427
Southend Central	221	New facilities	£5,274,600	253	New facilities	£6,026,089	293	New facilities	£6,990,263
Fossetts	21	Extension	£415,666	111	New facilities	£2,651,479	111	New facilities	£2,651,479
Southchurch	22	Extension	£439,418	26	Extension	£510,675	26	Extension	£522,551
Thorpe Bay	2	Extension	£47,505	2	Extension	£47,505	2	Extension	£47,505
Shoeburyness	37	New facility	£893,279	40	New facility	£964,174	59	New facility	£1,417,903

Notes:
(1) Pupil product has been calculated as set out in the ECC Developers Guide to Infrastructure Contributions, ECC, 2024 (0.045 per flat, 0.09 per house).
In accordance with the South Essex Housing Needs Assessment (2022) it is assumed that 19% of dwellings will be one-bedroom properties, and therefore not generate children requiring early years and childcare places and education, and 37% of the dwellings will be flats. These formulae have been used because no locally specific approach has been provided by Southend City Council.
(2) Required contribution has been calculated as presented in the ECC Developers Guide to Infrastructure Contributions 2024 (new standalone facility provision = pupil product x £23,865 (cost per pupil), extension to existing facilities = pupil product x £19,989). This formula has been used because no locally specific approach has been provided by Southend City Council.

(3) Assumed that a pupil product of under 30 will require extensions to existing facilities where possible, and over 30 will require the provision of one or more new EY&C facilities.

6.3 Primary schools

Context

6.3.1 In accordance with the Education Act 1996, SCC has a statutory responsibility for education provision for children and young people between the ages of 5 and 19 in Southend. To ensure there are sufficient primary school places for children, the School Organisational Data Supplement is revised regularly.

Existing infrastructure provision

6.3.2 For the purposes of planning primary school places, SCC organises primary schools in five geographical school groups. There are a total of 33 schools in the City area, as presented in Table 6.3.1 below. There are four infant (age 4-7), four junior (age 7-11) and twenty-five primary (age 4-11) schools. The schools are formed of eleven maintained, one voluntary aided and twenty-one academies, five of which are faith schools.

6.3.3 As of January 2024, there were 16,335 primary school places in Southend, with 14,906 pupils on roll, resulting in an overall surplus of 8.7%. Surplus and over capacity in schools is unevenly distributed across schools in the five geographical clusters. Overall demand for school places is forecasted to reduce, however a number of schools will remain over or near to capacity across all geographical clusters. Surplus levels will increase where the total number of pupils on roll is forecasted to decline, however surplus levels can reduce as a result of inward migration which is expected to have an impact.

Current infrastructure needs in the area

6.3.4 Demand for primary school places is expected to reduce across all schools in the City. This is linked to the birth rate in Southend City, which has fallen since 2016 and resulted in decreasing primary numbers. To address the reduced demand, the City has negotiated reductions in forms of entry with some schools. Further reductions to the Planned Admission Limit may be required to reduce the current surplus from the low birth rate. There is however demand for Reception Year in primary schools.

Lead agencies:

- Southend-on-Sea City Council

Evidence base:

- Infrastructure Delivery Plan, Southend-on-Sea City Council, 2015
- School Organisation Data Supplement, Southend-on-Sea City Council, 2021
- School Organisation Data Supplement, Southend-on-Sea City Council, 2022

Table 6.3.1: Southend-on-Sea Primary Schools January 2024 Capacity and January 2027 Forecasts

Area	School	Designation	Age range	School capacity January 2024	Total on school roll January 2024	Surplus places January 2024	Forecast school capacity January 2027	Total forecast on school roll January 2027	Forecast surplus places January 2027
Cluster 1: North West	Eastwood Primary and Nursery Foundation School	Foundation	3 - 11	420	427	-1.7%	420	412	1.9%
	Edwards Hall Primary School	Community	3 - 11	420	410	2.4%	420	394	6.2%
	Heycroft Primary School	Community	4 - 11	420	397	5.5%	420	347	17.4%
	Prince Avenue Academy and Nursery	Academy	3 - 11	420	424	-1.0%	420	410	2.4%
Cluster 2: Leigh	Blenheim Primary School	Academy	3 - 11	630	625	0.8%	630	596	5.4%
	Chalkwell Hall Infant School	Community	4 - 7	360	300	16.7%	360	300	16.7%
	Chalkwell Hall Junior School	Community	7 - 11	480	479	0.2%	480	450	6.3%
	Darlinghurst Academy	Academy	3 - 11	840	510	39.3%	840	427	49.2%
	Fairways Primary School	Community	4 - 11	420	413	1.7%	420	373	11.2%
	Leigh North Street Primary School	Community	7 - 11	630	612	2.9%	630	578	8.3%
	Our Lady Of Lourdes Catholic Primary School	Academy	4 - 11	420	418	0.5%	420	353	16.0%
	West Leigh Infant School	Community	4 - 7	360	357	0.8%	360	350	2.8%
	West Leigh Junior School	Academy	7 - 11	512	524	-2.3%	512	495	3.3%
Cluster 3: West Central	Barons Court Primary and Nursery	Community	3-11	245	249	-1.6%	245	247	-0.8%
	Earls Hall Primary School	Community	4 - 7	630	637	-1.1%	630	632	-0.3%
	Milton Hall Primary School	Foundation	3 - 11	630	631	-0.2%	630	641	-1.7%
	St Helen's Catholic Primary School	Academy	4 - 11	420	421	-0.2%	420	375	10.7%
	St Mary's, Church of England Primary School	Voluntary	4 - 11	720	642	10.8%	720	566	21.4%

	The Westborough Academy	Academy	3 - 11	540	419	22.4%	540	413	23.5%
Cluster 4: East Central	Bournemouth Park Primary School	Academy	3 - 11	630	539	14.4%	630	489	22.4%
	Greenways Primary School	Academy	4 - 11	1050	896	14.7%	1050	766	27.0%
	Hamstel Infant School	Academy	3 - 7	450	367	18.4%	450	322	28.4%
	Hamstel Junior School	Academy	7 - 11	600	590	1.7%	600	551	8.2%
	Porters Grange Primary School	Academy	3 - 11	480	421	12.3%	480	396	17.5%
	Sacred Heart Catholic Primary School	Academy	4 - 11	420	420	0.0%	420	390	7.1%
	Temple Sutton Primary School	Academy	3 - 11	840	637	24.2%	840	589	29.9%
Cluster 5: Shoeburyness & East Southend	Bournes Green Infant School	Academy	4 - 7	180	182	-1.1%	180	180	0.0%
	Bournes Green Junior School	Academy	7 - 11	264	264	0.0%	264	246	6.8%
	Friars Primary School and Nursery	Academy	3 - 7	420	407	3.1%	420	377	10.2%
	Hinguar Community Primary School	Academy	4 - 11	210	209	0.5%	210	210	0.0%
	Richmond Avenue Primary School	Academy	3 - 11	420	391	6.9%	420	368	12.4%
	St George's Catholic Primary School	Academy	4 - 11	210	213	-1.4%	210	211	-0.5%
	Thorpedene Primary School	Academy	4 - 11	644	475	26.2%	644	412	36.0%
			Total	16,335	14,906	8.7%	16,335	13,866	15.1%

Notes:
Net capacity is the full capacity for the school and is based on the capacity held for a school by the DfE. It does not indicate an admission limit.
Where total surplus is a negative figure, this indicates the school is over capacity.
Forecast numbers include forecast pupil product from approved planning applications, recorded births and forecast births.

6.4 Infrastructure required to support growth options being considered within the draft Local Plan

6.4.1 Growth being proposed through the draft Local Plan will result in an increase in the demand for and use of primary education places across the City, and demands will be most significant in areas proposed for the highest levels of growth. There is currently a surplus of primary school places in most parts of the City area, and this will assist in accommodating the short-term increase in demand from proposed growth. Southend City Council has advised that there is currently capacity within existing primary schools to accommodate an additional 1,703 places up to 2028. Beyond this, additional primary education infrastructure will be required to support growth.

6.4.2 Table 6.4.1 below estimates the primary education pupil product arising from the growth proposed within each neighbourhood area for the 3 scenarios. Based on the overall pupil product, the level of growth proposed through scenarios 1 and 2 could be accommodated within existing primary schools. There would be some costs associated with the opening up of previously closed classes, however these costs would be minimal in comparison to the provision of new or extended facilities.

6.4.3 The level of growth associated with Scenario 3 would create a demand for primary education places which would go beyond the capacity of existing schools. This would therefore require the provision of additional primary education infrastructure. Table 6.4.1 demonstrates that there would be a need to accommodate around an additional 327 primary education places to accommodate growth needs, after factoring in the existing capacity in primary schools. This is not a scale sufficient to warrant the construction of a new primary school, therefore these additional needs would be provided through extensions to existing primary schools as required.

6.4.4 To support the delivery of the additional 327 primary education places associated with Scenario 3, developer contributions could be sought. Based on the DfE National Scorecard (Q1, 2024), developer contributions of £19,989 per pupil would be required for an extension to an existing primary school, creating a total of £6,536,403 toward primary education infrastructure improvements. Further assessment will be undertaken in future versions of the IDP to determine where and how extended primary school facilities will be delivered, and this will inform which sites may be required to contribute toward these identified infrastructure costs.

Table 6.4.1: Primary education pupil product arising from the Growth Scenarios

	Pupil product[(1)]		
Neighbourhood area	**Scenario 1**	**Scenario 2**	**Scenario 3**
Eastwood	12	12	12
Leigh	123	145	147
Prittlewell	53	95	143
Westcliff	85	85	89
Southend Central	737	842	976
Fossetts	69	370	370
Southchurch	73	85	87
Thorpe Bay	8	8	8
Shoeburyness	125	135	198
Total	**1285**	**1776**	**2030**

Notes:
(1) Pupil product has been calculated as set out in the ECC Developers Guide to Infrastructure Contributions, ECC, 2024 (0.15 per flat, 0.3 per house). This formula has been used because no locally specific approach has been provided by Southend City Council. In accordance with the South Essex Housing Needs Assessment (2022) it is assumed that 19% of dwellings will be one-bedroom properties and 37% of the dwellings will be flats.

6.5 Secondary schools

Context

6.5.1 The School Organisational Data Supplement sets out demand for mainstream secondary school places in the next 5 years.

Existing infrastructure provision

6.5.2 There are twelve medium to large sized secondary schools in Southend, offering a diverse range of provision comprising of two single gender catholic schools, four single gender grammar schools, and six non-selective co-education schools. All hold academy status. There are currently no secondary Free Schools in Southend. A secondary school building programme was completed in 2021, which added 1,250 places over a five year period.

6.5.3 Entrance to the four Grammar schools in the area is by the eleven-plus selection test. All pupils who pass the test enter a ranking system, by the mark they obtain, with priority given to pupils living within the SS0 to SS9 postcode areas.

6.5.4 As presented in the table below, there are currently 15,068 students enrolled in secondary schools in Southend from the ages of 11 and 18, with an overall surplus of 1.9% based on the total potential capacity of secondary schools in the area.

6.5.5 The Council has a Home to School Transport Policy (2019) for children living in and attending a school or college in Southend City. For pupils defined as ‘eligible pupils’ under the policy due to additional needs, their transport to school is arranged by the Council with a joint venture

transport partner who provide transport services suited to these additional needs, either directly or using sub-contractors.

6.5.6 Admissions to schools operate through a highly regulated process according to the School Admissions Code 2021. Each school determines a set of Admission Arrangements annually. The Council manages all admissions based on parental preference and applications against respective school admission arrangements. Where schools are under subscribed all applications must be offered, irrespective of factors such as residence. When a pupil is not allocated a place at a preferred school, the Southend School Admissions Team allocates a place to the pupil at the nearest school in the City area by postcode and places the pupil on the waiting list of the preferred schools.

6.5.7 Pupils from Southend travel to Rochford and Castle Point for schools, while pupils travel into Southend from Essex authorities to attend the grammar and faith schools primarily. There are agreements with Essex County Council and Thurrock for a coordinated admissions scheme between the authorities, allowing Southend residents to apply for schools in and out of the City area using one application form.

Table 6.5.1: Southend Secondary Schools January 2024 Capacity and January 2027 Forecasts

Schools	Designation	Gender	Age range	Whole school capacity 2023/24	Total on school roll 11-16 2023/24	Total on school roll post-16 2023/24	Age 11-18 surplus places	Forecast whole school capacity Jan 2027	Total forecast on school roll age 11-16 Jan 2027	Total forecast on school roll post-16 Jan 2027	Forecast age 11-16 surplus places Jan 2027
Belfairs Academy	Secondary	Mixed	11 - 18	1,760	1,461	171	7.3%	1,760	1,460	300	0.0%
Cecil Jones Academy	Secondary	Mixed	11 - 18	1,500	884	87	35.3%	1,500	1,100	100	20.0%
Chase High School	Secondary	Mixed	11 - 18	1,370	1,104	216	3.6%	1,370	1,130	220	1.5%
Shoeburyness High School	Secondary	Mixed	11 - 18	1,770	1,531	278	-2.2%	1,770	1,550	278	-3.3%
Southchurch High School	Secondary	Mixed	11 - 16	840	794	0	5.5%	840	840	0	0.0%
Southend High School for Boys	Grammar	Boys	11 - 18	1,300	902	438	-3.1%	1,300	900	400	0.0%
Southend High School For Girls	Grammar	Girls	11 - 18	1,200	875	363	-3.2%	1,200	900	365	-5.4%
St Bernard's High School	Faith School	Girls	11 - 18	1,025	870	129	2.5%	1,025	875	130	2.0%
St Thomas More High School	Faith School	Boys	11 - 18	1,200	909	323	-2.7%	1,200	900	325	-2.1%
The Eastwood Academy	Secondary	Mixed	11 - 16	840	1,148	0	-36.7%	840	1,100	0	-31.0%
Westcliff High School For Boys	Grammar	Boys	11 - 18	1,200	911	370	-6.7%	1,200	925	370	-7.9%
Westcliff High School For Girls	Grammar	Girls	11 - 18	1,348	910	394	3.3%	1,348	920	395	2.4%
			Total	15,353	12,299	2,769	1.9%	15,353	12,600	2,883	-0.8%

Notes:

Actual capacity based on summer census 2022 and forecast calculations.
Actual whole school capacity based on planned capacity in respective published academy funding agreements.
Where total surplus is a negative figure, this indicates the school is over capacity.

Current infrastructure needs in the area

6.5.8 The secondary sector across Southend City is currently under strain, and without significant investment forecasting indicates a continued and prolonged shortage of places. Existing demands are being accommodated with a 1.9% surplus of places, however the demand for secondary school places is expected to rise as a large cohort of primary students enter secondary schools in the coming years, with a forecasted deficit of places by 2027.

Lead agencies:

- Southend-on-Sea City Council
- Secondary schools in the City area
- The Department for Education - Education Funding Agency

Evidence base:

- School Organisation Data Supplement, Southend-on-Sea City Council, 2022
- Home to School Transport Policy, Southend-on-Sea City Council, updated 2019

6.6 Infrastructure required to support growth options being considered within the draft Local Plan

6.6.1 Growth being proposed through the draft Local Plan will result in an increase in the demand for and use of secondary education across the City. While there is currently a small surplus of secondary school places across the City, this is expected to be entirely used by existing needs in the area, leading to a deficit in secondary capacity by 2027. Any growth proposed within the area will therefore require the provision of additional secondary school infrastructure.

6.6.2 Assuming that around 5% dwellings will be one-bedroom properties which will not generate children requiring school places, growth being proposed through scenarios 1-3 has the potential to generate a need for around 857 - 1353 new pupils (see Table 6.6.1 below).

6.6.3 Secondary schools can be provided as follows:

- 6 form entry, 900 pupils, 7.9ha
- 8 form entry, 1,200 pupils, 10.1ha
- 10 form entry, 1,500 pupils, 12.4ha

6.6.4 Based on the pupil product being generated, it can be estimated that Scenario 1 would require the provision of a new 6 form entry secondary school, Scenario 2 an 8 form entry secondary school and scenario 3 the provision of a new 10 form entry secondary school.

6.6.5 Developer contributions could be sought to support the delivery of the new secondary school. Based on a cost of £28,912 per place for the construction of a new school[13], growth proposed through scenarios 1-3 could generate around £24.773mn – £39.126mn of developer contributions towards secondary education infrastructure. Further assessment will be

[13] As set out in the ECC Developers Guide to Infrastructure Contributions, ECC, 2024. This standard has been used because no locally specific approach has been provided by Southend City Council. In accordance with the South Essex Housing Needs Assessment (2022) it is assumed that 19% of dwellings will be one-bedroom properties and 37% of the dwellings will be flats.

undertaken in future versions of the IDP to determine in more detail where and how a new secondary school will be delivered.

Table 6.6.1: Secondary education pupil product arising from the Growth Scenarios

	Scenario 1		Scenario 2		Scenario 3	
Neighbourhood area	**Pupil product(1)**	**Developer contribution(2)**	**Pupil product(1)**	**Developer contribution(2)**	**Pupil product(1)**	**Developer contribution(2)**
Eastwood	8	£229,035	8	£229,035	8	£229,035
Leigh	82	£2,366,696	96	£2,786,593	98	£2,824,766
Prittlewell	36	£1,030,658	63	£1,832,281	95	£2,748,421
Westcliff	57	£1,641,418	57	£1,641,418	59	£1,717,763
Southend Central	491	£14,200,175	561	£16,223,318	651	£18,819,049
Fossetts	46	£1,336,038	247	£7,138,260	247	£7,138,260
Southchurch	49	£1,412,383	57	£1,641,418	58	£1,679,591
Thorpe Bay	5	£152,690	5	£152,690	5	£152,690
Shoeburyness	83	£2,404,868	90	£2,595,731	132	£3,817,251
Total	857	£24,773,961	1184	£34,240,745	1353	£39,126,826

Notes:
(1) Pupil product has been calculated as set out in the ECC Developers Guide to Infrastructure Contributions, ECC, 2024 (0.1 per flat, 0.2 per house). . In accordance with the South Essex Housing Needs Assessment (2022) it is assumed that 19% of dwellings will be one-bedroom properties and 37% of the dwellings will be flats.
(2) Required contribution has been calculated based on the DfE National Scorecard (Q1, 2024) (new school provision = pupil product x £28,912 (cost per pupil), extension to existing facilities = pupil product x £27,492 (cost per pupil))

6.7 Further Education - Post 16 education and training provision

Context

6.7.1 Access to education for post 16-year-olds plays a key role in skills development and assists both residents and businesses progression into, and through, sustainable employment and apprenticeships. Ages 16-18 education in Southend is mainly delivered through school sixth forms, sixth form colleges, further education colleges, or private training providers.

6.7.2 The Department for Education 'Raising the Participation' Policy requires all young people in England to continue in education or training beyond the age of 16. The law requires all young people in England to continue in education or training until at least their 18th birthday, although in practice most young people continue until the end of the academic year in which they turn 18.

6.7.3 SCC as the responsible Local Authority has broad duties (under the Education Act 1996) to encourage, enable and assist young people to participate in education or training. Specifically, these are:

- To secure sufficient suitable education and training provision for all young people in its area who are over compulsory school age but under 19 or aged 19 to 25 and for whom an Education, Health and Care (EHC) plan is maintained.
- To make available to all young people aged 13-19, and to those between 20 and 25 with special educational needs and disabilities (SEND), support that will encourage, enable, or assist them to participate in education or training.

6.7.4 Where SCC feels that there is a specific gap in provision that cannot be addressed by existing providers or growth plans, there is a process by which this can be brought to the attention of the Education and Skills Funding Agency (ESFA) for consideration and action.

6.7.5 Further education and skills comprise the following types of learning:

- Education and training - covering further education learning delivered mainly in a classroom, workshop or through distance or e-learning;
- Apprenticeships - paid jobs that incorporate on- and off-the-job training leading to nationally recognised qualifications. Apprenticeships are not only for school leavers and young people; there is no upper age limit and individuals over 16, living in England and not in full-time education are eligible for apprenticeships;
- Workplace learning - covering a broad range of training including basic skills, Level 2, Level 3 and higher-level skills. This training is mainly delivered in the workplace, but excludes apprenticeships;
- Community Learning - funds a wide range of non-accredited provision, ranging from creative and cultural learning, modern foreign languages, personal development, IT courses, employability skills, family learning and activities to promote health and wellbeing civic engagement and community development.

Existing infrastructure provision

6.7.6 The following ten secondary schools in Southend offer post-16 courses:

- Belfairs Academy
- Cecil Jones College
- Chase High School
- The Eastwood Academy
- Southchurch High School
- Shoeburyness High School
- Southend High School for Boys
- Southend High School for Girls
- St Bernard's High School
- St Thomas More High School
- Westcliff High School for Boys
- Westcliff High School for Girls

6.7.7 There are several other providers delivering Post-16 learning in the City, including South Essex College of Further and Higher Education, Southend Adult Community College and the Southend Campus of the University of Essex. In addition, resident learners travel to Post-16 providers based outside of the City, including Unified Seevic Palmers College in Castle Point. Apprenticeship and traineeship courses are available at South Essex College, Southend Adult Community College and SEEVIC college.

6.7.8 Post-16 pupil numbers have increased since 2020/2021 and the trend is forecast to continue. In 2023/24 there were 2,769 year-11 pupils on roll in Southend secondary schools. The large cohort of post-16 pupils is linked to a peak in birth rates in Southend in 2010/2011.

Current infrastructure needs in the area

6.7.9 Higher demand for post-16 places is forecast to continue, increasing to 2,883 in 2027 (see Table 6.6.1) as the large cohort of secondary students enter post-16 education. Additional capacity will therefore be required to meet existing needs for post-16 education.

Lead agencies:

- Southend-on-Sea City Council
- Secondary schools and colleges
- Education and Skills Funding Agency
- The Department for Education - Education Funding Agency

Evidence base:

- Southend local offer website (livewellsouthend.com)
- School Organisation Data Supplement, Southend-on-Sea City Council, 2021

6.8 Infrastructure required to support growth options being considered within the draft Local Plan

6.8.1 Growth being proposed through the draft Local Plan will result in an increase in the demand for and use of post-16 education across the City. Table 6.6.1 above identifies that there is limited available capacity to meet existing needs for post-16 education within the area, therefore any growth being proposed will require the provision of additional post-16 education infrastructure. It is therefore assumed that post-16 provision required to meet growth needs will be provided as part of the required new secondary school (see above).

6.8.2 Table 6.8.1 below demonstrates that the growth being proposed through scenarios 1-3 has the potential to generate a need for around 200-315 students[14]. Based on a cost of £28,865 per place for the construction of new post 16 education provision[15], the growth proposed through scenarios 1-3 could generate around £4.2 – £6.6 million of developer contributions towards post-16 education infrastructure. Further assessment will be undertaken in future versions of the IDP to determine in more detail where and how this will be provided as part of the delivery of a new secondary school.

Table 6.8.1: Post-16 education pupil product arising from the Growth Scenarios

[14] Calculated based on a pupil product of 0.01 per one bed flat, 0.02 per 2+ bed flat, 0.04 per house, as set out in the ECC Developers Guide to Infrastructure Contributions, ECC, 2024 – as no assumptions are yet provided on the number of bedrooms in flats, an average of 0.015 is used for all flats. Unlike other forms of education, post 16 qualifying flats and houses include one bed dwellings. This formula has been used because a locally specific approach has not been provided by Southend City Council.

[15] Required developer contributions based on the DfE National Scorecard (Q1, 2024) (2) (new provision = pupil product x £28,865 (cost per pupil), extension to existing facilities = pupil product x £27,492 (cost per pupil))

	Scenario 1		Scenario 2		Scenario 3	
Neighbourhood area	**Pupil product[1]**	**Developer contribution[2]**	**Pupil product[1]**	**Developer contribution[2]**	**Pupil product[1]**	**Developer contribution[2]**
Eastwood	2	£38,968	2	£53,256	2	£38,968
Leigh	19	£402,667	22	£647,947	23	£480,602
Prittlewell	8	£175,355	15	£426,047	22	£467,613
Westcliff	13	£279,269	13	£381,667	14	£292,258
Southend Central	114	£2,416,001	131	£3,772,295	152	£3,201,850
Fossetts	11	£227,312	58	£1,659,810	58	£1,214,495
Southchurch	11	£240,301	13	£381,667	14	£285,764
Thorpe Bay	1	£25,979	1	£35,504	1	£25,979
Shoeburyness	19	£409,161	21	£603,567	31	£649,463
Total	200	£4,215,012	276	£7,961,761	315	£6,656,991

6.10 Special Educational Needs and Disability (SEND)

Context

6.10.1 The Children and Families Act 2014 places a statutory requirement upon SCC as the appropriate body for provision in Southend, to use best endeavours to secure special education provision. This includes the designation of an appropriate member of staff within a state-maintained school or nursey as a Special Education Needs and Disability (SEND) coordinator, responsible for pupils with those needs.

6.10.2 The Equalities Act 2010 further requires that schools do not discriminate current or prospective students on grounds of their disability and seeks to ensure that reasonable adjustments are made by education providers where possible to allow children with disabilities the ability to participate in education.

Existing infrastructure provision

6.10.3 Southend has five dedicated SEND schools as follows:

- Kingsdown School has provision for 118 pupils 3 to 14 years old with learning difficulties from severe learning difficulties (SLD) to profound and multiple learning difficulties (PMLD) as well as physical disabilities and communication difficulties.
- Lancaster School has provision for 89 pupils 14 to 19 years old with a range of complex needs including neurological impairments, complex learning, physical and medical difficulties. The Westcliff Centre, adjacent to Lancaster School and provided by Southend Adult Community College, has provision for 19 to 25 year olds with SLD or PMLD.
- St Nicholas School has provision for 93 pupils 11 to 16 years olds with a range of difficulties including communication and interaction, cognition and learning, autism, social and medical needs.
- The St Christopher School Academy Trust (SEN specialist school) has provision for 241 pupils 3 to 11 years old with a range of learning needs, including communication and interaction difficulties, cognition and learning difficulties, autistic spectrum disorders (ASD) and some with social, emotional and mental health difficulties (SEMH). The school also has provision for 11 to 19 year olds with ASD and/or attention deficit hyperactivity disorder (ADHD); and
- Sutton House Academy has provision for 56 pupils 5 to 16 years old with SEMH difficulties.

6.10.4 Alternative provision is provided at Victory Park for pupils aged 5 to 16 years who are either permanently or on the point of exclusion, or for preventative, therapeutic learning for children on roll at Southend schools requiring an alternative offer to mainstream education due to SEMH difficulties.

6.10.5 Three specially resourced provisions for children and young people have been established in four mainstream primary schools and two mainstream secondary schools in the City area.

6.10.6 The following primary specially resourced provisions are available:

- Autism spectrum disorder bases at Temple Sutton Primary School, key stage 1 and 2, Hamstel Infant School, key stage 1 provision and Blenheim Primary School, key stage 1 and 2.

- Speech and language resource base at Fairways Primary School for children aged 4 to 7 years.

6.10.7 The Council is currently creating an Autism Resource Base (ARB) at Blenheim Primary School, provided through funding as part of the School Rebuilding Programme.

6.10.8 The following secondary specially resourced provisions are available:

- Learning resource and sensory/physical resource bases at Shoeburyness High School and Chase High School for years 7 to 11.
- Autism Resource Base at Southend High School for boys, completed in 2022/2023.
- ARB at Thorpe Greenways will be partially completed in 2022/2023 and finished in 2023/2024.

Current infrastructure needs in the area

6.10.9 All five dedicated SEND schools are at or are over capacity. Therefore, there are plans to establish a further primary and secondary ARB, and expansions to existing special schools are currently being progressed.

6.10.10 There is an increase in demand for special education provision from pupils outside of Southend-on-Sea City Council. The Council is working with South Essex authorities to address this demand.

Lead agencies:

- Southend-on-Sea City Council

Evidence base:

- Southend local offer website (livewellsouthend.com)
- Securing developer contributions for education, DfE, 2019
- School Organisation Data Supplement, Southend-on-Sea City Council, 2022

6.11 Infrastructure required to support growth options being considered within the draft Local Plan

6.11.1 The increase in children and young people in the area arising from the Growth Scenarios will result in an increased demand for SEND services. SEND provision is not localised and has no catchment area, with provision based on identified local needs. It is therefore difficult to precisely calculate likely additional SEND needs arising from new development, however in other areas[16] the following general standards are used as a guide to estimate potential future SEND needs:

- 15% of school population is likely to have a SEND requirement
- Around 7 SEND places are required per 1,000 new dwellings

6.11.2 Using this approach, the growth proposed through scenarios 1-3 has the potential to create the following additional SEND needs:

- Scenario 1 – 6 places

[16] ECC Developers Guide to Infrastructure Contributions, ECC, 2024. This approach has been used because a locally specific approach has not been provided by Southend City Council.

- Scenario 2 – 9 places
- Scenario 3 – 10 places

6.11.3 The level potential need for additional SEND places would not be sufficient to warrant a new standalone SEND facility. Therefore, where needs for extended and new mainstream schools have been identified as outlined above, it is expected that specialist resource provisions (SRP) will be included within these proposals.

6.11.4 Developer contributions could be sought to support the delivery of new SEND places. DfE guidance 'Securing developer contributions for education' (November 2019) recommends that developer contributions for special or alternative school places are set at four times the cost of mainstream places. Therefore, based on the proposed developer contributions for extended primary schools infrastructure outlined above[17], developer contributions could be requested at £79,956 per place, creating the following SEND infrastructure funding for each scenario.

- Scenario 1 – £479,736
- Scenario 2 – £719,604
- Scenario 3 – £799,560

6.11.5 Further assessment will be undertaken in future versions of the IDP to determine where and how the SRP will be delivered.

[17] Required contribution has been calculated based on the DfE National Scorecard (Q1, 2024) extension to existing facilities = pupil product x £19,989 (cost per pupil)

7 Emergency Services

7.1 Ambulance

Context

7.1.1 Ambulance services in the City area are provided by the East of England Ambulance Service NHS Trust (EEAST). The objectives of the estates, as set out in the Estates Enabling Strategy 2020-2025, are to:

- Optimise the asset holding
- Support strategic service initiatives
- Maintain the existing capital estate
- Enable remote and flexible working
- Implement reconfiguration strategy

7.1.2 EEAST strives to achieve the four pillars of a high-performance ambulance service as defined by the industry with economic efficiency, response time reliability, clinical effectiveness, and patient and staff experience.

7.1.3 The EEAST Estates Strategy (2020-2025) summary position is to provide cost effective and efficient premises of the right size, location, and condition to support the delivery of clinical care to the community served by the Trust.

7.1.4 Addressing these changes requires the Trust to develop revised operating models and strategies for all aspects of its services, including operational support services such as the Estates Service. A key component of this process has been to establish the Trust's future Operating Model and to commence planning for the resulting transformation of support services. Expansion to the existing Make Ready Hub and Spoke network will be required to meet the growing demographics.

7.1.5 Each Hub will have a network of Spokes termed Ambulance Station Response Posts, tailored to meet service delivery and patient response specific to their local area. The spoke network is determined by the local population health care needs through patient flow modelling and subsequently EEAST staffing requirements. The aim is to create demand centric and agile spokes which are adapted to activity requirements as these change over time. Spokes can be made up of:

- Ambulance Station Reporting Bases - 24/7 permanent reporting base for staff and primary response locations for one or more vehicles.
- Ambulance Station Response Posts - primary response location which includes staff facilities.
- Standby Locations - set in strategic locations where crews are placed to reach patients quickly. Facilities used by staff are provided by external organisations to EEAST.
- A new Ambulance Handover Unit was created in 2022 at Southend University Hospital in partnership with the East of England Ambulance Service (EEAST) and Mid and South Essex NHS Foundation Trust, and provides space for up to twelve patients.

Existing infrastructure provision

7.1.6 There are ambulances operating from Shoeburyness Station on Campfield Road and East Southend on Aviation Way. Southend Ambulance Station was established as a Hub in May

2020 and includes a workshop to service and repair ambulance service vehicles. Southend is also served by stations in Basildon, Billericay, Canvey and Wickford, in addition to the available services at Southend Hospital. A new ambulance handover unit has opened at the Hospital.

7.1.7 The mean response time to most serious incidents for the EEAST from April to November 2022 was 8 minutes and thirty one seconds, while the national standard is 7 minutes. The average response time in England excluding London for the most urgent category C1 was 9 minutes and 26 seconds as of November 2022.

7.1.8 The Care Quality Commission carried out a review of quality at Southend University Hospital in 2021 and found an increase in patients accessing the service. The review found a 7.3% increase in ambulance attendances to the Hospital. The average arrival to handover delay at the Hospital in June 2022 was 46 minutes.

Current infrastructure needs in the area

7.1.9 An additional response post is likely needed at Shoeburyness. There is high demand on ambulance services in the City area.

Lead agencies:

- East of England Ambulance Service NHS Trust (EEAST)

Evidence base:

- East of England Ambulance Service NHS Trust Strategy (2020-2025), East of England Ambulance Service, 2020
- Estates Enabling Strategy 2020-2025, East of England Ambulance Service, 2020
- EEAST Annual Report and Accounts 2020-2021, East of England Ambulance Service, 2021
- Mid and South Essex NHS Foundation Trust Inspection Report, Care Quality Commission, 2021
- 06 July 2022 Report of East of England Ambulance Service NHS Trust Overview and Performance, Southend-on-Sea City Council People Scrutiny Committee, 2022

7.2 Infrastructure required to support growth options being considered within the draft Local Plan

7.2.1 The East of England Ambulance Service have advised that the potential infrastructure related impacts of the Growth Scenarios being considered by the Council upon the Ambulance Service include:

- Requirement for additional ambulance vehicles, which increases directly in relation to the increase in Growth Scenario figures;
- Additional space for parking at ambulance stations;
- Additional paramedics, support staff and call handlers;
- Expansion to ambulance stations and hubs.

7.2.2 The number of additional ambulances required to support the Growth Scenarios increases relative to growth. In terms of staffing, it is important to note that the number of new paramedics (many of whom would require training - £40,000 per paramedic) would increase across the Growth Scenarios.

7.2.3 Each Growth Scenario also results in an increase in support staff and call handlers. The resulting increase in staff for the Growth Scenarios has an impact on space needs at ambulance stations and hub, parking space needs and increased EV charging points.

7.2.4 Growth Scenarios 1, 2 and 3 would require at least one additional ambulance response post.

Additional infrastructure to support the Growth Scenarios

7.2.5 Growth Scenario 1 and 2:

- 2 new ambulances (£320,000)
- Additional space for parking at hub stations for new vehicles, Paramedics and support staff
- Additional parking space for call handlers
- One additional ambulance response post
- Expansion of existing ambulance stations including EV charging installation
- Possible Southend Hub expansion
- 4-8 additional paramedics
- Recommended S106 developer contributions of £355 per new dwelling (2.27 million for Scenario 1, £2.94 million for Scenario 2)
- S106 to be received no later than upon 50% of homes occupied for each separate development.

7.2.6 Growth Scenario 3:

- 3 new ambulances (£480,000) and 6-12 additional paramedics
- Remaining infrastructure needs, S106 developer contributions and timescales are the same as for Growth Scenarios 1 and 2 above.
- Recommended S106 developer contributions of £355 per new dwelling (3.19 million for Scenario 3).

7.3 Police

Context

7.3.1 Police services in Southend are provided by Essex Police. The Essex Police Estates Strategy 2023-2028 sets out a commitment to provide a modern, flexible, energy efficient estate which enables the Force to deliver an effective service and keep communities safe over the 5-year period of the Strategy.

Existing infrastructure provision

7.3.2 Southend is served by a police station on Victoria Avenue in the City Centre, which has been refurbished to modernise its operational context and facilities. A British Transport Police station is also located at Victoria Railway Station, in the City Centre.

7.3.3 Essex Police record response times to incidents by response gradings. The six response gradings are based on threat, harm, risk and vulnerability. The highest grade is emergency response, referred to as grade 1 for urban areas and grade 2 for rural area calls.

7.3.4 The median response time for emergency response incidents in Southend City during 2022 was 8 minutes and 48 seconds. The incident number for 2022 for all call grades was 17,343.

Current infrastructure needs in the area

7.3.5 Each Local Policing Area is resourced by a dedicated team, consisting of warranted officers, including specialist unit officers (such as the Criminal Investigative Department), non-warranted Police Community Support Officers (PCSO's) and support functions. This resourcing structure ensures that an appropriate level of response is coordinated at the outset, ranging from a routine community safety/ cohesion deployment to a serious crime response, to meet the community's needs.

7.3.6 The Southend Local Plan Area is covered by the Southend District Policing Area. The baseline police resources within the Local Policing Area are operating at capacity and would be significantly impacted by the planned housing and population growth outlined in the Southend City Council IDP Infrastructure Assessment Questionnaire 'Growth Scenarios' leading to an 'infrastructure funding gap'.

Lead agencies:

- Essex Police
- British Transport Police

Evidence base:

- Essex Police – police infrastructure/facilities IDP stakeholder consultation response November 2024
- Essex Police Estates Strategy 2023-2028
- PFCC Police & Crime Plan 2024-2028

7.4 Infrastructure required to support growth options being considered within the draft Local Plan

7.4.1 Both the construction and operational/ occupation phases of residential development lead to an increase in the incidence of criminal activity. The construction phase includes property-

based theft and vandalism, as acknowledged by the Chartered Institute of Building in its publications concerning Crime in the Construction Industry. Such incidents lead to an increased impact on police facilities and a greater draw on Essex Police LPT (Local Policing Team) resources.

7.4.2 At the operational / occupation phase increased populations give rise to an increase in crime and incidents against the person (e.g. violence, sexual, burglary, vehicle theft and criminal damage). New residents would be the victims of such crime, leading to an increased impact on police facilities and a greater draw on its LPT resources, including specialist unit support officers.

7.4.3 Emerging new communities need to be integrated with existing communities, and an appropriate level and duration of community safety, cohesion and policing would therefore need to be provided across the occupational phases of developments.

7.4.4 Major new housing developments therefore give rise to significant additional resource needs and implications for LPT (including specialist officers supporting LPT's), requiring appropriate funding by developers in order to mitigate and manage the community safety, cohesion and policing requirements, including the crime impacts arising.

7.4.5 Essex Police therefore requires additional police facilities to be funded and/or provided by developers either through section 106 agreements or CIL, or via both approaches where this would apply. Any requests for section 106 or CIL funding would be supported by evidence to identify the need, which may be in the form of the following police facilities:

- Additional or enhanced police station (LPT) floor space and facilities, including fit out and refurbishment;
- Custody facilities;
- Mobile Police Stations;
- Communications including ICT;
- Speed Camera/ Automatic Number Plate Recognition Technology;
- Police vehicles;
- Funding for additional staff resources, incorporating the recruitment, training, equipping & tasking of PCSO's during the construction phase of residential development, & recruitment, training & equipping of Local Policing Team Officers during the operational/ occupation phase of residential development.

7.4.6 Essex Police have advised that the estimated budget for the level of developer funded police Infrastructure/facilities required to mitigate and manage the impacts arising on community safety, cohesion and policing for the Growth Scenarios affecting the neighbourhood areas is as outlined in Table 7.4.1 below.

Table 7.4.1 Budget estimate for Police infrastructure

Growth Scenario (1)	Budget Estimate (2) (3)
Growth Scenario 1	£930,017
Growth Scenario 2	£1,285,401
Growth Scenario 3	£1,468,825

Notes:
(1) The Growth Scenarios would impact the following Neighbourhood Areas – Eastwood, Leigh, Prittlewell, Westcliff, Southend Central, Fossetts, Southchurch, Thorpe Bay, Shoeburyness, land north of Southend & land north of Southend within Rochford District – see Appendix C for budgetary needs for each Neighbourhood/ Growth Area.
(2) Budget is provisional at this stage & will increase once the PCSO & automatic number plate recognition (ANPR) costs are factored in (see below for further details).
(3) Budget equates to a standard charge of £143.30/dwelling at this stage & will increase once the PCSO & ANPR costs are factored in.

7.4.7 The data provided shows that as the level of population growth increases across the scenarios, the overall infrastructure costs increase. The response from Essex Police proposes a cost of £143.30 per dwelling to deliver infrastructure requirements to support growth.

Proposed approach to CIL and S.106 Developer Contributions:

7.4.8 Where Essex Police are engaged in pre-application engagement for applications of >250 dwellings, evidence will be submitted to support S106 contributions towards the above listed infrastructure to support development. For sites of <250 dwellings, contributions would be sought and expected via CIL, to mitigate cumulative impacts of smaller sites (this includes commitments and windfall sites).

ANPR and PCSO Provision

7.4.9 Regarding funding ANPR and PCSO provision, there are further costs associated with ANPR/ PCSO funding which cannot be determined until the draft site allocations are published for consultation. ANPR costs are triggered by developments of 250 dwellings and above and PCSO costs are triggered by developments of 500 dwellings and above.

7.4.10 As an example, a site of 500 dwellings would trigger both ANPR/PCSO funding costs as follows:

- ANPR - £12,000 = costs of 1 x ANPR: Note that each separate site of 250 dwellings would require ANPR provision and only 1 x ANPR is usually required per site irrespective of its size, i.e. a site of 500 or 1,000 dwellings would also require 1 x ANPR;
- PCSO – a PCSO would be tasked to each site of 500 dwellings and above during the construction phase. Utilising an averaged industry standard of 100 dwellings being constructed on a site per year, a site of 500 dwellings is assumed to have a 5-year construction period requiring the following PCSO tasking/funding - £47,418/ annum x 5 years = £237,090.

Built Facilities

7.4.11 With regard to the spatial distribution of any additional built facilities, or extensions to existing facilities, Essex Police will provide further detail once further information about specific site allocation options become available.

7.5 Fire

Context

7.5.1 Fire & Rescue services in Southend are provided by the Essex County Fire & Rescue Service (ECFRS). A key focus of the Essex County Fire & Rescue Service Estates Strategy (2021-2026) is to enable its buildings to deliver the right working environments, and provide effective, environmentally sustainable and collaborative workplaces.

7.5.2 The Strategy's core principles aim to support communities by providing the best possible protection to the public through changes made to the estate. Collaborating with other 'Blue Light' Agencies, the intention is to modernise and achieve fit for purpose future estate, where operations are conducted in a safe, agile and flexible environment with the latest technology.

7.5.3 By implementing the Prevention, Protection and Response service role set out in the Integrated Risk Management Plan (2020-2024), Essex County Fire & Rescue Service strive to make Southend a safe place to live, work and travel.

Existing infrastructure provision

7.5.4 Southend is served by three fire stations located at Sutton Road in the north of the City (Station 30),at Shoebury Avenue in Shoeburyness (Station 42) and Mountdale Gardens in Leigh (Station 31).

7.5.5 Station 30 is a 'wholetime' fire station and accommodates 4 fire engines serviced by full time staff along with a Service Delivery Point for training and office-based duties. Planned modernisation works are underway. Station 42 is an 'on-call' fire station and accommodates 1 fire engine.

7.5.6 Essex County Fire & Rescue Service categorise responses against three types of incidents, related to false alarm, fire and special service. The average response time to incidents in the City over the period 2019-2022 is 7 minutes and 58 seconds.

7.5.7 Essex County Fire & Rescue Service work with the Safer Essex Roads Partnership to prevent harm on the roads through education, engagement and identifying and dealing with emerging risks.

Current infrastructure needs in the area

7.5.8 To use its service capacity effectively, Essex County Fire & Rescue Service resources are tasked into localities to cover the operational risk in that locality, and to be effective there is a requirement for local hubs or fire stations from which operational crews can be deployed.

7.5.9 Community Safety, Wellbeing and Fire Safety Officers are also focused on localities, and an increase in development would require additional capacity in a specific locality, to meet the increased operational and non-operational demands arising.

7.5.10 The increased risk arising from development within a locality would be managed in line with the three main strands of the service role in mind, as outlined below:

- Prevention – creating space within Fire stations or hubs to prioritise community safety work in conjunction with delivery at home & school visits, including locations to work with partner agencies to reduce fire & road traffic incidents;
- Protection – by carrying out fire risk assessments with a focus on education, providing advice & seminars;

- Response – by tasking highly trained personnel, including firefighters, into an area to deal with emergency & non-emergency incidents requiring a fire & rescue facility deployment;

7.5.11 Major new housing developments give rise to significant additional resource needs and implications for ECFRS, requiring appropriate funding by developers in order to mitigate and manage community safety, cohesion and engagement requirements, including the increased incidents arising.

7.5.12 The baseline fire and rescue service resources within Southend are operating at capacity, and would be significantly impacted by growth levels being considered in the emerging Local Plan. Essex County Fire & Rescue Service therefore requires additional fire and rescue infrastructure/ facilities to be funded and/or provided by developers either through section 106 agreements or CIL.

7.5.13 Any requests for section 106 or CIL funding would be supported by evidence to identify the need, which may be in the form of the following facilities:

- Additional or enhanced fire station floor space and facilities, including fit out, refurbishment and extension;
- Fire service plant and equipment, including hydrants, specialist pump/ hose appliances, turntable ladder aerial appliances, cutters, spreaders, rams, stretchers, lifting air bags, toolbox, winch, ventilation fans, lighting appliances, thermal imaging cameras, dry suits, uniforms, breathing apparatus, defibrillators, first aid kit and personal protective equipment;
- Fire and rescue vehicles, inflatable boats, rescue sled, ice path, drones & electric vehicle charging points;
- Funding for additional staff resources, incorporating the recruitment, training, equipping and tasking of Community Safety, Community Wellbeing and Fire Safety Officers, and recruitment, training and equipping of firefighters.

Lead Agencies:

- Essex County Fire & Rescue Service

Evidence base:

- Essex County Fire & Rescue Service – Fire & rescue facilities IDP stakeholder consultation response December 2024;
- Essex County Fire & Rescue Service Estates Strategy 2021-2026;
- Essex County Fire & Rescue Service Integrated Risk Management Plan 2020-2024;
- Police, Fire & Crime Commissioner Fire & Rescue Plan 2024-2028; ECFRS Integrated Risk Management Plan (2020-2024)

7.6 Infrastructure required to support growth options being considered within the draft Local Plan

7.6.1 The estimated budget for the level of developer funded fire and rescue infrastructure/facilities required to mitigate and manage the impacts arising on community safety, cohesion, engagement and incident response is set out below.

7.6.2 The ECFRS would require the following infrastructure facilities to be provided, in-line with the quantum of growth proposed to ensure services and facilities can be maintained alongside growth:

- Additional or enhanced fire station floor space and facilities including fit out, refurbishment and extension;
- Fire service plant & equipment, including hydrants, specialist pump/ hose appliances, turntable ladder aerial appliances, cutters, spreaders, rams, stretchers, lifting air bags, toolbox, winch, ventilation fans, lighting appliances, thermal imaging cameras, dry suits, uniforms, breathing apparatus, defibrillators, first aid kit & PPE;
- Fire & rescue vehicles, inflatable boats, rescue sled, ice path, drones & EV charging points;
- Funding for additional staff resources, incorporating the recruitment, training, equipping and tasking of Community Safety, Community Wellbeing and Fire Safety Officers, and recruitment, training and equipping of Firefighters.

Proposed approach to CIL and S.106 Developer Contributions:

7.6.3 Where ECFRS are engaged in pre-application engagement for applications of >250 dwellings, evidence will be submitted to support S106 contributions towards the above listed infrastructure to support development. For sites of <250 dwellings, contributions would be sought and expected via CIL, to mitigate cumulative impacts of smaller sites (this includes commitments and windfall sites).

7.6.4 Any requests for S106 contributions would be supported by evidence to identify the need which may be in the form of the facilities listed above. However, for the purposes of this version of the IDP, ECFRS estimates that the cost would be covered by a standard charge of £350 per dwelling. Scenario 1 (14,927 population) is linked to existing commitments and windfall; therefore ECFRS would envisage funding to support this growth via CIL.

7.6.5 The following costs per scenario, to mitigate impacts of the Growth Scenarios, are as follows (£350/dwelling):

- Scenario 1: £2,271,500
- Scenario 2: £3,139,500
- Scenario 3: £3,587,500

8 Health

8.1 Context

8.1.1 Primary healthcare provides the first point of contact within the health system, which includes general practices , pharmacies, dental and optometry. This IDP does not include specific wider primary care service needs such as dentists, pharmacies, opticians and community health (health visiting, school nursing, midwifery, district nursing, etc). While demand for these services will be impacted by growth allocated in the emerging Southend New Local Plan, the National Health Service (NHS) as the commissioners will assess the future need for additional services and facilities. It should be noted that there is no standard approach to quantifying the impact of development on dental or optometry services. This is partly because there is no definition of what should be available to residents and so needs and gaps can't be easily identified.

Mid and South Essex

8.1.2 The Mid and South Essex Integrated Care System (ICS) was launched in July 2022, replacing Clinical Commissioning Groups. The ICS supports the health and wellbeing of a community of 1.2 million people residing in the City area, district and city councils of Basildon, Braintree, Brentwood, Castle Point, Chelmsford, Maldon, Rochford, Southend-on-Sea, and Thurrock.

8.1.3 Integrated Care Systems are partnerships of organisations which plan and deliver joined up health and care services. The ICS partnership includes organisations across the hospital, mental health, social care, community and voluntary services sectors. The ICS is made up of the Integrated Care Board (ICB), an NHS organisation and the Integrated Care Partnership (ICP), a committee formed of the NHS ICB and upper-tier local authorities falling within the ICS area. The ICP is responsible for producing an Integrate Care Strategy on meeting the health and wellbeing needs of the population within the relevant ICS area. A Mid and South Essex Infrastructure Strategy is under production.

8.1.4 The ICS seeks to:

- Create opportunities: in education, employment, housing, growth;
- Support health and wellbeing: promoting healthy lifestyles and behaviours, focusing on prevention and self-care;
- Bring care closer to home: where, safe and possible; and
- Improve and transform our services: integrating care for and with our residents.

8.1.5 The ICS in mid and south Essex delivers support and services through four place-based systems, Basildon and Brentwood; Mid Essex; South East Essex; and Thurrock; which involve multiple partners operating and serving populations of around 170,000 - 400,000 residents. These place-based systems provide a meaningful footprint within which to plan, design and deliver health and care services for and with the local community.

8.1.6 The acute reconfiguration plans for Mid and South Essex were the subject of a successful bid for £118m of investment to assist the estate transformation required to facilitate the new model of acute care. This model will deliver significantly improved quality and 71 sustainability of acute services in Mid and South Essex including improvements to Emergency Departments at all three hospitals in Southend, Basildon, and Chelmsford, with the development of new urgent treatment centres alongside each ED; consolidation of specialist services to enable

extended hours and seven-day consultant cover including for vascular surgery; and separation of elective and emergency surgical activity. Business cases are being developed with the first part of the monies and once approved, the remaining funds will be released for delivery of the improvements.

8.1.7 A new outpatient centre at Southend University Hospital opened in mid 2022, providing extra consulting rooms, office space and a waiting room. The centre will initially serve trauma and orthopaedic patients, but will eventually become a multi-purpose space for all outpatient specialities.

Existing infrastructure provision

8.1.8 In Southend, 23 GP (general practitioner, within this document referring only to a doctor and not a surgery) practices operate from 28 surgeries (referred within this document as 'GP surgeries' or 'surgeries') which are a mixture of purpose-built surgeries and buildings converted from other uses, including dwellings. Many of the surgeries are near others, significant overlaps therefore exist in the practice catchments.

8.1.9 The practices work collaboratively in 4 primary care networks (PCN's) known as Southend Victoria, SS9, Southend East and West Central. A wide range of primary care services is offered across PCNs through GPs and additional health professionals. A Primary Care Network (PCN) is a group of local GP practices that work together, typically covering a population of 30,000 to 50,000 people within a specific geographical area. They collaborate with other healthcare services, like pharmacists, mental health teams, and community services, to provide better and more coordinated care for patients in their community.

Table 8.1.1: Primary Care Surgery Main and Branch Provision in Southend-on-Sea City

GP Practice	Address	Weighted List Size	Net Internal Area (NIA)(m^2)	Capacity need for list size	Spare capacity (NIA m^2)
Southend Victoria PCN					
Carnarvon Medical Centre	North Road Primary Care Centre, 183-195 North Road, Southend-on-Sea, Essex, SS0 7AF	5,940	183	407.3	-224.3
Central Surgery - North Road Primary Care Centre	North Road Primary Care Centre, 1St Floor, 183-195 North Road, Westcliff-on-Sea, Essex, SS0 7AF	5,514	464	378.1	85.9
Central Surgery - Thorpe Surgery	38 Acacia Drive, Thorpe Bay, Essex, SS1 3JX				
Queensway Surgery	75 Queensway, Southend-on-Sea, Essex, SS1 2AB	21,175	990	1,452.0	-462.00

GP Practice	Address	Weighted List Size	Net Internal Area (NIA)(m^2)	Capacity need for list size	Spare capacity (NIA m^2)
North Avenue Surgery	332 North Avenue, Southend-on-Sea, Essex, SS2 4EQ	2,852	129	195.6	-66.6
Warrior Square Surgery	61 Warrior Square, Southend-on-Sea, Essex, SS1 2JJ	2,609	131	178.9	-47.9
West Road Surgery	North Road Primary Care Centre, 183-195 North Road, Westcliff-on-Sea, Essex SS0 7AF	8,931	281	612.4	-331.4
Northumberland Avenue Practice	32 Northumberland Avenue, Southend-on-Sea, Essex, SS1 2TH	5,836	312	400.2	-88.2
St. Luke's Health Centre	Pantile Avenue, Southend-on-Sea, Essex, SS2 4BD	5,857	186	401.6	-215.6
				Southend Victoria total capacity	-1,350.1
SS9 PCN					
Kent Elms Health Centre - Dr Krishnan	1 Rayleigh Road, Leigh-on-Sea, Essex, SS9 5UU	4,676	292	320.6	-28.6
Highlands Surgery	1643 London Road, Leigh-on-Sea, Essex, SS9 2SQ	13,050	274	894.9	-620.9
The Pall Mall Surgery	1St Floor, Leigh Primary Care Centre, 918 London Road, Leigh-on-Sea, Essex, SS9 3NG	19,578	942	1,342.5	-400.5
Eastwood Group Practice - Kent Elms	1 Rayleigh Road, Eastwood, Leigh- on-Sea, SS9 5UU, Essex	14,977	660	1,027.0	-367.0
Eastwood Group Practice - Belfairs	335 Eastwood Road North, Leigh-On- Sea, SS9 4LT, Essex				

GP Practice	Address	Weighted List Size	Net Internal Area (NIA)(m^2)	Capacity need for list size	Spare capacity (NIA m^2)
Eastwood Group Practice - Rayleigh	346 Rayleigh Road, SS9 5PU, Essex				
The Leigh Surgery	194 Elmsleigh Drive, Leigh-on-Sea, Essex, SS9 4JQ	2,507	100	172.0	-72.0
				SS9 total capacity	-1,489
Southend East PCN					
Central Surgery - Southchurch Boulevard	27 Southchurch Boulevard, Southend-on-Sea, Essex, SS2 4UB	7,468	220	512.1	-292.1
The Thorpe Bay Surgery	99 Tyrone Road, Southend-on-Sea, Essex, SS1 3HD	15,981	766	1,095.8	-329.8
The Thorpe Bay Surgery - North Shoebury Surgery	Frobisher Way, Shoeburyness, Southend-on-Sea, Essex, SS3 8UT				
Dr N Kumar & Sinha, Shoebury Health Centre	Campfield Road, Shoeburyness, Southend-on-Sea, Essex, SS3 9BX	8,543	264	585.8	-321.8
Drs. Palacin & Guyler, Shoebury Health Centre	Campfield Road, Shoeburyness, Southend-on-Sea, Essex, SS3 9BX	4,541	132	311.4	-179.4
				Southend East total capacity	-1,123.1
West Central PCN					
The Valkyrie Surgery	Valkyrie Road Primary Care Centre, 50 Valkyrie Road, Westcliff-on- Sea, Essex, SS0 8BU	16,386	810	1,123.6	-313.6
Dr Bekas Medical Centre	48 Argyll Road, Westcliff-on-Sea, Essex, SS0 7HN	2,347	136	160.9	-24.9

GP Practice	Address	Weighted List Size	Net Internal Area (NIA)(m^2)	Capacity need for list size	Spare capacity (NIA m^2)
Dr Sooriakumaran	3 Prince Avenue, Southend-on-Sea, Essex, SS2 6RL	4,784	232	328.0	-96.0
Dr Sooriakumaran - Leigh Road Surgery	38-40 Leigh Road, Leigh-on-Sea, Essex, SS9 1LF				
Southend Medical Centre	50-52 London Road, Southend-on-Sea, Essex, SS1 1NX	6,599	329	452.5	-123.5
Kent Elms Health Centre - Dr Malik	1 Rayleigh Road, Leigh-on-Sea, Essex, SS9 5UU	3,100	300	212.6	87.4
Scott Park Surgery	205 Western Approaches, Southend-on-Sea, Essex, SS2 6XY	2,609	239	178.9	60.1
				West Central total capacity	-410.5
				Overall Southend total capacity	**-4,372.7**

8.1.10 Average wait times for GP surgery appointments were last reported for November 2024 (Table 8.1.2) and averaged 42% within the same day, 0.5% below the national average.

Table 8.1.2 Cumulative GP surgery wait time for appointments April to November 2022

Duration	Southend	Mid and South Essex	National
Same Day	42%	40%	42.5%
1 Day	6.6%	7.7%	7.5%
2-7 Days	15.9%	17.4%	17.5%
8-14 Days	16.2%	14.0%	13.2%
15 Days +	19.3%	20.9%	19.3%

8.1.11 Hospital bed numbers vary over time with changes in both policy and practice. Bed provision has been reconfigured to ensure patients are treated in the right place and that the needs of the growing elderly population in Southend is met, more care-of-the-elderly beds are now available to support that need.

8.1.12 519 beds are currently available in the area, which is reflective of the new ways of working, a home-first approach and working with our system colleagues to ensure that people are

managed by virtual wards, community-based nursing care and urgent care coordinators. The bed base number has been reduced following an improvement in length of stay from February to October 2023, and the implementation of those schemes mentioned above.

8.1.13 Southend University Hospital was last rated by the Care Quality Commission as 'requires improvement', an improvement from a previous 'inadequate' rating. There are now no inadequate ratings across the hospitals in mid and south Essex, and inspectors clearly recognise the raft of improvements that have been put in place and improvements are continuing.

Current infrastructure needs in the area

8.1.14 There are fewer GP surgeries on the outer edges of Southend, particularly in the City's northern fringes in the neighbourhoods of Prittlewell and Fossetts, and in areas of Thorpe Bay and Shoeburyness, reflecting lower population density. It is expected that future need for GP surgeries will arise with considerable numbers of GPs retiring.

8.1.15 There is a significant deficit of capacity for primary care services, where most practices and all PCNs have an existing deficit of capacity. Overall provision is 4,372m^2 less than the accepted standards. Three of the four PCNs have a deficit of space greater than 1000m2 which is the typical size of a large purpose-built health centre. Opportunities to extend or reconfigure existing surgeries to address capacity issues are few due to building and site limitations and severe budgetary constraints. The NHS has estimated that the cost of addressing this identified deficit in existing provision would be in the region of £13 -£20 million.

8.1.16 There is a need for purpose healthcare student and keyworker housing in proximity to Southend University Hospital. Southend University Hospital is a constrained site and has insufficient car parking spaces.

Current Plans and Proposals

8.1.17 The Mid and South Essex NHS Foundation Trust are progressing plans for a new day surgery hub for Southend University Hospital. It is due to be completed early 2027.

8.1.18 The ICB is collaborating with partners to create a unified system approach, identifying opportunities to provide integrated health and wellbeing services in Shoebury, while building on the principles and progress of Integrated neighbourhood development. This takes into account the complexities of affordability and sustainability within a challenging financial landscape and limited capital allocations.

8.1.19 A Community Diagnostic Centre in Southend is under construction and is due to open mid-2025. This project is part of a wider effort to increase access to and the speed of diagnostic capacity in mid and south Essex.

Lead agencies:

- NHS England and NHS Improvement
- Basildon and Brentwood Clinical Commissioning Group
- Mid and South Essex Health and Care Partnership
- Mid and South Essex NHS Foundation Trust

Evidence base:

- Mid and South Essex Strategy and Delivery Plan, Mid and South Essex Health and Care Partnership, 2019

- Mid and South Essex NHS Foundation Trust Inspection Report, Care Quality Commission, 2021; 2022
- Find a GP, NHS.uk

8.2 Infrastructure required to support growth options being considered within the draft Local Plan

8.2.1 Population growth will increase the demand for services and need for infrastructure. The NHS noted that given the large number of practices and the pattern of their catchments, it is not feasible at this time to consider what precise impact the various growth scenarios might have on individual practices. However, as the growth options are developed and allocations become more certain, the ICB will be able to consider where investment in existing surgeries would be appropriate and where new facilities will be needed as well as the estimated cost of these options.

8.2.2 Based on 2.4 people per household, the Local Plan Growth Scenarios could result in a population increase of between 15,576 to 24,600 additional people. This population increase would result in an increased demand for and use of primary healthcare services across the City, and an increased demand for and use of acute care services at Southend Hospital.

8.2.3 As outlined above, there is a significant deficit of existing capacity for primary care services such as GP surgeries in all areas of the City, therefore any significant increase in population will require the need for the expansion of existing GP surgeries or the provision of new surgeries. The NHS have advised that growth of around 10,000 people would require the provision of a new small 700sqm primary care facility, and higher growth of around 15,000 people would require the provision of a larger new 1,000 sqm primary care facility. Given the geographic spread of growth being proposed across the Southend neighbourhoods, it is unlikely that one new large facility would provide appropriate access to meet the spread of additional needs that could be created by the proposed levels of growth. It is therefore likely that the provision of around 2 new primary care facilities could be necessary, in addition to the extension of existing facilities where possible. Table 8.2.1 sets out the proposed approach to providing additional primary care facilities which will be considered further with the NHS within future versions of the IDP.

8.2.4 The Council has been in discussions with the NHS regarding the provision of new primary healthcare in Shoeburyness. One significant obstacle is the lack of funding to purchase land and construct a facility. The NHS therefore noted that growth scenarios that include additional homes in Shoeburyness should be considered as part of the solution to address this issue.

Table 8.2.1 Proposed approach to providing additional primary care facilities to support Local Plan growth

Growth Scenarios	Potential population increase[18]	Estimated additional provision of primary care facilities to meet additional needs[19]	Estimated developer contributions[20]
Scenario 1 Areas of highest growth: • Southend Central • Shoeburyness	15,360	• 1 new 700sqm GP surgery to be located in the areas of highest growth • Extensions to existing surgeries where possible located in the areas of highest growth • 8 new GPs • Total of 1,549sqm of additional primary healthcare space	£10,843,000
Scenario 2 Areas of highest growth: • Southend Central • Fossetts • Shoeburyness	19,920	• 2 new 700sqm GP surgeries to be located in the areas of highest growth • 11 new GPs • Total of 2,142sqm of additional primary healthcare space	£14,994,000
Scenario 3 Areas of highest growth: • Southend Central • Fossetts • Shoeburyness	22,800	• 2 new 700sqm GP surgeries to be located in the areas of highest growth • Extensions to existing surgeries where possible located in the areas of highest growth • 12 new GPs • Total of 2,447sqm of additional primary healthcare space	£17,133,900

8.2.5 Growth in Southend will impact already stretched acute healthcare infrastructure at Southend Hospital. Given the existing pressures on the hospital, it will be important to secure capacity improvements alongside growth and avoid delays in provision. However, impact on the hospital is less sensitive than GP surgeries to the location of the development within Southend as the hospital catchment covers the whole of the Southend area.

8.2.6 An initial assessment by the NHS of the likely cost of increasing acute healthcare infrastructure to cater for the impacts of the growth scenarios has identified them to be in the range of £1.73 - £7.85 million, the lower figure being the minimum for scenario 1 and the higher figure being the likely figure to mitigate impacts of a population increase of around 45,000. Further work is being undertaken by the NHS to develop and refine these estimates for future updates to the IDP.

[18] Based on 2.4 people per new dwelling

[19] The number of additional GPs and primary healthcare space required calculated as follows (formula from other areas used as no local approach has been provided by the NHS Mid and South Essex ICB):

- Number of patients = number of dwellings x 2.4 (average number of residents per dwelling)
- Number of GPs required = number of new patients / 2,000 (ratio of 2,000 patients per GP)
- Additional space required = number of GPs required x 199m2 (ratio of 199m2 required per GP)

[20] This has been calculated as follows (formula from other areas used as no local approach has been provided by the NHS Mid and South Essex ICB): Cost of facility = additional space required x £7,000 (standard m2 build costs including land, fit out, and fees)

9 Green Infrastructure and Open Space

9.1 Context

9.1.1 Green infrastructure, as defined by the NPPF (Annex 2: Glossary, December 2024), is 'a network of multi-functional green and blue spaces and other natural features, urban and rural, which are capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity'.

9.1.2 As defined by the NPPF (Annex 2: Glossary, December 2024), open space is 'all open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity'.

9.1.3 Delivering the provision of open space that reflects current and future needs contributes to the pursuit of sustainable development objectives.

9.1.4 The vision of the Southend-on-Sea Health and Wellbeing Strategy 2021 – 2024[21] is 'to support and enable the people of Southend to have the best possible physical and mental health, wellbeing and quality of life; and to promote good healthcare, to enhance health and wellbeing across the life course: starting and developing well, living and working well, and, ageing well'.

9.1.5 Priority Five of the Health and Wellbeing Strategy is 'Spatial Planning: Use active environment design and spatial planning, so that the places and spaces in Southend encourage and facilitate activity in everyday life, making an active lifestyle as easy as possible'. The provision and access to green infrastructure and open spaces have a significant impact on healthy lifestyles and are therefore vital to the achievement of the Council's vision and priorities for health and wellbeing.

9.1.6 Open space includes the types of features (typologies) listed below. Fields in Trust recommend local authority wide open space standards for open space features as set out in Table 9.1.1. These standards differ from Natural England's Green Infrastructure Standards (GI Standards) as they include more specific standards for typologies including playgrounds and amenity open space. In addition, Natural England suggest a higher overall standard of 3ha of publicly accessible green space per 1000 population. Local standards, used to determine GI and open space provision, for the purpose of this iteration of the Southend IDP for Southend, are presented in Table 9.1.1 below.

Table 9.1.1: Fields in Trust recommended provision and accessibility standards for open space typologies

Typology	Recommended Standards (ha/1000 population)	Preferred maximum walking distance[22]
Public parks and gardens including urban parks, country parks and formal gardens	Recommended 0.8 hectares per 1,000 population.	710m

[21] The Health and Wellbeing Strategy 2021 - 2024 will be updated next year, to cover 2025 – 2030.
[22] Walking catchments from Table 6 of the Southend Settlement Role and Hierarchy Study (2020)

Amenity green space including informal recreation spaces (private or open to the public), allotments, roadside verges, green spaces in and around buildings and village greens.	Recommended 0.6 hectares per 1,000 population.	480m
Natural and semi-natural green space[23] including woodland, urban forestry, scrub, grasslands, open access land wetlands and vacant open land.	Recommended 1.8 hectares per 1,000 population.	720m
Provision for Children and Young People Including local areas of play (LAPs), locally equipped areas of play (LEAPs), and neighbourhood equipped area of play (NEAPs), wheeled play (e.g. skateboarding), outdoor 'kickabout' areas, and other less formal areas (e.g. 'hanging out' areas, teenage shelters).	Recommended 0.25 hectares per 1,000 population.	LAPs – 100m LEAPs – 400m NEAPs – 1,000m

Source of quantitative standards: Fields in Trust

9.1.7 The Parks and Green Space Strategy (2015-2020) quantifies an accessibility standard of one hectare of public open space per 1,000 people in Southend. The Strategy's Action Plan also sets out that "Every resident in Southend will live within easy reach of a publicly usable open space of at least 0.2 hectares". It lists green space provision in Southend alongside a list of Southend's parks and open spaces. However, it should be noted that the Strategy uses data and mapping derived from a 2004 Open Space and Recreation Assessment for the City and the typologies included within the Strategy differ from the Fields in Trust typologies and the Natural England Accessible Natural Green Space Standards (ANGSt).

9.1.8 Essex Wildlife Trust and Natural England's (2009) Analysis of Accessible Natural Greenspace Provision for Essex, including Southend-on-Sea and Thurrock Unitary Authorities report contains an analysis of Accessible Natural Greenspace provision in Southend. Natural England's Accessible Natural Greenspace Standard (ANGSt) is used as a standard model to assess the provision of natural and semi-natural greenspace. Details of findings of the report are provided below.

9.1.9 The South Essex Green and Blue Infrastructure Strategy and Appendix (July 2020) was prepared for the Association of South Essex Local Authorities by Alexandra Steed URBAN. The strategy contains reference to existing information in the Parks and Green Space Strategy – which uses 2004 mapping and information from the Open Space and Recreation Assessment in Southend-on-Sea. The Strategy identified challenges in the provision of green and blue infrastructure in Southend, which include:

- Key challenges for Shoeburyness and the need for improvement and realignment of flood defences.
- Fragmented trail and greenway network.
- Poor access for people to rural areas and nature sites in Rochford and Castle Point.
- Major roads and railways provide barriers.
- Only 45% of the City's urban area population have access to a public open space.

[23] Maintenance is usually informal but may include elements of intervention such as coppicing for the long-term health and natural balance of woodland, flail cutting of meadow to increase biodiversity, and clearance of water habitats.

9.1.10 Essex County Council produced the Essex Green Infrastructure Strategy (2020), which provides a vision and objectives for the future of GI delivery in Essex. The County Council then produced the Green Infrastructure Standards Guidance (2022), which outlines nine principles and standards for the protection, enhancement, creation, and management of GI in Essex.

9.1.11 Finally, it is important to note that Southend is covered by numerous internationally designated sites, which are described below in Table 9.2.1. As a result, mitigation measures are in place to protect these sensitive and valuable sites.

9.1.12 The Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) SPD was created in partnership with 12 LPAs adopted by SCC in 2020. The SPD applies to new residential dwellings to be built in the Zone of Influence (ZoI) of the Essex coast Habitats sites, intended to mitigate the 'in combination' effect of recreational pressure created by new residents. Note that major developments (defined as sites of 10 or more dwellings) within the Essex Coast RAMS ZoI should provide (or contribute to) mitigation in the form of accessible natural greenspace and circular walks, on or offsite, if they are deemed to have an impact on international designated sites by themselves. This mitigation will be further informed by the review of the RAMS and the SPD which is expected to be completed by late 2025.

9.2 Existing infrastructure provision

9.2.1 The latest site survey data from Southend-on-Sea all of Southend's Green Spaces. In total, the city provides approximately 507ha of green spaces, including neighbourhood and local parks, natural and semi-natural areas, playing fields and sports areas and woodland. This figure excludes school playing fields (86.73ha) and playgrounds that are not located on protected green space (1.74ha).

9.2.2 As outlined in Table 9.2.1 below, the 13 neighbourhood parks, serving each of the 9 neighbourhoods, provide the largest amount of open space provision in terms of total hectares, and amenity open space and playgrounds have the highest number of discrete sites.

Table 9.2.1: Summarised open space typologies in Southend-on-Sea

Typology	Total Number	Total Hectares
Neighbourhood Parks (more than 6 hectares)	13	183.79
Local Parks (less than 6 hectares)	17	31.97
Amenity Open Space	45	27.38
Sports Grounds*	34	113.91
Playgrounds *	25	4.56
Churchyards and Cemeteries	11	33.63
Natural and Semi-natural	3	61.67
Allotments	15	30.46
Woodland	3	20.00
Community Growing Site	1	0.2
Total	**167**	**507.61**

Source: Southend-on-Sea City Council Open Space Assessment (2025)

*Excludes playgrounds not on protected green space

Table 9.2.2: Summarised Areas of Open Space by Neighbourhood in Southend-on-Sea

Neighbourhoods	Number of Areas of Open Space in neighbourhood*	Total Hectares
Eastwood	15	24.82
Leigh	54	191.61
Prittlewell	15	34.80
Shoeburyness	34	84.57
Fossetts	9	73.53
Southchurch	17	27.13
Southend Central	12	16.56
Thorpe Bay	10	50.02
Westcliff	1	4.58
Green Belt	0	0.00
Total	**167**	**507.61**

Source: Southend-on-Sea City Council Open Space Assessment (2025)

* Excludes school playing fields and playgrounds not located on protected green space

9.2.3 There are 39 playgrounds in Southend. The table below shows the number in terms of their classification. 13 of the 39 playgrounds include all-inclusive items of play.

Table 9.2.3: Summarised Provision for Children and Young People in Southend-on-Sea

Typology	Number of typologies on protected green space*	Playgrounds on protected green space (Hectares)	Number of typologies on undesignated land	Total number of playgrounds	Total hectares
Local equipped Area for Play (LEAPs)	21	3.456	6	27	4.401
Local unequipped Area for Play (LAPs)	0	0.00	8	8	0.795
Neighbourhood Equipped Area for Play (NEAPs)	4	1.109	0	4	1.109
Total	25	4.56	14	39	6.305

Source: Southend-on-Sea City Council Open Space Assessment (2025)

9.2.4 South Essex Green and Blue Infrastructure Study (2020) identified approximately 437ha of public open space (POS) in Southend. The typologies used 'strongly reference the GBI definition within the Essex Green Infrastructure Strategy, 2020, the Landscape Institute's Green Infrastructure Position Statement, 2013, Natural England's Green Infrastructure

Guidance, 2009, and the National Planning Policy Framework'. Table 9.2.4 below presents public open space in Southend, using recent site survey data. Allotments and School Playing Fields are excluded from the definition of Public Open Space as they are not routinely publicly accessible. Sports Grounds (which comprise 113.9ha in total) include many playing fields which are publicly accessible, but this typology has been excluded from the table on the basis that it also includes Bowls and Tennis Clubs, many of which are member only.

Table 9.2.4: Southend-on-Sea Public Open Space (POS) typology summary

POS typology	Total number of typologies	Total hectares
Natural and Semi-natural	-3	61.67
Parks and Gardens	30	215.77
Amenity Green Space	45	27.38
Children and Teenagers (playgrounds)*	25	4.56
Woodland	3	20.00
Churchyards and Cemeteries	11	33.63
Total	117	363.01

Source: Southend-on-Sea City Council Open Space Assessment (2025)

*playgrounds that are not located on protected green space have been excluded

9.2.5 In terms of accessibility to POS, based on ANGSt, the GBI study reports that only 45% of Southend's population have access to POS (ANGSt recommends that wherever they live, residents should have access to accessible natural greenspace of at least 2 hectares in size, no more than 300 metres (5 mins) from home). Although a low figure, this shows an improvement in access to natural greenspace, when compared to the data presented within the analysis undertaken by Essex Wildlife Trust in 2009, as presented below.

Accessible Natural Greenspace (ANG) Provision

9.2.6 An audit conducted by Essex Wildlife Trust and Natural England in 2009: The Analysis of Accessible Natural Greenspace Provision for Essex, including Southend-on-Sea and Thurrock Unitary Authorities, collected data from Essex authorities regarding accessible natural greenspaces (ANG) within local authority areas. Table 9.2.5 and Table 9.2.6 below indicate the hectarage of ANG and the distance or accessibility of this for households in Southend-on-Sea respectively.

Table 9.2.5: Provision of ANG for households in Southend-on-Sea compared with Essex counties

Local Planning Authority	LPA Area (ha)	Area (ha) of accessible natural greenspace	Accessible natural greenspace as % of the LPA	Total number of households(1)
Southend-on-Sea	4,189	188	4%	75,932
Essex (excluding Thurrock and Southend on Sea	346,972	15,055	4%	562,638

Source: Essex Wildlife Trust & Natural England (2009) Analysis of Accessible Natural Greenspace Provision for Essex, including Southend-on-Sea and Thurrock Unitary Authorities

(1) Estimate from 2005 Address Point data

Table 9.2.6: Accessibility of ANG for households in Southend compared with Essex counties

Local Planning Authority	% of households					
	Within 300m of 2ha+ site	Within 2km of 20ha+ site	Within 5km of 100ha+ site	Within 10km of 500ha+ site	Meeting all of the ANGSt requirements	Meeting none of the ANGSt requirements
Southend-on-Sea	11	50	74	0	0	12
Essex (excluding Thurrock and Southend on Sea	29	68	72	19	7	14

Source: Essex Wildlife Trust & Natural England (2009) Analysis of Accessible Natural Greenspace Provision for Essex, including Southend-on-Sea and Thurrock Unitary Authorities

England Coast Path

9.2.7 Tilbury to Southend-on-Sea is a route stretching eastward across the northern bank of the Thames from Tilbury across the southern coast of Southend-on-Sea, terminating at the Barge Pier in Shoeburyness. Coastal access rights were granted in July 2022 and the route is currently open to the public. Within Southend the entire route falls within the public highway or public open space.

9.2.8 Southend-on-Sea to Wallasea Island is a route stretching northbound into Rochford from the Barge Pier in Shoeburyness along the eastern coast of Southend-on-Sea. Coastal access rights were granted in July 2022 and the route is currently open to the public. The route from Barge Pier to East Beach lies within the public highway or public open space.

Designated sites / Natural and semi-natural space

9.2.9 While Southend is highly urbanised, its coastal nature and position on the Thames Estuary results in a sensitive environment for marine life and therefore contains a number of protected and European designated sites. Much of the designations are around the coast and stretch across authority boundaries. This includes eight Sites of Importance for Nature Conservation (SINCs) (also known as Local Wildlife Sites (LWSs)). The full list of these is available below in Table 9.2.7. Figure 9.2.1 below illustrates where these sites are located. In addition to these sites, Edwards Hall Park lies outside the administrative boundary but is owned by Southend-on-Sea City Council. It is former farmland, now semi-natural grassland with possible example of remnant "ridge and furrow" in the area. Well established hedgerows and mature (formerly pollarded) trees. Potentially a good educational site. A SINC.

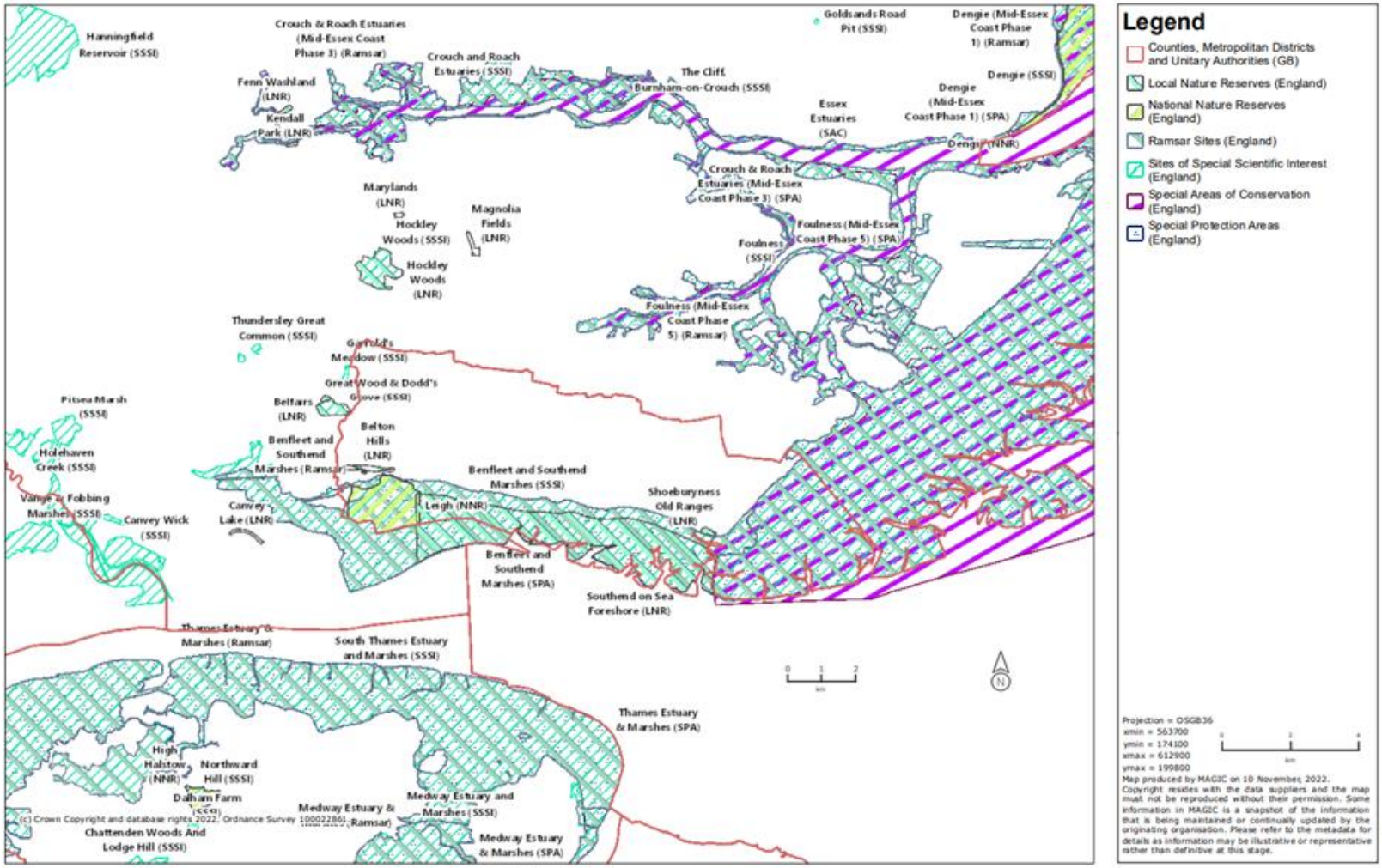
Table 9.2.7: Location and description of protected and designated sites in Southend-on-Sea

Location	Details
Two Tree Island, Eastern section	Former landfill now rough grassland. Most important areas are extensive saltmarsh and mudflats to the east and south. The mudflats are part of Leigh National Nature Reserve (NNR) and a Site of Special Scientific Interest (SSSI). The island itself is a Local Nature Reserve (LNR) only.

Location	Details
Benfleet and Southend Marshes (including Southend-on-Sea Foreshore)	An SSSI, Special Protection Area (SPA) for birds and a Ramsar (Internationally important wetland) site. Part of the SSSI is also designated as Southend-on-Sea Foreshore LNR.
Belton Hills	Unimproved grassland managed for wildflowers and invertebrates. A LNR and SINC.
Belfairs Woods and Golf Course	Remnant ancient semi-natural woodland with some areas of grassland. A SINC.
Oakwood	Remnant ancient semi-natural woodland divided by A127. A SINC.
Southchurch Park - East	Southchurch Park East has a valuable lake, a SINC. The lake has one of the most extensive reed beds in the City with breeding Reed Warblers, Moorhens, Mallards and Dabchicks. The stream that feeds into it has an excellent aquatic flora and possibly rich fauna as well.
Thorpe Hall Golf Course	A natural water catchment area, now providing a mosaic of semi-natural habitats. A SINC.
St. Mary's Churchyard, Nrt. Shoebury	Pond and ditch important features. No formal designation but Great Crested Newts discovered during a 2005 survey.
Foulness and Maplin Sands	A SSSI. Most of it lies outside the City boundary but abuts Benfleet and Southend Marshes SSSI boundary.
Shoebury Common, North and South	A SINC and adjacent a SSSI. Remnant coastal grassland containing a rare grass species and other interesting flora. Shoebury Common North is herb rich grassland, especially on raised knolls with rare Clovers and Fiddle Dock. Shoebury Common South contains elements of relic flora of sandy common land including the nationally scarce Bulbous Meadow Grass, a mainly Mediterranean species which dies down completely by May. The South Western corner appears to be of most interest, however many interesting species could be found protected by the low fence near the road. A nationally scarce liverwort also occurs on this site.
Shoebury Coastguard Station	A remnant of ancient coastal grassland with a rich and varied flora. Could be considered as one of the most important botanical sites in the county. A SINC and adjacent a SSSI.
Shoeburyness Old Ranges Local Nature Reserve	Nature reserve incorporating the Shoebury Old Ranges SSSI and the Coastguard Station Grounds LWS. More than 12 habitats to walk through from coastal grassland and a large pond to remnant sand dunes.

Source: Parks and Green Space Strategy (2015-2020)

Figure 9.2.1: Map showing European sites in Southend-on-Sea



Source: https://magic.defra.gov.uk/

Standards

9.2.10 The Southend-on-Sea Parks and Green Spaces Strategy 2015-2020 sets out standards for public open space in terms of the quantity of space, its accessibility and the quality of these spaces. The principal standards are to:

- Ensure that all residents have easy access to a public open space (POS) (of any typology) of at least 0.2 hectares;
- Provide one hectare of public open space per 1,000 people.

9.2.11 Informed by the Strategy, local standards for open space provision in Southend were identified in the 2015 IDP which have, for continuity, been used as part of this iteration of the IDP. However, in response to Natural England's engagement in this IDP update, the standards have been amended to include the GI Standard of at least 3ha accessible greenspace per 1,000 new population to ensure sufficient greenspace is provided across the local authority area.

9.2.12 Suitable Alternative Natural Greenspace may also need to be provided in the case of large-scale developments and/or those close to a habitats site boundary (see paragraph 2.13 of the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) SPD. Where this applies, Natural England advise this should be at a rate of 8ha SANG per 1000 new population.

Table 9.2.8: Local standards of Open Space Provision for Southend-on-Sea

Southend IDP Open Space Provision Standards	Source
At least 2ha accessible natural greenspace within 300m of home	Essex Wildlife Trust & Natural England (2009) Analysis of Accessible Natural Greenspace Provision for Essex, including Southend-on-Sea and Thurrock Unitary Authorities
At least 20ha accessible natural greenspace within 1.2km of home	Essex Wildlife Trust & Natural England (2009) Analysis of Accessible Natural Greenspace Provision for Essex, including Southend-on-Sea and Thurrock Unitary Authorities
At least 60ha accessible natural greenspace within 3.2km of home	Essex Wildlife Trust & Natural England (2009) Analysis of Accessible Natural Greenspace Provision for Essex, including Southend-on-Sea and Thurrock Unitary Authorities
At least 500ha accessible natural greenspace within 10km of home	Essex Wildlife Trust & Natural England (2009) Analysis of Accessible Natural Greenspace Provision for Essex, including Southend-on-Sea and Thurrock Unitary Authorities
3ha natural/semi-natural greenspace per 1,000 people	Natural England 2024 response to IDP baseline
0.8ha amenity greenspace per 1,000 people	Southend IDP 2015
0.25ha per 1,000 new population Children and Young People Playspace.	Fields in Trust

Sources: Southend-on-Sea Infrastructure Delivery Plan (2015); with updates made to natural/semi-natural greenspace per 1,000 people to bring the standards in line with Natural England's response to the IDP questionnaire (November, 2024); Natural England SANG Standard; and using Fields in Trust standards for Children and Young People Playspace.

Current plans and proposals

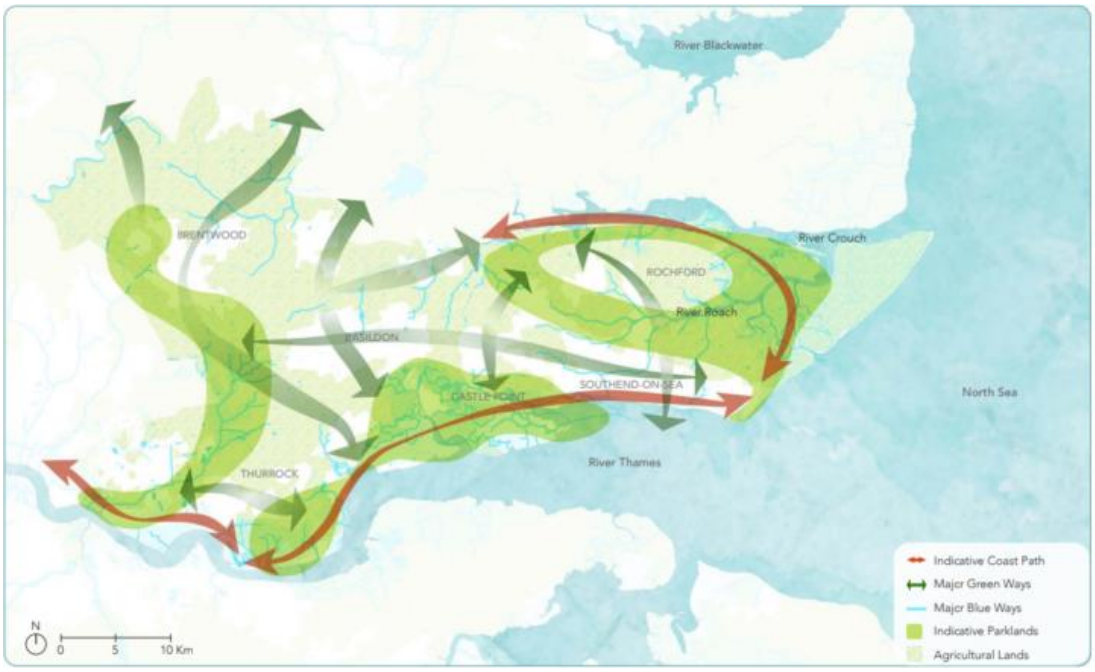
9.2.13 Strategic Opportunities for Southend in the South Essex GBI Strategy include:

1. Improved access throughout Southend and into neighbouring areas with enhanced greenways, recreational loops and green crossings, connecting destinations and habitat sites.
2. Improved blue corridors, with natural restoration and adjacent trails.
3. Linking to the Island Wetlands, with strategic parks and greenways along the northern boundary of Southend. See the Island Wetlands description in Volume 1: Section 3.
4. Greening the High Street at Central Southend: link linear green spaces to the north; tree-planting and seating towards Southend Cliff Gardens.
5. Create a series of special destinations along the waterfront promenade with planned resort developments.
6. Incorporate GBI (Green and Blue Infrastructure) into all new developments.
7. Increase urban open space allocation on vacant lots and as land becomes available.

9.2.14 The long-term vision of the South Essex GBI Strategy is the creation of a single park system – the South Essex Estuary Park (SEE Park). This would comprise of a network of diverse green and blue assets threading throughout the South Essex estuary, through restoring existing individual sites and improving the connectivity between these.

9.2.15 The Draft Essex Local Nature Recovery Strategy (LNRS) underwent public consultation from 30 August 2024 to 25 October 2024. It is due to be published and implemented from 2025 onwards. It is vital that opportunities set out in the LNRS for delivering strategic and cross-boundary environmental enhancements benefit people and drive nature recovery.

Figure 9.2.2: SEE Park diagram



Source: [SEEPARK | ASELA (southessex.org.uk)]

9.2.16 The Southend Parks and Open Spaces Strategy 2015-2020 provides an action plan which includes a wide range of projects and initiatives aiming to improve the quality and quantity of parks and open spaces in Southend. The Strategy recognises that some areas of the City do not currently meet the accessibility standards and aims to improve on this by introducing new open spaces where this is made possible by new developments. It also aims to improve the connections between existing spaces by landscaping and tree planting, including the greening of Southend High Street.

9.2.17 A Southend Strategic Park is noted as a Priority Project of the Island Wetland in the South Essex GBI Study, with the aim of becoming a primary greenway linking westward to Basildon and Castle Point. A link to a new Country Park (primarily in Rochford) is being considered as part of the Local Plan to the northeast of the City area to complement the existing facilities at Hadleigh and Cherry Orchard Jubilee Country Parks in Castle Point and Rochford.

9.2.18 The Three Rivers Trail in Southend-on-Sea will provide sustainable links through Southend-on-Sea into Rochford, linking up key locations in the town and providing opportunities for recreation. This was identified as part of the European Urban Habitats Programme. Provision is made for the Three Rivers Trail through the Community Infrastructure Levy Regulation 123 Infrastructure List.

9.2.19 As part of delivering the England Coast Path, Natural England is also investigating how to improve access along the 70km stretch of the Essex coast between Tilbury and Southend-on-Sea, with support from Essex County Council, Southend Council and Thurrock Council. The path is publicly accessible within the city of Southend.

Figure 9.2.3: Strategic opportunities identified in the Essex Green and Blue Infrastructure Strategy

Source: South Essex Green and Blue Infrastructure Strategy

Current infrastructure needs in the area

9.2.20 The Open Space and Recreation Assessment 2004 identified no clear evidence of any quantitative deficiency in provision of parks and open spaces in relation to the existing population at that time. However, it did demonstrate that there is a need for additional facilities to serve proposed additional housing development (note that this assessment includes built / indoor facilities and playing pitches). Given the positive trend in Net Additional Dwellings over the Plan (Adopted Core Strategy) Period (2001-2017), and the use of hectare per population standards, it is likely that a different level of provision now exists in the City.

9.2.21 As seen in the ANGSt study (see Table 9.2.6), none of the households in the City have access to a 500-hectare accessible natural greenspace, which is not consistent with recommended Natural England standards. The City is the only South Essex authority with below Essex-average provision of access to a 20-hectare greenspace site. This suggests that there is a need to improve the provision of ANG, part of which will involve improvement of accessibility to ANG.

9.2.22 Natural England have developed an Urban Greening Factor for England (UGF). The UGF is a planning tool to improve the provision of GI particularly in urban areas. It can be used to increase urban greening and contribute to Biodiversity Net Gain.

9.2.23 The Green and Blue Infrastructure Strategy also notes a deficiency in open space provision in many urban areas. It is estimated (based on data from the Parks and Open Space Strategy, and therefore the Open Space and Recreation Assessment 2004) that approximately one third of the City does not meet the quantity standard of one hectare per 1,000 population. Of particular attention is the Kursaal, Victoria and Westborough wards which contain less than 0.31 hectares of park area per 1000 persons.

9.2.24 A Parks Improvement Programme was presented to the Cabinet on 12 January 2023 which presented the “Parks Improvement Programme – CIL Main Fund Application”. The report recommended spending £1 million from the CIL Main Fund on enhancing children’s play provision in public parks within Southend City. The Parks Team will focus spend on the following play areas:

- Priory Park
- Bournes Green Park
- Chalkwell Park
- Belfairs Park
- Milton Gardens
- Oakwood Park
- Friars Park
- Southchurch Park.

Lead agencies:

- Southend-on-Sea City Council
- Association of South Essex Local Authorities
- Essex Wildlife Trust
- Natural England
- Environment Agency

Evidence base:

- Parks and Green Space Strategy 2015-2020, Southend-on-Sea City Council, 2015
- South Essex Green and Blue Infrastructure Strategy, Alexandra Steed URBAN / ASELA, 2020
- South Essex Green and Blue Infrastructure Strategy Appendices, Alexandra Steed URBAN / ASELA, 2020
- Open Space and Recreation Assessment in Southend-on-Sea Borough, Southend-on-Sea City Council, 2004
- Southend-on-Sea Infrastructure Delivery Plan, Navigus Planning, 2015
- Analysis of Accessible Natural Greenspace Provision for Essex, including Southend-on-Sea and Thurrock Unitary Authorities, Essex Wildlife Trust & Natural England, 2009
- Annual Monitoring Report, Southend-on-Sea City Council, 2017
- South Essex Strategic Infrastructure Position Statement Stage A Report: Baseline Study, Arup, 2019
- MAGIC, Natural England – https://magic.defra.gov.uk/

9.3 Infrastructure required to support growth options being considered within the draft Local Plan

9.3.1 The infrastructure related impacts of growth in Southend in relation to Green Infrastructure (GI) and Open Space are significant and require a strategic approach to achieve appropriate standards of access to natural greenspace for the new population of Southend.

9.3.2 The approach to GI will need to be undertaken alongside partners including Natural England, the Essex Wildlife Trust, the Essex Local Nature Partnership and neighbouring authorities, to ensure joined up and strategic solutions to the provision of green and blue infrastructure connectivity.

9.3.3 Finally, mitigation to safeguard internationally designated habitats will be required in the form of Suitable Alternative Natural Greenspace (SANG) to ensure that on-site green space provision is designed to include high quality, semi-natural areas, with sufficient screening from new development.

9.3.4 Table 9.3.1 sets out our understanding of the potential impacts of the growth scenarios on Green and Blue Infrastructure.

Table 9.3.1 Green and Blue infrastructure needs arising from the Growth Scenarios

Growth Scenario	Cemetery and Burial provision (ha)(1)	Amenity greenspace(2) (ha)	Natural and semi natural greenspace(3) (ha)	Children and young people play space (4) (ha)	District Parks (no.) (5)	Local Parks (no.) (6)	Neighbourhood Parks (no.) (7)
1	5.8	12.46	46.73	3.875	0.68	1.75	4.10
2	8.1	17.22	64.58	5.375	0.94	2.42	5.67
3	9.2	19.68	73.80	6.125	1.07	2.76	6.47

Notes:
(1) 0.375 hectares per 1000 population (standard used in other areas, no locally specific standard identified for Southend)
(2) 0.8ha per 1,000 new population (Southend IDP 2015)

(3) 3ha per 1,000 new population (Natural England standard – provided in response to IDP baseline consultation)
(4) 0.25ha per 1,000 new population (Fields in Trust)
(5) Southend Greenspace Strategy 2005
(6) Southend Greenspace Strategy 2005
(7) Southend Greenspace Strategy 2005

9.3.5 Table 9.3.1 shows that as the Growth Scenarios increase, the level of open space and green infrastructure provision increases. Natural England also note that increased pressure may be placed upon the King Charles III Coast Path (England Coast Path).

9.3.6 It is expected that joined up green and blue infrastructure projects would be provided as part of on-site mitigation in line with growth and in accordance with adopted standards, alongside strategic delivery of projects via a range of funding measures to assist in delivering the long term vision of the South Essex Green and Blue Infrastructure Delivery Strategy, and the Local Nature Recovery Strategy, due to be published in 2025. Suitable Alternative Natural Greenspaces (SANGs) may also be required to be delivered on-site via specific developer contributions, in the case of large-scale developments and/or those close to habitats sites.

10 Sports, Indoor and Built Facilities

10.1 Context

10.1.1 Indoor and outdoor sports and leisure facilities play an important role in supporting healthy communities, as well as providing opportunities for all age groups to socialise and develop skills. Regular exercise contributes to achieving a range of wider socio-economic objectives, therefore ensuring an adequate supply of suitable sporting facilities to meet local need is a requirement of the planning system. Careful consideration of the existing provision and future need for sports and leisure facilities is important to support the well-being of existing residents, and to support growth proposed in the Local Plan.

10.1.2 The vision of the Southend-on-Sea Health and Wellbeing Strategy 2021 – 2024[24] is 'to support and enable the people of Southend to have the best possible physical and mental health, wellbeing and quality of life; and to promote good healthcare, to enhance health and wellbeing across the life course: starting and developing well, living and working well, and, ageing well'. Priority Five of the Health and Wellbeing Strategy is 'Spatial Planning: Use active environment design and spatial planning, so that the places and spaces in Southend encourage and facilitate activity in everyday life, making an active lifestyle as easy as possible'. The provision and access to playing pitches, indoor and built sports facilities have a significant impact on healthy lifestyles and are therefore vital to the achievement of the Council's vision and priorities for health and wellbeing. The Southend City Vision (2025) sees Southend as a city that benefits from beautiful beaches, parks and well-kept urban spaces that are designed to encourage wellbeing and connect people with nature and each other. The Council's Corporate Plan (2024/2028) sets out four priorities which seek to address the needs and challenges of the city and the Council. This includes, caring with a good quality of life for all, seeking to take action to address the root cause of poverty and inequality, empowering communities to be strong, resilient and safe, so that people live well, age well and care well and remain living independently in the community for as long as possible.

10.1.3 National strategy for sports facilities from Sport England emphasises a Protect, Enhance, Provide approach to the quality and quantity of provision of sports facilities – whereby there is a focus on firstly maintaining and improving the quality of existing facilities before providing new facilities.

10.1.4 Knight Kavanagh and Page (KKP) Ltd has produced strategies and carried out a series of assessments for the South Essex authorities of Basildon, Castle Point, Rochford and Southend for playing pitches and indoor and built facilities. These provide the most up to date information and strategies for Southend-on-Sea. Supplementing the assessment reports with data from Sport England provides an up-to-date picture of current needs for Southend-on-Sea. The sport and activity specific information below is mostly derived from the KKP reports which should be considered in full for further detail on methods and justification. The KKP reports relevant to Southend are listed below within the identified evidence base documents.

10.1.5 It should be noted however, that data regarding playing pitches was updated in 2023 by Southend-on-Sea City Council. The report – *Southend Playing Pitch Update 2023* – updates the 2018 KKP playing pitch documents. Furthermore, the Council is currently commissioning

[24] The Health and Wellbeing Strategy 2021 - 2024 will be updated next year, to cover 2025 – 2030.

consultants to undertake a new Playing Pitch and Built Facilities Strategy. Work on the new strategy has not commenced as yet, but data outputs are expected during the summer/autumn of 2025. Therefore, further iterations of the Southend IDP will include updated information in relation to playing pitches and built facilities. Until this time, the IDP is based upon the most up to date data available.

10.2 Existing infrastructure provision

10.2.1 Table 10.2.1 outlines the quantity of provision in Southend by facility type. In general, facilities are well dispersed across the City area. A detailed list and breakdown of all facilities, (extracted from the Sport England Active Places database in November 2024-Active Places Power) in Southend can be seen in Appendix A below. There are discrepancies between the figures provided below and the figures within the Indoor and Built Facilities Needs Assessment: Southend-On-Sea Borough Council and Southend-On-Sea Borough Council Playing Pitch Assessment. This is due to the fact that these Assessments were conducted in 2018, with the Active Places Power data being more up-to-date (November 2024). The aim is that the, above mentioned, commission of a Playing Pitch and Built Facilities Strategy will overcome these inconsistencies in the future and bring the data in-line with the current context. Future versions of the IDP will reflect new playing pitch evidence.

Table 10.2.1: Quantity of facilities by facility type in Southend-on-Sea as of November 2024

Facility Type	Private	Public Access	Grand Total
Artificial Grass Pitch	6	10	16
Athletics	2	2	4
Golf	1	2	3
Grass Pitches	48	73	121
Health and Fitness Gym	18	6	24
Indoor Bowls	1	1	2
Indoor Tennis Centre	1	1	2
Outdoor Tennis Courts	11	16	27
Sports Hall	14	22	36
Squash Courts	3	2	5
Studio	10	5	15
Swimming Pool	9	10	19
Total	**124**	**154**	**278**

Source: Activeplacespower

10.2.2 The South Essex Strategic Infrastructure Position Statement, 2019 notes that there are a number of 'hub sites' in terms of sports facilities of strategic importance in Southend-on-Sea, which includes Garon Park, Shoebury Park and Belfairs Park.

10.3 Playing Pitches by Sport

10.3.1 The information in this section is derived from the Southend-On-Sea Borough Council Playing Pitch Assessment, hereby referred to as the 'Playing Pitch Assessment', and the Southend-On-Sea Borough Council Playing Pitch Strategy & Action Plan (hereby referred to as the 'Playing

Pitch Strategy'). These documents were published in 2018; an update to the Assessment and Strategy was carried out in 2023, the Southend Playing Pitch Update 2023, hereby referred to as the 2023 Update.

Football – grass pitches

10.3.2 The Playing Pitch Strategy identifies a total of 115 grass football pitches within the Southend-on-Sea City area across 36 sites, of which 109 are available for community use across 31 sites. In total, 24 community available pitches are assessed as good quality, 66 as standard quality and 19 as poor quality. 6 are considered to have poor quality changing facilities.

10.3.3 In terms of provision of facilities to meet team requirements, the Playing Pitch Strategy identifies that there are 21 youth 11v11 teams playing on adult sized pitches meaning they are playing on the incorrect pitch type. In total, 20 pitches across seven sites are considered to contain some level of actual spare capacity equating to 13.5 match equivalent sessions. However, there are 16 pitches across seven sites that are overplayed by a combined total of 21.5 match equivalent sessions.

10.3.4 In terms of the number of football teams, the Playing Pitch Strategy found 285 teams from 63 clubs, consisting of 86 adult mens', 4 adult womens', 100 youth boys', 5 youth girls' and 90 mini mixed teams. The 2023 Update found that there has been a decrease in the total number of football teams in the City area since 2018 to 284; there are now 98 adult men's teams and 3 adult women's teams. Youth team numbers have increased from 56 teams to 65 (the increase is accounted for by 9 additional youth girl's teams).

3G Artificial Grass Pitches

10.3.5 There are two full size 3G AGP in Southend-on-Sea (the Len Forge Centre and at Playfootball), both of which are floodlit and available to the community.

10.3.6 The full size 3G pitch at Len Forge Centre is FA approved to host competitive matches however, the full size 3G pitch at Playfootball is not. None of the 3G pitches are World Rugby compliant. The 3G pitch at The Len Forge Centre is considered good quality, whereas the pitch located at Playfootball is considered standard quality. Both full size 3G pitches are accompanied by adequate ancillary facilities.

10.3.7 In addition, there are 11 smaller sized 3G pitches, of which nine are available for community use located across two sites. During engagement with KKP, football clubs within Southend expressed a strong desire for more 3G AGPs for training purposes.

10.3.8 The 2023 Update report notes the following:

- St Thomas More sand-based Astro has been converted to 3G AGP.
- Garon Park 1 x 3G AGP has been delivered.
- Southend Manor have ambitions for investment in ancillary facilities at Southchurch Park.
- Shoeburyness High School are working with ECFA and Football Foundation to deliver a full size 3G AGP.
- Prince Avenue Academy was granted permission in January 2023 for a 7v7 3G AGP with a requirement for a community use agreement.
-
- Planning permission was granted in August 2023 for a World Cup Rugby Regulation 22 and FIFA Quality compliant 3G AGP with a full rugby sized pitch at Cecil Jones Academy.

While Rugby Union would be the principal sport, the facility is designed for football use as well.

10.3.9 There is also a new 3G pitch at Deanes School in Castle Point which is used by clubs in Southend. This has been delivered in collaboration with the South East Essex Academy Trust with support from Essex County FA and the Football Foundation.

Cricket

10.3.10 The Playing Pitch Strategy explains that there are 15 grass wicket squares in Southend-on-Sea located across ten sites, all of which are available for community use. There are Non-Turf Pitches (NTPs) accompanying the grass wicket squares at three sites and standalone NTPs at six sites. All grass wickets to be of good or standard quality. Three grass wicket squares are accompanied by good quality changing rooms, seven squares by standard quality changing rooms and three squares by poor quality changing rooms (two squares are without dedicated provision).

10.3.11 Spare capacity exists with the City area's cricket facilities to accommodate current and future demand for senior and junior cricket. Notwithstanding overall spare capacity, there remains a need to alleviate overplay at Chalkwell Park and particularly at Garon Park.

10.3.12 The 2023 Update explains that there has been an increase in the number of cricket teams between 2018 and 2023 from 29 teams to 46 teams. This growth is largely seen in the youth teams which has increased from 13 boys' teams in 2018; to 17 boys' teams, 1 girls team and 1 mixed team in 2023. All clubs are seeking to increase participation, particularly for women's teams, however there are a lack of facilities pitches and training facilities to enable this.

Rugby Union

10.3.13 The Playing Pitch Strategy states that within Southend-on-Sea there are nine senior pitches and three mini pitches provided, with all but two senior pitches and two mini pitches available for community use. In addition, Westcliff RFC is located just outside of Southend-on-Sea but considers itself to be a Southend-on-Sea club, with it accessing five mini and five senior pitches in Rochford. Of the community available pitches in Southend-on-Sea, two are assessed as standard quality and six as poor quality, whilst all pitches servicing Westcliff RFC are good quality. A clubhouse is provided at Southend RFC, however, the Club reports this to be of poor quality

10.3.14 Only one pitch in Southend is deemed to have actual spare capacity. There is overplay within the remaining pitches – particularly at Southend Rugby Club.

10.3.15 The 2023 Update does not provide team data for 2023, so this report defaults to the 2022 Update data which indicated a slight increase in the number of teams between 2018 and 2022 including 1 additional girls team and 1 additional mixed mini rugby team.

Rugby league

10.3.16 There is one grass rugby league pitch currently identified in Southend-on-Sea, located at Shoeburyness High School. The pitch is available to the community but is assessed as poor quality.

10.3.17 There are no rugby league clubs in Southend-on-Sea and there is no demand to establish one.

Hockey

10.3.18 The 2023 Update notes that there has been an increase in membership of Southend hockey teams from 229 in 2018 to 399 in 2023. However, there is now only one full size and floodlit to be of good quality. There are ambitions for Southend-on-Sea Hockey Club to return to playing within Southend and develop a new sand AGP at Garon Park to mitigate the loss at St Thomas More.

Golf

10.3.19 The 2023 Update notes that there has been a 24% increase in average membership numbers since 2022. There is continuing increase in demand for golf and driving range usage since 2018, with two of the three golf facilities in Southend at full capacity. The quality of the Belfairs course has been raised as an issue.

Bowls

10.3.20 The Playing Pitch Strategy states that there are 17 bowling greens in Southend-on-Sea located across 12 sites. Additionally, there is indoor bowls activity taking place within Southend-on-Sea at two sites. The majority are owned and managed by the Council. 14 greens were assessed as good and four as standard quality in 2018.

10.3.21 Four greens are currently operating above Bowls England capacity guidance. However, none of the clubs express a need for additional greens. The Playing Pitch Strategy considered supply sufficient to meet demand. However, for this to remain the case, it is likely that all greens require protection.

10.3.22 The 2023 Update notes that there may be an increase in demand in the future, or at least for demand to remain static. The Council will explore the opportunity of establishing Priory Park as a 'hub' facility for bowls to unlock opportunities for shared use by other clubs and potential repurposing of other bowls greens.

Tennis

10.3.23 The Playing Pitch Strategy notes that there are 119 tennis courts identified in Southend-on-Sea across 29 sites, with 84 courts available for community use across 20 sites. There are also nine permanent indoor courts in Southend-on-Sea with five located at David Lloyd Club and four located at Southend Leisure & Tennis Centre. The Playing Pitch Assessment considered 54 of the community available courts being of good quality, 11 as standard quality and 19 as poor quality.

10.3.24 There is a sufficient supply of courts at five club sites (Crowstone & St Saviours, Invicta, Southend, St Peters and Westcliff tennis clubs), whilst it is considered unlikely that either David Lloyd or Leigh Road Baptist Church tennis clubs exceed capacity. In contrast, the remaining two clubs (Thorpe Bay and Westcliff Hard Court tennis clubs) are operating above capacity; however, both clubs report that the current number of courts is adequate to meet their needs.

10.3.25 As all remaining, non-club courts are deemed to have spare capacity, focus should be on improving quality to an adequate standard for informal play.

10.3.26 The 2023 Update notes that demand for tennis continues to increase with the number of members of tennis clubs increasing from 1763 in 2018 to 2159 in 2023. The 2023 update notes that five tennis courts were refurbished in 2023 and the community use agreement for

the use of floodlit tennis/netball courts as Chase High School is not yet in place (required by planning condition, but is not yet in place).

Netball

10.3.27 There are 33 outdoor netball courts in Southend-on-Sea across 13 sites, of which five courts are available for community use across two sites. Following site assessments, 13 netball courts are assessed as poor quality, 16 as standard quality and four as good quality.

10.3.28 There is currently community demand for outdoor netball provision in Southend-on-Sea generating from the Southend & District netball league. Given expressed demand, the Playing Pitch Assessment has recommended improving the quality of facilities at sites throughout the City for curricular and extra-curricular activity. The 2022 update notes an increase in demand for walking netball and demand shifting geographically with community participation moved to the new tennis / netball courts at Chase High School. Ensuring the long-term community use of this site is a priority for Southend-on-Sea City Council.

10.3.29 The 2023 Update notes that there was no data on netball teams in 2018 but in 2023, there are 29 teams, with 369 members. There are waiting lists to join two Southend Netball clubs at U18 level and increased demand for Walking Netball.

Athletics

10.3.30 The Playing Pitch Strategy states that there are currently four athletics tracks in Southend-on-Sea. Two of these are for private use and form part of the provision at Earls Hall Primary School and Southend High School for Boys. There are two 400m athletics tracks in Southend-on-Sea for public use and these are located at Southend Leisure and Tennis Centre (Garon Park) and the Eastwood Academy. The tracks at both sites are rated as good quality.

10.3.31 The track at Southend Leisure and Tennis Centre requires improvements to allow its continued use in hosting licensed competitions. The track at Eastwood Academy is not accredited and urgent works to achieve this is a local priority for Southend-on-Sea City Council.

10.3.32 The 2023 update identifies members of local running clubs, which were not reported in 2018. Altogether this results in an increase of athletic memberships from 170 in 2018 to 945 members in 2023. Southend is well served in terms of competitive track and field facilities. Both venues are aiming to achieve UKA TrackMark accreditation. There are also opportunities for walk/run/jog/cycle loops in parks and open spaces as part of future proofing housing developments. A weekly parkrun takes place in Southend which is a popular event and attracts hundreds of runners.

Cycling summary

10.3.33 There are no formal purpose-built facilities within Southend-on-Sea, with the nearest dedicated facility located approximately six miles away at Hadleigh Park.

10.3.34 The 2023 Updates notes that Sport England Market Segmentation identifies that there are currently 11,743 people in Southend-on-Sea participating in regular cycling activity. Therefore, there is a need to continue to explore the growth of cycling and support ambitions of Garon Park CIC to further benefit the cycling offer.

Multi-use Games Areas (MUGAs)

10.3.35 The Playing Pitch Strategy identifies that there are seven open textured porous macadam Multi-use Games Areas (MUGAs) across Southend on Sea. While these are available as open

access, five of seven of these are classified as ‘poor’ quality, including poor surfacing, infrequent and basic maintenance, and litter problems, with the remaining 2 classified as 'standard’ quality at Colne Drive and Barons Court Primary School.

10.3.36 Given that these are for informal use, quantity demand has not been assessed – however, due to the poor quality and lack of floodlighting usage is considered to be low. The Playing Pitch Strategy considers that there is an under provision of MUGAs due to the low quantity provided, particularly in the City Centre. The 2023 Updates identifies that there is a need to protect the existing supply of MUGA and seek quality improvements; explore options to increase supply of MUGAs particularly in urban areas and; ensure MUGAs can be floodlit to maximise usage and explore floodlighting of existing MUGAs.

10.4 Indoor and Built Facilities

10.4.1 The information in this section is derived from the South Essex Indoor Built Facilities Overarching Strategy and Action Plan and the South Essex Indoor Built Facilities Southend Strategy and Action Plan, both published in 2018, and in consultation with infrastructure providers. As noted above, the Council are currently commissioning an update to the Southend Indoor Built Facilities Strategy, which is expected to be completed in the summer/autumn 2025. Until that time, the information presented below is considered up to date and in line with the latest evidence available.

10.4.2 Of strategic importance to Southend is the Southend Leisure and Tennis Centre. This is noted in the South Essex Indoor Built Facilities Overarching Strategy and Action Plan as having a ‘regional pull’. This primary facility includes swimming, diving, a gym and fitness studios, as well as outdoor tennis courts and athletics provision.

Sports Halls

10.4.3 Southend has 33 sports halls offering a total of 82 badminton courts. There are twelve 3+ court halls totaling 31 courts on twelve sites. In terms of quality, one sports hall is considered good quality, nine are above average quality, and three are below average quality. No sports halls in the City area are presently rated poor quality.

10.4.4 Around 96% of the population live within a 20 minute walk of a 3+ court sports hall. All of Southend’s population lives within 20-minutes’ drive of a publicly available 3+ court sports hall. There are six publicly available sports halls within two miles of the Southend boundary.

Swimming pools

10.4.5 There are 22 pools at 15 sites in Southend, three of which are 25m. Most swimming pools are rated above average quality. However, Shoeburyness Leisure Centre is rated below average.

10.4.6 In terms of accessibility, around one third of residents live within one mile of a publicly available 25m swimming pool. 85% of Southend residents live within one mile of a publicly available swimming pool of more varied dimensions. All residents of Southend live within a 20 minutes’ drive of a swimming pool.

10.4.7 There is significant demand for swimming in Southend.

Health and fitness suites

10.4.8 There are 26 health and fitness suites in Southend with a total of 1,547 stations. Southend has 18 health and fitness suites with 20+ stations, a total of 1,350 stations available to the

community. There are 17 studios in Southend. Four facilities are rated as good, five above average and six are below average quality.

10.4.9 There was a supply demand balance of +333 stations in 2016 and a projected balance of 65 stations in 2037.

10.4.10 Nine health and fitness facilities are located within a two mile radius of the Southend City boundary. Three of these have in excess of 150 stations. Nearly all (~ 98%) of City residents live within one mile of a health and fitness facility.

Indoor bowls

10.4.11 There are two indoor bowls facilities in Southend. Essex County Bowls Club is rated good and Southend-on-Sea Bowls Club above average quality. All of Southend's population is within 20 minutes' drive time of an indoor bowls facility.

10.4.12 Current supply is considered to satisfy current and future demand for indoor bowls in Southend.

Sailing and watersports

10.4.13 Watersports activities are popular in the area given Southend's coastline. Sailing, rowing, paddleboarding, kitesurfing and windsurfing are popular. Activity is delivered mainly through local clubs for sailing and watersports.

Indoor tennis

10.4.14 There are two indoor tennis facilities, both of good quality, in Southend. All of Southend's population live within a 20 minute drive of these facilities. There is latent demand for indoor tennis.

Other sports and built infrastructure

Squash

10.4.15 There are 17 squash courts across four sites in Southend, all above average quality. Squash courts are well distributed and all of Southend's population live within 20 minute's drive of a squash court. 16 of the 17 facilities require a membership.

Gymnastics

10.4.16 There are three gymnastics clubs in Southend with dedicated facilities across the area. Gymnastics and trampolining are in high demand and clubs operate a waiting list, meaning that capacity is overstretched and there is demand for more provision in the area.

Table tennis

10.4.17 There are nine table tennis clubs in the area, with the Southend league comprising 72 teams. There is one dedicated facility in Southend, with clubs playing in a variety of smaller, hired community and sport hall venues across the area, resulting in access difficulties.

Community centres/small halls

10.4.18 There are a large number (56) community centres/small halls in Southend. Approximately 94.6% of the population live within 800m of a community centre / small hall. Some do not currently offer sport or a physical activity opportunity to the local community.

Climbing Walls

10.4.19 There is one indoor climbing wall in Southend city centre at IndiRock. It provides outreach sessions with local schools and community groups.

Current infrastructure needs in the area

10.4.20 Much of the current needs for playing pitches and indoor and built facilities can be met by improvements to the quality of existing infrastructure. For example, education sites are being used for competitive play, but this is not necessarily formalised which could alleviate situations of overplay or limited capacity. However, there are evidently distinct shortfalls in provision and recommendations made by the Playing Pitch and Indoor and Built Facility Assessments and Strategies include the provision of a range of playing pitch and indoor and built facilities based on an analysis of the current supply and demand.

10.4.21 The Playing Pitch Assessment divides the City area into three areas for analysis, by grouping wards together. The analysis area name and wards that are included in the analysis area are shown in Table 10.4.1.

Table 10.4.1: Playing Pitch Strategy and Assessment Analysis Area wards

Analysis Area	Wards included
Central	St Luke's, Victoria, Milton, Kursaal, Southchurch, Thorpe
East	West Shoebury, Shoeburyness
West	Eastwood Park, Belfairs, West Leigh, St Lawrence, Blenheim Park, Leigh, Prittlewell, Westborough, Chalkwell

Source: Playing Pitch Assessment

10.4.22 Table 10.4.2 considers the Playing Pitch Strategy 2018, Playing Pitch Assessment 2018, Indoor and Built Facilities Assessment 2018, Indoor and Built Facilities Strategy 2018 and Playing Pitch Strategy Update 2023 reports, and provides a high-level overview of the current infrastructure needs identified within these documents for each of the infrastructure types discussed above and where possible, the relevant analysis area where the infrastructure needs are required. Infrastructure needs includes both general and specific provision to meet an identified shortfall, or urgent or strategic improvement works.

Table 10.4.2: Current playing pitch and indoor and built facility infrastructure needs in Southend-on-Sea

Infrastructure Type	Analysis Area	Current infrastructure needs
Playing Pitches		
Football (grass pitches)	Central	Provision of infrastructure to address the shortfall of: • 6.5 youth 11v11 match sessions • 4 youth 9v9 match sessions • 2 mini 7v7 match sessions
Football (3G AGPs)	Central	3 full size 3G pitches
	West	1 full size 3G pitches
	Overall	4 full size 3G pitches

Infrastructure Type	Analysis Area	Current infrastructure needs
Cricket	Overall	No current shortfalls, however the 2023 Update notes significant increase in the number of cricket teams since 2018, particularly at Westcliff Cricket Club. All clubs are seeking to increase participation, particularly for women's teams, however there are a lack of facilities, pitches and training facilities to enable this.
Rugby union	Central	Provision of infrastructure to address the shortfall of 11 match sessions.
Rugby League	Overall	Further dedicated rugby league provision not required.
Hockey (Sand AGPs)	Overall	Provision of one full size hockey suitable AGP.
Golf	West	Golf provision at two courses is at capacity. Improvement of quality of Belfairs course required.
Bowls	Overall	No known shortfall or infrastructure needs.
Tennis	Overall	The 2023 Update identifies the need for tennis court improvements. Improve Council Park tennis court stock. Ensure community use of new floodlit courts at Chase High School continues for the long-term.
Netball	Overall	The 2023 Update identifies the need to ensure community use of new floodlit courts at Chase High School continues for the long-term.
Athletics	Overall	Urgent improvement and maintenance works required to achieve accreditation for licenced competition at both Southend Athletics Track and Eastwood Academy.
Cycling	Overall	No requirement for dedicated facilities.
MUGAs	Central	Explore options to increase floodlit supply particularly in urban areas to address under provision.
	Overall	Improvements and protection required for existing supply.
Indoor and Built Facilities		
Sports Halls	Overall	Provision or improvement of infrastructure and capacity of infrastructure to address the shortfall of -0.4 courts per 10,000 people.
Swimming Pools	Overall	Provision of swimming pool space equivalent to 9.3 lanes of a 25m pool to address shortfall. Refurbishment of pool stock.
Health and Fitness Suites	Overall	No known shortfall or infrastructure needs.
Indoor bowls	Overall	No known shortfall or infrastructure needs.
Sailing and watersports	Overall	No known shortfall or infrastructure needs.
Indoor tennis	Overall	No known shortfall or infrastructure needs.
Squash	Overall	No known shortfall or infrastructure needs.
Gymnastics	Overall	Capacity over-stretched.
Table tennis	Overall	Improvements to venue access and availability.
Community centres / small halls	Overall	No known shortfall or infrastructure needs.

Lead agencies:

- Southend-on-Sea City Council
- Sport England
- Active Essex
- Football Association

Evidence base:

- Southend Playing Pitch Update 2023, Southend-on-Sea City Council, 2022
- South Essex Indoor Built Facilities Overarching Strategy and Action Plan, Knight Kavanagh Page, 2018
- South Essex Indoor Built Facilities Southend Strategy and Action Plan, Knight Kavanagh Page, 2018
- Southend-On-Sea Borough Council Playing Pitch Strategy, Knight Kavanagh Page, 2018
- Indoor And Built Facilities Needs Assessment: Southend-On-Sea Borough Council, Knight Kavanagh Page, 2018
- Southend-On-Sea Borough Council Playing Pitch Assessment, Knight Kavanagh Page, 2018
- Activeplacespower
- Southend Infrastructure Delivery Plan (IDP), 2015
- South Essex Strategic Infrastructure Position Statement Stage A Report: Baseline Study, Arup, 2019

10.5 Infrastructure required to support growth options being considered within the draft Local Plan

10.5.1 The Sport Facilities Calculator was made available by Sport England, and was used to determine the level of sports facilities required within Southend in line with the Growth Scenarios. Results of the Sports Facilities Calculator are presented in Table 10.5.1, and show that as Growth Scenarios increase, the total built infrastructure requirements increase alongside an increase in overall cost.

10.5.2 Sport England have also made the Playing Pitch Calculator available, and the results of these calculations based on the growth proposed within the Scenarios are presented in Table 10.5.2.

Table 10.5.1 Indoor sports infrastructure arising from the Growth Scenarios

Growth Scenario	Pools (sqm)	Pools	Halls (courts)	Halls	Indoor Bowl	Indoor Bowl (rinks)	Tennis Courts (number)	Tennis Courts (£)	Total indoor sports facilities costs (£)
Scenario 1	166.63	£3,590,183.00	1 (4)	£2,998,306.00	0.26	£118,462.00	2.04	£231,080.00	£6,938,031
Scenario 2	230.3	£4,962,087.00	1.38 (5.53)	£4,144,038.00	0.36	£163,730.00	2.81	£319,381.00	£9,589,236
Scenario 3	263.16	£5,670,166.00	1.58 (6.32)	£4,735,384.00	0.41	£187,094.00	3.22	£364,957.00	£10,957,601

Table 10.5.2 Outdoor sports infrastructure arising from the Growth Scenarios

Growth Scenario	Natural Grass Pitches (number)	Natural Grass Pitches (£)	Changing rooms (number)	Changing rooms (£)	Total outdoor sport pitches and changing room facilities costs (£)
Scenario 1	11.69	£1,923,223	13.67	£2,823,791	£4,747,014
Scenario 2	18.16	£1,889,498	24.91	£5,145,830	£7,035,328
Scenario 3	21.88	£3,606,895	28.43	£5,872,464	£9,479,359

11 Flood management

11.1 Context

11.1.1 Infrastructure provision for flood defence and surface water management includes a range of measures to counteract the risks arising from local flooding. The Flood and Water Management Act (FWMA, 2010) places a statutory duty on the Environment Agency to develop a National Flood and Coastal Erosion Risk Management Strategy (FCERM). This approach is moving towards a 'catchment based approach' which aims to consider adaptive pathways and improving resilience. The FWMA 2010 defines local flood risk as the flood risk from surface water, groundwater and ordinary watercourses.

11.1.2 As a unitary authority, Southend-on-Sea City Council is the Lead Local Flood Authority (LLFA) for the City area. LLFAs have significant duties and powers in relation to flooding from local sources, specifically surface water, groundwater and ordinary watercourses. The Environment Agency retains responsibility for leading and coordinating the management of flood risk associated with main rivers and the sea, in consultation with Southend-on-Sea City Council and Anglian Water. It is the responsibility of Anglian Water Services (AWS) to manage flood risk associated with wastewater management related infrastructure.

11.1.3 AWS has a duty as a statutory water undertaker to provide wastewater services to the study area and is responsible for the management, maintenance and operation of flood control structures under their ownership. Water Companies are defined as a Risk Management Authority within the FWMA and are responsible for flood risk management functions in accordance with the Water Resources Act 1991 and the Land Drainage Act 1991. AWS is responsible for surface water drainage from development via adopted sewers and for maintaining trunk sewers into which much of the highway drainage in the study area connects.

11.1.4 Essex and Suffolk Water has a duty as a statutory water undertaker to provide clean water services to the study area and is responsible for the management, maintenance and operation of flood control structures under their ownership.

11.1.5 The main risks from flooding in the area are from rivers, surface water, sewers and tidal, with more detail about the risk and defence infrastructure associated with each set out below.

11.2 Existing infrastructure provision

11.2.1 As part of the Drainage and Wastewater Management Plan (DWMP 2023), Anglian Water make assumptions on population growth as part of their own predictions, which takes a proportional view of the growth forecast based on ONS and local authority data. They use the level of growth contained within adopted Local Plans as a basis for the anticipated growth in the region. The DWMP growth demand forecast model is designed to produce growth forecasts in alignment with the WRMP 2024 (Water Resources Management Plan) and Water

Resources East regional plan water forecasting processes. This is defined as 'moderate' growth. The assumption for the Southend Catchment is shown in Table 11.2.1[25].

Table 11.2.1 Growth forecasting in Southend

WRC catchment	2021 population	2035 population	2050 population
Southend	201,653	213,656	227,205

Flooding from rivers

11.2.2 Three watercourses pose a fluvial flood risk to the City area. Willingale Brook poses the most significant fluvial flood risk in the City area as a large part of the residential area around the watercourse is at risk from flooding. Small areas of flood risk around the course of Prittle Brook and Eastwood Brook also pose a risk to nearby residential development.

11.2.3 Figure 11.2.1 illustrates the distribution of different flood susceptibility zones in Southend, incorporating both tidal and fluvial flood risk extents. The vast majority of Southend-on-Sea falls within Flood Zone 1 (approximately 89%), meaning that those areas have less than a 0.1% chance of river or tidal flooding within any given year. Approximately 3% of the City area falls within Flood Zone 2, meaning these areas have between 0.1%-1% chance of flooding from rivers in any year or between 0.1-0.5% chance of flooding from the sea in any year. Some 8% of the City area falls within Flood Zone 3, meaning the probability of flooding in any year exceeds 1% for rivers or 0.5% for the sea. Flood Zone 3 is split into 3a and 3b, with 3b land deemed as functional floodplain with a 5% probability of flooding. Only a very small portion of the land alongside Eastwood Brook and Prittle Brook are functional floodplain – these areas are predominantly undeveloped.

11.2.4 It is important to note that the Environment Agency's data zones illustrate the extent of fluvial and tidal flooding risk without considering the presence of flood defences (although flood defences are mapped on Figure 11.2.1). This approach is taken to allow for the residual flood risk in the event of a failure or breach/overtopping of flood defences.

11.2.5 Willingale Brook is a designated main river that flows through Southchurch Park in an open channel and discharges into the Thames Estuary. Flood zone mapping in Figure 11.2.1 shows areas of Flood Zone 2 and 3 associated with the Willingale Brook extending across surrounding residential areas including Southchurch Park, Northumberland Crescent, Lifstan Way and Greenways. There are two balancing ponds within the park which collect surface water runoff from the residential area to the north. AWS own and maintain a pumping station in the south of the park as well as an additional pumping station on the Southend frontage which discharges surface water to the Thames Estuary.

11.2.6 Prittle Brook flows east through the City area from Belfairs Park towards Priory Park at Prittlewel. Figure 11.2.1 shows areas of Flood Zone 2 and 3 associated with Prittle Brook in Priory Park and along the course of the Brook. Eastwood Brook is a smaller tributary of the River Roach that flows east through Eastwood (as shown in Figure 11.2.1). The watercourse is culverted through residential parts of the City area. The residential areas of White House

[25] The Southend catchment covers a larger area than the administrative boundary of Southend-on-Sea City Council.

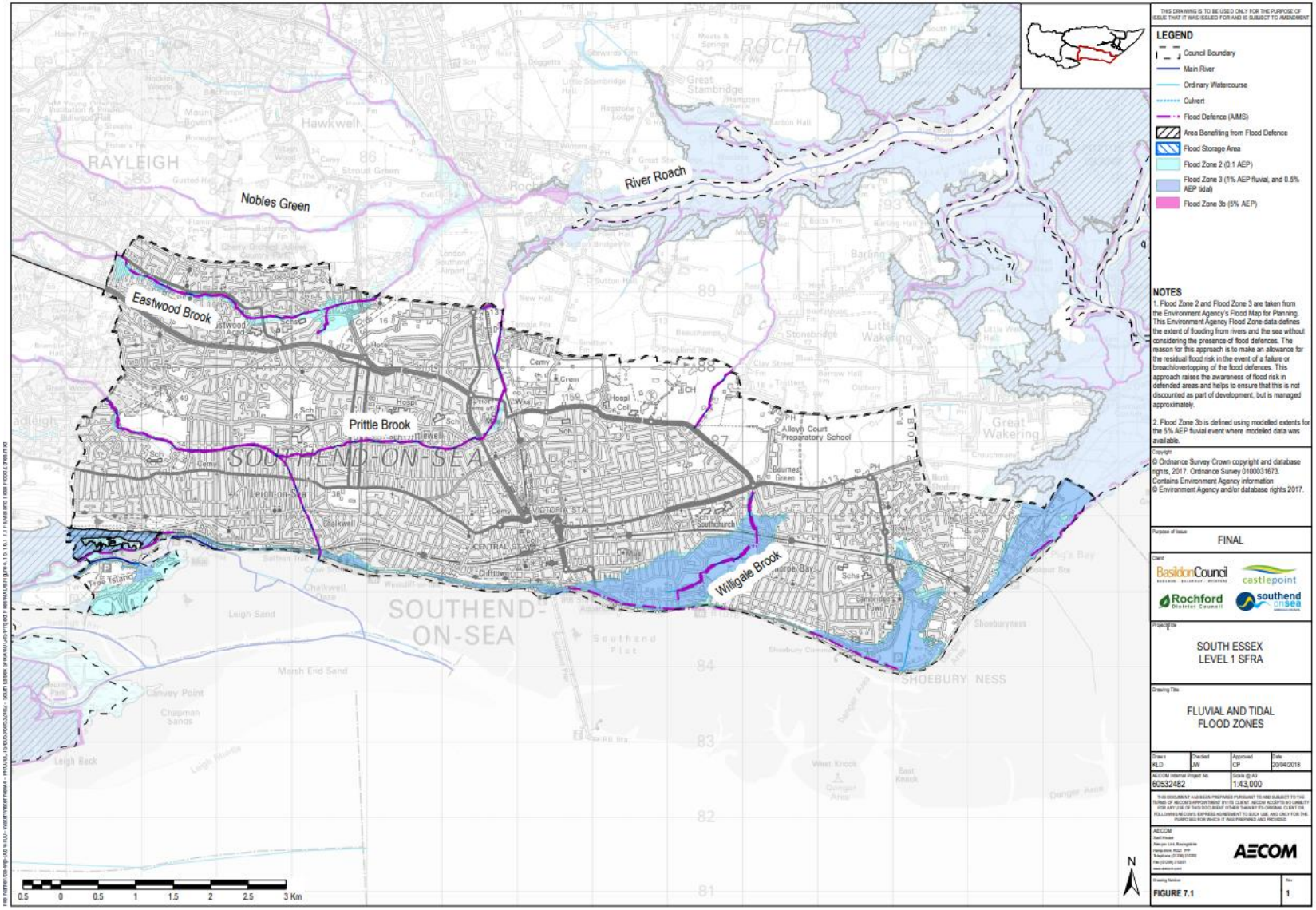
Road, Rayleigh Road, Snakes Lane, Orchard Grove and St Lawrence Gardens are located in Flood Zones 2 and 3 of the floodplain from the Eastwood Brook.

11.2.7 Both Eastwood Brook and Prittle Brook flow through relatively steep urban catchments which have been extensively altered to facilitate drainage and flood alleviation. These watercourses therefore respond rapidly to rainfall as flooding would be likely to occur with little warning and fast flows. Parts of the Eastwood Brook have been culverted through residential parts of the city, allowing water to flow its natural course in subterranean channels.

11.2.8 Environment Agency Asset Information Management System (AIMS) data shows that the Willingale Brook, Prittle Brook and Eastwood Brook are mostly maintained channels with high ground or natural channels with vegetated high ground. These defences have a varying design standard of protection (SoP), ranging from 1 in 17 years to 1 in 100 years.

11.2.9 In addition to main rivers, the Southend-on-Sea Surface Water Management Plan (SWMP) (2015) identifies a number of unnamed ordinary watercourses in the City area which are tributaries of the main rivers – five of which are maintained by the City Council. There are no historic recorded incidents of ordinary watercourse flooding within the Southend-On-Sea City area and therefore flood defence efforts are concentrated along main rivers and the coastline.

Figure 11.2.1: Fluvial and Tidal Flood Zones - Southend-on-Sea (South Essex SFRA, 2018)



Tidal flooding

11.2.10 The coastline of the City area is at risk from tidal flooding from the Thames Estuary and the North Sea (as illustrated above in Figure 11.2.1). Tidal flooding may occur during storm surge conditions characterised by wind driven waves and low atmospheric pressure coupled with high spring tides. Although Southend-On-Sea is protected by the presence of a sea wall flood defence, it is still at residual risk of flooding if the defences were to fail or to be overtopped.

11.2.11 The Environment Agency AIMS database maps assets associated with main rivers including defences, structures and channel types. AIMS data shows that there are four areas along the Southend-on-Sea City area coastline protected from tidal flooding. To the west of the City area, south of Leigh-on-Sea railway station, there is an earth embankment with concrete revetment, which has a design Standard Operating Procedure (SoP) of 1 in 1000 years. The frontage of Southend-on-Sea is protected by a sea wall with a cobble stone masonry revetment, which has a design SoP of 1 in 1000 years. The frontage of Shoebury Common and the frontage of Suttons, to the east of the City area, are both protected by concrete seawalls with a design SoP of 1 in 1000 years.

11.2.12 The South Essex Councils (SEC), including Southend-on-Sea City Council, recognise the need to take additional action to prepare for sea-level rise and tidal and stormwater flooding arising from anthropogenic climate change. The Thames Estuary 2100 Plan (TE2100 Plan, 2023) identifies two policy units within Southend-on Sea.

11.2.13 Policy unit 'P4' extends from Two Tree Island in the west to Shoeburyness in the east and includes Thorpe Bay area and North Shoebury area. The areas at risk of flooding (which are reduced by defences) are mainly residential but also include rail infrastructure, schools, care homes and a hospice. The types of flooding that could affect this policy unit include tidal flooding from the Thames (when the tide overtops flood defences); fluvial flooding from local watercourses including Prittle Brook; surface water; or a combination of these. The aim of Policy Unit P4 for this area is to 'take further action to keep up with climate and land use change so that flood risk does not increase'. The TE2100 plan states that improvements to the flood risk management system should include redesigning defences so that upgrades will improve the local area and make it greener; provide a space for habitat; identify opportunities to create and enhance intertidal habitat and enable people to have uninterrupted access to the riverside with views of the river.

11.2.14 Policy unit 'P3' refers to Hadleigh Marshes Policy Unit which is an open area of freshwater marshes and is largely undeveloped, apart from a railway line that runs through the area. It extends from Benfleet to Leigh and covers a small part of the city area. The types of flooding that could affect this policy unit include tidal flooding (when the tide overtops flood defences), fluvial flooding from local watercourses including the drainage systems on Hadleigh Marshes (when heavy rainfall causes the ditches to flow onto the marsh) and a combination of these. The aim of Policy Unit P3 for this area is to "maintain flood defences at their current level, accepting that the flood risk will increase.'

11.2.15 The South Essex Strategic Green and Blue Infrastructure Study (2020) stresses the challenge of climate change while highlighting the joint ambition to 'design for a changing estuary [which] will welcome, and accommodate, sea-level rise and increasing tidal and stormwater flooding events. The balance of green and blue infrastructure will shift in response to these effects brought on by climate change, and South Essex, like a sponge, will be able to absorb the change dynamically'. While uncertainty remains over the extent of sea level rise and

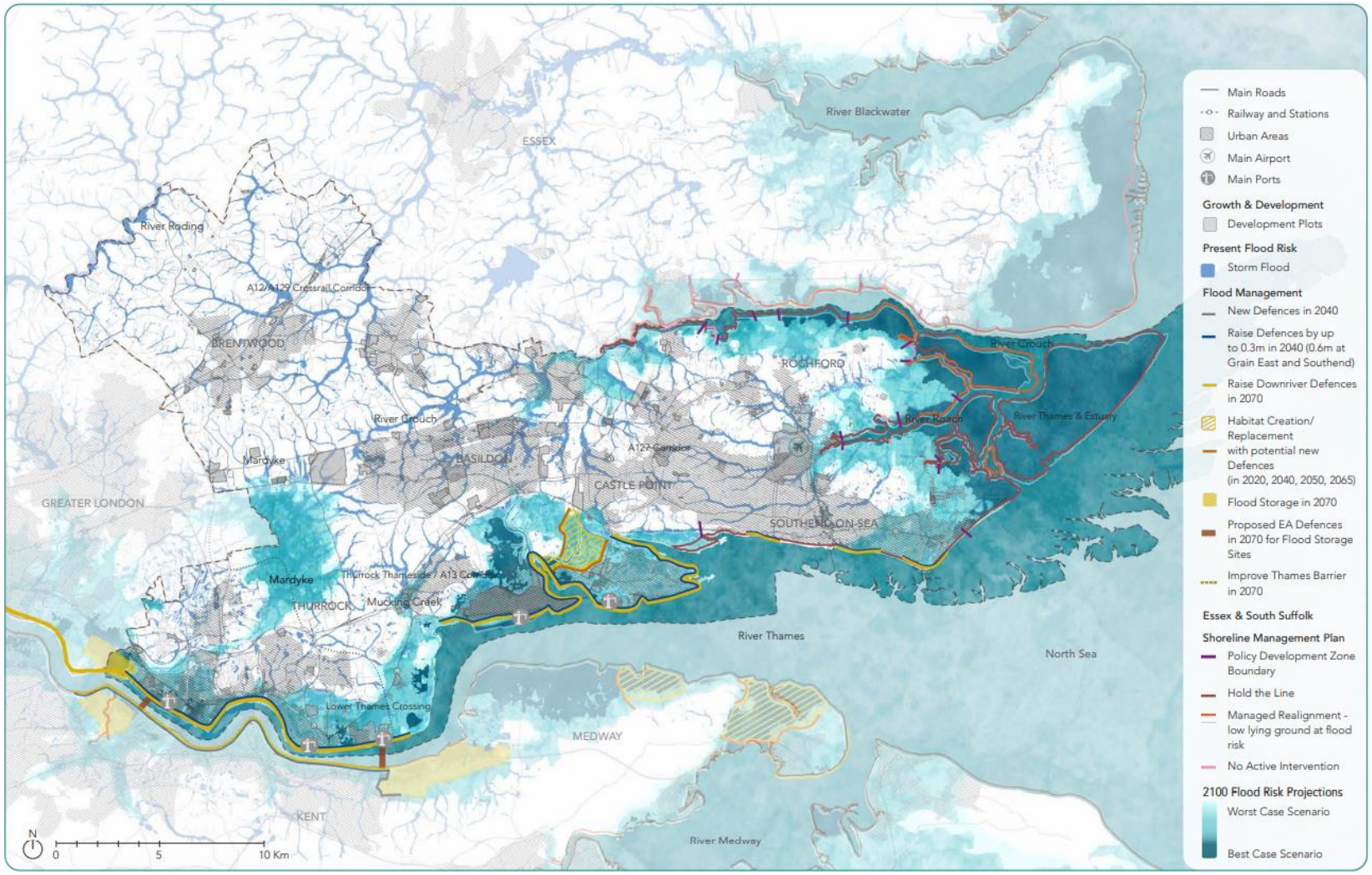
intensity of storm surges due to climate change, Figure 11.2.2 illustrates flood risk projections (from 'best case' to 'worst case' emissions scenarios). At these levels, homes, businesses, major regional transportation infrastructure and important ecological sites will be severely at risk. Within Southend, the eastern quarter and southern coastline are most susceptible to increased flood risk.

11.2.16 The City Council is part of a pilot project with the SARCC (Sustainable and Resilient Coastal Cities) to explore nature-based solutions in coastal management and policy making. The project involves coastal local governments dealing with coastal flood defence from sea level rise. The project partners are from Belgium, France, the Netherlands and England. The SARCC is funded by the European Regional Development Fund.

11.2.17 Magic maps (DEFRA, 2024) illustrate notable coastal constraints within the area and includes:

- SPA/SAC Mudflats (to west of settlement coastline) and sandflats (central area of settlement coastline).
- Intertidal seagrass beds (to west of settlement coastline).
- Additionally, it should be noted that Natural England impose an embargo which specifies that there are to be no coastal works outside of the April to September delivery window.

Figure 11.2.2: Projected Flood Risk, Flood Defences and Proposed Development (South Essex Strategic Green and Blue Infrastructure Study, 2020)

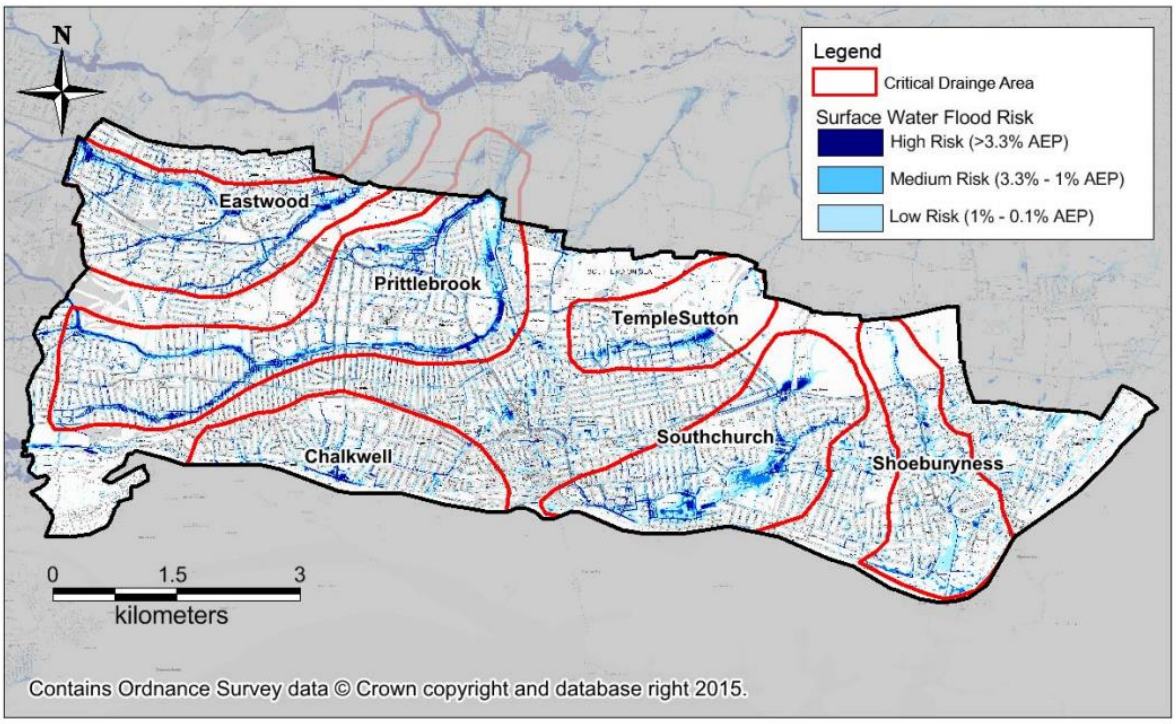


Surface water flooding

11.2.18 Surface water flooding poses a significant flood risk to the City area, predominantly driven by the topography that slopes from west to east through the City area. The slopes form ideal flow paths for surface water runoff and results in flooding at lower elevations. Historic records of surface water flooding can be attributed to the inundation of surface water drainage systems (indicating a lack of capacity), as well as the combination of high tides and high water levels in rivers during high rainfall events.

11.2.19 The SWMP (2015), which is due to be revised, identifies six 'critical drainage areas' (CDAs) in Southend-on-Sea. The CDA mapping shown in Figure 11.2.3 led the Council to identify Eastwood, Chalkwell, Marine Parade, Western Esplanade and Eastern Esplanade as being at high risk of surface water flooding. CDAs are areas of significant flood risk, characterised by the amount of surface runoff that drains into the area, the topography and hydraulic conditions of the pathway (e.g. sewer, river system), and the receptors (people, properties and infrastructure) that may be affected. The CDA mapping shown in Figure 11.2.3 led the Council to identify Eastwood, Chalkwell, Marine Parade, Western Esplanade and Eastern Esplanade as being at high risk of surface water flooding. The Council uses CDAs to manage and prioritise potential flood mitigation and management options – it has an ongoing programme of works to tackle surface water flood risk, including hydraulic modelling studies for the central seafront and Chalkwell, and SuDS conceptualisation throughout the city centre.

Figure 11.2.3: Identified Critical Drainage Areas (SWMP, 2015)



11.2.20 Southend-on-Sea experienced severe surface water flooding in 2014. In response, a Flood Partnership was established, made up of those organisations who share responsibility for the drainage network in Southend, including AWS, Southend-on-Sea City Council, the Environment Agency, and other neighbouring councils.

11.2.21 As part of the Catchment to Coast Partnership, Southend-on-Sea will utilise DEFRA funding to create projects that reduce surface water (and coastal) flooding for its community using natural flood management techniques and establishing saltmarshes in the Thames Estuary.

11.2.22 Southend-on-Sea City Council is a member of the SPONGE2020 project partnership between Dutch, British and Flemish local governments and water authorities to co-create and implement innovative climate change adaptation solutions such as sustainable urban drainage. Through this membership, Southend is benefitting from the delivery of additional sustainable urban drainage measures to deliver long-term sustainable water management, whilst delivering co-benefits in terms of public realm improvements and new space for recreation.

11.2.23 Within Local Transport Plan 4, which is currently being drafted and yet to be published, the Council is considering reducing vulnerability of the transport network from flooding and extreme weather events by delivering specific adaptation improvements. These will be prioritised along key routes that are also within Flood Risk Zone 3 (the areas around Southchurch Park, the area around Gunners Park and the seafront from Southend Pier to the western border of the city) in order to minimise economic disruption.

11.2.24 Specific steps will likely include:

- Incorporating permeable surfacing materials into new car park, footway, cycleway and road schemes as well as into the maintenance regime, in areas at risk of flooding;
- Improving drainage, including through the delivery of Sustainable Urban Drainage Systems where feasible, and drain clearance, particularly in and immediately outside of areas of flood risk;
- Incorporating flexible and/or heat resistant paving materials into new footway, cycleway and road schemes and the maintenance regime outside of Flood Risk Zone 3 and where sun exposure and / or subsidence risk is high;
- Ensuring that new planting schemes are designed to cope with climate change and that shade providing landscaping along footways and cycleways is increased;
- Encouraging public transport operators to provide a climate appropriate and comfortable environment for passengers on our bus services and rail services;
- Working with Network Rail to strengthen railway embankments where their collapse would cause a hazard or severe disruption to the transport network.

Flooding from sewers

11.2.25 During periods of heavy rainfall, flooding may occur from the sewer system if:

- The rainfall event exceeds the capacity of the sewer / drainage network: The majority of modern sewer systems are designed to accommodate rainfall events with a 3.3% probability of occurrence rainfall event. Older sewer systems (such as those found within the southern extent of the City area) and combined sewers can have a lower capacity. Therefore, if a rainfall event with a greater than 3.3.% annual exceedance probability (AEP) occurs, the sewer system is expected to be overloaded and flooding can occur due to insufficient capacity in the system. Overflowing at peak times also occurs when surface water feeds into older or combined sewers.
- The system becomes blocked by debris or sediment. Depending on their location, gullies and drains can accumulate debris e.g. leaves, rubbish or silt. This can reduce the capacity or block the drain potentially leading to flooding from the drainage system. This results

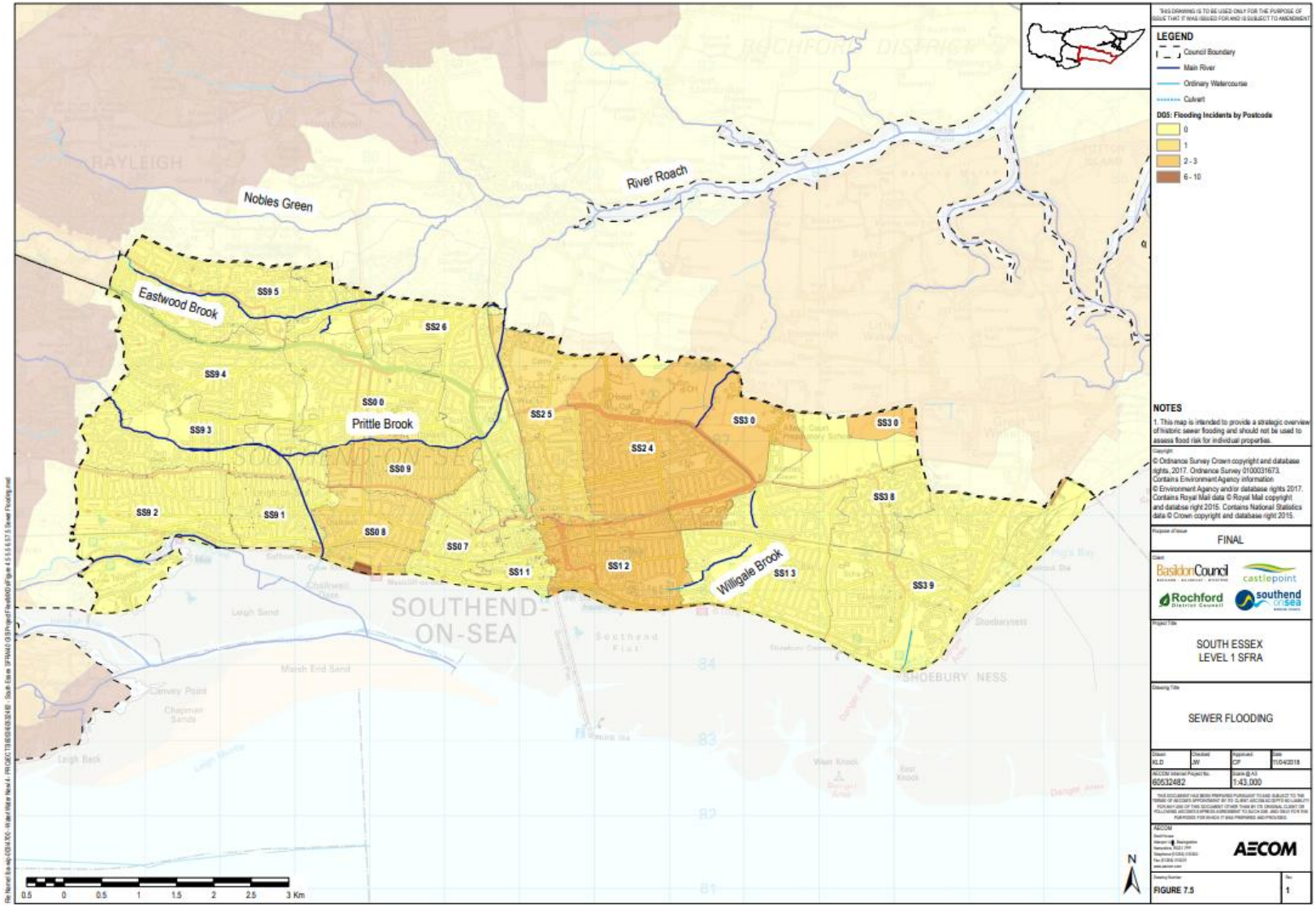
in the local reduction of drainage capacity and will potentially result in flooding. The location of sewer flooding incidents resulting from blocked gullies is more difficult to predict.

- The system surcharges due to high water levels in the rivers or sea: Where a drainage system discharges into a river or sea via gravity, there is the potential that the system can become tide-locked when the outlet is submerged by high water levels; this means water cannot freely discharge from the drainage system. If the capacity in the sewer system is exceeded, flooding on the surface will occur which can be exacerbated if this occurs simultaneously with an extreme rainfall event. This poses the risk for a serious pollution event into the Thames River.

11.2.26 To inform the South Essex Strategic Flood Risk Assessment (SFRA, 2018), AWS supplied records of sewer flooding for the City area through their DG5 register on the total number of properties affected by and at risk of sewer flooding (both internally and externally) based on historic flooding. Due to data protection requirements the data has not been provided at individual property level; rather the register comprises the number of properties within four-digit postcode areas that have experienced flooding either internally or externally within the last 10 years. Figure 11.2.4 of the DG5 register highlights that the area to the north of Southend-On-Sea has experienced a greater number of sewer flooding incidents than the rest of the City area. It should be noted that records only appear on the DG5 register where they have been reported to AWS, and as such they may not include all instances of sewer flooding. Furthermore, given that AWS target these areas for maintenance and improvements, areas that experienced flooding in the past may no longer be at greatest risk of flooding in the future.

11.2.27 AWS recently published a Drainage and Wastewater Management Plan (DWMP) (May 2023). It identifies the medium- and long-term strategies for water recycling catchments across the Anglian Water region. For Southend WRC, the medium-term strategy to 2035 is to increase capacity of the network, with 25% infiltration reduction as the long-term strategy to 2050.

Figure 11.2.4: Flooding Incidents by Postcode (SFRA, 2018)



11.2.28 Climate change is anticipated to increase the potential risk from sewer flooding as summer storms become more intense and winter storms more prolonged. This combination is likely to increase the pressure on the existing efficiency of sewer systems, thereby reducing their design standard and leading to more frequent localised flooding incidents. Any sewer flooding that may occur could be exacerbated as a result of surface water runoff during extreme rainfall events.

11.2.29 The SWMP (2015) identified several areas in which surface water and combined sewer networks are susceptible to flooding. The main sewer flooding hotspots are located around the following areas:

- Eastern Esplanade;
- Marine Parade & Hartington Road (CDA4);
- Prince Avenue & Rochford Road (CDA2);
- Ness Road & Campfield Road (CDA5); and
- Chalkwell Avenue (CDA6).

Known upcoming or planned investment and development

11.2.30 There are several flood and coastal flooding projects that are in progress or at optioneering stages in the Southend area. This includes:

- Levelling-Up Funding for Marine Parade and Leigh Port (completion estimated 2025)
- Catchment to Coast project is funding multiple improvements within Southend in the lower, middle and upper catchment areas until 2027. It is a six-year project leading on six key objectives to enhance collaborative working to address flooding and coastal resilience - including the use of natural flood management and nature-based solutions.
- East Beach – new coastal defence and access improvements
- Multiple interventions associated with SARCC (Sustainable and Resilient Coastal Cities)
- Eastwood Brook – a significant area of which Southend forms a part, which aims to progress a flood alleviation scheme in the area (2024 onwards).
- Hydro-rocks and super gullies – multiple, city-wide interventions
- Groyne-field refurbishment

11.2.31 As part of Anglian Water's Get River Positive commitment, it has been pledged that Anglian Water will be as transparent as possible with the data they collect about their water recycling network and the improvements that they are making, shown by the below map which shows where storm overflow monitors are located and provides real time information on storm overflow activations. It uses data from event duration monitors and is updated every 60 minutes to give an indication of the latest activation date, time and duration. Anglian Water's online interactive map (What we're doing to improve your local rivers & coastline).

11.2.32 Additionally, Anglian Water dealt with an incident in Southend last year owing to a collapsed main, which prompted investment and investigations in the local network. Beyond the recent investigations and investments to the network following the sewer collapse, there are no planned investments to the Water Recycling Centre, as it is currently operating within permit levels and there is available headroom for growth in the medium to longer term.

11.2.33 Additional investment is planned to enhance existing and deliver new tidal defence infrastructure. Additional investment in the seafront is planned in the Council's capital

investment programme from 2022 through to 2027, including continued refurbishment of the pier to ensure its structural integrity and broader coastal defence refurbishment.

Southend-on-Sea is one of the authorities benefitting from a share of the £150 million funding being distributed through the Flood and Coastal Resilience Innovation Programme, announced in March 2021. As part of the Catchment to Coast Partnership, comprised of Southend-on-Sea, Thurrock and parts of Rochford and Castle Point, a combination of nature-based solutions, sustainable drainage systems and erosion protection measures are to be introduced in the upper catchments and along the coastlines. Emerging work on Coastal Implementation will feed into the approach to coastal management.

11.3 Current infrastructure needs in the area

11.3.1 The Environment Agency sets out guidelines for the use of climate change allowances in modelling flood risk and completing Flood Risk Assessments[26]. These are predictions of anticipated change for peak river flow, peak rainfall intensity, sea level rise, offshore wind speed and extreme wave height. Depending on the projected lifetime of a development, different epochs of climate change allowances can be used, including assessment of extreme climate change scenarios.

11.3.2 The climate change allowances indicate the level of additional flood risk that new and future development will need to demonstrate resilience to, and indicate the additional infrastructure needs that future development will experience in order to mitigate flood risk.

Fluvial flooding

11.3.3 In the Combined Essex Management Catchment, the EA's climate change allowances for peak river flow are presented in Table 11.3.1.

Table 11.3.1: Climate change allowances for peak river flow by epoch

Epoch	Central Allowance	Higher Allowance	Upper Allowance
2020s	7%	13%	27%
2050s	8%	16%	37%
2080s	25%	38%	72%

11.3.4 Parts of the City area along the course of the Prittle Brook, Eastwood Brook, and Willingale Brook are currently subject to increased risk of fluvial flooding. Any additional growth within these areas will need to take into account this risk, and the increased risk as a result of climate change, and this will need to be demonstrated within Flood Risk Assessments submitted as part of any development applications.

Tidal flooding

11.3.5 Much of the City area's frontage with the Thames Estuary is protected by sea defences, namely: an earth embankment with concrete revetments and three sea walls. Despite the protection offered by this infrastructure, a residual risk remains of flooding were they to fail or be overtopped.

[26] https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances

11.3.6 The EA's climate change allowances for sea level rise in the Anglian and Thames / South East regions are presented in Table 11.3.2.

Table 11.3.2: Predicted sea level rise up to 2125

Region	To 2035	2036 - 2065	2066 - 2095	2096 - 2125	Total to 2125
Anglian (Higher Central Allowance)	203mm	261mm	348mm	390mm	1200mm
Anglian (Upper End Allowance)	245mm	339mm	474mm	543mm	1600mm
Thames / South east (Higher Central Allowance)	200mm	261mm	348mm	393mm	120mm
Thames / South East (Upper End Allowance)	242mm	339mm	474mm	546mm	160mm

11.3.7 Parts of the city along the seafront, as well as areas of Shoeburyness to the east are currently at increased risk of tidal flooding. New development and growth in this area will need to account for both maintenance of existing flood defences, and provision of new flood defences to offset projected sea level rises as a result of climate change.

Surface water flooding

11.3.8 The drainage system capacity is in need of enhancement as surface water flooding poses a significant flood risk to the City area. Lack of capacity in the drainage system has been found to be a cause and an exacerbating factor for previous surface water flooding events that have occurred within the City area.

11.3.9 The EA's central climate change allowances for the Combined Essex Management Catchment assume a 20-25% increase in the rate of 1% and 3.3% annual exceedance probability events by the 2070s. The equivalent upper end allowances predict an increase of such instances of between 35% and 45%.

11.3.10 As surface water flooding poses a significant risk to large parts of the city, most growth sites should be assumed to require additional surface water flood risk mitigation measures within the development design. Current and future projected surface water flood risk will need to be considered within an FRA submitted as part of any development proposal. It is expected that flood management infrastructure will be incorporated into all emerging development proposals for Local Plan site allocations.

Lead agencies:

- Lead Local Flood Authority (Southend-on-Sea City Council)
- Environment Agency
- Sewerage undertaker (Anglian Water Services)
- Essex and Suffolk Water (for the management of their own flood control structures associated with ensuring the continued provision of drinking water)

Evidence base:

- Southend-on-Sea Surface Water Management Plan, Southend-on-Sea City Council, 2015
- South Essex Level 1 Strategic Flood Risk Assessment Final Report and Appendices, Basildon Borough Council, Castle Point Borough Council, Rochford District Council, Southend-on-Sea City Council and Essex County Council, 2018

- Volume 1: South Essex Strategic Green and Blue Infrastructure Study – Resilient by Nature, Association of South Essex Local Authorities, 2020
- Volume 2: South Essex Strategic Green and Blue Infrastructure Study Appendix – Resilient by Nature, Association of South Essex Local Authorities, 2020
- Managing Flood Risk through London and the Thames Estuary: TE2100 Plan, Environment Agency, 2012
- Southend City Council Shoreline Strategy
- Southend City Council Implementation Strategy
- Southend City Council SuDs Policy (emerging)
- Southend City Council Local Flood Risk Management Strategy – (in process of being updated 2023)
- Southend City Council Surface Water Management Plan – (to be archived end 2023)
- HM Government – Policy Statement – Flood & Coastal Erosion Management 2020
- National Flood & Coastal Erosion Risk Management Strategy for England – 2020
- EA – Flood & Coastal Erosion Risk Management Stargate Road map to 2026
- A Green Future: Our 25 Year Plan to Improve the Environment, HM Government
- Environmental Improvement Plan 2023, HM Government
- South East Marine Plan
- Anglian Water Drainage and Wastewater Management Plan 2025-2050
- Anglian Water Pollution Incident Reduction Plan (2023 update published July 2024)

11.4 Infrastructure required to support growth options being considered within the draft Local Plan

11.4.1 Scenario 1 'Baseline' focusses development in Southend Central and Shoeburyness. Southend Central falls within Flood Zone 1 which has a low probability of flooding from rivers and sea. Some areas that fall within Leigh (namely Two Tree Island) and Shoeburyness (namely Towerfield Road and Hinguar Primary School) fall within Flood Zones 2 and 3, which have a medium probability and high probability of flooding respectively. Although the exact locations of development within each of these areas is currently unknown, consideration should be given to the risks of flooding, associated infrastructure needs and the resultant viability of development, particularly within flood risk zones 2 and 3.

11.4.2 Scenario 2 'Plus Allocations' focusses development in the same areas as Scenario 1 (i.e. Southend Central, Shoeburyness) plus Fossetts. Fossetts falls within Flood Zone 1 so has a low probability of flooding from rivers and sea.

11.4.3 Scenario 3 '+Opportunity Sites' focusses development in the same areas as scenarios 1 and 2 but at a higher density. Therefore, flood risk will be the same as outlined above.

11.4.4 At the next stage of Local Plan preparation, the Council will be developing an SFRA Level 2 Assessment – this will be prepared as allocations are identified and will apply sequential and exception tests if required.

11.4.5 Anglian Water support policies requiring Sustainable urban Drainage Solutions (SuDs) and nature-based solutions, which would help manage surface water runoff and disposal. This is because the sewer network constraints mean that a connection to a sewer should be the last option. Anglian Water support the surface water drainage hierarchy, which states that infiltration on site being the preferred disposal option (as set out in Building Regulations (Part H) on Drainage and Waste Disposal for England).

12 Utilities – Electricity, Gas, Communications, Potable Water, Wastewater

12.1 Context

12.1.1 This chapter considers the following utility infrastructure types in turn:

- Electricity
- Gas
- Communications
- Potable water
- Wastewater

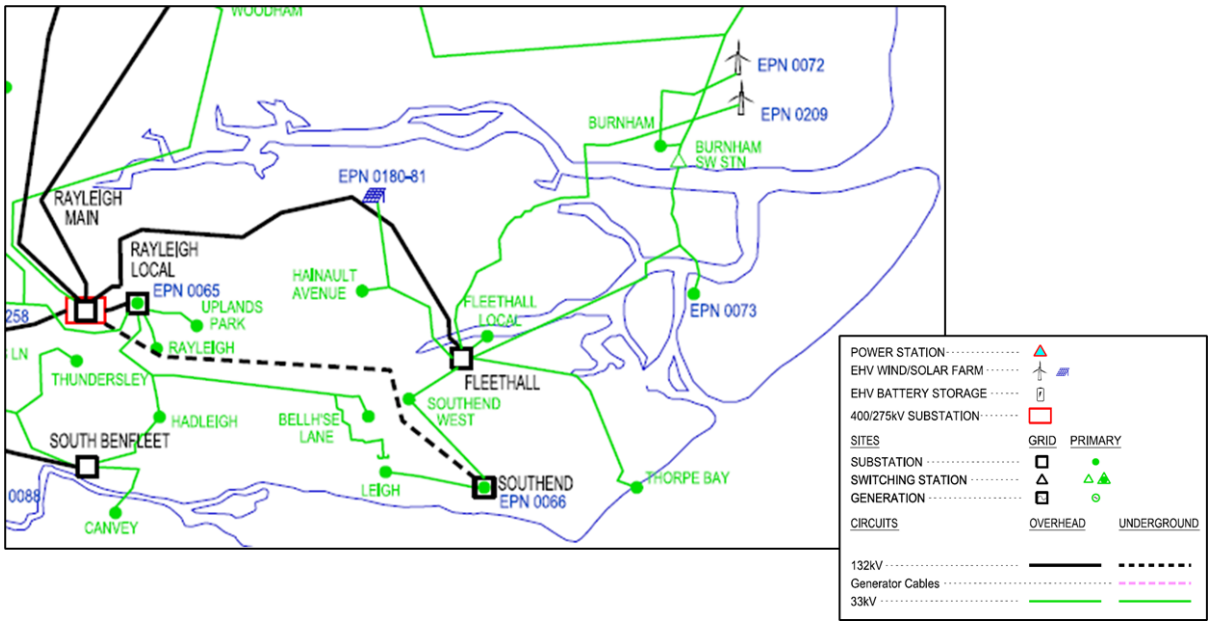
12.2 Electricity

Existing electricity infrastructure provision and current electricity infrastructure needs in the area

12.2.1 Distribution Network Operators (DNO) are the companies that run regional electricity networks that connect businesses, homes and other users to the National Grid. The DNO for the City area and the south east is UK Power Networks (UKPN). UKPN divide their jurisdiction into three operating areas, Eastern Power Network (EPN), London Power Network (LPN) and South Eastern Power Network (SEPN). Southend-on-Sea falls within the EPN operating area.

12.2.2 UKPN's EPN distribution network supplies electricity to more than 3.6 million customers over an area of approximately 20,300 square kilometres. Their operating area includes most of Essex and all of Southend-on-Sea. Electricity is taken from National Grid's 400kV and 275kV networks at several Grid Supply Points (GSP). Southend-on-Sea is supplied via Rayleigh GSP which supply Southend Grid Substation 132/33kV, Southend Grid Substation 132/11kV and Fleethall Grid 132/33kV. This is then distributed to customers through a succession of networks operating at various voltages ranging from 33kV down to 400/230V (see figure below).

Figure 12.2.1: Extract from UKPN's Long Term Development Strategy (2022) showing electrical infrastructure in and around Southend)



12.2.3 Local primary substations, which generally feed out to secondary substations which, in turn, connect to local homes and commercial premises, pose the biggest constraint to development and works to upgrade or provide new primary substations can result in high costs. Figure 12.2.1 shows the primary, as well as grid, substations serving Southend-on-Sea.

12.2.4 UKPN, like all regional DNOs, operate a first come, first served basis for electricity. This means that an individual development site may absorb the existing capacity in an electricity substation, requiring further upgrades to be implemented to accommodate further growth in the area. UKPN is expected to fund network reinforcement and asset replacement to underpin growth in the area. Traditionally, UKPN has not been responsible for funding network extension and reinforcement necessary to service large scale new development, as this has fallen on developers in the past. From March 2023 this changed, with UKPN required to meet these costs.

12.2.5 EPN's latest Long Term Development Statement for Eastern Power Networks (LTDS) and Network Development Plan (NPD) for Eastern Power Networks, both published in 2024, indicate no current capacity issues across the EPN area. However, forecasts indicate negative demand headroom in a number of local substations from 2035 onwards (i.e., actual demand would exceed network supply), and there are resilience issues in parts of the grid, particularly in older areas of the City. While grid substations (and their associated primary substations) may currently have capacity, this has largely been reserved for future development. It can take many years for development which has been accepted by UKPN to be built out and, as such, reflects the capacity constraints highlighted by the 2035 forecasts. UKPN is pursuing a programme to unlock additional generation capacity across the area through identifying and removing network constraints. Their RIIO-ED2 Business Plan 2023 – 2028 acknowledges the differing requirements of customers requiring either minor or major connections to the network, recognising the latter as including industrial, commercial and major residential uses.

12.2.6 Planned investment in the network by UKPN consists of plans to replace the Transformers at Southend Grid 132/33kV, which will create additional capacity, as well as replacing the transformer at Fleethall Grid 132/33kV with a larger unit.

12.2.7 Looking ahead, the provision of electricity to 25,000 additional homes in Southend would require reinforcement of the electricity network to accommodate the associated increase in electricity consumption. Such an increase could be accommodated by reinforcing some of the existing substations, but for large developments such as those within the Green Belt, this might necessitate the construction of a new substation.

Lead agencies:

- Electricity – UKPN, National Grid

Evidence base:

- Network Development Report 2022 for Eastern Power Networks, UK Power Networks, 2022
- Long Term Development Statement for Eastern Power Networks, UK Power Networks, 2022

Infrastructure required to support growth options being considered within the draft Local Plan

12.2.8 UKPN, the lead agency for electricity, stated that for each scenario, the level of growth proposed would need to be assessed on a case-by-case basis depending on the specific requirements being considered and interactions with localised customer connection works within the area. The requirement for connection and any required network reinforcement would depend on the requirements of the supply – this includes growth, mix of uses and phasing. UKPN highlight that having a clear understanding of the above would allow them to provide more specific in advance of development coming forward and on a site-by-site basis. Where specific supply requirements are known in advance, UKPN will undertake reinforcement works within the required timeframes to allow for network capacity to be available when needed.

12.3 Gas

Existing gas infrastructure provision and current gas infrastructure needs in the area

12.3.1 National Grid's National High Pressure transmission gas mains transport gas throughout the UK. Distribution Network Operators (DNOs) receive high pressure gas from National Grid's transmission pipelines. Gas enters the local network at high pressure and through a series of pressure reducers. The pressure is then adjusted for distribution to residential premises.

12.3.2 Cadent Gas is the DNO responsible for maintenance of the natural gas distribution network in Southend-on-Sea. Cadent is responsible for the National Transmission System which covers the East of England, North West, West Midlands, and North London, providing gas services to a diverse range of customer and stakeholder groups.

12.3.3 South Essex falls within Cadent's 'North London' region and is served by both the Bacton and Isle of Grain gas terminals (both outside the study area), which together supply a large area of the South and East of England. The supply points and strategic network are presented in the figures below.

Figure 12.3.1: National Transmission System Maps - Eastern (National Grid, 2021)

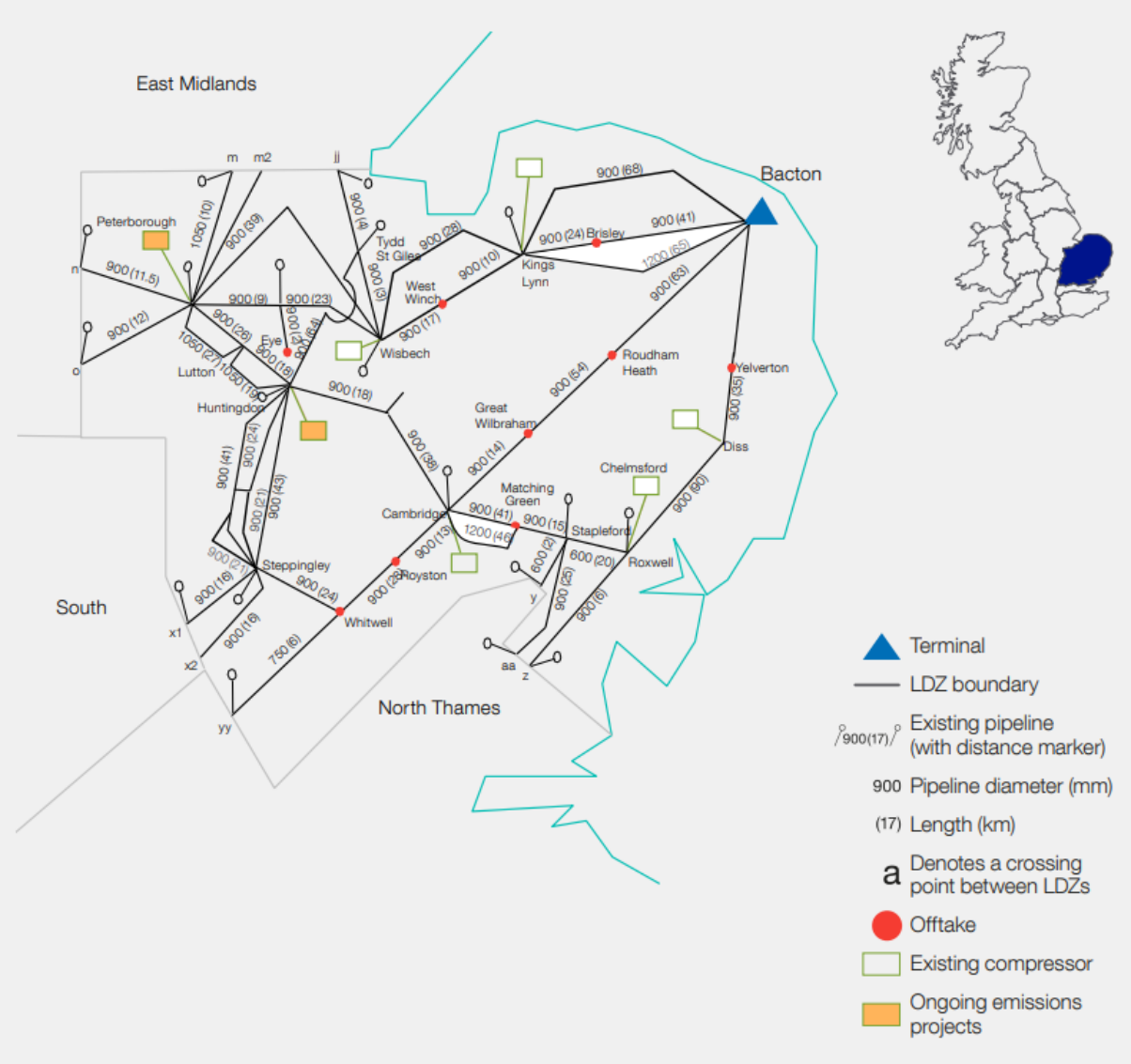


Figure 12.3.2: National Transmission System Maps - North Thames (National Grid, 2021)

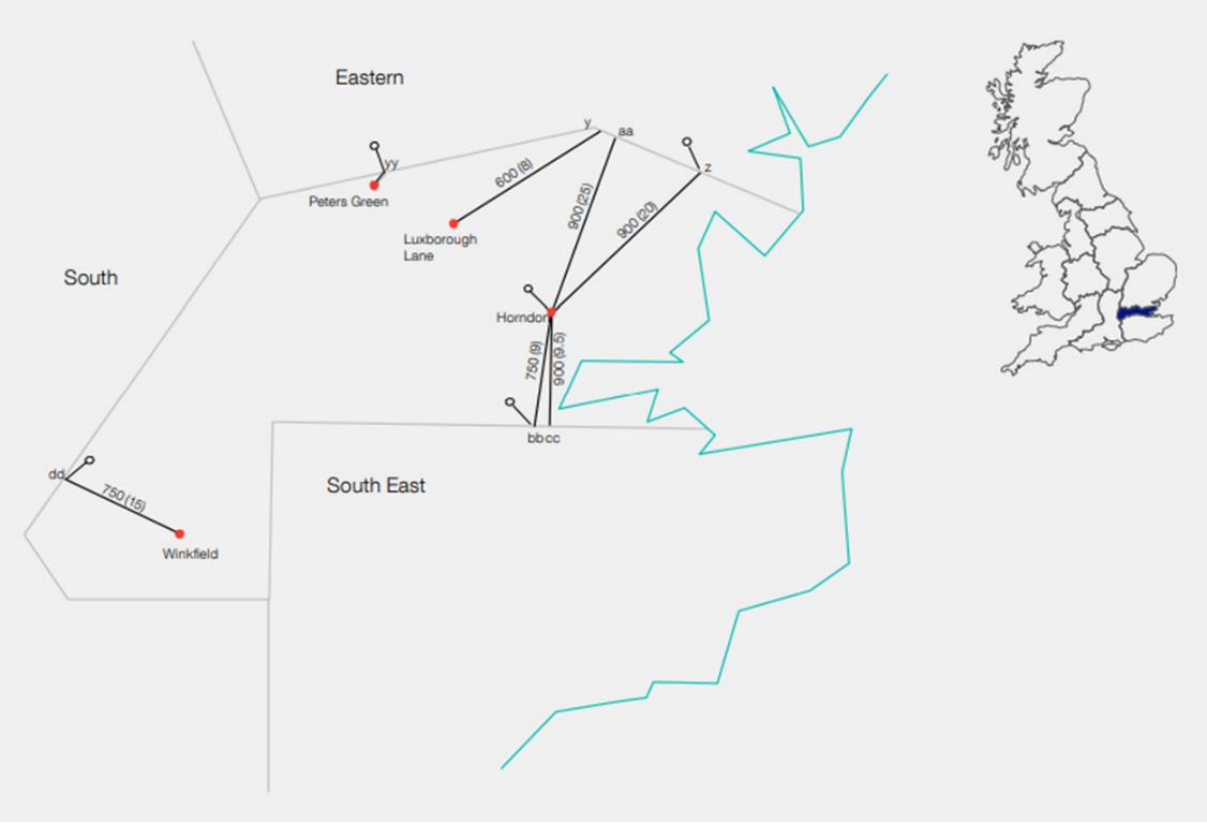


Figure 12.3.3: National Transmission System Maps - South East (National Grid, 2021)

12.3.4 The South East is largely reliant on imported gas. The Bacton terminal is a key strategic gas terminal, providing an entry point for imported gas for the South East. National Grid's Gas Ten Year Statement (2021) indicates that Bacton flows are expected to remain high, with the terminal in operation until at least 2050 under Future Energy Scenarios (a series of scenarios determined by National Grid). Retaining current entry capacity at Bacton over the long-term is a priority for National Grid, who are assessing a series of long-term options for asset maintenance.

12.3.5 Cadent note in their Long Term Development Plan (2022) that growth in housing and the rise in gas-fuelled power generation sites over the medium term are constantly changing network capacity requirements. In the North London region (containing Southend-on-Sea), Cadent are carrying out general network reinforcements for this reason, pointing also to the refurbishment of historic buildings in the region leading to an increased demand for gas.

12.3.6 Gas supplies are funded by developers and National Grid. When a request for a supply is received, developers are quoted a Connection Charge. If the connection requires reinforcement of the network then a Reinforcement Charge may also be applied. The apportioning of reinforcement costs are split between the developer and National Grid, depending on the results of a costing exercise internally. Cadent, like all DNOs, processes connection requests from developers on a first-come, first-served basis.

12.3.7 Cadent note that while annual demand for gas has increased in 2022/23, forecasts predict a gradual decrease over a 10-year period because of energy efficiency measures employed in homes and industry. The assumptions made about the impact of energy efficiency measures on gas demand continue to be reviewed as the easier measures are completed, which leaves the more costly and difficult ones to address. Additionally, there will be no gas boilers installed in newly built homes from 2025 onwards.

12.3.8 Under all Future Energy Scenarios deemed credible by Cadent, hydrogen will play a crucial role in the future energy mix to decarbonise heat, transport, industry and power. Accordingly, Cadent is implementing a programme (the '30:30 programme') to retrofit/redevelop its distribution network to predominantly consist of plastic pipes. Plastic pipes can carry a wider range of gases, including hydrogen. Cadent note that these pipes require significantly lower maintenance than existing materials, meaning that they will deliver a low-cost, low-carbon network in support of the UK's net zero ambitions.

Lead agencies:

- Gas – National Grid gas, Cadent

Evidence base:

- Developing Networks for the Future – Long Term Development Plan 2022, Cadent, 2022
- Gas Ten Year Statement 2021, National Grid, 2021

12.4 Communications

Existing infrastructure provision and current infrastructure needs in the area

12.4.1 Communications infrastructure is the technology, products and network connections upon which various broadcasting and telecommunication services are operated. It can be built from copper cable, fibre or wireless technologies. Fixed (broadband) connectivity is the

transmission of wide bandwidth data over a high-speed internet connection, and is typically split into superfast broadband, ultrafast broadband, full fibre and gigabit broadband – each faster than the previous. Mobile connectivity, which is provided by mobile network operators, is underpinned by different generations of cellular technology (e.g., 3G, 4G or 5G).

12.4.2 The Southend City Vision (2025) sees Southend as a vibrant, welcoming and well-connected coastal city. The Council's Corporate Plan (2024/2028) sets out four priorities which seek to address the needs and challenges of the city and the Council. This includes 'Proud and Prosperous', seeking to boost Southend's local economy in a way that benefits everyone and enhances the city as a place for prosperity and opportunity, including pushing for inward investment and fast broadband speeds. To this end, a number of initiatives have been completed, while others remain ongoing. SCC also recognises the benefits of collaborating with neighbouring authorities to achieve better value when implementing digital initiatives and programmes.

12.4.3 Superfast Essex is a broadband improvement programme led by Essex County Council, as part of Central Government's national Superfast Broadband Programme. It aims to make superfast broadband available to as much of Essex as possible, which equates to broadband download speeds of 30Mbps and above. The programme is funded by Essex County Council, Central Government, Openreach and Gigaclear, as well as some funding contributions from local councils. The Greater Essex Growth and Infrastructure Framework (GIF) states that the target of the first phase of this programme to expand superfast broadband connectivity to 87% of premises in Essex had been achieved ahead of schedule in 2016 (as shown in Figure 12.4.1).

12.4.4 By 2016, superfast coverage to premises in Southend had exceeded 95%, which meant that Southend was not subject to Phase 3 of the Superfast Essex programme, which sought to deliver at least 95% coverage across the other parts of the county (Uttlesford, Tendring and parts of Braintree, Colchester, Chelmsford, Maldon, Rochford, Castle Point and Basildon).

12.4.5 The South Essex Councils (SEC), including Southend-on-Sea City Council, are pursuing the deployment of a full fibre network – providing faster internet connectivity than 'superfast' broadband – across the region. Additionally, as part of their commercial roll out programme, Openreach are delivering full fibre to premises in Southend, covering approximately 85,000 homes and businesses, with the sea front identified as a particular priority area. To date, 6,000 premises can order fibre and Openreach endeavour to cover all premises by March 2024/25. However, on average Openreach's commercial builds provide service to around 75% to 80% of an 'exchange' area. Additionally, Openreach are not allowed to install their fibre network where other network providers have completed deployment and reinstated excavation of their own network – this may hinder the company's commercial rollout in some locations, as well as limiting customer choice in the long term. To help deliver at pace, Openreach are utilising the Department for Transport's flexi-permit trial, whereby street works permits are granted for an area rather than a specific location.

12.4.6 Southend worked with CityFibre and Vodafone UK to embed gigabit broadband services across the City in 2023, bringing the fastest possible internet speeds. Thus far, five internet service providers are aiding businesses and residents with take-up. In addition, Virgin Media O2 are planning to invest in Southend through the implementation of a next generation fibre network, with the project scheduled to commence in 2025.

12.4.7 Digital Essex is collaborating with the Government through a programme called Project Gigabit. This is a national plan to deliver gigabit capable broadband across the country and is now focusing on the hard-to-reach communities. Through the programme ECC aims to exceed 85% gigabit coverage by 2025 and achieve superfast speeds at all premises in the County. Rural dwellings and businesses, with potential expansion to urban areas under consideration, can apply to the Gigabit Voucher scheme to obtain grants of up to £4,500 to facilitate the installation of gigabit-capable broadband (1Gbps) ISP services.

12.4.8 The delivery of 4G and 5G in the City area is hindered by the presence of masts in the dense urban area, however the Council are looking to review access to 5G services throughout the City. O2 also have an ongoing programme to improve its mobile network coverage in Southend.

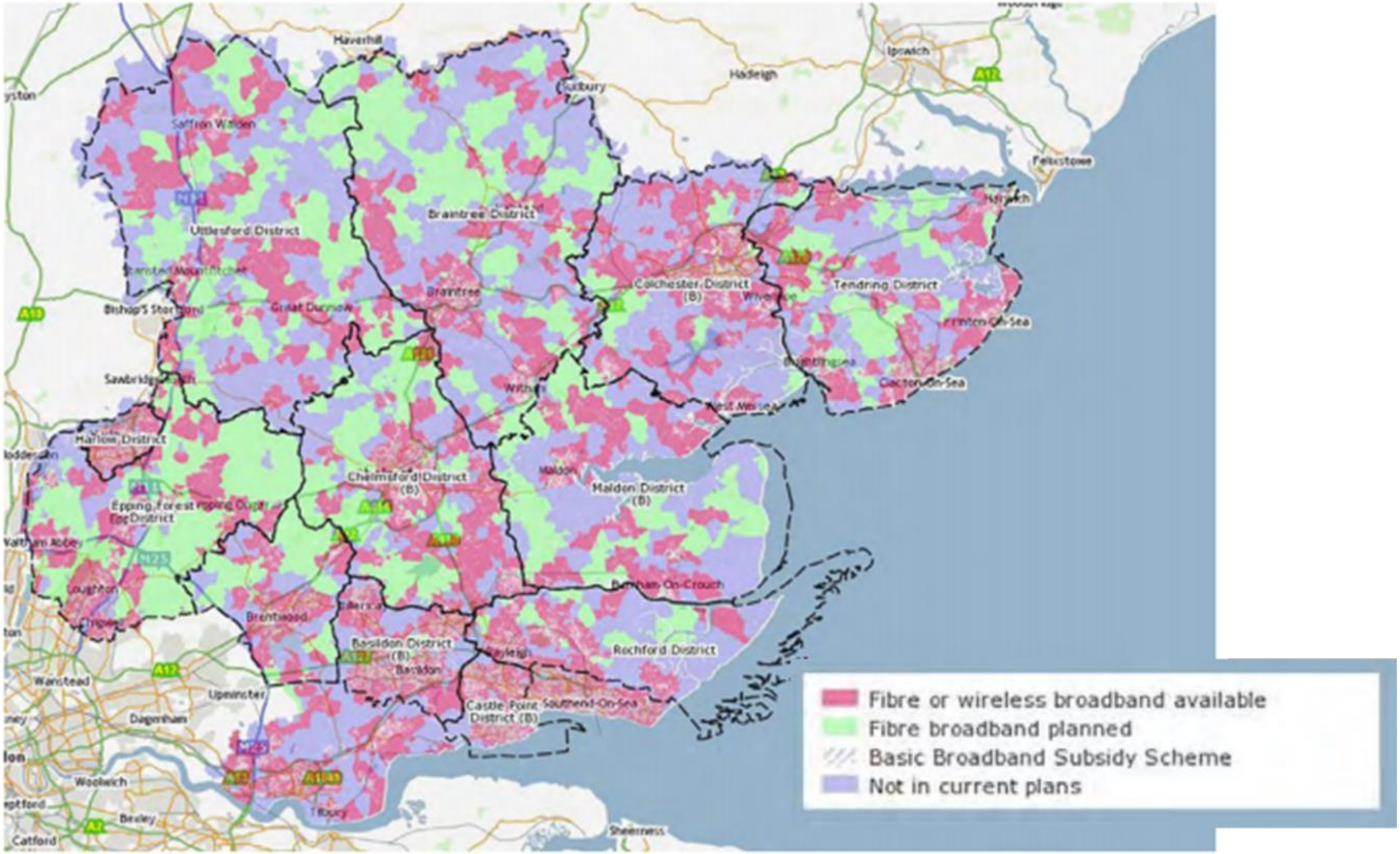
12.4.9 The Council are working in collaboration with the South Essex Councils Digital Programme, which has secured funding from Highways England for an Internet of Things long range wide area network across the South Essex region. This will enable the use of sensors to collect data and help deliver public services, the sharing of data with local businesses and the stimulation of digital innovation.

12.4.10 The Marine Management Organisation also have an interest in communications, particularly in relation to associated infrastructure which passes through inshore waters (area from mean high water spring tide to 12nm). The relevant plan for this interest in the Southend area is the South East Inshore Marine Plan (2021). The plan covers the area between Felixstowe in Suffolk and west of Dover in Kent. It provides a framework to share and inform how the area's inshore waters are developed, protected and improved over the next 20 years. The majority of the policies relate to marine or offshore area, however two policies are relevant to this IDP as they relate to the shoreline and include:

- SE-INF-1 which states that proposals for land-based infrastructure should be supported. The aim of this policy is to support the integration of marine and terrestrial systems.

- SE-CAB-2 states that proposals for subsea cabling demonstrating compatibility with existing landfall sites should be supported. The aim of this policy is to avoid the loss of existing and potential future landfall sites that are required for sea cabling, which is important for growth of telecommunications, offshore wind farms and electricity transmission.

Figure 12.4.1: Superfast Broadband Status May 2016 (GIF, 2017)



12.4.11 Public wireless (wifi) zones have been provided across Southend by In Technology, with support from the Council. The Digital Strategy (2017) noted the intention to focus the delivery of a wifi network within Southend Town Centre, the Seafront and then across the wider City area. While driven by commercial opportunities from the private sector, the strategy notes that wireless hardware could be located on local authority owned assets, including street lighting, CCTV and buildings. The strategy also made reference to installing wifi across the entire branch library network and in museums. However, at present the network is not functioning as envisioned and the Council are unable to install new infrastructure due to existing contractual constraints.

Lead agencies:

- Telephone – Openreach
- Mobile – Cornerstone, MBNL, 3, Regional Network Solutions (ASELA consultant)
- Cable TV – City Fibre, Virgin Media
- Broadband - City Fibre, Openreach, Virgin Media/O2

Evidence base:

- A Digital Strategy, Southend-on-Sea City Council, 2017
- South East Inshore Marine Plan, Marine Management Organisation, 2021

12.5 Potable Water

Existing infrastructure provision and current infrastructure needs in the area

12.5.1 Essex and Suffolk Water (ESW) supply potable (drinking) water to the City area. Southend-on-Sea falls within ESW's Essex Water Resource Zone (WRZ), as shown in Figure 12.5.1).

12.5.2 . The water sources that supply Southend-on-Sea with potable water are the rivers Chelmer, Blackwater, Stour and Roman River (none of which fall within Southend's City boundary), and Hanningfield Reservoir in Chelmsford. A small proportion of water for the Essex WRZ is derived from groundwater extracted via Chalk well and other sources in the south and south west of the Zone near Stifford and Roding. Water transferred into the Essex supply area comes from three sources. These are the Chigwell raw water bulk supply from Thames Water Utilities (TWU), Lea Valley Reservoirs and the Ely Ouse to Essex Transfer Scheme.

Figure 12.5.1: Essex Water Resource Zone (WRZ) and associated infrastructure (Essex and Suffolk Water WRMP 2019)

12.5.3 ESW published its latest Water Resource Management Plan (WRMP) in October 2024. It covers the period 2025 to 2050 and was prepared in line with the Water Resources Management Plan Regulations 2007 and Water Resources Management Plan Direction 2022. Planned growth over this period results in a 22% population increase in Essex.

12.5.4 The plan includes metering and water efficiency strategies which will help meet national targets for reducing customer water demand including reducing per capita consumption (PCC) to 122 litres/head/day by 2038 and 110 litres/person/day by 2050. ESW encourages all councils to stipulate a design target of 110 litres/person/day for all new builds.

12.5.5 The 2024 WRMP makes use of the Met Office UK Climate Projections (UKCP, 2018), which reveal a bigger climate change impact on water resources in Essex than previously (equating to a loss of 10 MLD). However, surplus supply is still expected over the planning period due to demand-side measures (compulsory and smart meters, water efficiency campaigns) and

leakage reductions. If demand does not fall in line with predictions, there is a potential shortfall in supply. This would require investment in a new water resource supply scheme.

Lead agencies:

- Water – Essex and Suffolk Water
- Water – Thames Water

Evidence base:

- Final Water Resources Management Plan 2019, Essex & Suffolk Water, 2019
- Living Water, Our plan 2020-25 and beyond, Essex & Suffolk Water, 2019
- Water Resource Planning Tables 2019. Resource Zone Name: Essex, Essex & Suffolk Water, 2019

Infrastructure required to support growth options being considered within the draft Local Plan

12.5.6 ESW published its most recent Water Resource Management Plan in October 2024. It covers the period 2025 to 2050. During the period 2025-2040, ESW have planned for 11,240 dwellings being built in the City area, based on Southend's adopted plan and projections from consultants, and 6,443 dwellings in the whole of Rochford District Area. ESW highlight that for development over this level, they would need to assess the proposed phasing of development to accommodate any necessary new or improved infrastructure.

12.5.7 The scale of growth in all the Growth Scenarios would hugely impact the potable water network, given Hanningfield Reservoir does not have the capacity (as existing) for the projected growth. The strategic mains system already experiences capacity issues, particularly during emergency works. Proposed growth will exacerbate this issue.

12.5.8 Across all Growth Scenarios, new and improved infrastructure would be required to support the level of growth. This would include expansion of an existing service reservoir or a new, additional reservoir with a pumping station, as well as replacement of strategic mains (as these would be undersized) and major network reconfiguration at distribution level for security of supply throughout the City area.

12.5.9 Funding to deliver the new / improved infrastructure would be via infrastructure charges which are collected by water and sewerage companies when new or redeveloped properties connect to their networks.

12.6 Wastewater treatment

Existing infrastructure provision and current infrastructure needs in the area

12.6.1 Wastewater management and treatment is provided to Southend-on-Sea by Anglian Water Services (AWS). Wastewater treatment refers to the treatment of both domestic and commercial wastewater, including from toilets, baths, washing machines, and industrial processes. Where there are combined sewerage systems this can also include rainwater run-off from roads and other impermeable surfaces such as roofs and pavements. The infrastructure requirements for used/wastewater provision relate to the network for delivering used water (i.e., the sewerage pipes) and the facility at which it is treated, i.e., the Water Recycling Centre (WRC).

12.6.2 AWS is the statutory sewerage undertaker for the City area and is therefore responsible for building, operating, and maintaining the wastewater infrastructure which is required to provide for additional growth within the East of England region. There have been historic and concerns about sewerage discharge around the City area with Anglian Water recently investing £104m into improving the sewerage system and reducing storm discharges in Southend.

12.6.3 AWS operate one WRC (also known as sewage treatment works and wastewater treatment works) in the City area. At Stock Road Recycling Centre in Fossetts neighbourhood, wastewater is treated to make sure it is safe to release into local waterways. A number of incidents have been reported in recent years relating to odour problems for surrounding residential properties, and sewer pipe blockages in and/or damage to pipes connecting to the Southend WRC, which has led to untreated wastewater being discharged into the sea. In response to repeated spillage events, AWS announced in 2021 that it would be installing 24 sensors across the 80km network to monitor flow, levels and temperature to ensure the pipes keep flowing and to enable engineers to identify any emerging issues before they cause problems.

12.6.4 In AWS's Water Recycling Long-Term Plan (2018), the company stated an intention to increase WRC process capacity in Southend with almost £9 million worth of investment between 2020 – 2027.

12.6.5 AWS published their Drainage and Wastewater Management Plan (DWMP) in May 2023. A DWMP is a long-term strategic plan that sets out how wastewater systems - and the drainage networks that impact them - can be maintained, extended and improved to make sure that they are robust and resilient to future pressures. It is also used to understand current and future risks to drainage and water quality. The DWMP identifies that a moderate level of growth (non-quantified) is expected in Southend up to 2027 and up to 2045. The DWMP 'medium-term strategy' is to increase the sewer capacity network in Southend on Sea and the 2050 strategy is to reduce surface water infiltration by 25%.

12.6.6 Works to connect new developments to the existing sewer network are typically funded by the developer, as discussed below. However, it is unlikely that connection costs will be prohibitive where proposed developments are located close to existing settlements, where wastewater infrastructure is already established. However, Natural England comment in their response to the baseline IDP that any improvements to wastewater management and treatment need to be in place before first occupation where new development will exceed the capacity of sewerage treatment works.

12.6.7 There are three types of charges which the developer will likely incur:

- New Connection Charge – paid by the developer to the water company for the physical connection for a premise to the water main or sewer.
- Site Specific Requisition Charges - when a developer requests the water company to provide a new water main or public sewer and the associated infrastructure to a certain locality, this is known as requisition. The water company then builds the infrastructure required to connect the new development to its network. The site-specific requisition charges are based on 12% of the total site-specific infrastructure costs.
- Zonal Charge - Zonal charges are separate from and additional to connection charges. Zonal charges are similar to the infrastructure charges set out in section 146(2) of the Water Industry Act 1991. AWS zonal charge should be paid by anyone who wishes to build

or develop a property. The zonal charge consists of two elements; the fixed element and the variable element.

12.6.8 The cost and extent of the required network improvements are investigated and determined when the developer submits a pre-development enquiry and an appraisal is carried out, once development proposals are more advanced.

Lead agencies:

- Sewer – Anglian Water Services

Evidence base:

- Our Plan 2025-2030, Anglian Water, 2023
- Water Recycling Long-Term Plan, Anglian Water, 2018
- Water Resources Management Plan, Anglian Water, 2019
- Drainage and Wastewater Management Plan, Anglian Water, 2023

Infrastructure required to support growth options being considered within the draft Local Plan

12.6.9 As stated above, the Southend Water Recycling Centre (WRC) catchment serves the whole of Southend-on-Sea unitary area and part of Castle Point Borough Council area. A small part of the WRC catchment extends into Rochford District Council area, and AWS are aware of potential growth ambitions in this area. The Castle Point Borough Council Local Plan is also progressing, and this will mean cumulative growth potentially across three local planning authority areas to be considered in terms of future investment in the WRC catchment. AWS recommend that this is appropriately assessed in a Water Cycle Study or Integrated Water Management Study, with an opportunity for this to be for all three planning authority areas. This study would then appropriately assess the various Growth Scenarios to inform the Sustainability Appraisal and assessment of reasonable alternatives for growth.

12.6.10 There are no growth investment schemes proposed for Southend WRC in AMP8, and there is currently dry weather flow permit headroom to accommodate wastewater from future growth. When there is greater certainty on the amount of growth being proposed by the emerging Local Plans within the Southend WRC catchment, subsequent Drainage and Wastewater Management Plans will assess this level of growth and update the medium- and long-term strategies for the WRC catchment accordingly. These strategies will be considered by subsequent Business Plans and recommended investments will be aligned accordingly in later AMPs.

12.6.11 Growth in the Southend Water Recycling Centre (WRC) catchment (which covers the whole Southend-on-Sea area) would likely to impact on network capacity. AWS have planned investments between now and 2030 to address network attenuation and reduce storm overflow spills. The location of the growth would affect the most sustainable point of connection to the network. Growth in Fossetts is unlikely to present a direct risk to storm overflows, provided it connects directly to the WRC. Thorpe Bay area also currently doesn't appear to present a risk to overflows.

12.6.12 However, when considering Growth Scenarios 1-3, the remaining growth areas (i.e. Eastwood; Leigh; Prittlewell; Westcliff; Southend Central; Southchurch and Shoeburyness) would likely impact overflows and these growth areas would need sustainable points of connection. These would be best located directly into the WRC to avoid adverse impacts on the combined sewer network. Improvements to wastewater infrastructure would be funded

through charges to developer and Anglian Water investments. AWS state that they will be able to provide further information and detail when the preferred spatial development scenario is confirmed.

12.6.13 An initial view from AWS is that flows from here could be directed to Rochford WRC, but this is subject to change following further and more detailed modelling when there is more information available about the certainty of development coming forward.

In any case, it can take 18 months to three years to deliver local upgrades, with more strategic upgrades taking 3-5 years to deliver from the point of certainty about development occurring. As such developers are encouraged to engage with Anglian Water at an early stage and ahead of submitting any planning applications to discuss their development and timescales for delivery. There will be continued engagement when the preferred strategy is determined and in future stages of the IDP.

13 Waste Management

13.1 Context

13.1.1 Southend-on-Sea City Council is both a waste collection authority (WCA) and waste disposal authority (WDA), required under Part II of the Environmental Protection Act 1990 to collect wastes from residential properties (household waste) within the City area and arrange to dispose of it. Waste is 'any substance or object which the holder discards or intends or is required to discard' – including municipal waste.

13.1.2 Non-hazardous waste arises from two sources:

- Local Authority Collected Waste (LACW) – waste from households and some commercial properties including waste from public bins and gardens.
- Commercial and Industrial Waste – waste from shops, industrial and business premises.

13.1.3 Other sources of waste include:

- Construction, Demolition and Excavation Waste
- Hazardous Waste
- Radioactive Waste

13.1.4 The Essex and Southend-on-Sea Waste Local Plan was adopted on July 2017. This is a joint plan for the Essex County Council (ECC) and Southend-on-Sea City Council administrative areas including 13 District, Borough and City Councils. The Plan aims to provide for sufficient waste management infrastructure in Essex and Southend-on-Sea.

13.1.5 The Plan is noted by ECC as out-of-date and unable to provide the framework for future decisions. Southend-on-Sea City Council are currently updating the Waste Strategy for the City area.

13.1.6 This section will review current waste facilities in Southend-on-Sea, summarise available Local Authority Monitoring data on waste arising and waste received in Southend-on-Sea, and outline current planned new and improved waste infrastructure for Southend-on-Sea and Essex.

13.2 Existing infrastructure provision

13.2.1 Existing waste infrastructure in the City is presented in Table 13.2.1 and Table 13.2.2. Table 13.2.2 below shows the current existing waste facilities and sites in the City area based on the latest available information from the Annual Monitoring Report published in 2017 and data from the Department for Environment, Food, and Rural Affairs (DEFRA) regarding Waste Operations Permits and the Waste Data Interrogator 2021.

Table 13.2.1: Existing waste facilities in Southend-on-Sea

Site Name/ Operator	Site Address	Specific Facility Type	Capacity (tonnes per annum)

Altech Trading Company Ltd.	34 Potters Way, Temple Farm Industrial Estate, Southend-on-Sea, SS2 5SJ	Waste Electrical and Electronic Equipment Treatment Facility	3,093
W and H (Roads) Ltd.	25 Stock Road, Southend-on-Sea	Inert and Excavation Waste TS and Treatment	33,447
Imperial Metal Recyclers	63 Vanguard Way, Shoeburyness, Essex, SS3 9QY	End of Life Vehicles Facility	8,086
Southend-on-Sea Central Cleansing Deport (Eastern Avenue Waste Transfer Station) (Veolia Environmental Services UK Ltd.)	Eastern Avenue Waste Transfer Station Central Depot, Eastern Ave, Southend-on-Sea SS2 5QX	Materials Recycling / Recovery Facility and Waste Transfer Station	67,900[27]
Stock Road Recycling Centre (Veolia Environmental Services UK Ltd.)	Stock Road, Southend-On-Sea, Essex	Household Waste Amenity Site	10,218
Leigh Marshes Civic Amenity Site (Veolia Environmental Services UK Ltd.)	Leigh Marshes, Leigh-on-Sea, Essex	Household Waste Amenity Site	5,462
Hadleigh Salvage Ltd.	Plot 9, Stock Road, Southend-On-Sea, Essex. SS2 5QF	Non-Hazardous Transfer Stations	75,000

Sources: 2021 Waste Data Interrogator - Wastes Received, Southend Authority Annual Monitoring Report 2017, Results of searching Waste Operations Permits (data.gov.uk)

Table 13.2.2: Other permitted waste sites in Southend-on-Sea with an unspecified recorded capacity

Site Name/ Operator	Site Address	Specific Facility Type
Pink Hygiene Limited	Unit 19 Rosshill Industrial Park Sutton Road, Southend-on-Sea, SS2 5PZ	Clinical Waste Transfer Station
Platinum International Limited	Progress Business Park, Unit 17, 55 Progress Road, Trafford Park, Eastwood, Essex, SS9 5PR	Metal Recycling Site <25000 tonnes per annum (tpa)
Ableform Limited T/a Premier Metals and Waste	Unit 1, Priory Park Industrial Estate, Stock Road, Southend-on-Sea, SS2 5QL	Metal Recycling Site

Source: https://environment.data.gov.uk/public-register/waste-operations/registration

13.2.2 There are two household waste recycling centres in Southend at Stock Road and Leigh Marshes.

[27] https://www.southend.gov.uk/downloads/file/1537/wdd-preferred-approach-southend-site-pdf - not available in Essex Monitoring Report. This figure includes 9,049 tonnes of material recycling: https://assets.ctfassets.net/knkzaf64jx5x/6wPnzdE9CSPQGpVM6weVnU/c6089b2609424a02d44d7223666130df/non-hazardous-waste-capacity-gap-update-may-2018.pdf.

13.2.3 LACW in Essex and Southend-on-Sea is managed through a network of Recycling Centres of Civic Amenity Sites and a series of six Waste Transfer Stations (WTSs). The WTS serving Southend is the Eastern Avenue WTS.

13.2.4 Data on waste arisings from DEFRA indicate around 83,025 tonnes of LACW were collected during 2020/2021 – the highest amount since 2014/2015. Approximately 431 kg of waste per person was collected (see Table 13.2.3).

Table 13.2.3: Management of Local Authority collected Waste in Southend-on-Sea, 2014/15 to 2020/21

Year	Residual household waste per household (kg/household) (Ex NI191)	Percentage of household waste sent for reuse, recycling or composting (Ex NI192)	Percentage of municipal waste sent to landfill (Ex NI193)	Collected household waste per person (kg) (Ex BVPI 84a)
2010-11	525.7	45.1%	52.5%	461.9
2011-12	496.0	46.8%	52.3%	444.6
2012-13	469.0	48.4%	49.1%	412.5
2013-14	434.1	52.3%	45.7%	412.8
2014-15	446.3	51.4%	46.6%	415.0
2015-16	510.3	45.7%	43.3%	418.3
2016-17	513.3	46.0%	17.6%	422.7
2017-18	467.0	47.1%	13.2%	392.1
2018-19	478.6	48.3%	24.1%	410.5
2019-20	498.1	46.8%	25.7%	417.6
2020-21	538.5	43.7%	53.2%	431.1

Source: Local Authority Collected Waste Statistics - Local Authority data

13.2.5 Data from DEFRA indicates that 146,611 tonnes of waste were received into Environment Agency permit sites in Southend-on-Sea in 2021. Waste is received by sites in Southend from within Southend, from the wider Essex County area, and from a range of other authorities including Havering, Kent, Suffolk, Surrey, Thurrock and Worcester.

13.2.6 Total waste received by permitted sites in England with a recorded origin in Southend-on-Sea is calculated at 73,009 tonnes. Of this, 68,517 tonnes of waste with a recorded origin of Southend-on-Sea are received by permitted waste sites outside of Southend-on-Sea. Of this, 23,657 tonnes of waste with a recorded origin of Southend-on-Sea were received / diverted by Waste Sites in the wider Essex County Council area in 2021. Around 44,860 tonnes with a recorded origin of Southend-on-Sea are received outside of the Essex County and Southend-on-Sea areas in 2021. Note that this figure is only for waste that can be directly attributed to a source.

ECC and Southend Waste Local Plan 2017

13.2.7 The WLP does not allocate any sites in particular for Southend. However, two Areas of Search are designated in Southend, where in principle, the Waste Planning Authorities may support waste management development outside of the allocated sites. These are included at Stock Road and Temple Farm in Southend-on-Sea.

13.2.8 Areas of Search are not promoted by landowners for any particular waste management use and are intended to act as a guide for waste operators seeking to develop sites. Proposals are to be considered alongside the development management policies of the 2017 WLP.

Current waste disposal arrangements in Southend-on-Sea

13.2.9 In the wider Essex County area, the waste treatment contract for the Tovi EcoPark mechanical biological treatment plant at Courtauld Road, Basildon, was cancelled in April 2022, and the Tovi EcoPark is set to be demolished. SCC stopped delivering waste to the Tovi EcoPark MBT in June 2020 and landfill contingency sites have been used from then up until January 2023. From April 2021 to present day this has been Bellhouse Landfill site (Colchester) and Ockendon Landfill site (Thurrock).

13.2.10 In 2022, SCC went to the market to procure the disposal of its own waste. In January 2023, a new Waste Disposal Contract separate from ECC began. The contract is to last for 5 years and 2.5 months.

13.2.11 Residual waste from mid-January 2023 is taken to the SUEZ Suffolk Energy from Waste facility at Great Blakenham, Ipswich. Bulky waste from mid-January 2023 is taken to the SUEZ Mitcham Waste Transfer Station at Mitcham, Surrey, where the waste is separated. Remaining waste is turned into Refuse Derived Fuel and taken to an Energy from Waste plant in Kent.

Current infrastructure needs in the area

13.2.12 Table 13.2.4 below compares capacities of permitted waste sites in the City area with tonnes of waste received by the site in 2021. From a basic analysis, it does not appear that there are significant capacity issues with any of the sites in the City area. There are small capacity issues with Leigh Civic Amenity Site and Central Cleansing Depot.

Table 13.2.4: Comparison of Southend-on-Sea permitted waste site capacity and tonnes received by site in 2021

Site Name / Operator	Capacity (tonnes per annum)	Sum of Tonnes Received (2021)	Difference
Altech Trading Company Ltd.	3,093	1,591	+1,502
Imperial Metal Recyclers	8,086	689	+7,397
Leigh Marshes Civic Amenity Site (Veolia Environmental Services UK Ltd.)	5,462	6,044	-582
Pink Hygiene Limited	N/A	22	N/A
Hadleigh Salvage Ltd.	75,000	41,089	+33,911
Southend-on-Sea Central Cleansing Depot	67,900 Materials recycling: 9,049	69,607	-1,707
Stock Road Recycling Centre (Veolia Environmental Services UK Ltd.) (Civic Amenity Site)	10,218	8,900	+1,318
Stock Road Recycling Facility (W & H (Roads) Ltd)	N/A	120	N/A
W & H (Roads) Ltd	33447	18550	+14897
Total		146,611	+56736

Source: 2021 Waste Data Interrogator - Wastes Received

13.2.13 Information presented regarding current and future waste needs will be updated when updates are made to the 2017 Waste Local Plan.

Lead agencies:

- Southend-on-Sea City Council
- Essex County Council
- Private sector waste industry
- Environment Agency

Evidence base:

- Essex and Southend-on-Sea Waste Local Plan 2017, Essex County Council and Southend-on-Sea City Council, 2017
- Non-Hazardous Waste Capacity Gap Update, BPP Planning, 2018
- Southend-on-Sea Infrastructure Delivery Plan, Navigus Planning, 2015
- Local Authority Collected Waste Statistics - Local Authority data - https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables, DEFRA
- 2021 Waste Data Interrogator - Wastes Received - https://www.data.gov.uk/dataset/d8a12b93-03ef-4fbf-9a43-1ca7a054479c/2021-waste-data-interrogator, DEFRA
- Waste Operations Public Register – https://environment.data.gov.uk/public-register/waste-operations/registration, DEFRA
- WDD: Preferred Approach - Appendix E Preferred Sites and Non Selected Sites, Southend-on-Sea City Council, Date unknown - https://www.southend.gov.uk/downloads/file/1537/wdd-preferred-approach-southend-site-pdf
- Southend Authority Annual Monitoring Report, Southend City Council, 2017
- Minerals and Waste Authority Monitoring Report 2017-2018, Essex County Council, 2018
- Rivenhall IWMF Planning Application report

13.3 Infrastructure required to support growth options being considered within the draft Local Plan

Growth Scenario 1 and 2

13.3.1 The impact of these Growth Scenarios can be accommodated within the forecasts used in the new Waste Contract which takes account of growth for the life of the contract (2025 – 2032). Additional resource will be required through the life of the contract, including collection vehicles and additional litter bins. This would amount to £155,000 annually from 2029 - 2032. This cost has been factored into the Waste Contract and identified within Council funds from around 2029.

Growth Scenario 3

13.3.2 The impact of these Growth Scenarios can be accommodated within the forecasts used in the new Waste Contract which takes account of growth for the life of the contract (2025 – 2032). However, the additional resource of £155,000 annually will be required from 2028 to 2032, which would need to be identified from the Council's budget or reserves.

13.3.3 Growth Scenarios 1 – 3 will result in additional waste collection costs, to be charged earlier within the Waste Contract. There are no additional costs or infrastructure projects identified which would be required to support the Growth Scenarios at this stage. The main delivery approach is through the use of Council budgets and reserves.

14 Infrastructure Schedule

14.1.1 The infrastructure schedule sets out infrastructure items identified as being required to support the needs of existing residents, and infrastructure items required to support the needs of future residents within growth proposed in the draft Local Plan. The Infrastructure Schedule is presented within Appendix B.

14.1.2 The Infrastructure Schedule prioritises each identified infrastructure project based on the following approach:

- Essential – an infrastructure project which is essential for the delivery of strategic sites allocated in the draft LP, and essential in ensuring that the impact of the new development does not have a significantly detrimental impact on existing infrastructure, services and facilities.
- Needed – an infrastructure project which is not directly related to the delivery of strategic sites allocated in the draft LP, but is needed to support existing and potential future needs in the Borough.
- Desirable – an infrastructure project which would benefit the Borough.

14.1.3 Around 74% of infrastructure items listed within the Schedule are considered to be essential in supporting the delivery of growth within Southend-on-Sea.

14.1.4 The Infrastructure Schedule identifies the Growth Scenario within which an infrastructure item is expected to be either delivered or funded. For Scenario 1, the Schedule identifies 76 infrastructure items with identified total costs of £71.1 million. For Scenario 2, the Schedule identifies 76 infrastructure items with identified total costs of £100.1 million. For Scenario 3, the Schedule identifies 77 infrastructure items with identified total costs of £119.8 million. Note that the total cost estimates for each Scenario are likely to be minimum estimates, as a number of infrastructure items do not have identified costs at this time.

15 Acronyms

ADHD	Attention Deficit Hyperactivity Disorder
AEP	Annual Exceedance Probability
AGP	Artificial Grass Pitches
AMR	Annual Monitoring Report
ANGSt	Accessible Natural Greenspace Standards
ANPR	Automatic Number Plate Recognition
ASD	Autistic Spectrum Disorder
ARB	Autism Resource Base
AWS	Anglian Water Services
BSIP	Bus Strategy and Improvement Plan
CDA	Critical Drainage Areas
CIL	Community Infrastructure Levy
DEFRA	Department for Environment Food and Rural Affairs
DfE	Department for Education
DNO	Distribution Network Operators
DPD	Development Plan Document
DWMP	Drainage and Wastewater Management Plan
EA	Environment Agency
ECC	Essex County Council
EEAST	East of England Ambulance Service NHS Trust
ECFRS	Essex County Fire & Rescue Service
ESFA	Education and Skills Funding Agency
EHC	Education, Health and Care [plan]
EPN	Eastern Power Network
ESW	Essex and Suffolk Water
EV	Electric Vehicle
EY&C	Early Years and Childcare
FEEE	Free Early Education Entitlement
FWMA	Flood and Water Management Act
GEML	Great Eastern Main Line
GI	Green Infrastructure
GIF	Growth and Infrastructure Framework
GP	General Practitioner
GSP	Grid Supply Points
ICP	Integrated Care Partnership
ICS	Integrated Care System
IDP	Infrastructure Delivery Plan
IFS	Infrastructure Funding Statement
IWMF	Integrated Waste Management Facility
IYSS	Integrated Youth Support Services
JAAP	Joint Area Action Plan
JSP	Joint Spatial Plan
KKP	9.1.4 Knight Kavanagh and Page
LACW	Local Authority Collected Waste
LAP	Local Area of Play
LCWIP	Local Cycling and Walking Infrastructure Plan
LEAP	Local Equipped Area of Play

LLFA	Lead Local Flood Authority
LNR	Local Nature Reserve
LPA	Local Planning Authority
LPN	London Power Network
LPT	Local Policing Team
LSTF	Local Sustainable Transport Fund
LTDS	Long-term Development Statement
LTP	Local Transport Plan
LWS	Local Wildlife Site
MLD	Megalitres per day
MUGA	Multi Use Game Areas
NEAP	Neighbourhood Area of Play
NHS	National Health Service
NNR	National Nature Reserve
NPPF	National Planning Policy Framework
NTP	Non-turf Pitch
PCC	Per capita consumption
PCSO	Police Community Support Officers
PMLD	profound and multiple learning difficulties
POS	Public Open Space
PPG	Planning Practice Guidance
PVR	Peak Vehicle Requirement
RAMS	Recreational disturbance Avoidance and Mitigation Strategy
SAC	Special Area of Conservation
SANGs	Suitable Alternative Natural Greenspaces
SARCC	Sustainable and Resilient Coastal Cities
SCAAP	Southend Central Area Action Plan
SCC	Southend-on-Sea City Council
SEC	South Essex Councils
SEE [park]	South Essex Estuary Park
SEMH	Social, emotional and mental health difficulties
SEND	Special Educational Needs and Disability
SEPN	South Eastern Power Network
SFRA	Strategic Flood Risk Assessment
SINC	Site of Importance for Nature Conservation
SLD	Severe Learning Difficulties
SoP	Standard of Protection
SPA	Special Protection Area
SRN	Strategic Road Network
SRP	Specialist Resource Provision
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage System
SWMP	Surface Water Management Plan
TE2100	Thames Estuary 2100 Plan
TWU	Thames Water Utilities
UGF	Urban Greening Factor
UKPN	UK Power Networks
WCA	Waste Collection Authority
WDA	Waste Disposal Authority
WLP	Waste Local Plan

WRMP	Water Resource Management Plan
WRZ	Water Resource Zone
WTS	Waste Transfer Station
ZoI	Zone of Interest

16 Appendix A: List of Sports Facilities in Southend on Sea

Table 13.3.1: List of sports facilities in Southend-on-Sea (as of December 2024, ActivePowerPlaces)

Site Name	Facility Type	Facility Sub-Type	Access Type	Ownership Group	Disability
Warners Bridge Park Agp	Artificial Grass Pitch	Sand Filled	Sports Club / Community Association	Local Authority	Yes
The Len Forge Centre	Artificial Grass Pitch	Long Pile Carpet	Pay and Play	Local Authority	Yes
Hamstel Junior School	Artificial Grass Pitch	Sand Filled	Sports Club / Community Association	Education	Yes
Goals (Southend)	Artificial Grass Pitch	Long Pile Carpet	Pay and Play	Commercial	Yes
Goals (Southend)	Artificial Grass Pitch	Long Pile Carpet	Pay and Play	Commercial	Yes
Goals (Southend)	Artificial Grass Pitch	Long Pile Carpet	Pay and Play	Commercial	Yes
Cecil Jones Academy	Artificial Grass Pitch	Sand Filled	Private Use	Education	Yes
The St Christopher's School	Artificial Grass Pitch	Sand Filled	Sports Club / Community Association	Education	Yes
Southend Garon Park	Artificial Grass Pitch	Long Pile Carpet	Pay and Play	Commercial	Yes
The Eastwood Academy	Artificial Grass Pitch	Sand Filled	Sports Club / Community Association	Education	Yes
Temple Sutton Primary School	Artificial Grass Pitch	Long Pile Carpet	Private Use	Education	Yes
Southchurch High School	Artificial Grass Pitch	Sand Dressed	Private Use	Education	Yes
St Thomas More High School	Artificial Grass Pitch	Long Pile Carpet	Sports Club / Community Association	Education	Yes
Bournemouth Park Primary Academy	Artificial Grass Pitch	Long Pile Carpet	Private Use	Education	Yes
Darlinghurst Academy	Artificial Grass Pitch	Long Pile Carpet	Private Use	Education	Yes
Leigh North Street Primary School	Artificial Grass Pitch	Sand Filled	Private Use	Education	Yes
Southend Leisure And Tennis Centre	Athletics	Standard Oval Outdoor	Pay and Play	Local Authority	Yes
The Eastwood Academy	Athletics	Standard Oval Outdoor	Sports Club / Community Association	Education	Yes
Earls Hall Primary School	Athletics	Standard Oval Outdoor	Private Use	Education	Yes
Southend High School For Boys	Athletics	Standalone Field	Private Use	Education	Yes
Thorpe Hall Golf Club	Golf	Standard	Registered Membership use	Sports Club	Yes
Belfairs Park Golf Course	Golf	Standard	Pay and Play	Commercial	Yes
Garon Park Golf Complex	Golf	Standard	Pay and Play	Commercial	Yes
Garon Park Golf Complex	Golf	Standard	Pay and Play	Commercial	Yes
Garon Park Golf Complex	Golf	Driving Range	Pay and Play	Commercial	Yes

Site Name	Facility Type	Facility Sub-Type	Access Type	Ownership Group	Disability
Garon Park Golf Complex	Golf	Par 3	Pay and Play	Commercial	Yes
Garon Park Golf Complex	Golf	Standard	Pay and Play	Commercial	Yes
Blenheim Primary School And Childrens Centre	Grass Pitches	Junior Football 11v11	Private Use	Education	Yes
Blenheim Primary School And Childrens Centre	Grass Pitches	Rounders	Private Use	Education	Yes
Heycroft Primary School	Grass Pitches	Junior Football 11v11	Sports Club / Community Association	Education	Yes
Fairways Primary School	Grass Pitches	Junior Football 9v9	Private Use	Education	Yes
Fairways Primary School	Grass Pitches	Mini Soccer 7v7	Private Use	Education	Yes
Belfairs Academy	Grass Pitches	Junior Football 11v11	Private Use	Education	Yes
Belfairs Academy	Grass Pitches	Cricket	Private Use	Education	Yes
Belfairs Academy	Grass Pitches	Junior Rugby Union	Private Use	Education	Yes
Belfairs Academy	Grass Pitches	Rounders	Private Use	Education	Yes
The Len Forge Centre	Grass Pitches	Adult Football	Sports Club / Community Association	Local Authority	Yes
The Len Forge Centre	Grass Pitches	Adult Football	Sports Club / Community Association	Local Authority	No
Westcliff High School For Girls	Grass Pitches	Hockey	Sports Club / Community Association	Education	Yes
Westcliff High School For Girls	Grass Pitches	Adult Football	Sports Club / Community Association	Education	Yes
Westcliff High School For Girls	Grass Pitches	Rounders	Sports Club / Community Association	Education	Yes
Shoebury Garrison Ground	Grass Pitches	Cricket	Sports Club / Community Association	Local Authority	Yes
Hamstel Junior School	Grass Pitches	Rounders	Private Use	Education	Yes
Hamstel Junior School	Grass Pitches	Junior Football 9v9	Sports Club / Community Association	Education	Yes
Southend High School For Girls	Grass Pitches	Rounders	Sports Club / Community Association	Education	Yes
Southend High School For Girls	Grass Pitches	Adult Football	Sports Club / Community Association	Education	Yes
Southend High School For Girls	Grass Pitches	Hockey	Sports Club / Community Association	Education	Yes
Southchurch Park Arena	Grass Pitches	Adult Football	Private Use	Local Authority	Yes
Cecil Jones Academy	Grass Pitches	Adult Football	Private Use	Education	Yes
Cecil Jones Academy	Grass Pitches	Junior Football 11v11	Private Use	Education	Yes
Cecil Jones Academy	Grass Pitches	Junior Football 9v9	Private Use	Education	Yes
Friars Primary School	Grass Pitches	Mini Soccer 7v7	Private Use	Education	Yes
Friars Primary School	Grass Pitches	Mini Soccer 5v5	Private Use	Education	Yes
Blenheim Park (Leigh-On-Sea)	Grass Pitches	Junior Football 11v11	Sports Club / Community Association	Local Authority	Yes

Site Name	Facility Type	Facility Sub-Type	Access Type	Ownership Group	Disability
Blenheim Park (Leigh-On-Sea)	Grass Pitches	Adult Football	Pay and Play	Local Authority	Yes
South East Essex College Of Arts And Technology (Closed)	Grass Pitches	Adult Football	Pay and Play	Education	No
St Helens Catholic Primary School	Grass Pitches	Junior Football 11v11	Private Use	Education	Yes
Bridgewater Drive Playing Fields	Grass Pitches	Adult Football	Sports Club / Community Association	Education	Yes
Bridgewater Drive Playing Fields	Grass Pitches	Rounders	Sports Club / Community Association	Education	Yes
Bridgewater Drive Playing Fields	Grass Pitches	Cricket	Sports Club / Community Association	Education	Yes
Bridgewater Drive Playing Fields	Grass Pitches	Junior Football 9v9	Private Use	Education	No
Chase High School	Grass Pitches	Rounders	Private Use	Education	Yes
Chase High School	Grass Pitches	Baseball	Private Use	Education	Yes
Southchurch Park	Grass Pitches	Adult Football	Sports Club / Community Association	Local Authority	Yes
Southchurch Park	Grass Pitches	Cricket	Sports Club / Community Association	Local Authority	Yes
Edwards Hall Primary School	Grass Pitches	Rounders	Private Use	Education	Yes
Edwards Hall Primary School	Grass Pitches	Mini Soccer 7v7	Private Use	Education	Yes
South Essex College (Wellstead Gardens Sports Ground)	Grass Pitches	Cricket	Private Use	Education	Yes
South Essex College (Wellstead Gardens Sports Ground)	Grass Pitches	Adult Football	Private Use	Education	Yes
Shoeburyness High School	Grass Pitches	Softball	Sports Club / Community Association	Education	Yes
Shoeburyness High School	Grass Pitches	Rounders	Sports Club / Community Association	Education	Yes
Shoeburyness High School	Grass Pitches	Adult Football	Sports Club / Community Association	Education	Yes
Shoeburyness High School	Grass Pitches	Cricket	Sports Club / Community Association	Education	Yes
Shoeburyness High School	Grass Pitches	Senior Rugby Union	Sports Club / Community Association	Education	Yes
Shoeburyness High School	Grass Pitches	Junior Football 9v9	Sports Club / Community Association	Education	Yes
The Youth Ground (Trinity Football Club)	Grass Pitches	Adult Football	Sports Club / Community Association	Local Authority	Yes
The Youth Ground (Trinity Football Club)	Grass Pitches	Mini Soccer 7v7	Sports Club / Community Association	Local Authority	Yes
The Youth Ground (Trinity Football Club)	Grass Pitches	Junior Football 11v11	Sports Club / Community Association	Local Authority	Yes
The Youth Ground (Trinity Football Club)	Grass Pitches	Mini Soccer 5v5	Sports Club / Community Association	Local Authority	Yes
Garon Park Cricket Ground	Grass Pitches	Cricket	Sports Club / Community Association	Sports Club	Yes
The Eastwood Academy	Grass Pitches	Cricket	Sports Club / Community Association	Education	Yes

Site Name	Facility Type	Facility Sub-Type	Access Type	Ownership Group	Disability
The Eastwood Academy	Grass Pitches	Adult Football	Sports Club / Community Association	Education	Yes
The Eastwood Academy	Grass Pitches	Junior Football 11v11	Sports Club / Community Association	Education	Yes
The Eastwood Academy	Grass Pitches	Rounders	Sports Club / Community Association	Education	Yes
Cockethurst Recreation Ground	Grass Pitches	Mini Soccer 7v7	Sports Club / Community Association	Local Authority	Yes
Priory Park (Southend)	Grass Pitches	Adult Football	Sports Club / Community Association	Local Authority	Yes
Jones Memorial Ground	Grass Pitches	Adult Football	Sports Club / Community Association	Local Authority	Yes
Jones Memorial Ground	Grass Pitches	Junior Football 9v9	Sports Club / Community Association	Local Authority	Yes
Bournes Green Park	Grass Pitches	Adult Football	Sports Club / Community Association	Local Authority	Yes
Elm Road Playing Fields	Grass Pitches	Adult Football	Sports Club / Community Association	Local Authority	Yes
Temple Sutton Primary School	Grass Pitches	Mini Soccer 7v7	Private Use	Education	Yes
Temple Sutton Primary School	Grass Pitches	Rounders	Private Use	Education	Yes
Temple Sutton Primary School	Grass Pitches	Junior Football 9v9	Private Use	Education	Yes
St Thomas More High School	Grass Pitches	Cricket	Sports Club / Community Association	Education	Yes
Belfairs Park/Sports Ground	Grass Pitches	Junior Football 11v11	Sports Club / Community Association	Local Authority	Yes
Southchurch High School	Grass Pitches	Mini Soccer 7v7	Sports Club / Community Association	Education	Yes
Southchurch High School	Grass Pitches	Softball	Sports Club / Community Association	Education	Yes
Southchurch High School	Grass Pitches	Cricket	Sports Club / Community Association	Education	Yes
Southchurch High School	Grass Pitches	Adult Football	Sports Club / Community Association	Education	Yes
Southchurch High School	Grass Pitches	Junior Football 9v9	Sports Club / Community Association	Education	Yes
Southchurch High School	Grass Pitches	Senior Rugby Union	Sports Club / Community Association	Education	Yes
St Thomas More High School	Grass Pitches	Junior Football 11v11	Sports Club / Community Association	Education	Yes
Victory Sports Ground	Grass Pitches	Adult Football	Sports Club / Community Association	Local Authority	Yes
Belfairs Park/Sports Ground	Grass Pitches	Adult Football	Sports Club / Community Association	Local Authority	Yes
Ekco Social And Sports Club Association	Grass Pitches	Adult Football	Sports Club / Community Association	Commercial	Yes
St Thomas More High School	Grass Pitches	Adult Football	Sports Club / Community Association	Education	Yes
Alleyn Court School	Grass Pitches	Cricket	Sports Club / Community Association	Education	Yes
Alleyn Court School	Grass Pitches	Junior Football 11v11	Sports Club / Community Association	Education	Yes
Ekco Social And Sports Club Association	Grass Pitches	Mini Soccer 7v7	Sports Club / Community Association	Commercial	Yes
Belfairs Park/Sports Ground	Grass Pitches	Mini Soccer 7v7	Sports Club / Community Association	Local Authority	Yes

Site Name	Facility Type	Facility Sub-Type	Access Type	Ownership Group	Disability
Hamstel Junior School	Grass Pitches	Mini Soccer 7v7	Private Use	Education	Yes
Alleyn Court School	Grass Pitches	Mini Soccer 7v7	Sports Club / Community Association	Education	Yes
Alleyn Court School	Grass Pitches	Junior Rugby Union	Sports Club / Community Association	Education	Yes
Ekco Social And Sports Club Association	Grass Pitches	Cricket	Sports Club / Community Association	Commercial	Yes
Victory Sports Ground	Grass Pitches	Cricket	Sports Club / Community Association	Local Authority	Yes
Belfairs Park/Sports Ground	Grass Pitches	Cricket	Sports Club / Community Association	Local Authority	Yes
Southend High School For Boys	Grass Pitches	Cricket	Private Use	Education	Yes
Southend High School For Boys	Grass Pitches	Senior Rugby Union	Private Use	Education	Yes
Southend High School For Boys	Grass Pitches	Adult Football	Private Use	Education	Yes
Westcliff High School For Boys	Grass Pitches	Adult Football	Sports Club / Community Association	Education	Yes
Westcliff High School For Boys	Grass Pitches	Cricket	Sports Club / Community Association	Education	Yes
Westcliff High School For Boys	Grass Pitches	Senior Rugby Union	Sports Club / Community Association	Education	Yes
Thorpe Hall School	Grass Pitches	Senior Rugby Union	Private Use	Education	Yes
Thorpe Hall School	Grass Pitches	Cricket	Private Use	Education	Yes
Thorpe Hall School	Grass Pitches	Rounders	Private Use	Education	Yes
Thorpe Hall School	Grass Pitches	Hockey	Private Use	Education	Yes
Thorpe Hall School	Grass Pitches	Adult Football	Private Use	Education	Yes
Southend Rfc	Grass Pitches	Senior Rugby Union	Sports Club / Community Association	Local Authority	Yes
Shoeburyness Park	Grass Pitches	Adult Football	Sports Club / Community Association	Local Authority	Yes
Eastwood Park	Grass Pitches	Adult Football	Sports Club / Community Association	Local Authority	Yes
Thorpe Hall School	Grass Pitches	Junior Football 11v11	Private Use	Education	Yes
Southend Rfc	Grass Pitches	Mini Rugby Union	Sports Club / Community Association	Local Authority	Yes
Chalkwell Park	Grass Pitches	Mini Soccer 7v7	Sports Club / Community Association	Local Authority	Yes
Shoeburyness Park	Grass Pitches	Cricket	Sports Club / Community Association	Local Authority	Yes
Southend Rfc	Grass Pitches	Senior Rugby Union	Sports Club / Community Association	Local Authority	Yes
Chalkwell Park	Grass Pitches	Cricket	Sports Club / Community Association	Local Authority	Yes
Prince Avenue Academy And Nursery	Grass Pitches	Mini Soccer 7v7	Private Use	Education	Yes
Prince Avenue Academy And Nursery	Grass Pitches	Rounders	Private Use	Education	Yes
Darlinghurst Academy	Grass Pitches	Mini Soccer 7v7	Private Use	Education	Yes

Site Name	Facility Type	Facility Sub-Type	Access Type	Ownership Group	Disability
Darlinghurst Academy	Grass Pitches	Rounders	Private Use	Education	Yes
Southend United Fc (Roots Hall)	Grass Pitches	Adult Football	Private Use	Sports Club	Yes
St Nicholas School	Grass Pitches	Rounders	Private Use	Education	Yes
Southend United Fc Training Ground	Grass Pitches	Adult Football	Private Use	Sports Club	Yes
Earls Hall Primary School	Grass Pitches	Junior Football 11v11	Private Use	Education	Yes
Earls Hall Primary School	Grass Pitches	Rounders	Private Use	Education	Yes
Hinguar Primary School	Grass Pitches	Mini Soccer 7v7	Private Use	Education	Yes
Earls Hall Primary School	Grass Pitches	Mini Soccer 7v7	Private Use	Education	Yes
Earls Hall Primary School	Grass Pitches	Mini Soccer 5v5	Private Use	Education	No
Chase Sports & Fitness Centre	Health and Fitness Gym	Health and Fitness Gym	Pay and Play	Commercial	Yes
Belfairs Academy	Health and Fitness Gym	Health and Fitness Gym	Private Use	Education	Yes
Anytime Fitness (Leigh-On-Sea)	Health and Fitness Gym	Health and Fitness Gym	Registered Membership use	Commercial	Yes
Westcliff High School For Girls	Health and Fitness Gym	Health and Fitness Gym	Private Use	Education	Yes
Southend High School For Girls	Health and Fitness Gym	Health and Fitness Gym	Private Use	Education	Yes
Cecil Jones Academy	Health and Fitness Gym	Health and Fitness Gym	Private Use	Education	Yes
St Bernards High School	Health and Fitness Gym	Health and Fitness Gym	Private Use	Education	Yes
The St Christopher's School	Health and Fitness Gym	Health and Fitness Gym	Private Use	Education	Yes
David Lloyd (Southend)	Health and Fitness Gym	Health and Fitness Gym	Registered Membership use	Commercial	Yes
South Essex College (Wellstead Gardens Sports Ground)	Health and Fitness Gym	Health and Fitness Gym	Private Use	Education	Yes
Welcome Gym (Southend)	Health and Fitness Gym	Health and Fitness Gym	Registered Membership use	Commercial	Yes
Southend Leisure And Tennis Centre	Health and Fitness Gym	Health and Fitness Gym	Pay and Play	Local Authority	Yes
Trugym (Thorpe Bay)	Health and Fitness Gym	Health and Fitness Gym	Registered Membership use	Commercial	Yes
Leigh Fitness Centre	Health and Fitness Gym	Health and Fitness Gym	Pay and Play	Commercial	Yes
Puregym (Southend Fossetts Park)	Health and Fitness Gym	Health and Fitness Gym	Registered Membership use	Commercial	Yes
Shoeburyness Leisure Centre	Health and Fitness Gym	Health and Fitness Gym	Pay and Play	Education	Yes
Sas Gym	Health and Fitness Gym	Health and Fitness Gym	Registered Membership use	Commercial	Yes
Westcliff High School For Boys	Health and Fitness Gym	Health and Fitness Gym	Sports Club / Community Association	Education	Yes
Southend High School For Boys	Health and Fitness Gym	Health and Fitness Gym	Private Use	Education	Yes

Site Name	Facility Type	Facility Sub-Type	Access Type	Ownership Group	Disability
Southchurch High School	Health and Fitness Gym	Health and Fitness Gym	Private Use	Education	Yes
Southend Rfc	Health and Fitness Gym	Health and Fitness Gym	Private Use	Local Authority	Yes
The Locker Room	Health and Fitness Gym	Health and Fitness Gym	Pay and Play	Commercial	Yes
Thorpe Hall School	Health and Fitness Gym	Health and Fitness Gym	Private Use	Education	Yes
The Gym Group (Southend)	Health and Fitness Gym	Health and Fitness Gym	Registered Membership use	Commercial	Yes
Essex County Indoor Bowls Club	Indoor Bowls	Indoor Bowls	Registered Membership use	Sports Club	Yes
Southend-On-Sea Bowls Club	Indoor Bowls	Indoor Bowls	Sports Club / Community Association	Commercial	Yes
David Lloyd (Southend)	Indoor Tennis Centre	Traditional	Registered Membership use	Commercial	Yes
Southend Leisure And Tennis Centre	Indoor Tennis Centre	Traditional	Pay and Play	Local Authority	Yes
Belfairs Academy	Outdoor Tennis Courts	Tennis Courts	Private Use	Education	Yes
Crowstone & St Saviours Lawn Tennis Club	Outdoor Tennis Courts	Tennis Courts	Registered Membership use	Sports Club	Yes
Crowstone & St Saviours Lawn Tennis Club	Outdoor Tennis Courts	Tennis Courts	Sports Club / Community Association	Sports Club	Yes
Westcliff High School For Girls	Outdoor Tennis Courts	Tennis Courts	Sports Club / Community Association	Education	Yes
David Lloyd (Southend)	Outdoor Tennis Courts	Tennis Courts	Registered Membership use	Commercial	Yes
David Lloyd (Southend)	Outdoor Tennis Courts	Tennis Courts	Registered Membership use	Commercial	Yes
Southchurch Park	Outdoor Tennis Courts	Tennis Courts	Free Public Access	Local Authority	Yes
Southend Leisure And Tennis Centre	Outdoor Tennis Courts	Tennis Courts	Pay and Play	Local Authority	Yes
Thorpe Bay Lawn Tennis Club	Outdoor Tennis Courts	Tennis Courts	Registered Membership use	Sports Club	Yes
Thorpe Bay Lawn Tennis Club	Outdoor Tennis Courts	Tennis Courts	Registered Membership use	Sports Club	Yes
Trugym (Thorpe Bay)	Outdoor Tennis Courts	Tennis Courts	Registered Membership use	Commercial	Yes
Southend Lawn Tennis Club	Outdoor Tennis Courts	Tennis Courts	Registered Membership use	Others	Yes
Invicta Tennis And Table Tennis Club	Outdoor Tennis Courts	Tennis Courts	Sports Club / Community Association	Sports Club	Yes
South Essex College (Wellstead Gardens Sports Ground)	Outdoor Tennis Courts	Tennis Courts	Private Use	Education	Yes
Westcliff Hardcourt Tennis Club	Outdoor Tennis Courts	Tennis Courts	Pay and Play	Sports Club	Yes
Westcliff Hardcourt Tennis Club	Outdoor Tennis Courts	Tennis Courts	Pay and Play	Sports Club	Yes
Shoeburyness High School	Outdoor Tennis Courts	Tennis Courts	Sports Club / Community Association	Education	Yes
Bonchurch Park	Outdoor Tennis Courts	Tennis Courts	Free Public Access	Local Authority	Yes
Priory Park (Southend)	Outdoor Tennis Courts	Tennis Courts	Registered Membership use	Local Authority	Yes

Site Name	Facility Type	Facility Sub-Type	Access Type	Ownership Group	Disability
Belfairs Park/Sports Ground	Outdoor Tennis Courts	Tennis Courts	Free Public Access	Local Authority	Yes
St Thomas More High School	Outdoor Tennis Courts	Tennis Courts	Private Use	Education	Yes
Shoeburyness Park	Outdoor Tennis Courts	Tennis Courts	Free Public Access	Local Authority	Yes
Chalkwell Park	Outdoor Tennis Courts	Tennis Courts	Free Public Access	Local Authority	Yes
Cavendish Gardens	Outdoor Tennis Courts	Tennis Courts	Free Public Access	Local Authority	Yes
Milton Road Gardens	Outdoor Tennis Courts	Tennis Courts	Free Public Access	Local Authority	Yes
Southchurch High School	Outdoor Tennis Courts	Tennis Courts	Sports Club / Community Association	Education	Yes
Alleyn Court School	Outdoor Tennis Courts	Tennis Courts	Sports Club / Community Association	Education	Yes
Chase Sports & Fitness Centre	Sports Hall	Main	Pay and Play	Commercial	Yes
Chase Sports & Fitness Centre	Sports Hall	Activity Hall	Pay and Play	Commercial	Yes
Belfairs Academy	Sports Hall	Main	Sports Club / Community Association	Education	Yes
Belfairs Academy	Sports Hall	Activity Hall	Private Use	Education	Yes
Belfairs Academy	Sports Hall	Activity Hall	Private Use	Education	Yes
Westcliff High School For Girls	Sports Hall	Main	Sports Club / Community Association	Education	Yes
Hamstel Junior School	Sports Hall	Activity Hall	Sports Club / Community Association	Education	Yes
Southend High School For Girls	Sports Hall	Main	Sports Club / Community Association	Education	Yes
Cecil Jones Academy	Sports Hall	Main	Private Use	Education	Yes
St Bernards High School	Sports Hall	Main	Private Use	Education	Yes
St Bernards High School	Sports Hall	Activity Hall	Private Use	Education	Yes
Southend High School For Girls	Sports Hall	Activity Hall	Private Use	Education	No
The St Christopher's School	Sports Hall	Main	Sports Club / Community Association	Education	Yes
David Lloyd (Southend)	Sports Hall	Main	Registered Membership use	Commercial	Yes
Southend Leisure And Tennis Centre	Sports Hall	Main	Pay and Play	Local Authority	Yes
Southend Leisure And Tennis Centre	Sports Hall	Activity Hall	Pay and Play	Local Authority	Yes
Southend Lawn Tennis Club	Sports Hall	Activity Hall	Registered Membership use	Others	Yes
Invicta Tennis And Table Tennis Club	Sports Hall	Activity Hall	Sports Club / Community Association	Sports Club	Yes
Shoeburyness High School	Sports Hall	Activity Hall	Sports Club / Community Association	Education	Yes
The Eastwood Academy	Sports Hall	Main	Sports Club / Community Association	Education	Yes
The Eastwood Academy	Sports Hall	Activity Hall	Sports Club / Community Association	Education	Yes

Site Name	Facility Type	Facility Sub-Type	Access Type	Ownership Group	Disability
Shoeburyness Leisure Centre	Sports Hall	Main	Pay and Play	Education	Yes
Alleyn Court School	Sports Hall	Activity Hall	Sports Club / Community Association	Education	Yes
Temple Sutton Primary School	Sports Hall	Activity Hall	Private Use	Education	Yes
Shoeburyness Leisure Centre	Sports Hall	Activity Hall	Pay and Play	Education	Yes
Southchurch High School	Sports Hall	Activity Hall	Sports Club / Community Association	Education	Yes
Southchurch High School	Sports Hall	Main	Private Use	Education	Yes
Westcliff High School For Boys	Sports Hall	Main	Sports Club / Community Association	Education	Yes
Westcliff High School For Boys	Sports Hall	Activity Hall	Sports Club / Community Association	Education	Yes
Southchurch High School	Sports Hall	Main	Sports Club / Community Association	Education	Yes
Thorpe Hall School	Sports Hall	Activity Hall	Private Use	Education	Yes
St Thomas More High School	Sports Hall	Main	Sports Club / Community Association	Education	Yes
St Saviours Church Hall	Sports Hall	Activity Hall	Sports Club / Community Association	Community Organisation	Yes
Southend High School For Boys	Sports Hall	Main	Private Use	Education	Yes
St Nicholas School	Sports Hall	Activity Hall	Private Use	Education	Yes
Thorpe Hall School	Sports Hall	Main	Private Use	Education	Yes
Thorpe Hall Golf Club	Squash Courts	Normal	Sports Club / Community Association	Sports Club	Yes
Trugym (Thorpe Bay)	Squash Courts	Normal	Registered Membership use	Commercial	Yes
Trugym (Thorpe Bay)	Squash Courts	Glass-backed	Registered Membership use	Commercial	Yes
Westcliff High School For Boys	Squash Courts	Normal	Sports Club / Community Association	Education	Yes
David Lloyd (Southend)	Squash Courts	Glass-backed	Registered Membership use	Commercial	Yes
Chase Sports & Fitness Centre	Studio	Fitness Studio	Pay and Play	Commercial	Yes
Belfairs Academy	Studio	Fitness Studio	Private Use	Education	Yes
Westcliff High School For Girls	Studio	Fitness Studio	Sports Club / Community Association	Education	Yes
Southend High School For Girls	Studio	Fitness Studio	Sports Club / Community Association	Education	Yes
Cecil Jones Academy	Studio	Fitness Studio	Private Use	Education	Yes
St Bernards High School	Studio	Fitness Studio	Private Use	Education	Yes
Belfairs Academy	Studio	Fitness Studio	Sports Club / Community Association	Education	No
David Lloyd (Southend)	Studio	Fitness Studio	Registered Membership use	Commercial	Yes

Site Name	Facility Type	Facility Sub-Type	Access Type	Ownership Group	Disability
David Lloyd (Southend)	Studio	Fitness Studio	Registered Membership use	Commercial	Yes
Welcome Gym (Southend)	Studio	Fitness Studio	Registered Membership use	Commercial	Yes
Southend Leisure And Tennis Centre	Studio	Fitness Studio	Pay and Play	Local Authority	Yes
Trugym (Thorpe Bay)	Studio	Fitness Studio	Registered Membership use	Commercial	Yes
Trugym (Thorpe Bay)	Studio	Fitness Studio	Registered Membership use	Commercial	Yes
Trugym (Thorpe Bay)	Studio	Cycle Studio	Registered Membership use	Commercial	Yes
Thorpe Hall School	Studio	Fitness Studio	Private Use	Education	Yes
Blenheim Primary School And Childrens Centre	Swimming Pool	Lido	Private Use	Education	Yes
Hamstel Junior School	Swimming Pool	Main/General	Sports Club / Community Association	Education	Yes
The St Christopher's School	Swimming Pool	Learner/Teaching/Training	Sports Club / Community Association	Education	Yes
David Lloyd (Southend)	Swimming Pool	Main/General	Registered Membership use	Commercial	Yes
David Lloyd (Southend)	Swimming Pool	Learner/Teaching/Training	Registered Membership use	Commercial	Yes
David Lloyd (Southend)	Swimming Pool	Lido	Registered Membership use	Commercial	Yes
David Lloyd (Southend)	Swimming Pool	Lido	Registered Membership use	Commercial	Yes
Southend Leisure And Tennis Centre	Swimming Pool	Main/General	Pay and Play	Local Authority	Yes
Southend Leisure And Tennis Centre	Swimming Pool	Diving	Pay and Play	Local Authority	Yes
Southend Leisure And Tennis Centre	Swimming Pool	Leisure Pool	Pay and Play	Local Authority	Yes
Trugym (Thorpe Bay)	Swimming Pool	Main/General	Registered Membership use	Commercial	Yes
The Eastwood Academy	Swimming Pool	Main/General	Sports Club / Community Association	Education	Yes
Belfairs Swim Centre	Swimming Pool	Main/General	Pay and Play	Local Authority	Yes
Belfairs Swim Centre	Swimming Pool	Learner/Teaching/Training	Pay and Play	Local Authority	Yes
Shoeburyness Leisure Centre	Swimming Pool	Main/General	Pay and Play	Education	Yes
Shoeburyness Leisure Centre	Swimming Pool	Learner/Teaching/Training	Pay and Play	Education	Yes
Temple Sutton Primary School	Swimming Pool	Lido	Private Use	Education	No
Leigh North Street Primary School	Swimming Pool	Learner/Teaching/Training	Private Use	Education	Yes
Earls Hall Primary School	Swimming Pool	Learner/Teaching/Training	Private Use	Education	Yes

Source: https://www.activeplacespower.com/areaprofiles

17 Appendix B : Infrastructure Schedule

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project	Notes
Education, EY&C	Extended or new early years and childcare facilities	Eastwood	1	Southend City Council	Developer contributions	£71,257	£0	£71,257	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Leigh	1	Southend City Council	Developer contributions	£879,100	£0	£879,100	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Prittlewell	1	Southend City Council	Developer contributions	£320,656	£0	£320,656	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Westcliff	1	Southend City Council	Developer contributions	£510,675	£0	£510,675	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Southend Central	1	Southend City Council	Developer contributions	£5,274,600	£0	£5,274,600	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Southchurch (north)	1	Southend City Council	Developer contributions	£415,666	£0	£415,666	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Southchurch	1	Southend City Council	Developer contributions	£439,418	£0	£439,418	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Thorpe Bay	1	Southend City Council	Developer contributions	£47,505	£0	£47,505	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Shoeburyness	1	Southend City Council	Developer contributions	£893,279	£0	£893,279	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Eastwood	2	Southend City Council	Developer contributions	£71,257	£0	£71,257	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Leigh	2	Southend City Council	Developer contributions	£1,035,069	£0	£1,035,069	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Prittlewell	2	Southend City Council	Developer contributions	£570,056	£0	£570,056	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Westcliff	2	Southend City Council	Developer contributions	£510,675	£0	£510,675	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Southend Central	2	Southend City Council	Developer contributions	£6,026,089	£0	£6,026,089	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Southchurch (north)	2	Southend City Council	Developer contributions	£2,651,479	£0	£2,651,479	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Southchurch	2	Southend City Council	Developer contributions	£510,675	£0	£510,675	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Thorpe Bay	2	Southend City Council	Developer contributions	£47,505	£0	£47,505	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Shoeburyness	2	Southend City Council	Developer contributions	£964,174	£0	£964,174	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Eastwood	3	Southend City Council	Developer contributions	£71,257	£0	£71,257	Essential	Early stages of the development	DAC Planning assessment	

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project	Notes
Education, EY&C	Extended or new early years and childcare facilities	Leigh	3	Southend City Council	Developer contributions	£1,049,248	£0	£1,049,248	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Prittlewell	3	Southend City Council	Developer contributions	£1,020,890	£0	£1,020,890	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Westcliff	3	Southend City Council	Developer contributions	£534,427	£0	£534,427	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Southend Central	3	Southend City Council	Developer contributions	£6,990,263	£0	£6,990,263	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Southchurch (north)	3	Southend City Council	Developer contributions	£2,651,479	£0	£2,651,479	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Southchurch	3	Southend City Council	Developer contributions	£522,551	£0	£522,551	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Thorpe Bay	3	Southend City Council	Developer contributions	£47,505	£0	£47,505	Essential	Early stages of the development	DAC Planning assessment	
Education, EY&C	Extended or new early years and childcare facilities	Shoeburyness	3	Southend City Council	Developer contributions	£1,417,903	£0	£1,417,903	Essential	Early stages of the development	DAC Planning assessment	
Education, primary	Extension(s) to existing primary school(s)	TBC	3	Southend City Council	Developer contributions	£6,536,403	£0	£6,536,403	Essential	Mid-later stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Eastwood	1	Southend City Council	Developer contributions	£229,035	£0	£229,035	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Leigh	1	Southend City Council	Developer contributions	£2,366,696	£0	£2,366,696	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Prittlewell	1	Southend City Council	Developer contributions	£1,030,658	£0	£1,030,658	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Westcliff	1	Southend City Council	Developer contributions	£1,641,418	£0	£1,641,418	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Southend Central	1	Southend City Council	Developer contributions	£14,200,175	£0	£14,200,175	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Southchurch (north)	1	Southend City Council	Developer contributions	£1,336,038	£0	£1,336,038	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Southchurch	1	Southend City Council	Developer contributions	£1,412,383	£0	£1,412,383	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project	Notes
Education, secondary	Contributions towards a new secondary school	Thorpe Bay	1	Southend City Council	Developer contributions	£152,690	£0	£152,690	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Shoeburyness	1	Southend City Council	Developer contributions	£2,404,868	£0	£2,404,868	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Eastwood	2	Southend City Council	Developer contributions	£229,035	£0	£229,035	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Leigh	2	Southend City Council	Developer contributions	£2,786,593	£0	£2,786,593	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Prittlewell	2	Southend City Council	Developer contributions	£1,832,281	£0	£1,832,281	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Westcliff	2	Southend City Council	Developer contributions	£1,641,418	£0	£1,641,418	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Southend Central	2	Southend City Council	Developer contributions	£16,223,318	£0	£16,223,318	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Southchurch (north)	2	Southend City Council	Developer contributions	£7,138,260	£0	£7,138,260	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Southchurch	2	Southend City Council	Developer contributions	£1,641,418	£0	£1,641,418	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Thorpe Bay	2	Southend City Council	Developer contributions	£152,690	£0	£152,690	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Shoeburyness	2	Southend City Council	Developer contributions	£2,595,731	£0	£2,595,731	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Eastwood	3	Southend City Council	Developer contributions	£229,035	£0	£229,035	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Leigh	3	Southend City Council	Developer contributions	£2,824,766	£0	£2,824,766	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project	Notes
Education, secondary	Contributions towards a new secondary school	Prittlewell	3	Southend City Council	Developer contributions	£2,748,421	£0	£2,748,421	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Westcliff	3	Southend City Council	Developer contributions	£1,717,763	£0	£1,717,763	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Southend Central	3	Southend City Council	Developer contributions	£18,819,049	£0	£18,819,049	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Southchurch (north)	3	Southend City Council	Developer contributions	£7,138,260	£0	£7,138,260	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Southchurch	3	Southend City Council	Developer contributions	£1,679,591	£0	£1,679,591	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Thorpe Bay	3	Southend City Council	Developer contributions	£152,690	£0	£152,690	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, secondary	Contributions towards a new secondary school	Shoeburyness	3	Southend City Council	Developer contributions	£3,817,251	£0	£3,817,251	Essential	Early stages of the development	SCC engagement / DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Eastwood	1	Southend City Council	Developer contributions	£38,968	£0	£38,968	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Leigh	1	Southend City Council	Developer contributions	£402,667	£0	£402,667	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Prittlewell	1	Southend City Council	Developer contributions	£175,355	£0	£175,355	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Westcliff	1	Southend City Council	Developer contributions	£279,269	£0	£279,269	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Southend Central	1	Southend City Council	Developer contributions	£2,416,001	£0	£2,416,001	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Southchurch (north)	1	Southend City Council	Developer contributions	£227,312	£0	£227,312	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Southchurch	1	Southend City Council	Developer contributions	£240,301	£0	£240,301	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Thorpe Bay	1	Southend City Council	Developer contributions	£25,979	£0	£25,979	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Shoeburyness	1	Southend City Council	Developer contributions	£409,161	£0	£409,161	Essential	Early stages of the development	DAC Planning assessment	

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project	Notes
Education, post-16	Contributions towards new post-16 education provision	Eastwood	2	Southend City Council	Developer contributions	£53,256	£0	£53,256	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Leigh	2	Southend City Council	Developer contributions	£647,947	£0	£647,947	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Prittlewell	2	Southend City Council	Developer contributions	£426,047	£0	£426,047	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Westcliff	2	Southend City Council	Developer contributions	£381,667	£0	£381,667	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Southend Central	2	Southend City Council	Developer contributions	£3,772,295	£0	£3,772,295	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Southchurch (north)	2	Southend City Council	Developer contributions	£1,659,810	£0	£1,659,810	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Southchurch	2	Southend City Council	Developer contributions	£381,667	£0	£381,667	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Thorpe Bay	2	Southend City Council	Developer contributions	£35,504	£0	£35,504	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Shoeburyness	2	Southend City Council	Developer contributions	£603,567	£0	£603,567	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Eastwood	3	Southend City Council	Developer contributions	£38,968	£0	£38,968	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Leigh	3	Southend City Council	Developer contributions	£480,602	£0	£480,602	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Prittlewell	3	Southend City Council	Developer contributions	£467,613	£0	£467,613	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Westcliff	3	Southend City Council	Developer contributions	£292,258	£0	£292,258	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Southend Central	3	Southend City Council	Developer contributions	£3,201,850	£0	£3,201,850	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Southchurch (north)	3	Southend City Council	Developer contributions	£1,214,495	£0	£1,214,495	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Southchurch	3	Southend City Council	Developer contributions	£285,764	£0	£285,764	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Thorpe Bay	3	Southend City Council	Developer contributions	£25,979	£0	£25,979	Essential	Early stages of the development	DAC Planning assessment	
Education, post-16	Contributions towards new post-16 education provision	Shoeburyness	3	Southend City Council	Developer contributions	£649,463	£0	£649,463	Essential	Early stages of the development	DAC Planning assessment	
Education, SEND	Contributions towards specialist resource provisions	TBC	1	Southend City Council	Developer contributions	£479,736	£0	£479,736	Essential	Mid stages of the development	DAC Planning assessment	
Education, SEND	Contributions towards specialist resource provisions	TBC	2	Southend City Council	Developer contributions	£719,604	£0	£719,604	Essential	Mid stages of the development	DAC Planning assessment	

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project	Notes
Education, SEND	Contributions towards specialist resource provisions	TBC	3	Southend City Council	Developer contributions	£799,560	£0	£799,560	Essential	Mid stages of the development	DAC Planning assessment	
Ambulance Service	2 new ambulances	N/A	1	East of England Ambulance Service NHS Trust (EEAST)	Developer contributions	£320,000.00	0	£320,000.00	Essential	No later than 50% of homes occupied for each separate development	EEAST	this cost would be incorporated into S.106 tariff
Ambulance Service	2 new ambulances	N/A	2	EEAST	Developer contributions	£320,000.00	0	£320,000.00	Essential	No later than 50% of homes occupied for each separate development	EEAST	this cost would be incorporated into S.106 tariff
Ambulance Service	3 new ambulances	N/A	3	EEAST	Developer contributions	£480,000.00	0	£480,000.00	Essential	No later than 50% of homes occupied for each separate development	EEAST	this cost would be incorporated into S.106 tariff
Ambulance Service	New ambulance response post	N/A	1	EEAST	Developer contributions	Developer contributions	0		Essential	No later than 50% of homes occupied for each separate development	EEAST	S.106 tariff is £355 per 2.3 person dwelling.
Ambulance Service	New ambulance response post	N/A	2	EEAST	Developer contributions	Developer contributions	0		Essential	No later than 50% of homes occupied for each separate development	EEAST	S.106 tariff is £355 per 2.3 person dwelling.
Ambulance Service	New ambulance response post	N/A	3	EEAST	Developer contributions	Developer contributions	0		Essential	No later than 50% of homes occupied for each separate development	EEAST	S.106 tariff is £355 per 2.3 person dwelling.
Ambulance Service	Additional parking spaces at ambulance stations	Ambulance stations	1	EEAST	Developer contributions	Developer contributions	0		Essential	No later than 50% of homes occupied for each separate development	EEAST	S.106 tariff is £355 per 2.3 person dwelling.
Ambulance Service	Additional parking spaces at ambulance stations	Ambulance stations	2	EEAST	Developer contributions	Developer contributions	0		Essential	No later than 50% of homes occupied for each separate development	EEAST	S.106 tariff is £355 per 2.3 person dwelling.
Ambulance Service	Additional parking spaces at ambulance stations	Ambulance stations	3	EEAST	Developer contributions	Developer contributions	0		Essential	No later than 50% of homes occupied for each separate development	EEAST	S.106 tariff is £355 per 2.3 person dwelling.

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project	Notes
Ambulance Service	4 additional paramedics	Ambulance stations	1	EEAST	Developer contributions	Developer contributions	0		Essential	No later than 50% of homes occupied for each separate development	EEAST	S.106 tariff is £355 per 2.3 person dwelling.
Ambulance Service	4-8 additional paramedics	Ambulance stations	2	EEAST	Developer contributions	Developer contributions	0		Essential	No later than 50% of homes occupied for each separate development	EEAST	S.106 tariff is £355 per 2.3 person dwelling.
Ambulance Service	6-12 additional paramedics	Ambulance stations	3	EEAST	Developer contributions	Developer contributions	0		Essential	No later than 50% of homes occupied for each separate development	EEAST	S.106 tariff is £355 per 2.3 person dwelling.
Ambulance Service	Proposed S106 contributions tariff for ambulance service infrastructure improvements of £355 per dwelling	City wide	1	EEAST	Developer contributions	Developer contributions	0	£2,270,000	Essential	No later than 50% of homes occupied for each separate development	EEAST	S.106 tariff is £355 per 2.3 person dwelling.
Ambulance Service	Proposed S106 contributions tariff for ambulance service infrastructure improvements of £355 per dwelling	City wide	2	EEAST	Developer contributions	Developer contributions	0	£2,940,000	Essential	No later than 50% of homes occupied for each separate development	EEAST	S.106 tariff is £355 per 2.3 person dwelling.
Ambulance Service	Proposed S106 contributions tariff for ambulance service infrastructure improvements of £355 per dwelling	City wide	3	EEAST	Developer contributions	Developer contributions	0	£3,195,000	Essential	No later than 50% of homes occupied for each separate development	EEAST	S.106 tariff is £355 per 2.3 person dwelling.
Essex Police	Floorspace Custody facilities Mobile Police Stations ICT equipment Speed camera/ANPR Technology Vehicles Staffing	City wide	1	Essex Police	Developer contributions	£930,017.00	0		Essential	Across the plan period	Essex Police	S.106 tariff calculated as £143.30/dwelling. To be updated as costs for PCSO and ANPR costs are factored in. Evidence to support S.106 tariff to be provided on a case by case basis.
Essex Police	Floorspace Custody facilities Mobile Police Stations ICT equipment Speed camera/ANPR Technology Vehicles Staffing	City wide	2	Essex Police	Developer contributions	£1,285,401	0		Essential	Across the plan period	Essex Police	S.106 tariff calculated as £143.30/dwelling. To be updated as costs for PCSO and ANPR costs are factored in. Evidence to support S.106 tariff to be provided on a

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project	Notes
												case by case basis.
Essex Police	Floorspace Custody facilities Mobile Police Stations ICT equipment Speed camera/ANPR Technology Vehicles Staffing	City wide	3	Essex Police	Developer contributions	£1,468,825	0		Essential	Across the plan period	Essex Police	S.106 tariff calculated as £143.30/dwelling. To be updated as costs for PCSO and ANPR costs are factored in. Evidence to support S.106 tariff to be provided on a case by case basis.
Essex County Fire and Rescue Service (ECFRS)	Floorspace Plant and Equipment Vehicles Staffing	N/A	1	ECFRS	Developer contributions	£2,271,500			Essential	Across the plan period	ECFRS	S.106 tariff calculated as £350/dwelling. Evidence to support S.106 tariff to be provided on a case by case basis.
Essex County Fire and Rescue Service (ECFRS)	Floorspace Plant and Equipment Vehicles Staffing	N/A	2	ECFRS	Developer contributions	£3,139,500			Essential	Across the plan period	ECFRS	S.106 tariff calculated as £350/dwelling. Evidence to support S.106 tariff to be provided on a case by case basis.
Essex County Fire and Rescue Service (ECFRS)	Floorspace Plant and Equipment Vehicles Staffing	N/A	3	ECFRS	Developer contributions	£3,587,500			Essential	Across the plan period	ECFRS	S.106 tariff calculated as £350/dwelling. Evidence to support S.106 tariff to be provided on a case by case basis.

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project	Notes
Waste Management	Additional waste management resource	N/A	1	Southend City Council	Council's Budget or reserves	TBC			Essential	TBC	Southend City Council	£155,000 annually
Waste Management	Additional waste management resource	N/A	2	Southend City Council	Council's Budget or reserves	TBC			Essential	TBC	Southend City Council	£155,000 annually
Waste Management	Additional waste management resource	N/A	3	Southend City Council	Council's Budget or reserves	TBC			Essential	TBC	Southend City Council	£155,000 annually
Green Infrastructure and Open Space	Neighbourhood Parks (Less than 2 Ha), 4ha	TBC	1	Southend City Council	Council funded/Developer contributions	TBC			Essential	TBC	Greenspace Strategy 2005	
Green Infrastructure and Open Space	Neighbourhood Parks (Less than 2 Ha) 6ha	TBC	2	Southend City Council	Developer contributions	TBC			Essential	TBC	Greenspace Strategy 2005	
Green Infrastructure and Open Space	Neighbourhood Parks (Less than 2 Ha) 6ha	TBC	3	Southend City Council	Developer contributions	TBC			Essential	TBC	Greenspace Strategy 2005	
Green Infrastructure and Open Space	Local Parks (Less than 2 Ha) 2ha	TBC	1	Southend City Council	Developer contributions	TBC			Essential	TBC	Greenspace Strategy 2005	
Green Infrastructure and Open Space	Local Parks (Less than 2 Ha) 3ha	TBC	2	Southend City Council	Developer contributions	TBC			Essential	TBC	Greenspace Strategy 2005	
Green Infrastructure and Open Space	Local Parks (Less than 2 Ha) 3ha	TBC	3	Southend City Council	Developer contributions	TBC			Essential	TBC	Greenspace Strategy 2005	
Green Infrastructure and Open Space	District Parks (More than 20 Ha) 1ha	TBC	1	Southend City Council	Developer contributions	TBC			Essential	TBC	Greenspace Strategy 2005	
Green Infrastructure and Open Space	District Parks (More than 20 Ha) 1ha	TBC	2	Southend City Council	Developer contributions	TBC			Essential	TBC	Greenspace Strategy 2005	
Green Infrastructure and Open Space	District Parks (More than 20 Ha) 1ha	TBC	3	Southend City Council	Developer contributions	TBC			Essential	TBC	Greenspace Strategy 2005	
Green Infrastructure and Open Space	Children and Young People Playspace 4ha	TBC	1	Southend City Council	Developer contributions	TBC			Essential	TBC	Fields in Trust Standard	
Green Infrastructure and Open Space	Children and Young People Playspace 5ha	TBC	2	Southend City Council	Developer contributions	TBC			Essential	TBC	Fields in Trust Standard	
Green Infrastructure and Open Space	Children and Young People Playspace 6ha	TBC	3	Southend City Council	Developer contributions	TBC			Essential	TBC	Fields in Trust Standard	
Green Infrastructure and Open Space	Natural and Semi Natural Greenspace 47ha	TBC	1	Southend City Council	Developer contributions	TBC			Essential	TBC	Natural England Standard	
Green Infrastructure and Open Space	Natural and Semi Natural Greenspace 65ha	TBC	2	Southend City Council	Developer contributions	TBC			Essential	TBC	Natural England Standard	

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project	Notes
Green Infrastructure and Open Space	Natural and Semi Natural Greenspace 74ha	TBC	3	Southend City Council	Developer contributions	TBC			Essential	TBC	Natural England Standard	
Green Infrastructure and Open Space	12 Ha	TBC	1	Southend City Council	Developer contributions	TBC			Essential	TBC	Southend IDP 2015 Standard	
Green Infrastructure and Open Space	17 Ha	TBC	2	Southend City Council	Developer contributions	TBC			Essential	TBC	Southend IDP 2015 Standard	
Green Infrastructure and Open Space	20 Ha	TBC	3	Southend City Council	Developer contributions	TBC			Essential	TBC	Southend IDP 2015 Standard	
Green Infrastructure and Open Space	Cemetary and Burial 6ha	TBC	1	Southend City Council	Developer contributions	TBC			Essential	TBC	Best practice standard	
Green Infrastructure and Open Space	Cemetary and Burial 8ha	TBC	2	Southend City Council	Developer contributions	TBC			Essential	TBC	Best practice standard	
Green Infrastructure and Open Space	Cemetary and Burial 9ha	TBC	3	Southend City Council	Developer contributions	TBC			Essential	TBC	Best practice standard	
Green Infrastructure and Open Space	SANG Provision	TBC	1, 2, 3	Southend City Council	Developer contributions	TBC			Essential	TBC	SANG Guidelines: 8ha SANG per 1000 population (where site falls into Zone of Influence)..	
Green Infrastructure and Open Space	Local Nature Recovery Partnership Schemes	TBC	1, 2, 3	Southend City Council, LNRP, Natural England, Essex Wildlife Trust, neighbouring authorities.	Developer contributions	TBC			Essential	TBC	Local Nature Recovery Strategy due to be published in 2025 following public consultation analysis.	
Sports, Indoor and Built Facilities	Swimming Pools (sqm) 166.63	TBC	1	Southend City Council	Developer contributions	£3,590,183	£0	£3,590,183	Essential	TBC	Sports Facilities Calculator Sport England	
Sports, Indoor and Built Facilities	Swimming Pools (sqm) 230.3	TBC	2	Southend City Council	Developer contributions	£4,962,087	£0	£4,962,087	Essential	TBC	Sports Facilities Calculator Sport England	
Sports, Indoor and Built Facilities	Swimming Pools (sqm) 263.16	TBC	3	Southend City Council	Developer contributions	£5,670,166	£0	£5,670,166	Essential	TBC	Sports Facilities Calculator Sport England	
Sports, Indoor and Built Facilities	Halls (number) 1	TBC	1	Southend City Council	Developer contributions	£2,998,306	£0	£2,998,306	Essential	TBC	Sports Facilities	

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project	Notes
											Calculator Sport England	
Sports, Indoor and Built Facilities	Halls (number)1.38	TBC	2	Southend City Council	Developer contributions	£4,144,038	£0	£4,144,038	Essential	TBC	Sports Facilities Calculator Sport England	
Sports, Indoor and Built Facilities	Halls (number) 1.58	TBC	3	Southend City Council	Developer contributions	£4,735,384	£0	£4,735,384	Essential	TBC	Sports Facilities Calculator Sport England	
Sports, Indoor and Built Facilities	Indoor Bowls (rinks) 0.26	TBC	1	Southend City Council	Developer contributions	£118,462	£0	£118,462	Essential	TBC	Sports Facilities Calculator Sport England	
Sports, Indoor and Built Facilities	Indoor Bowls (rinks) 0.36	TBC	2	Southend City Council	Developer contributions	£163,730	£0	£163,730	Essential	TBC	Sports Facilities Calculator Sport England	
Sports, Indoor and Built Facilities	Indoor Bowls (rinks) 0.41	TBC	3	Southend City Council	Developer contributions	£187,094	£0	£187,094	Essential	TBC	Sports Facilities Calculator Sport England	
Sports, Indoor and Built Facilities	Tennis Court (number) 2.04	TBC	1	Southend City Council	Developer contributions	£231,080	£0	£231,080	Essential	TBC	Sports Facilities Calculator Sport England	
Sports, Indoor and Built Facilities	Tennis Court (number) 2.81	TBC	2	Southend City Council	Developer contributions	£319,381	£0	£319,381	Essential	TBC	Sports Facilities Calculator Sport England	
Sports, Indoor and Built Facilities	Tennis Court (number) 3.22	TBC	3	Southend City Council	Developer contributions	£364,957	£0	£364,957	Essential	TBC	Sports Facilities Calculator Sport England	
Healthcare, acute healthcare	Southend Hospital improvements	TBC	1, 2, 3	NHS Mid and South Essex ICB	Developer contributions	£1,730,000	£0	£1,730,000	Essential	TBC	NHS engagement / DAC Planning assessment	
Healthcare, primary healthcare	Expansion and improvements to existing GP surgeries to reduce the existing deficit of capacity for primary care services.	City wide	n/a	NHS Mid and South Essex ICB	Developer contributions	£13,000,000-£20,000,000	£0	£13,000,000-£20,000,000	Needed	TBC	NHS engagement / DAC Planning assessment	Addressing existing under capacity in primary healthcare
Healthcare, primary healthcare	New and extended GP surgeries	TBC	1	NHS Mid and South Essex ICB	Developer contributions	£10,843,000	£0	£10,843,000	Essential	Early stages of the development	NHS engagement / DAC Planning assessment	
Healthcare, primary healthcare	New and extended GP surgeries	TBC	2	NHS Mid and South Essex ICB	Developer contributions	£14,994,000	£0	£14,994,000	Essential	Early stages of the development	NHS engagement / DAC Planning assessment	

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project	Notes
Healthcare, primary healthcare	New and extended GP surgeries	TBC	3	NHS Mid and South Essex ICB	Developer contributions	£17,133,900	£0	£17,133,900	Essential	Early stages of the development	NHS engagement / DAC Planning assessment	
Sports, Indoor and Built Facilities	Natural Grass Pitches 11.69ha	TBC	1	Southend City Council	Developer contributions	£1,923,223	£0	£1,923,223	Essential	TBC	PPC - Sport England may also joint fund?	
Sports, Indoor and Built Facilities	Natural Grass Pitches 18.16ha	TBC	2	Southend City Council	Developer contributions	£1,889,498	£0	£1,889,498	Essential	TBC	PPC - Sport England may also joint fund?	
Sports, Indoor and Built Facilities	Natural Grass Pitches 21.88ha	TBC	3	Southend City Council	Developer contributions	£3,606,895	£0	£3,606,895	Essential	TBC	PPC - Sport England may also joint fund?	
Sports, Indoor and Built Facilities	Changing Rooms (number) 13.67	TBC	1	Southend City Council	Developer contributions	£2,823,791	£0	£2,823,791	Essential	TBC	PPC - Sport England may also joint fund?	
Sports, Indoor and Built Facilities	Changing Rooms (number) 24.91	TBC	2	Southend City Council	Developer contributions	£5,145,830	£0	£5,145,830	Essential	TBC	PPC - Sport England may also joint fund?	
Sports, Indoor and Built Facilities	Changing Rooms (number) 28.43	TBC	3	Southend City Council	Developer contributions	£5,872,464	£0	£5,872,464	Essential	TBC	PPC - Sport England may also joint fund?	
Transport, active travel	Seafront cycle track infrastructure improvement scheme	Southend Central, Southchurch, Thorpe Bay, Shoeburyness	n/a	Southend City Council	CIL	£360,000	TBC	TBC	Desirable	TBC	SCC Cabinet decision, 21/02/23	
Transport, active travel	Create ‘quietway routes’ between Leigh and Central Southend, Leigh and Southend Victoria, and Shoeburyness to Southend Victoria.	Southend Central, Westcliffe-on-Sea, Leigh	n/a	Southend City Council	CIL	£149,000	TBC	TBC	Desirable	TBC	SCC Cabinet decision, 21/02/23	
Transport, active travel	Creation of an off-carriage cycle route between Blenhiem Chase to Prittlewell Chase	Leigh, Prittlewell	n/a	Southend City Council	CIL	£1,000,000	TBC	TBC	Desirable	TBC	SCC Cabinet decision, 21/02/23	
Transport, public transport	Bus priority signaling	City wide	n/a	Southend City Council	Government funding, DfT (Department for Transport)	£260,000	TBC	TBC	Desirable	TBC	BSIP (Bus Service Improvement Plan)	
Transport, public transport	Bus stop maintenance and upgrades	City wide	n/a	Southend City Council	Government funding, DfT	£2,500,000	TBC	TBC	Desirable	TBC	BSIP (Bus Service Improvement Plan)	
Transport, public transport	Mobility Hubs (located at Southend Town Centre, Southend Airport, Thorpe Bay Rail Station, Shoeburyness Town Centre, Leigh-on-Sea, Southend Hospital)	City wide	n/a	Southend City Council	Government funding, DfT	£3,250,000	TBC	TBC	Desirable	TBC	BSIP (Bus Service Improvement Plan)	

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project	Notes
Transport, public transport	Mini Hubs	City wide	n/a	Southend City Council	Government funding, DfT	£850,000	TBC	TBC	Desirable	TBC	BSIP (Bus Service Improvement Plan)	
Transport, public transport	Major Corridor Projects – Feasibility and Major Scheme Business Case	City wide	n/a	Southend City Council	Government funding, DfT	£2,000,000	TBC	TBC	Desirable	TBC	BSIP (Bus Service Improvement Plan)	
Transport, public transport	Major Corridor Projects – Delivery	City wide	n/a	Southend City Council	Government funding, DfT	£21,000,000	TBC	TBC	Desirable	TBC	BSIP (Bus Service Improvement Plan)	
Transport, public transport	Maintaining service frequencies on key corridors of every 10 minutes weekday 0700 to 1900	City wide	n/a	Southend City Council	Government funding, DfT	£6,650,000	TBC	TBC	Desirable	TBC	BSIP (Bus Service Improvement Plan)	
Transport, public transport	Maintaining service frequencies on key corridors of every 20 minutes, weekdays 1900 to 2200, all day Saturday and every 30 minutes on Sunday	City wide	n/a	Southend City Council	Government funding, DfT	£8,009,000	TBC	TBC	Desirable	TBC	BSIP (Bus Service Improvement Plan)	
Transport, public transport	Maintaining service frequencies on other corridors of every 30 minutes, all day weekdays, all day Saturday and Sunday	City wide	n/a	Southend City Council	Government funding, DfT	£9,100,000	TBC	TBC	Desirable	TBC	BSIP (Bus Service Improvement Plan)	
Transport, public transport	New service: Leigh-on-Sea to Southend Airport	City wide	n/a	Southend City Council	Government funding, DfT	£1,525,000	TBC	TBC	Desirable	TBC	BSIP (Bus Service Improvement Plan)	
Transport, public transport	New service: Chalkwell to Southend Airport	City wide	n/a	Southend City Council	Government funding, DfT	£1,075,000	TBC	TBC	Desirable	TBC	BSIP (Bus Service Improvement Plan)	
Transport, public transport	New services: Shoeburyness and Thorpe Bay to Southend Airport	City wide	n/a	Southend City Council	Government funding, DfT	£2,275,000	TBC	TBC	Desirable	TBC	BSIP (Bus Service Improvement Plan)	
Transport, public transport	Mobility Hub - Town Centre	City wide	n/a	Southend City Council	Government funding, DfT	£1,000,000	TBC	TBC	Desirable	TBC	BSIP (Bus Service Improvement Plan)	
Transport, public transport	Maintaining roadside information	City wide	n/a	Southend City Council	Government funding, DfT	£300,000	TBC	TBC	Desirable	TBC	BSIP (Bus Service Improvement Plan)	
Transport, public transport	Maintaining Mobility Hubs	City wide	n/a	Southend City Council	Government funding, DfT	£375,000	TBC	TBC	Desirable	TBC	BSIP (Bus Service Improvement Plan)	
Community Facilities	2.02ha of new allotment provision	City wide	1	Southend City Council	Developer contributions	£49,597	£0	£49,597	Needed	TBC	DAC Planning assessment	
Community Facilities	2.7ha of new allotment provision	City wide	2	Southend City Council	Developer contributions	£68,550	£0	£68,550	Needed	TBC	DAC Planning assessment	

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project	Notes
Community Facilities	3.1ha of new allotment provision	City wide	3	Southend City Council	Developer contributions	£78,332	£0	£78,332	Needed	TBC	DAC Planning assessment	
Community Facilities	New or additional library provision	City wide	1	Southend City Council	Developer contributions	£2,719,310	£0	£2,719,310	Needed	TBC	DAC Planning assessment	
Community Facilities	New or additional library provision	City wide	2	Southend City Council	Developer contributions	£3,758,430	£0	£3,758,430	Needed	TBC	DAC Planning assessment	
Community Facilities	New or additional library provision	City wide	3	Southend City Council	Developer contributions	£4,294,750	£0	£4,294,750	Needed	TBC	DAC Planning assessment	
Community Facilities	5.8ha of new or additional cemetery provision	City wide	1	Southend City Council	Developer contributions	TBC	TBC	TBC	Needed	TBC	DAC Planning assessment	
Community Facilities	8ha of new or additional cemetery provision	City wide	2	Southend City Council	Developer contributions	TBC	TBC	TBC	Needed	TBC	DAC Planning assessment	
Community Facilities	9.2ha of new or additional cemetery provision	City wide	3	Southend City Council	Developer contributions	TBC	TBC	TBC	Needed	TBC	DAC Planning assessment	
Transport, general multi-modal	Smart traffic management to improve journey time reliability and cycling and bus facilities	City wide	1, 2, 3	Southend City Council	Government funding, DfT	TBC	TBC	TBC	Desirable	TBC	Draft Transport Assessment	
Transport, general multi-modal	Smart traffic management to improve journey time reliability and cycling and bus facilities. Review of measures to provide bus priority measures while retaining segregated walking and cycling routes. Done in conjunction with mitigation measure 301.	City wide	1, 2, 3	Southend City Council	Government funding, DfT	TBC	TBC	TBC	Desirable	TBC	Draft Transport Assessment	
Transport, general multi-modal	Develop 5G capability in area to facilitate the evolution of highly connected and, ultimately, fully autonomous vehicles.	City wide	1, 2, 3	Southend City Council	Government funding, DfT	TBC	TBC	TBC	Desirable	TBC	Draft Transport Assessment	
Transport, general multi-modal	Stimulate travel behaviour change across a development area, reducing existing car trips. Included marketing of bus services	City wide	1, 2, 3	Southend City Council	Government funding, DfT	TBC	TBC	TBC	Desirable	TBC	Draft LTP4	
Transport, general multi-modal	Residential CPZs in key centres and around key visitor attractions.	City wide	1, 2, 3	Southend City Council	Government funding, DfT	TBC	TBC	TBC	Desirable	TBC	Draft Transport Assessment	
Transport, general multi-modal	Ensure developments and transport improvements follow the guidelines set out in the SCC Streetscape Manual. Should include attractive SuDS features, shaded places to rest, cycle parking and play areas.	City wide	1, 2, 3	Southend City Council	Government funding, DfT	TBC	TBC	TBC	Desirable	TBC	Draft LTP4 / LCWIP	
Transport, general multi-modal	Reduced parking provision with excellent street design to ensure on street parking is constrained. Supported by high quality convenient bus services and excellent cycling facilities.	City wide	1, 2, 3	Southend City Council	Government funding, DfT	TBC	TBC	TBC	Desirable	TBC	Draft Transport Assessment	

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Transport, general multi-modal	Station access plans for all stations within Southend-on-Sea to encourage mode shift to sustainable modes for first and last mile connectivity.	City wide	1, 2, 3	Southend City Council	Government funding, DfT	TBC	TBC	TBC	Desirable	TBC	Draft Transport Assessment	
Transport, Highways	Signalisation and widening of approaches to roundabout including pedestrian / cycling crossing facilities	Sutton Road / Eastern Avenue roundabout	1, 2, 3	Southend City Council	Developer contributions, Government funding, DfT	TBC	TBC	TBC	Needed	TBC	Draft Transport Assessment	
Transport, Highways	Signalisation of all roundabout approaches including pedestrian / cycling crossing facilities as part of new cycle routes. Increased number of lanes at southern approach. Should be developed in conjunction with Warners Bridge connection mitigation (205)	Harp House roundabout	1, 2, 3	Southend City Council	Developer contributions, Government funding, DfT	TBC	TBC	TBC	Needed	TBC	Southend City Council	
Transport, Highways	Separate right turn lane onto Fairfax Drive. Increase number of lanes from Victoria Ave	Fairfax Drive/Priory Crescent	1, 2, 3	Southend City Council	Developer contributions, Government funding, DfT	TBC	TBC	TBC	Needed	TBC	Southend City Council	
Transport, Highways	Increased number of lanes by one in each direction. Retain cycleway alongside side of westbound carriageway. Review of signal staging. (Drawing shows extra lane in one direction, however, note to modelling team - additional lane to be included in both directions.)	A127 Southend Arterial Road Pinch Point/Bellhouse Rd	1, 2, 3	Southend City Council	Developer contributions, Government funding, DfT	TBC	TBC	TBC	Needed	TBC	Southend City Council	
Transport, Highways	Introduction of second left hand turn only lane from Prittlewell Chase onto Fairfax Drive. Removal of right hand turn lane.	Fairfax Drive/Prittlewell Chase left turn only	1, 2, 3	Southend City Council	Developer contributions, Government funding, DfT	TBC	TBC	TBC	Needed	TBC	Southend City Council	
Transport, Highways	Signalisation and widening of all approaches to roundabout including pedestrian / cycling crossing facilities	Garon Park roundabout (A1159. Hamster Rd Roundabout)	1, 2, 3	Southend City Council	Developer contributions, Government funding, DfT	TBC	TBC	TBC	Needed	TBC	Draft Transport Assessment	
Transport, Highways	Capacity enhancements at the roundabout through extending Priory Crescent eastbound merge by an extra 300m.	Cuckoo Corner (A1159 / A127 junction)	1, 2, 3	Southend City Council	Developer contributions, Government funding, DfT	TBC	TBC	TBC	Needed	TBC	Southend City Council	
Transport, public transport	Capacity enhancements at the roundabout through extending Priory Crescent eastbound merge by an extra 300m.	City wide	1, 2, 3	Southend City Council	Developer contributions, Government funding, DfT	TBC	TBC	TBC	Desirable	TBC	Southend City Council	
Transport, public transport	Review of bus priority signals on key bus corridors within Southend-on-Sea.	City wide	1, 2, 3	Southend City Council	Developer contributions, Government funding, DfT	TBC	TBC	TBC	Desirable	TBC	BSIP	
Transport, public transport	Review of and improvements to real time bus information at stops on key bus corridors.	City wide	1, 2, 3	Southend City Council	Developer contributions, Government funding, DfT	TBC	TBC	TBC	Desirable	TBC	BSIP	

Infrastructure type	Infrastructure Item Description	Location	Growth Scenario	Delivery lead(s)	Funding mechanism	Estimated cost	Funding received to date	Funding gap	Prioritisation	Delivery timescales	Source of project	Notes
Transport, public transport	Single ticket covering all operators	City wide	1, 2, 3	Southend City Council	Developer contributions, Government funding, DfT	TBC	TBC	TBC	Desirable	TBC	BSIP	
Transport, public transport	Park and bus/ shuttle to airport from Nestuda way development site.	Nestuda Way	1, 2, 3	Southend City Council	Developer contributions, Government funding, DfT	TBC	TBC	TBC	Desirable	TBC	Draft LTP4	
Transport, active travel	Protected cycle route between Parsons Corner and Southend-on-Sea city centre along or parallel to A13.	Parsons Corner, A13	1, 2, 3	Southend City Council	Developer contributions, Government funding, DfT	TBC	TBC	TBC	Desirable	TBC	Draft LCWIP	
Transport, active travel	Protected cycle route between Leigh-on-Sea and Southend-on-Sea city centre along A13.	Leigh on Sea, A13	1, 2, 3	Southend City Council	Developer contributions, Government funding, DfT	TBC	TBC	TBC	Desirable	TBC	Draft LCWIP	
Transport, active travel	Protected cycle route between Southend Airport and existing cycle infrastructure on A127 Victoria Avenue, via A1159.	Victoria Avenue, A1159/A127	1, 2, 3	Southend City Council	Developer contributions, Government funding, DfT	TBC	TBC	TBC	Desirable	TBC	Draft LCWIP	