



**Southend-on-Sea Borough Council**

# **Infrastructure Delivery Plan**

**Navigus Planning**

**June 2014**



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## 1 INTRODUCTION

- 1.1 This study was undertaken by Navigus Planning to inform Southend-on-Sea Borough Council (SOSBC) on the creation of its Infrastructure Delivery Plan (IDP) and Community Infrastructure Levy (CIL). Specifically, the commission requires that Navigus Planning supports SOSBC in updating its infrastructure evidence base and also helps it to produce a CIL Charging Schedule.
- 1.2 The term 'infrastructure' covers a wide range of services and facilities provided by public and private organisations. The definition of infrastructure is outlined in section 216(2) of the Planning Act 2008 (as amended) and CIL can therefore be spent on the provision, improvement, replacement, operation or maintenance of the following:
- (a) roads and other transport facilities,
  - (b) flood defences,
  - (c) schools and other educational facilities,
  - (d) medical facilities,
  - (e) sporting and recreational facilities, and
  - (f) open spaces.
- 1.3 Any infrastructure projects, which fall within these categories could appear in a list of 'relevant infrastructure' for the purposes of Regulation 123 of the CIL Regulations 2010. It should be noted that this is not definitive and only outlines what infrastructure includes. The Southend-on-Sea IDP covers the following infrastructure areas:
- Schools and other educational facilities
  - Health and social wellbeing
  - Utilities
  - Transport, including pedestrian facilities
  - Flood defences
  - Managing the impact of unstable land
  - Emergency services
  - Waste
  - Social and community (including libraries, museums, galleries, arts and heritage, cemeteries, allotments and community halls)
  - Leisure and recreational facilities (including children's play, youth and sports facilities)
  - Open space/green infrastructure and public realm
- 1.4 The requirement is to create an infrastructure plan which will show the following:
- What infrastructure is required and how it will be provided (e.g. co-location, etc).
  - Who is to provide the infrastructure.
  - How will the infrastructure would be funded.
  - When the infrastructure could be provided.

- 1.5 Discussions have taken place with a variety of infrastructure providers both within the Council and external organisations in order to ensure a comprehensive understanding of what is needed. This process has enabled these infrastructure providers to think more strategically in terms of future provision and the challenges brought about by significant growth in the long term. This IDP brings all these agencies' plans together in one document. This should encourage inter-relationships between parties and provides an opportunity to share information and possibly infrastructure.
- 1.6 This document has been written during a time of significant change, with the Government seeking to reform many of the public services that are responsible for providing and planning infrastructure. This is likely to have an impact on provision, delivery, funding and how the relevant organisations are able to respond in relation to future growth. In addition, it is often difficult to be certain about infrastructure requirements so far into the future, as the detail of many development schemes is not currently known. Therefore, this IDP is intended to be a document which is regularly updated given the uncertainty and fluid nature of planning for infrastructure. Where funding sources are known to be secured, this has been indicated. Other possible funding sources are identified but, at this stage, these are only possible sources and no funding has been secured from them. The funding gap therefore identifies the extent of funding required that has not been secured and made available.

#### **Status and purpose of IDP**

- 1.7 The IDP is a supporting document for the Core Strategy and part of the Local Development Framework. The IDP covers the remaining plan period up until 2021 although its content will be annually monitored and periodically reviewed. The document will also form an important part of the evidence base for any CIL Charging Schedule that the Council may publish.
- 1.8 The document includes details of the infrastructure identified by the Council and other service providers as being needed to support the delivery of the Core Strategy. It explains the approach the Council has taken to identifying this infrastructure, how it will be delivered, and an assessment of the potential risks associated with doing so.
- 1.9 The infrastructure detailed within the IDP has been categorised as either **critical** to the delivery of the Core Strategy (i.e. must happen to enable growth); **essential** and necessary to mitigate the impacts arising from development; **policy high priority** as it is required to support wider strategic or site-specific objectives which are set out in planning policy or are subject to a statutory duty but would not necessarily prevent development from occurring; and **desirable** for infrastructure that is required for sustainable growth but is unlikely to prevent development in the short to medium term (e.g. projects aligned to place-making objectives).

## 2 RELEVANT PLANNING POLICY AND CONTEXT FOR GROWTH

### National policy

#### National Planning Policy Framework

- 2.1 The context for this Infrastructure Delivery Plan (IDP) is provided by the National Planning Policy Framework (NPPF). Paragraph 156 states:

*"Local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver:*

- *the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- *the provision of health, security, community and cultural infrastructure and other local facilities."*

- 2.2 Paragraph 162 goes on to state that:

*"Local planning authorities should work with other authorities and providers to:*

- *assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*
- *take account of the need for strategic infrastructure including nationally significant infrastructure within their areas."*

#### Community Infrastructure Levy

- 2.3 The Community Infrastructure Levy (CIL) is a planning charge that came into force on 6 April 2010. The levy allows local authorities in England and Wales to raise contributions from developers to help pay for infrastructure that is needed as a result of development.

- 2.4 The updated statutory CIL Guidance<sup>1</sup> sets out what infrastructure evidence is needed. It states that a charging authority needs to identify the total cost of infrastructure that it desires to fund in whole or in part from the levy. In order to do this, the charging authority must use 'appropriate available evidence' to consider:

- What additional infrastructure is needed in its area to support the development and growth needs set out in the Local Plan and
- What other funding sources are available (for example, core Government funding for infrastructure; anticipated section 106 agreements; and anticipated necessary highway improvement schemes funded by anyone other than the charging authority).

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<sup>1</sup> Department for Communities and Local Government (2014) *Community Infrastructure Levy Guidance*

- 2.5 The Guidance is clear that for infrastructure, the 'appropriate available evidence' "...should be directly related to the infrastructure assessment that underpins their Plan". In other words, it should be drawn from the IDP.
- 2.6 Statutory Guidance also states that "a charging authority needs to identify the total cost of infrastructure that it desires to fund in whole or in part from the levy" (paragraph 12). At CIL examination, a Charging Authority (CA) must demonstrate that a CIL is a necessity because there is not enough funding from all other sources to pay for the infrastructure the area needs, i.e. that there is an 'infrastructure funding gap'.
- 2.7 The purpose of CIL is to pay for infrastructure to support the development of the area. The CIL Regulations 2010<sup>2</sup> require that CIL must be applied by a charging authority only for the "the provision, improvement, replacement, operation or maintenance of infrastructure" (Regulation 59). CIL can therefore be used to contribute to the capital costs of providing infrastructure as well as any 'ongoing' costs of infrastructure required to support the development of the area.
- 2.8 CIL Regulation 123 provides for an authority to set out a list of those infrastructure projects or types it "...intends will be, or may be, wholly or partly funded by CIL..." (Regulation 123). This list is not part of the charging schedule, and agreeing its content is not part of a CIL examination. It serves two purposes: giving an indication of where CIL is likely to be spent; and drawing the local boundary between the use of CIL and S106 planning obligations for funding infrastructure (the regulation stipulates that anything on the list cannot be required through S106 as part of awarding planning permission). In 2014, the government made further changes to the regulations to extending this to apply also to local use of agreements under S278 of the Highways Act.
- 2.9 As of April 2015 the CIL Regulations will restrict the 'pooling' of planning obligations to only allowing a maximum of five developments to contribute to a particular item of infrastructure. This will restrict SOSBC's current practice of collecting a number of contributions and pooling them together to spend on larger items of infrastructure such as extensions to schools or public transport projects. Therefore, the CIL approach is likely to be adopted for 'pooling' funds to address the cumulative impact of development. Other planning obligations that would generally be site specific, such as on-site infrastructure for major development, are likely to still be dealt with under the s.106 planning obligation system. The existing SOSBC Planning Obligations SPD will need to be revised to reflect these changes and this is the intention of the Borough Council.
- 2.10 The CIL Statutory Guidance expects the authority to work proactively with developers to ensure they are clear about infrastructure needs and what they will be expected to pay through which route. It then requires a draft Regulation 123 list to be set out at examination, alongside an authority's policy on the continued use of S106 for infrastructure. In February 2014 the Government amended the Regulations to make the draft Regulation 123 list part of the 'appropriate available evidence' informing the charging schedule, although the list will remain outside of the Schedule and will still not itself be subject to examination. This makes a legal requirement of what was previously in guidance and only serves to increase focus on the list and complementary S106 policy.
- 2.11 Therefore, for the purposes of a CIL evidence base an IDP should, as part of the funding and delivery picture, consider: which matters are likely to be funded wholly or partly through CIL, either new infrastructure or 'ongoing' maintenance costs related to new and existing infrastructure; which will continue to be funded via S106; which by S278; and which by other sources of funding. The anticipated timing of development coming forward and the order of

<sup>2</sup> [http://www.legislation.gov.uk/ukdsi/2010/9780111492390/pdfs/ukdsi\\_9780111492390\\_en.pdf](http://www.legislation.gov.uk/ukdsi/2010/9780111492390/pdfs/ukdsi_9780111492390_en.pdf)



priority for the delivery of supporting infrastructure will be an important factor in considering the funding required for delivery.

**Local context**

**Profile of Southend-on-Sea**

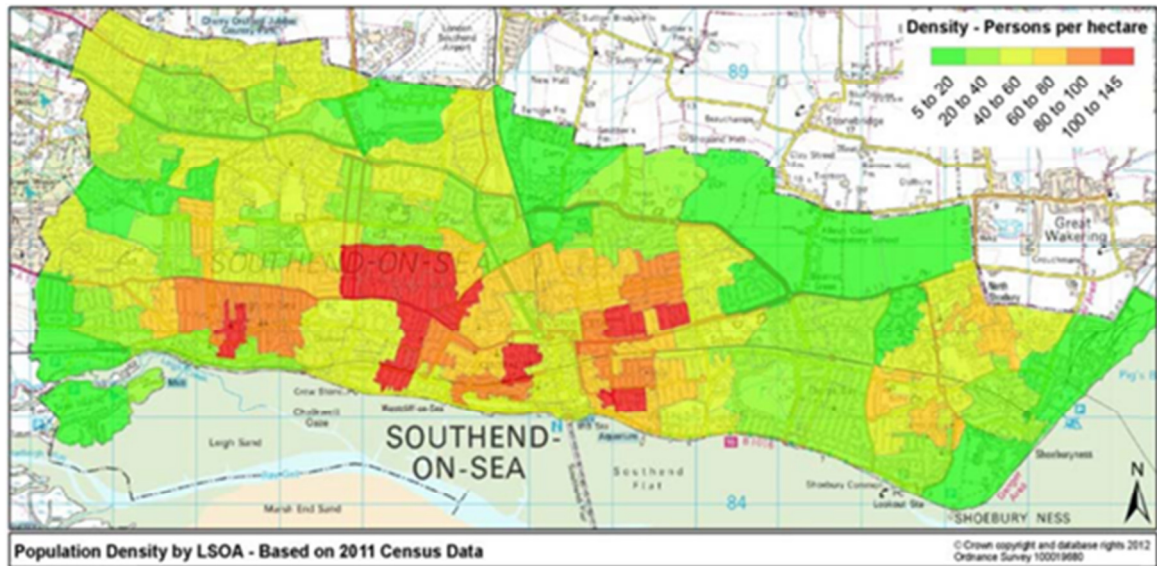
2.12 Alongside Thurrock, Southend-on-Sea is one of only two unitary authorities within the Greater Essex Area. It is located on the north side of the Thames Estuary approximately 40 miles east of London, is home to around 174,300 people (ONS 2011 Census) and is made up of 17 wards including one Town Council (Leigh Town Council).

**Figure 2.1: Southend-on-Sea’s location**



2.13 Southend-on-Sea is a densely populated urban area covering 4,175 hectares (ha), which equates to almost 42 residents per ha. Its density is high compared with other unitary authorities such as Thurrock and Brighton (10 and 31 residents per ha respectively). The most densely populated parts of the Borough fall within the districts of Leigh and Westcliff and to the east of central Southend where densities can be as high as 145 residents per ha. This is shown in Figure 2.2.

**Figure 2.2: Population density within the Borough by Lower Super Output Area**



Source: ONS 2011 Census

- 2.14 In addition to being a business and residential hub in its own right, Southend is an important economic and residential part of the Thames Gateway sub-region, a functional economic area with close economic links with London and high growth prospects.
- 2.15 Southend appeals to many groups for a variety of reasons. It offers London workers lower costs of living and better performing schools than most places within an hour of the capital, while its geographical location and seven miles of seafront are also major factors supporting its tourism industry.
- 2.16 The Borough is not simply a commuting and tourist town. Continued investment at London Southend Airport, the established university campus in the town centre and key sectors including the creative and cultural industries and medical technologies make for a dynamic place with varied and substantial economic strengths.
- 2.17 Southend's economy is changing. The employment base has become increasingly diverse, while back-office financial services jobs and public sector employment have replaced jobs lost in manufacturing and traditional tourism sectors. The creative and cultural sectors, aviation and medical technologies are all growing and offer further potential for the future.
- 2.18 Southend has a diverse population, with areas of great wealth and high quality of life sitting side by side with areas of severe deprivation. It therefore has great inequalities. Southend is changing in other ways too, with on-going development at Southend Airport and other investment in regeneration offering exciting opportunities for Southend to generate a strong recovery and a prosperous economic future.

***Demography***

- 2.19 According to the Office for National Statistics (ONS) records, Southend experienced a decline in population from 1997 onwards but then began to recover after 2001 to its current level after the 2011 Census. This may be attributed to in-migration from Eastern Europe, and by an influx of students to the new university campus. Southend Borough Council also considers that there may have been an under-count of total population in the 2001 Census in Southend-on-Sea, although this is difficult to verify. The major characteristics of Southend's population are:

- **A high population density** - A population density of 42 residents per ha, higher than the respective figures for Essex, the East of England and England and ranking the Borough as the 20th most densely populated local authority in the country;
- **A demographic structure moving towards the norm** - An old and aging population, but one which is aging slower than the national average and moving toward that level;
- **A growing population** - SOSBC has an adopted Core Strategy with growth levels requiring further development of an average of 308 new dwellings in the Borough each year between 2013 and 2021. Based on this figure, and an average household size of 2.34, this would equate to an additional 721 additional residents per year. With eight years remaining in the plan period this equates to a further increase in population of 5,768 up to 2021<sup>3</sup>;
- **The likelihood of increased migration** - Net migration in Southend has historically been lower than in Essex or the region but continued economic polarisation between North and South, and housing pressure in London, means that further in-migration to the greater South East region is inevitable.

### Local policy

- 2.20 The Core Strategy was adopted in December 2007. It covers the period to 2021. The Strategic Objectives and Spatial Strategy of the Core Strategy include:
- securing sustainable regeneration and growth focused on the urban area;
  - providing for not less than 13,000 net additional jobs (distributed as outlined in Core Strategy policy CP1) and 6,500 net additional dwellings (distributed as outlined in Core Strategy policy CP8) in the period 2001 to 2021 within Southend; and
  - securing a 'step change' in the provision of transport infrastructure as an essential concomitant to new development.
- 2.21 As outlined in policy KP1 of the Core Strategy, the primary focus of regeneration and housing growth within Southend will be in Southend Town Centre and Central Area. In addition, appropriate growth will be focussed on the seafront and Shoeburyness.
- 2.22 An interim review of the Core Strategy is expected to be commenced in late-2014, with a view to adoption by the end of 2015.
- 2.23 A Southend Central Area Action Plan (SCAAP) was published for consultation in 2011. Since this time, the publication of the NPPF has created the need to check whether the SCAAP is in conformity with the NPPF. It is expected that the proposed submission document (Regulation 19) will be published for consultation in the Summer of 2014, with adoption in Spring 2015.
- 2.24 A London Southend Airport and Environs Joint Area Action Plan (JAAP) was submitted for examination in December 2014. It is expected that this will be adopted during the Summer of 2014. This includes areas that are outside Southend borough.
- 2.25 An Area Action Plan for Shoeburyness is to be prepared but is in its early stages. It is expected that this will commence in earnest in 2015, with adoption later in 2016.

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<sup>3</sup> A planned review of the Core Strategy timetabled in the Southend Local Development Scheme will set growth targets beyond 2021 taking into account appropriate, proportionate and robust evidence in line with the National Planning Policy Framework (NPPF). It may be appropriate for a review of the CIL Charging Schedule to be conducted in line with this.

- 2.26 Southend-on-Sea Borough Council is also the waste authority for the borough. The Essex and Southend Joint Waste Development Document is expected to be submitted in the Autumn of 2014, with adoption in late-2015.

**Strategy for growth - Housing**

- 2.27 The Core Strategy makes provision for at least 6,500 dwellings over the period to 2021. Up to 2012, a total of 3,779 dwellings had been completed, leaving a minimum of 2,721 dwellings to be delivered over the remaining nine years of the plan period. At the same date there were 2,027 outstanding planning permissions, leaving only 694 dwellings to be found (source: Annual Monitoring Report 2012).
- 2.28 The housing requirement is distributed as shown in Table 2.1.

**Table 2.1: Distribution of housing by location**

	<b>Total required, 2001-2021</b>	<b>Completions, 2001-2012</b>	<b>Outstanding permissions</b>	<b>Residual to be found by 2021</b>
Town Centre	2,000	574	1,150	276
Seafront	550	411	260	-121
Shoeburyness	1,400	638	119	643
Rest of Borough	2,550	2,156	498	-104
<b>Total</b>	<b>6,500</b>	<b>3,779</b>	<b>2,027</b>	<b>694</b>

Source: Annual Monitoring Report 2012

- 2.29 Whilst this shows that there is minimal additional growth required over the remainder of the plan period in order to deliver on the Core Strategy requirement, the IDP must consider the potential effects of further growth. It is likely that growth up to 2021 will exceed the minimum 6,500 dwelling requirement, particularly because delivery to date has been ahead of the annual average requirement, even taking into account the impacts of the economic downturn on growth. Also, the interim review – which is likely to consider needs up to 2031 – will be expected to identify further growth.
- 2.30 The Strategic Housing Land Availability Assessment (SHLAA) 2012 Update considers the 15-year dwelling provision trajectory up to 2027. This is shown in Table 2.2 below:

**Table 2.2: Summary of 15-yr dwelling provision**

	To date 2001/2012	5 Year Supply 2012/2017	10 Year Supply 2012/2022	15 Year Supply 2012/2027
Completions	3,779			
Outstanding Planning Permissions		938	990	990
SHLAA Sites with Planning Permission		768	1,037	1,037
SHLAA Sites without Planning Permission		0	811	1,821
SHLAA Broad Locations		0	0	790
Windfall (small sites)		130	415	700
<b>Total Completions/Projection for period</b>	<b>3,779</b>	<b>1,836</b>	<b>3,253</b>	<b>5,338</b>
Target for period*	3670	1,590	3,130	4,630
minus overprovision 2001/2012	N/A	109	109	109
<b>Number of dwellings left to build 2012/2017</b>		<b>1,481</b>	<b>3,021</b>	<b>4,521</b>
<b>Cumulative overprovision/ shortfall</b>	<b>109</b>	<b>246</b>	<b>232</b>	<b>817</b>

Source: 2012 SHLAA Update

- 2.31 This shows that, based on the SHLAA sites and the expected future housing requirements, a further 4,521 dwellings are to be built in the Borough to 2027.
- 2.32 There are no very large sites in Southend-on-Sea. At present the largest potential scheme in the Borough is 300 dwellings, but this application has yet to be determined. The other sites in the SHLAA that are in excess of 200 dwellings are:
- Roots Hall, Victoria Avenue – 272 dwellings – delivered 2016-2022
  - Esplanade House – 216 dwellings – delivered 2014-2018
  - Seaway car park – 250 dwellings – delivered 2022-2027
  - Land at Southchurch Avenue/Marine Parade – 350 dwellings – delivered 2020-2027
  - The Golden Mile – 250 dwellings – delivered 2022-2027

#### ***Existing planning permissions***

- 2.33 This IDP looks at the infrastructure requirements for growth from 2012 to 2021. The figures provided in the analysis above include completions and permissions that have already been granted in 2011/12. These figures already amount to approximately 1,220 dwellings within the Borough. These have been included in the calculations as it is important to gain a strategic understanding of the requirements over the plan period to ensure that these can be looked at strategically. Many of these permissions have either already contributed to the infrastructure requirements through planning obligations (s106) or will do so once development happens for these sites.
- 2.34 It should therefore be noted that whilst the total requirement is a certain amount, the actual sum that can legitimately be looked at for developer funding is less than might first appear.

- 2.35 The Council will need to ensure that no double counting takes places when it comes to calculating what may be collected through CIL and planning obligations to ensure that existing permissions are not included, i.e. analysing growth that has yet to received planning permission. This will be an exercise outside of the IDP as permissions are being given continually. Delivery of infrastructure will need to carefully take annual monitoring of planning permissions granted into account. This is likely to be through the work being carried out for the CIL charging schedule and subsequent monitoring and implementation of spending additional funds raised through CIL, s106 and by other means.

### **Strategy for growth - Employment**

- 2.36 The Core Strategy seeks the provision of at least 13,000 jobs over the plan period. Whilst consistent job creation data is not available since 2001, there has been a decline of 2,700 jobs between 2007 and 2011 across the Borough.
- 2.37 The two main locations where jobs growth is expected is the A127 Corridor/Southend Airport and in the Town Centre/Seafront area. These two areas are expected to have a broadly equal share of the total jobs growth, with a specific target of 6,500 jobs in the Town Centre/Seafront. Growth at the Airport is principally expected to be on the surrounding business parks, with additional job growth arising directly from the growth of the Airport itself.
- 2.38 Jobs growth is also expected in other parts of the Borough, particularly in Shoeburyness where the Core Strategy identifies growth totalling 1,500 jobs.

### **Strategic Infrastructure and Local Enterprise Partnerships**

- 2.39 Local Enterprise Partnerships (LEPs) have been set up to promote economic development through a strategic approach to planning, transport and infrastructure delivery. LEPs are business-led partnerships responsible for growing the economy and creation of new jobs, whilst also seeking to remove barriers to growth. Southend-on-Sea is covered by the South East LEP.
- 2.40 The NPPF requires local planning authorities to take into account the need for strategic infrastructure. At this stage these are not fully known. There may be strategic infrastructure requirements identified by the LEP in the future that will need to be taken into account in revisions to this IDP. The South East Local Transport Board (LTB) follows the South East LEP boundaries and is run as if it were a sub group of the partnership. LTBs were introduced by the Government in 2012 to provide greater local involvement in the prioritisation and the overseeing of the delivery of major local transport schemes following the Spending Review in 2014/2015. The South East LTB is made up of six local authority representatives and three business representatives (one each from Essex, Southend and Thurrock; Kent and Medway; East Sussex). Other relevant organisations are invited to attend the meetings for specific items as necessary. However, the Department for Transport, Highways Agency, and Network Rail have standing invitations to attend all meetings. The LTB seeks to co-ordinate the collaboration of authorities within the LEP with regards to strategic transport infrastructure.

### **3 EDUCATION**

- 3.1 This section considers early years, primary, secondary and post-16 education infrastructure. SOSBC is responsible for education infrastructure, though delivery now can take various forms (see section on 'Free Schools and Academies' below).

#### **Early Years and Childcare**

- 3.2 The Childcare Act 2006 places a duty on local authorities to ensure that there are enough childcare places to enable parents to work or train, and also sufficient funded early education places for all three- and four-year olds in the Borough. Furthermore for 2014-15 there is a need for funded education places for 40% of two-year olds in the Borough which will result in offering 800 funded two-year old places in total. Funded two-year old places are targeted at the most deprived families with the main criteria being the same as for free school meals.
- 3.3 In Southend Borough, 50% of funded three- and four-year old places are provided in nursery classes attached to maintained schools, and the remainder of places are in private, voluntary or independent provision, i.e. pre-schools, day nurseries, child minders and independent schools. Currently funded two-year old places are only available in pre-schools, day nurseries and child minders.

#### **Needs**

- 3.4 There have historically been sufficient overall childcare and funded places in Southend Borough with market forces resulting in matched supply and demand with a small excess across the Borough. However, the implementation of funded two-year old places is stretching supply, and the required increase to 40% of all two-year olds will mean that there will be a potential deficiency of up to 200 places.
- 3.5 Additional larger housing developments will increase demand on places, with pupil product usually resulting in 0.15 children per household. Based on a housing trajectory of 325 units per year for seven years, this will equate to an approximate requirement of 140 places.
- 3.6 Shoeburyness, West Shoebury, Victoria, Milton, Westborough, Prittlewell, St Lukes and Kursaal wards are listed as some of the most deprived in England and the increase in the requirement for two-year old funded places will put extreme pressure on places across early years' provision.
- 3.7 It is not possible to be precise about how large the impact of growth will be or when it will be required at this time. The size of the development, the mix of housing, the location and the expected date of occupation will impact on the need. Once these details are known the estimates in this IDP will be refined to real-time assessment.

#### **Costs**

- 3.8 The cost of early years' provision has been incorporated in the costs for primary infrastructure below.

#### **Funding**

- 3.9 Funding for funded early education places is provided by the Department for Education based on known child numbers forecast forward. Grant funding is then awarded accordingly.

#### **Timing of provision**

- 3.10 Delivery will be needed to coincide with completion of proposed housing.

## **Primary, Secondary and Sixth Form Education**

- 3.11 The need for primary, secondary, and sixth form education school places are driven by the annual birth rate, the current school population, movement into and out of the borough by residential movement, housing developments and cross border travel from/to Essex to attend schools.

### **Current capacity**

- 3.12 The past five years have seen a very high birth rate that was preceded by lower numbers currently in the Key Stage Two primary sector. Foundation and Key Stage One year groups are now being impacted on by the high birth rate and work is underway to increase primary school capacity to accommodate these numbers. Places are also becoming limited in the Key Stage Two groups as the numbers moving into the borough are greater than the number moving out. From September 2017 these high numbers will start to impact on the secondary schools.
- 3.13 In 2010, forecasts showed that the primary places available within the central areas of the town were insufficient to meet demand and a programme of expansion began for both temporary and permanent places. This programme is currently ongoing with the final places being made available from September 2015. The present temporary places will be lost as 'bulge year groups' pass through the schools. However, if the birth rate remains high further works will be needed from September 2016 onwards to increase primary capacity. Analysis of this is currently underway.
- 3.14 Shoeburyness High School is the only local secondary school close to the Shoebury Garrison. It is already oversubscribed in most year groups, and the recent high birth rate will impact further on the capacity at the local secondary school. There is some secondary capacity elsewhere until 2017, and then the impact of the past high birth rate is expected filter through in utilising this capacity.
- 3.15 Post-16 education is provided at the secondary school and two further education (FE) colleges. There is expected to be capacity until 2023 to meet post-16 requirements.

### **Needs**

- 3.16 Forecasts for both primary and secondary are revisited annually by the Education Department of the Borough Council. These forecasts are taken forward five years for primary and ten years for secondary. Planned housing developments with known completion dates are included in the forecasts. The size and type of dwellings are assessed for the number of pupils they are anticipated to produce (pupil product).
- 3.17 Proposed housing developments will increase demand on places and additional capacity will be required to accommodate this growth. The SOSBC Education Department has estimated the need for the following additional infrastructure requirements based on the proposed growth and current capacity assessment:



- Due to location and current numbers in the Garrison area of Shoeburyness any additional proposed large developments in this area would necessitate the expansion of Hinguar Primary School or other local vicinity school being expanded by at least 1 form of entry (FE) (30 pupils per year). Hinguar School building was designed to increase by this number if required after its completion in 2012.
- Town centre development in the vicinity of Victoria Ave, Woodgrange Drive, and Queens Way House, and Coleman Street will jointly necessitate the need for either a new two-form entry school or two separate one form entry schools. The former will be more cost effective, however, it is too not possible to say what provision will be required until development plans are considered in detailed and options for the most suitable site are identified.
- The regeneration of brownfield sites within the central-north-south corridor<sup>4</sup> of the town, other than Victoria Avenue, will lead to the need to increase the available primary places. This is most likely to be achieved by the expansion of an existing school. At present only Prince Avenue Primary School located at the southern end of Manners Way has sufficient land to achieve this.
- The size and scale of works needed for secondary school capacity overall are harder to estimate until the number and size mix of dwellings is known. However, only three secondary schools have the land capacity to expand, one in the east/central area and two in the west. Some expansion is likely to be needed from 2017 onwards.

3.18 A more informed assessment will be made once the size of the development, the mix of housing, the location and the expected date of occupation is known.

### Costs

3.19 The SOSBC Education Department has based the following estimate costs to meet the proposed primary and secondary school requirement based on the cost of past delivery of similar schemes:

- The expansion of the recently developed school at Hinguar School from a one-form entry to a two-form entry is estimated at £6m.
- The cost of a new one-form primary school in the town centre to serve the Victoria Avenue area is estimated at £7.5m. A location is yet to be identified but this must be a priority.
- The cost of a new one-form entry primary school in the town centre to serve the Woodgrange Drive, Queens Way House and Coleman Street is estimated at £7.5m.
- The brownfield regeneration needs of the Priory Crescent/Roots Hall area of the town will be met by the expansion of Prince Avenue Primary School at an estimated cost of £4.2m.
- Expansion will be required at one of the three secondary schools that have land capacity to expand. It is estimated that this could be in the region of £5m but further work will be required to assess requirement.
- No additional cost is anticipated for sixth form education or early years' provision, and requirement for the latter will be included in the provision of the primary school.

3.20 The total estimated cost for education to meet the needs of planned growth is £30.2m.

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<sup>4</sup> This is broadly an area encompassing the A1158 (Westbourne Grove/Chalkwell Avenue) as a western boundary, the A127 to the north (i.e. where it runs east-west) as a northern boundary and the B1015 (Sutton Road leading to Queensway) as an eastern boundary. The seafront is the southern boundary.

### **Funding**

- 3.21 Some funding for school places may be available from the Department for Education (DfE) based on known pupil numbers forecast forward taking agreed planning application pupil product into account. Grant funding is then awarded accordingly taking account of other funding sources.
- 3.22 There is a presumption by the DfE that all authorities will ask developers for a contribution of funds or land or buildings to assist with the impact on the local education infrastructure. SOSBC currently has a developer contributions requirement for education infrastructure. Once a CIL is in place, it is expected that this will be the mechanism for collecting financial contributions in respect of education. However, if a specific named education project can be identified, then it would be possible to pool contributions from up to five developments to pay for this through a Section 106 agreement.
- 3.23 Funding calculations are done on a year-by-year basis and the amount the local authority will be awarded is not known more than a few years ahead, it is therefore not possible to state what funding would be available at this time.

### **Timing of provision**

- 3.24 Delivery will be needed to coincide with completion of proposed housing.

### **Free Schools and Academies**

- 3.25 Current legislation dictates that whilst the Local Authority can build the school there has to be a full published offer for either an Academy or Free School to run it.
- 3.26 Free Schools and Academy Schools are outside local authority control but it is still necessary to consider them in pupil place planning. Of relevance to infrastructure planning is that, if there is insufficient capacity in existing schools, the local authority is not able to expand Free Schools or Academies to take additional children without the prior approval of these schools. It is then the responsibility of these schools to apply to the local authority to fund the school expansion with the use of developer contributions (if the need for additional places was created by new development).

## 4 HEALTH AND SOCIAL WELLBEING

### GP services

- 4.1 Primary healthcare services and facilities in South Essex are commissioned by NHS England (NHSE).
- 4.2 The role of NHSE is to commission all healthcare services, incorporating the provision of primary care facilities within its administrative area, including within Southend-on-Sea Borough.
- 4.3 The growth associated with the Southend Borough Development Plan's spatial strategy and related policies is of particular relevance and will have a significant impact on the capacity of the local healthcare economy, requiring appropriate mitigation through developer provision of increased infrastructure and funding.
- 4.4 The proposed growth in the Development Plan would therefore necessitate additional (developer funded) healthcare provision, which would principally be focussed on GP related medical services and supporting community health services, such as physiotherapy and chiropody.
- 4.5 It is noteworthy that an increased draw down of NHS funding for the provision and maintenance of healthcare facilities and services over the plan period, would be experienced in Southend-on-Sea borough independently of the proposed growth. This is due to the ageing of the population and the associated increase in the proportion of patients with long-term limiting conditions, by the increased disease burden and the increased incidence of obesity, smoking and alcohol consumption, which would all have a significant impact on the future health of the patient population and health care capacity.
- 4.6 Existing provision of GP services is at 35 main GP practices across the Borough (seven of which have branch surgeries). People are not restricted to seeing a GP within their borough so growth on the fringe of Southend-on-Sea could result in people using medical centres within the administrative areas of Rochford or Castle Point.

### Needs

- 4.7 The need for increased primary healthcare capacity is required to address both existing shortfalls in provision and the new growth that is proposed.

### *Existing deficits*

- 4.8 There is currently a patient list size capacity deficit of 36,183 and a floorspace and funding deficit of 1,698m<sup>2</sup> and £3.40m respectively, associated with the capital cost required to bring existing floorspace provision up to a standard suitable to manage natural population growth.
- 4.9 The GP surgeries where this is required are shown in Appendix 1.

### *Needs arising from growth*

- 4.10 Capacity building measures may comprise new and enhanced GP floorspace achieved through the extension, reconfiguration, refurbishment and re-equipping of the existing GP practices to meet Department of Health standards. Alternatively, developer land and contributions may be directed towards provision of a new GP facility, should such an approach be warranted in NHS Business case terms, on future planned sites.

- 4.11 At all of the growth locations, it is expected that new GP floorspace provision could be necessary. In total, this would need to support 2.6 addition GPs across the borough. These would either be at new surgeries or as part of expansion of existing surgeries.
- 4.12 The assessment is shown in Appendix 2.
- 4.13 However, this could only be properly determined through full assessments which are undertaken as part of ongoing discussions at planning application stage.

**Costs**

- 4.14 The total cost of providing for the primary healthcare needs associated with growth are £624,000. The breakdown of this is shown below in Table 4.1.

**Table 4.1: Cost of healthcare provision to support growth in the district**

<i>Healthcare - Capital Budget Estimate</i>				
<i>Location</i>	<i>Infrastructure Provision</i>	<i>Budget (£)</i>	<i>Developer Funding</i>	<i>When Required</i>
<i>Town Centre</i>	<i>New &amp; Enhanced GP Floorspace Provision – extension, reconfiguration, refurbishment &amp; re-equipping of surgeries</i>	<i>£326,400</i>	<i>Section 106 Agreements/ CIL</i>	<i>Phased over IDP periods in line with housing growth</i>
<i>Seafront</i>	<i>New &amp; Enhanced GP Floorspace Provision – extension, reconfiguration, refurbishment &amp; re-equipping of surgeries</i>	<i>£31,200</i>	<i>Section 106 Agreements/ CIL</i>	<i>Phased over IDP periods in line with housing growth</i>
<i>Shoeburyness</i>	<i>New &amp; Enhanced GP Floorspace Provision – extension, reconfiguration, refurbishment &amp; re-equipping of surgeries</i>	<i>£175,200</i>	<i>Section 106 Agreements/ CIL</i>	<i>Phased over IDP periods in line with housing growth</i>
<i>Rest of Borough</i>	<i>New &amp; Enhanced GP Floorspace Provision – extension, reconfiguration, refurbishment &amp; re-equipping of surgeries</i>	<i>£91,200</i>	<i>Section 106 Agreements/ CIL</i>	<i>Phased over IDP periods in line with housing growth</i>
<i>Total</i>		<i>£624,000</i>		

Source: Lawson Planning Partnership Ltd on behalf of NHS Property Services

- 4.15 The approach which has been used to derive this total is as follows:
  - Ascertain the space capacity in existing surgeries. Capacity is based on 1,800 patients per whole time equivalent GP and this is compared to patient lists at each surgery.
  - Assess the needs arising from growth. The population is calculated using an average household size of 2.3 persons - this comes from the 2011 Census.
  - Based on the 1,750 patients per GP, the requirement for additional GPs can be calculated.
  - The additional floorspace to accommodate the additional GPs is calculated based on a standard of 120m<sup>2</sup> per whole time equivalent GP – this standard has been based on the provision of modern GP surgeries in other locations across the UK.
  - The cost of providing the additional floorspace is calculated based on a standard cost multiplier for primary healthcare facilities in the East Anglia region of £2,000/m<sup>2</sup>. This is provided by the BCIS (Q1 2013 Price Index).
- 4.16 The total cost of providing for the primary healthcare needs associated with growth are £624,000.

### **Funding**

- 4.17 Funding to mitigate these impacts is expected to come through a CIL charge.

### **Timing**

- 4.18 The provision of appropriate primary healthcare facilities to support growth is a critical item. The necessary expansion of existing surgeries should be delivered as new growth comes forward to ensure that healthcare impacts are appropriately mitigated. If any on-site provision is required as part of strategic sites then this would need to be provided in a timely manner once a patient orientated critical mass has been achieved.

### **Social care**

- 4.19 Providing social care support to meet the needs of older and vulnerable residents in Southend Borough represents a large part of SOSBC's budget and the proportion committed to social care is forecast to grow in future due to demographic change and reduction in overall budgets. The predicted increase in the number of dwellings built, especially in Central Area, and an increasing population of which a large number will be over 65, means that there will be greater demands on social care services and associated infrastructure.
- 4.20 The commissioning intentions of SOSBC are to maximise the number of persons able to remain in their own homes or within the community along with a number of specialist extra care housing or units providing for people with multiple conditions, e.g. a long term condition and dementia. Southend Borough remains an attractive destination for elderly people as a place to spend their retirement. Any increase in provision of retirement, supported or residential care housing is likely to create increased pressure on social care and health services/infrastructure. The predicted demographic pressures will primarily require revenue investment. However, it is predicted that the Council will need to invest in re-modelling infrastructure to ensure that services are responsive to the needs of the local population and work efficiently in more closely aligning social care and health functions.

### **Needs**

- 4.21 Two specific potential projects have been identified:
- Delaware House and Priory House – the future of the two sites is being determined through consultation at present. Infrastructure funding will be required should either of the two sites be earmarked for re-modelling.
  - Town Centre tower blocks - refurbishment or redevelopment of the town centre tower blocks as outlined in the SCAAP, Local Investment Plan, Integrated County Strategy and Housing Scrutiny Project Report 2013 will require associated infrastructure improvements, e.g. transport, water and drainage. These matters are being considered elsewhere in the IDP.

### **Costs**

- 4.22 The cost of such schemes is to be determined.

### **Funding**

- 4.23 Funding would expect to come from a combination of SOSBC capital funding and possibly grant funding.

**Timing**

- 4.24 The Delaware House and Priority House schemes would be needed in the short to medium term. The refurbishment of the tower blocks would be a long term scheme.

## 5 UTILITIES

### Water – used water

- 5.1 The provider of used water services to Southend-on-Sea Borough is Anglian Water Services (AWS).

#### Needs

- 5.2 The requirements for used water 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).
- 5.3 AWS has stated that, for the growth proposed, the existing capacity in the network would be capable of accommodating the additional burden created. However, this is dependent on the location, size and phasing of the development. All sites will require a local connection to the existing sewerage network which may include network upgrades.

#### Costs

- 5.4 Beyond the site-specific cost of connections to the network from individual developments, there are no particular infrastructure costs identified at present.

#### Funding

- 5.5 To enable new developments to connect to existing infrastructure, local connections and sewer reinforcements would be funded by developers through the provisions of the Water Industry Act (1991). AWS is responsible for any necessary upgrades to the WRCs in order to cater for planned growth.
- 5.6 The funding of wastewater infrastructure is managed within the Water Industry Act 1991 and does not place a burden on developer contributions.
- 5.7 AWS has assumed that surface water management will be managed on site in accordance with the management hierarchy set out within Building Regulations (Part H) and the NPPF Technical Guidance which may require contributions from development.

#### Timing of provision

- 5.8 Site-specific connections to the network would be undertaken when new development is provided.

### Water – potable supply

- 5.9 The providers of potable water services to Southend-on-Sea Borough are Essex and Suffolk Water (ESW).

#### Needs

- 5.10 ESW has confirmed that there are sufficient water resources available to support the levels of growth in the Core Strategy. Any strategic requirements to support growth have already been planned for and are funded.

#### Costs

- 5.11 There are no additional costs associated with growth.

### **Funding**

- 5.12 ESW, in common with all water companies in England, already has a mechanism in place to ensure it is able to fund its infrastructure needs associated with growth from new development. This is a combination of general investment funding from customers' bills and charges to new developers.
- 5.13 Any new development would be funded by the developer in accordance with the requirements of the Water Industry Act. In reality, the actual payments made by the developer for any on-site water main would be significantly less than the cost of the asset. Any new service connection would be charged in accordance with standard rates and standard infrastructure charges would also apply. These are site-specific costs so there would be no call on CIL to fund such requirements.

### **Timing of provision**

- 5.14 Connection to the network will be provided as sites come forward.

### **Gas**

- 5.15 Gas is delivered through seven reception points into the United Kingdom and distributed through a National Transmission System (NTS). National Grid is responsible for the NTS which covers the whole of Great Britain.

### **Needs**

- 5.16 National Grid has reported that, at present, there are no areas of Southend-on-Sea borough that are likely to require additional gas infrastructure. Whilst there is a potential issue with capacity in Rayleigh (around the SS6 9DB postcode), this is outside the borough.

### **Costs**

- 5.17 There are no identified costs arising from growth at the present time.

### **Funding**

- 5.18 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. These are site-specific costs so there would be no call on CIL to fund such requirements.

### **Electricity**

- 5.19 Electricity supplies are provided by UK Power Networks. The main infrastructure requirements relate to the higher voltage levels (33kV & 132kV) of the network. This can include sub-stations, towers, poles, cables, transformers and switchgear, with the need being either for new equipment or replacement of existing assets.

### **Needs**

- 5.20 As part of its recent submission to OfGEM, UK Power Networks' business plans and Regional Development Plans (RDP) have been published.



5.21 The RDP shows what electrical load growth is being allowed for up to 2023 and what projects have been identified for network reinforcement and asset replacement. It is based on the housing and employment requirements in the now abolished Regional Spatial Strategy, but which underpinned the housing and employment growth in the Core Strategy.

5.22 The RDP identifies the need to:

- replace the existing transformers and the 11kV switchboard at the Bellhouse Lane 33/11kV sub-station;
- replace the 33kV switchgear and the grid transformers at the Southend 132/33kV sub-station;
- refurbish the primary transformers at the Southend West 33/11kV sub-station;
- transfer demand from the Leigh 33/11kV primary sub-station (which is expected to reach capacity) on to Hadleigh and/or Bellhouse Lane; and
- replace 132/33kV transformers at Fleethall Grid sub-station.

### **Costs**

5.23 The costs of each scheme are identified in the RDP as follows:

- Replace transformers at Bellhouse Lane sub-station - £2,900,000
- Replace switchgear and grid transformers at Southend sub-station - £4,453,000
- Refurbishment of primary transformers at Southend West sub-station - £301,000
- Move demand from Leigh primary sub-station on to Hadleigh and/or Bellhouse Lane - £364,000
- Replace switchgear and transformers at Fleethall Grid sub-station - £4,286,000

5.24 The total cost is therefore £12,304,000.

### **Funding**

5.25 The funding for the projects identified in the RDP is yet to be agreed with OfGEM and therefore may change. However, such growth would be expected to be funded by UK Power Networks.

5.26 These projects allow for generic growth in the area but not for large scale new developments as UK Power Networks' regulated funding does not allow for this. New developments fund the network extension and reinforcement necessary to service their own sites. These are site-specific costs so there would be no call on CIL to fund such requirements.

### **Timing of provision**

5.27 The identified items are expected to be funded and come forward as follows:

- Replace transformers at Bellhouse Lane sub-station – 2016-2019 (long term)
- Replace switchgear and grid transformers at Southend sub-station - 2019-2023 (long term)
- Refurbishment of primary transformers at Southend West sub-station - 2021-2023 (long term)
- Move demand from Leigh primary sub-station on to Hadleigh and/or Bellhouse Lane - 2021-20123 (long term)

- Replace switchgear and transformers at Fleethall Grid sub-station – 2019-2021 (long term)

## 6 TRANSPORT

- 6.1 In this section we assess the transport infrastructure required to support the planned jobs and housing growth. The assessment has been informed by the SOSBC Transport Team and the Highway Agency.
- 6.2 In compliance with the Transport Act 2000, SBC has prepared a Local Transport Plan Strategy (LTP3) and an Implementation Plan for the period 2011/2012 to 2026. This, together with the use of the Southend Multi-Modal Transport Model information sourced from the Local Sustainable Transport Fund and the Better Bus Area application (in terms of levels of infrastructure investment), has informed this IDP assessment. Significant work and the business case used to inform the development of the South East Local Enterprise (SELEP) Strategic Economic Plan (SEP) is referred to further in this section in terms of transport funding for the planned growth in employment and housing in both Southend and Rochford (predominantly in the context of the Joint Area Action Plan (JAAP) for London Southend Airport and Environs).

### Transport context

- 6.3 The Southend transport network is primarily based on east-west movement with the A13 and A127 providing strategic highway connections. The A127 a key component of the transport network providing the main strategic link to the wider trunk road network across South Essex.
- 6.4 The M25 runs north-south to the west of the region and is at present the only strategic link with Kent via the Dartford crossing. The area is served by rail links from Central London on two lines mirroring the east-west strategic road pattern. Current forecasts suggest that, with the planned development in Southend, congestion will increase, with particular issues on the A127 at principal junctions.
- 6.5 There is a strong focus on improving the A127 Growth Corridor and a £42m package of investments has been submitted to Government as part of the SEP Growth Fund process.
- 6.6 However, managing local traffic demand and improving public transport, walking and cycling is a key component of the Southend LTP and these principles have been adopted in terms of the Core Strategy and in emerging Area Action plans. Southend Borough Council's successful bid for £4.82m from the Department for Transport (DfT) funding for the Local Sustainable Transport Fund (LSTF) was announced in June 2012 with the objective of creating economic growth, revitalising the economy and reducing carbon emissions.
- 6.7 The Southend LSTF comprises a package of sustainable travel measures boosting access to the growing employment areas of London Southend Airport/Business Park and Town Centre, designed to reduce the current and future demand for short distance car journeys. These contain a series of interdependent measures building on quality cycling and walking routes, marketing and communications, partnerships, travel planning, and complementary Integrated Transport Management Systems. Supported by LTP Integrated Transport Block funding allocations, other grants such as the Better Bus Area Fund and S106 funding progress is being made in supporting growth whilst encouraging short trips to be made by means other than the car.

### Southend-on-Sea's transport priorities

- 6.8 The main policies for the SBC Transport Strategy are as follows:
- Reduce congestion within the Borough.
  - Encourage and facilitate the use of sustainable modes and public transport for travel.

- Better manage vehicle parking capacity.
  - Maintain the network to a good standard and ensure it remains resilient to external events.
  - Ensure provision of sustainable transport services to support the regeneration of Shoeburyness and other new developments in the Borough.
  - Ensure access to London Southend Airport is predominantly by sustainable modes.
  - Ensure the movement of freight in the Borough is efficient, and does not adversely impact on residents or the environment.
  - Support business, tourism and regeneration.
- 6.9 Furthermore the JAAP document sets out a hierarchy of transport provision in terms of the following key principles, which provides guiding principles in terms of transport provision for growth, particularly in a heavily urbanised area:
- Direct development to sustainable locations.
  - Minimise travel demand (through the implementation of travel plans).
  - Manage residual demand to constrain flows within the existing capacity of the highway network.
  - Traffic generated by JAAP development will be directed to the principal routes and discouraged from using local access roads.
  - Implement capacity enhancement only as a final measure, delivered through the Plan-making process.
- 6.10 This process seeks to manage network enhancements at a practical level, where development can be permitted with a clear emphasis on reducing the demand to travel and introducing packages of sustainable transport measures to keep flows within network capacity.

### **Strategic transport priorities to support growth**

- 6.11 Essex County Council, SOSBC and Rochford District Council have adopted a joint approach to strategic transport modelling and network analysis in order to identify the potential increase in vehicle and passenger movements into and through the JAAP area. This supports the development of transport solutions and measures to address them over the medium to long term in the immediate and wider area affected.
- 6.12 There is also an agreed joint approach by the highway authorities to bid for major scheme funding opportunities in order to deliver the necessary transport solutions. This has been addressed through the South East Local Enterprise Partnership (SELEP) in the Strategic Economic Plan (SEP) to achieve single local growth funding to deliver key pieces of infrastructure in the JAAP area. There is strong SELEP and TGSE-wide support for the JAAP as a priority. The SEP forms the basis of the Local Growth Fund bid to Government and the subsequent 'deal' which SELEP will negotiate.
- 6.13 The SELEP has identified twelve transport 'growth corridors' in the SEP. The TGSE area has two corridors comprising the A13 and A127. The A127 corridor section of the SEP includes the investment in transport 'ask' for the JAAP area. The SEP (Table 4.35) includes the following transport investment proposals supporting development within the JAAP area and other background growth (this is in addition to the funding for the A127/B013 Tesco Scheme improvements):

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

6.14 The A127 connects London Southend Airport with the wider Thames Gateway Southeast (TGSE) region and London. London Southend Airport has undergone a transformational regeneration programme and is now an award-winning international gateway. The development of the airport has been privately funded by the Stobart Group with support from Southend Borough, Rochford District and Essex County Councils and local businesses. The land on which the airport and the surrounding commercial estates are located spans the political boundary between Southend and Rochford. The authorities have jointly commissioned a Joint Area Action Plan (JAAP) which contains detailed proposals for the development of London Southend Airport and surrounding area to deliver more than 7,380 new jobs within 99,000sqm of commercial floorspace together with a high end business park. The transport package supporting the JAAP area includes site access, junction improvements and a range of sustainable transport measures. SBC and Essex County Council published (March 2014) an A127 Growth Corridor Strategy as a supporting document to accompany the SEP. This sets out a combined package of investment and improvements for the A127, to ensure that the corridor remains viable and links with the TGSE growth areas.

6.15 Southend Central Area has already seen significant public and private sector investment including £25m of infrastructure and public realm works; the UK's first joint municipal-academic library (The Forum £27m); and the University campus development. A package of transport and public realm works designed to unlock potential development sites and accelerate the delivery along Victoria Avenue and in the Central Area are expected to contribute to the delivery of around 2,000 new homes and the creation of up to 6,500 new jobs.

6.16 There is a clear opportunity to promote better connectivity across the area through improved utilisation of public transport infrastructure and services, enabling people to gain access to employment, education and leisure opportunities using public transport, walking and cycling. The focus will be to continue the roll out of walking and cycling projects, the bus real-time system and vehicle location, together with smart ticketing and associated marketing and promotion. This supports all the growth points and corridors with access to public transport and is consistent with Local Sustainable Transport Fund priorities.

### Needs and costs

6.17 The capital infrastructure projects that have been identified for the IDP reflect the delivery of planned housing and employment growth based on the schemes identified in the SEP, the LTP3 and the LDF. It is important to note that other projects will be added to this over time as the LTP3 implementation plan is reviewed and updated. The projects outlined below are grouped into the following categories:

- **Strategic A127 Growth Corridor** – these reflect schemes identified to support the delivery of growth in the Joint Area Action Plan (JAAP), Town Centre and wider Borough.
- **Southend and Rochford Joint Area Action Plan Area** - The Transport Issues section of the JAAP contains two policies that directly reference public transport, walking and cycling. Policies T4 and T5 aim to establish quality, safe, secure and reliable networks of routes

integrated into the local networks. These policies are underpinned to a large extent by the Local Transport Plans (LTP) for both Southend and Essex, which encourage and support access to new developments and sites by non-car modes.

- **Southend Central Area** - these reflect schemes identified to support a package of transport and public realm works designed to unlock potential development sites and accelerate the delivery along Victoria Avenue and in the Central Area.
- **Local public transport measures** - these reflect schemes identified to support a package of measures designed to support all the growth points and corridors with better access to reliable and efficient public transport. Providing for the ongoing improvement and development of bus corridors, quality interchanges at Southend Town Centre and key urban interchanges at train stations, Southend Hospital, London Southend Airport, Leigh and Shoebury, together with a package of local bus stop improvements.
- **Local walking and cycling measures** – reflects measures to improve walking and cycling infrastructure connectivity to planned growth. This builds on similar LSTF type measures and applications for funding for 2015/16.
- **Local traffic management and highway network measures** – includes small scale local road safety, public realm, car parking, bus priority and better street measures.
- **Regeneration of Southend Central Area Action Plan area (SCAAP)** to deliver planned growth - the area is blighted by a number of privately owned poor quality/derelict, vacant buildings which are not fit for purpose by condition or size. These sites present significant regeneration opportunities releasing land for redevelopment however are not being brought forward due to costs involved. A number of potential development sites in the Town Centre are Council-owned and generally serve as surface car parks. These provide opportunities for a mix of residential, retail, modern office floorspace and supporting uses. Accessibility and movement between 'gateway neighbourhoods' will provide a seamless Town Centre. Regenerating and creating better streets and public spaces is vital in unlocking the full potential of the Central Seafront Area. Supporting this with a package of Town Centre and Seafront improvements, particularly in terms of parking changes, public realm and benefits to public transport, walking and cycling will be vital to realise the site opportunities.

### Costs and Funding

- 6.18 The estimated total transport costs included in the IDP outlined above is £53m. Table 6.1 below provides details of the estimated costs.

**Table 6.1: Transport schemes, costs, funding and timescales**

Scheme Location, Name and Detail	Start Date	End Date	Full cost (£m)	LGF funding requirement	Local Authority contribution
<b>Strategic A127 Growth Corridor - supporting delivery of JAAP incl London Southend Airport and surrounding business parks</b>					
JAAP Development of Saxon Business Park near London Southend Airport - Site Access and Infrastructure	2015/16	2016/17	4.5	4.5	0
JAAP and Airport Sustainability Access Package Improvements - walking, cycling and public transport	2015/16	2017/18	2.93	2.18	0.75
Rochford District JAAP/Pinch Point and housing delivery transport infrastructure schemes (includes Southend and ECC contributions)	2015/16	2017/18	12	10	2
Supporting the Growth Area with a package of LSTF type sustainable transport and mobility management measures	2015/16	2015/16	1.25	1	0.25
Essex, Southend and Thurrock joint LSTF	2015/16	2015/16	1	1	0
A127 Kent Elms Junction	2016/17	2017/18	5	4.28	0.72
A127 Bell Junction	2017/18	2018/19	5	4.28	0.72
Essential bridge and highway maintenance	2017/18	2020/21	8	8	0
<b>Sub total A127 Growth Corridor</b>			<b>39.68</b>	<b>35.24</b>	<b>4.44</b>
<b>Strategic Southend Central Area - a package of transport and public realm works designed to unlock potential development sites</b>					
Southend Central Area: schemes to deliver planned growth to stimulate regeneration - Transport and Public Realm package	2015/16	2019/20	7	7	0
<b>Sub total Strategic Southend Central</b>			<b>7</b>	<b>7</b>	<b>0</b>
<b>Local public transport measures</b>					
Bus interchanges and stops			1.25		
Real time AVL bus systems			0.25		
Supported bus routes to new development			0.25		
<b>Sub total local public transport</b>			<b>1.75</b>	<b>0</b>	<b>0</b>
<b>Local walking and cycling measures</b>					
Cycle Network upgrades			1.5		
Cycle parking and promotion (travel plans)			0.25		
<b>Sub total local walking and cycling</b>			<b>1.75</b>	<b>0</b>	<b>0</b>
<b>Local traffic management and highway network measures</b>					
Parking zones and local traffic management			0.5		
Minor junction modifications/network capacity			0.5		
Local bus priority schemes (BBA type)			0.5		
Public realm and streetscene improvements			1		
<b>Sub total local traffic management and highway network</b>			<b>2.5</b>	<b>0</b>	<b>0</b>
<b>Local traffic control systems and intelligent transport systems</b>					
Upgrades to control systems and junctions			0.25		
<b>Sub total local traffic control systems and intelligent transport systems</b>			<b>0.25</b>	<b>0</b>	<b>0</b>
<b>Transport total</b>			<b>52.93</b>	<b>42.24</b>	<b>4.44</b>
<b>Transport estimated funding gap range depending on scale of LGF funding bid approved is between</b>				<b>£6.25m to £48.5m</b>	

- 6.19 Funding is expected to come from a combination of the LTP3 capital funding (from various blocks including the integrated transport block and maintenance block). Other sources to which bids are currently being made include the Government's Local Growth Fund, European Union funding, the Local Sustainable Transport Fund and some developer funding in the form of either S106 or CIL.
- 6.20 The SEP forms part of the Growth Fund bid to Central Government and includes a range of strategic projects – a decision on these is expected in July 2014.
- 6.21 Table 6.1 provides an indication of estimated funding. The funding gap ranges from £6.25m to £48.5m depending on the outcome of the Growth Fund Bid; for the purpose of the summary table included in section 13, it has been assumed that there will be a 50% grant award to inform the cost, funding and funding gap information. This will need to be reviewed once the final grant award is known.

**Timing of provision**

- 6.22 Schemes identified in the LTP3 Implementation Plan are for short term projects up to 2015. However, the list above includes some schemes that will take longer and will develop as plans for development are detailed in the plan period. Table 6.1 provides some indication of timescales.



## 7 FLOODING AND UNSTABLE LAND INFRASTRUCTURE TO MITIGATE RISK

- 7.1 This section focuses on flood risk, coastal flood defence and unstable land in the Borough. This assessment has been informed by inputs from both the Environment Agency (EA) and SOSBC. Infrastructure requirements have also been identified from the Thames Estuary 2100 Plan, the Essex and South Suffolk Shoreline Management Plan (SMP) and the Environment Agency Medium Term Plan (MTP) which captures current and future flood risk management projects.
- 7.2 The Core Strategy aims to reduce and prevent flood risk in all areas of the Borough at risk of, tidal (coastal) flooding, through a comprehensive Shoreline Strategy. The Council is also in the process of developing its Local Flood Risk Management Strategy as required under the Flood Risk Regulations to deal with management of risk from fluvial (water course) or surface water flooding.
- 7.3 Over 50% of the Borough's coastal frontage is composed of soft cliffs in London Clay. Although now protected from active sea erosion due to the construction of coast protection works and largely landscaped as gardens, the cliffs in various locations are in a condition of marginal stability, and are subject to periodic incidents of slippage, usually shallow, but occasionally deep seated and of substantial extent, with highly damaging potential.
- 7.4 The Council has therefore also developed a strategy for maintaining the cliffs, involving:
- close annual visual inspection by geotechnical specialists;
  - installation of facilities for detecting and monitoring movements and variations in ground water pressures; and
  - ground investigation and remediation, where necessary, to incidents of incipient or actual ground movement.
- 7.5 The Council approved a 'Shoreline Strategy' in November 2011. The document includes outline proposals for implementing the Borough's policies of the regional Shoreline Management Plan within its administrative area, over the next 100 years. It includes a programme of stable land projects to maintain and improve the numerous coastal frontage sections in the face of dilapidation and sea level rise. It is written with the intention of gaining approval from the EA. The second version of the Shoreline Strategy is to be submitted to the EA in Spring 2014 and following approval the improvement programme would be triggered.
- 7.6 The EA has powers and controls over the construction of new flood defences and over the maintenance of defences that protect existing assets. The EA does not construct or upgrade flood defences to promote new development within flood risk areas.
- 7.7 In informing the IDP, the EA have referred to their Medium Term Plan (MTP) that captures current and future flood risk management projects.

### **Needs and costs**

- 7.8 The following projects list schemes identified by the EA and SOSBC to address flood risk and unstable land.

#### ***Fluvial flood-related projects***

- 7.9 The EA's MTP captures current and future flood risk management projects - those relevant to Southend Borough are outlined below:

### **Eastwood Brook and lower reach of Prittle Brook**

- 7.10 There is a need to investigate the properties at significant or very significant flood risk on the mid-course of Eastwood Brook and lower reach of Prittle Brook. Partnership work with Southend Borough Council to avoid double-counting. Commencement is estimated to be in 2016. The timescales and costs involved are aspirational and are subject to change once the project, and further detailed analysis of the flood risk on Eastwood Brook and Prittle Brook, commence. The total cost estimate is £400,000.

### **Prittle Tunnel intake**

- 7.11 The Prittle Tunnel Intake structure comprises of a large floating debris screen which prevents large material washing through and into the Prittle Brook tunnel during low flows. Only during high flows will the screen raise, letting large woody debris, urban refuse, etc, to pass through into the Prittle Brook Tunnel. The EA carry out routine maintenance to clear small debris, silt, and vegetation. There are current access issues which are to be improved. There is also the need for some form of temporary protection against plant from sliding down the slope and into the tunnel entrance. The project is estimated to cost £70,000.

### **Water Framework Directive and wildlife improvement projects**

- 7.12 There are two main watercourses in Southend on Sea classified under the Water Framework Directive (WFD) - Eastwood Brook and Prittle Brook. Both watercourses are heavily modified, and both are failing WFD standards for Biology (Invertebrates), Chemistry (Phosphorus and Ammonia) and Morphology. Both watercourses would benefit from increased in-channel morphological diversity (improved habitat and flow diversity). Specific projects to address these issues are still being worked up but are likely to include elements of the following:

- River channel re-profiling and improvements to habitat in river and riparian corridors.
- Misconnection campaigns to identify and rectify misconnections and educate the public.
- Yellow Fish campaigns (drains are marked using a Yellow Fish stencil and awareness is raised locally to help with the message – only rain down the drain – and help prevent pollution).
- Sustainable Drainage Systems.
- Improvements to sewer network to reduce Combined Sewer Overflows (CSOs). We advise Anglian Water Services Ltd is contacted directly regarding sewer network upgrades that may be required.

### **Prittle Brook wildlife and recreation improvements linked to flood alleviation**

- 7.13 Prittle Brook is a tributary of the River Roach which is a highly degraded water course that experiences localised flooding during peak flows. There is lots of potential to improve this area and use the opportunity to reduce the threat of flooding to the local area. Various projects have been identified along its length. As part of the brook flows through Belfairs Park there is also the opportunity to improve the footpaths close to Prittle Brook to make it a much more pleasant place for the local community to exercise throughout the year by walking, cycling and horse riding – currently sections are more or less impassable in winter months. The project cost is estimated at £155,000.

### ***Coastal flood-related projects***

- 7.14 The Southend on Sea Shoreline Strategy (draft awaiting EA approval) includes the following projects required to provide new or upgraded flood protection and coast protection in view of sea level rise and strategic optimisation of standards of protection across the frontage:

- Chalkwell Sea Wall flood defence works along the Chalkwell and Eastern esplanades. All works are subject to the availability of finance – the cost is estimated at £750,000, with potential DEFRA GiA funding of £470,000.
- East Beach Shoeburyness coast protection works has an estimated cost of £140,000, with potential GiA funding of £60,000.
- Shoebury Common Flood Defence Improvements are presently programmed for construction in 2015/16, and the estimated construction costs are £8,150,000. A bid for FDGiA funding from EA of £5,702,000 has been submitted (plus £1,985,000 for future works), with funding from other funding partners of £2,448,000 committed.
- Cinder Path Flood Defence works construction is due to commence in 2016/17, with work estimated to cost £26.8m. Potential GiA funding of £16m may be available and contributions are to be sought from Network Rail and Sustrans to complete the funding.
- Old Leigh Flood Defences critical construction is to commence 2017/18. Work is estimated to cost £3.22m, with potential funding available of £1.4m.
- Lynton Road to Thorpe Bay Flood Defence Improvements Eastern and Thorpe Esplanades. This work is critical and construction is expected to commence in 2018/19. The cost is estimated at £4.11m. Potential funding of £2.26m is available.
- Cliff slip risk reduction works along the entire cliff frontage to support unstable land – this is classed as critical and a works programme is to be developed following investigation.

7.15 The total estimated cost of flood-related projects is £35.02m.

### **Funding**

7.16 The approval of the EA to the Shoreline Strategy would not only signify its technical acceptance of the strategic proposals, but would also indicate their preparedness to approve substantial government (DEFRA) funds as contributions to construction and maintenance costs.

7.17 The level of DEFRA funding for each individual project is calculated according to their new (2011) 'Resilience Partnership Funding' system, by which projects 'earn' a certain proportion of their whole life capital costs according to the benefits they provide in terms of benefit/cost ratio, among other things. Southend's strategy considered the coastal defences of the town frontage by frontage, and estimated the proportions of partnership funding which they could attract, varying between 30% and 100%. The funding shortfalls need to be filled from a wide range of potential sources which could include contributions through, inter alia, CIL, RFCC and local businesses.

7.18 The EA are seeking Flood Defence Grant in Aid funding in line with the 'Partnership Funding' approach to financing projects.

### **Timing of provision**

7.19 Delivery of infrastructure for coastal and flood defence is ongoing, with projects falling within the short, medium and long term.

### ***Unstable land***

7.20 Over 50% of the Borough's coastal frontage is composed of soft cliffs in London Clay. Although now protected from active sea erosion due to the construction of coast protection works and largely landscaped as gardens, the cliffs in various locations are in a condition of marginal

stability and are subject to periodic incidents of slippage, usually shallow, but occasionally deep seated and of substantial extent, with highly damaging potential.

7.21 The Council has developed a strategy for maintaining the cliffs, involving:-

- Close annual visual inspection by geotechnical specialists
- Installation of facilities for detecting and monitoring movements and variations in ground water pressures
- Ground investigation and remediation, where necessary, to incidents of incipient or actual ground movement.
- Control of development to ensure that no new development is either at risk from ground movement or increases the level of risk to the neighbouring area.

7.22 Ways will also be explored for linking the potential reactivation of sea erosion with the need to maintain and upgrade coastal protection and flood protection works. This will create access to DEFRA Grant in Aid through the mechanisms described above for flood defence projects.

## 8 EMERGENCY SERVICES

### Police

- 8.1 Essex Police is responsible for delivering services to address community safety, tackle the fear of crime and seek to achieve a reduction in crime in Essex through a number of methodologies including the detection of offenders. The primary roles of the police service are: protection of life and property; prevention and detection of crime; and, maintenance of 'The Queens Peace' ('The Peace').

### Needs

- 8.2 The delivery of growth and planned new development in the Borough would impose additional pressure on the Essex Police existing infrastructure bases, which are critical to the delivery of effective policing and securing safe and sustainable communities.
- 8.3 The specific identified need is for refurbishment and the increase in capacity of Southend Police Station on Victoria Avenue. This is based on expected population growth.
- 8.4 If there are situations where there are specific locations where a large scale of development is proposed, it is also highly likely that new facilities will be required to provide new offices or bases from which police staff can operate. These will need to be assessed on a case by case basis, or requirements built into policies and Development Briefs.

### Costs

- 8.5 The cost of refurbishing and increasing the capacity of Southend Police Station is £7.5m.
- 8.6 Essex Police will also need additional infrastructure to support the required growth in staffing, accommodation (staff and custody provision) and staff 'start up' costs which covers such items as:
- office accommodation;
  - briefing facilities;
  - rest room/restaurant facilities;
  - locker room facilities;
  - uniform and protective equipment;
  - patrol vehicles;
  - probationer Constable and staff induction training;
  - IT equipment (including personal issue mobile communication systems); and
  - furniture

### Funding

- 8.7 There is potentially up to £1.0m of mainstream funding available from Essex Police's budgets to contribute towards the cost of refurbishing and expanding Southend Police Station.
- 8.8 Apart from this, Essex Police has reported that there is no existing funding source for the Police service to support the required growth in infrastructure from central or local taxation. The Police service does not receive sufficient central capital funding for new growth-related development. The funding allocated to the Police and Crime Commission via Home Office grants, Council Tax

precept and other specific limited grants is generally insufficient to fund requests for capital expenditure whilst there is a time lag associated with the Police receiving operational funding.

- 8.9 There is therefore a need for some funding to be provided through a CIL charge.

### **Timing of provision**

- 8.10 The refurbishment and expansion of Southend Police Station is required in the short term, with an intended start date of no later than April 2015.

- 8.11 All other needs will come forward in line with growth.

### **Fire Service**

- 8.12 Fire and rescue services in the Borough are provided by the Essex Fire & Rescue Service (EFRS). There are currently three fire stations within the Borough:

- Sutton Road, Southend
- Leigh-on-Sea
- Shoeburyness

- 8.13 However, services may also be provided by stations in Rochford and Hawkwell.

### **Needs**

- 8.14 EFRS has identified that it has no needs arising from growth.

### **Ambulance**

- 8.15 Ambulance services in the Borough are provided by the East of England Ambulance Service NHS Trust (EEAST). There are ambulances operating from stations at Southend (Short Street) and Shoeburyness. There are also stations which can serve the borough in Basildon, Billericay, Canvey and Wickford.

### **Needs**

- 8.16 The Southend station at Short Street is rented on a 10-year lease that is due to expire in the near future. EEAST is currently reviewing its needs, in terms of estate and buildings for the ambulance station at Southend.

- 8.17 The Shoeburyness station facility is owned and is sufficient to address the needs in this part of the Borough.

### **Costs**

- 8.1 Until EEAST has completed a review of the existing ambulance station at Short Street and potential options it is unclear what cost impacts this would have.

### **Funding**

- 8.2 Until EEAST has completed a review of the existing ambulance station at Short Street and potential options it is unclear what the funding implications would be.

### **Timing of provision**

- 8.3 EEAST is actively reviewing the existing ambulance station at Short Street so that future options can be developed.

## 9 WASTE

- 9.1 SOSBC is both a Waste Collection Authority and a Waste Disposal Authority and is responsible for the collection and disposal of municipal waste in the borough. Municipal waste includes household waste and any other wastes collected by, or on behalf, of councils.

### Needs

- 9.2 Management of municipal waste is a UK-wide challenge as both European and National legislation and policy seeks to deal with waste more sustainably and to reduce the amounts of waste being deposited into landfill. Waste is also increasingly seen as a resource that through recycling and treatment processes can be utilised.
- 9.3 Future management of municipal waste, particularly with increasing development and population growth, will have increasing impacts on the environment and direct financial impacts on SOSBC. For example, the increase of Landfill Tax rates has increased costs – in 2012/13 SOSBC spent around £2.4 million on Landfill Tax alone for waste collected from residents.
- 9.4 The Essex Waste Partnership (consisting of Essex County Council, the twelve district and borough councils and the unitary authority of SOSBC) has adopted the Joint Municipal Waste Management Strategy<sup>5</sup> (JMWMS) which sets out how the Partnership will tackle municipal waste. Within the JMWMS there is the identification of an integrated network of new waste facilities needed to manage waste over the next 25 years. This includes provision of a small number of large processing and treatment facilities across the County. In order to minimise the transportation distances and its associated costs and environmental impacts a network of Waste Transfer Stations (WTS) was also identified in the JMWMS.
- 9.5 One of the processing and treatment facilities is the Mechanical and Biological Treatment (MBT) plant currently being built at Courtauld Road in Basildon. Both Barling and Pitsea landfill sites are scheduled to close in 2016 and as a result the Essex Waste Partnership MBT plant is planned to be operational before then, in order to process waste that would previously have been taken directly to a landfill site. In order to deliver efficient transportation a Waste Transfer Station is planned to be built at Central Depot, Eastern Avenue, and to become operational during 2016/17. This will allow bulking of waste into larger vehicle for delivery to the MBT in the case of residual waste or bulking for onward delivery to other treatment or processing in the case of recyclable materials.
- 9.6 The emerging Joint Waste Development Document (WDD) being prepared jointly by Essex County Council and SOSBC as part of the Minerals and Waste Development Framework will eventually replace the policies set out in the adopted Waste Local Plan. The WDD Preferred Approach includes both an option (option W16) for a waste transfer station at the Central Depot, Eastern Avenue. The Councils' Preferred Approach also supports the establishment of a network of MSW Waste Transfer Stations across Essex and Southend-on-Sea. There is therefore strong policy support for the emerging Waste Plan policy.
- 9.7 The WTS at Central Depot is part of the Essex Waste Partnership's current programme to deliver improved waste collection and transfer services for Essex and Southend-on-Sea. The WTS has been designed to accommodate future waste arisings resulting from development and population growth.

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<sup>5</sup> Essex Waste Partnership, Joint Municipal Waste Management Strategy for Essex (2007 to 2032) adopted July 2008

- 9.8 Whilst the WTS has not been specifically designed for business or commercial waste there are anticipated to be reductions in waste disposal opportunities for local businesses due to the planned closure, in or around 2016, of the two most local landfill sites at Barling and Pitsea. This may put local businesses at a disadvantage as private commercial waste operators (SOSBC does not provide this service) may be forced to increase their costs due to increased transportation or additional bulking at privately operated waste transfer stations. Therefore SOSBC will allow future use of its infrastructure, as long as this does not impact on the statutory waste collection responsibilities it has to households in the Borough.
- 9.9 In addition, SOSBC is changing its litter bin strategy. This is moving towards the provision of more re-use/recycling/composting points, as opposed to traditional waste bins. The need to replace existing bins with dual recycling/litter bins across the Borough creates a significant additional need.

### **Costs**

- 9.10 The cost of providing a new WTS is between £3m and £5m. The operation of such a facility will cost between £300,000 and £500,000 per annum.
- 9.11 The cost of providing the new bins across the Borough, as part of an ongoing strategy, is expected to cost up to £160,000.

### **Funding**

- 9.12 There is capital funding available from SOSBC to pay for the provision of a new WTS. However, there is no funding in place at present to address the ongoing maintenance costs. It is expected that this will be address through a budget allocation by SOSBC but this is not, at present, in place. There is therefore a funding gap for the remaining seven years of the plan period of £3.5m (seven years at £500,000 per annum). It is possible that this funding gap would have to be plugged through the use of CIL funds.
- 9.13 For the provision of new bins, there is £20,000 currently available for the remainder of the plan period. This leaves a funding gap of £140,000. Again, CIL funds could be used to plug the funding gap.
- 9.14 The total funding gap is therefore £3.64m.

### **Timing of provision**

- 9.15 The WTS is a priority in the short term and is expected to be built and operational in 2015/16.
- 9.16 The litter bin strategy is an ongoing project and is not time-constrained.



## 10 SOCIAL AND COMMUNITY

### Libraries

#### Needs

- 10.1 SOSBC Library Service has identified three specific requirements to address the needs arising from growth:
- Southchurch Library will need replacing as the current building is not fit for purpose.
  - Kent Elms Library will need replacing, potentially taking advantage of co-location if a new primary care centre is delivered.
  - A new Hub Library in the east of the town to deliver the objectives of the Library Strategy.

#### Costs

- 10.2 The cost of these two schemes is as follows:
- Southchurch Library - £1.25m
  - Kent Elms Library - £2.0m
  - East Library Hub - £0.38m

#### Funding

- 10.3 Funding has been identified within the 2014/15 Capital Programme to meet the East Hub Library costs. There is no further funding available to address the needs for either Southchurch or Kent Elms. It is therefore assumed that those costs will be address through a CIL charge.

#### Timing of provision

- 10.4 The replacement facility at Southchurch Library is needed by 2018.
- 10.5 For Kent Elms, the timing depends on the provision of the new primary care centre. This is expected to be 2020.
- 10.6 The new East Hub Library is needed by April 2016.

### Museums and galleries

#### Needs

- 10.7 Linked to SOSBC's Cultural Strategy<sup>6</sup>, the SCAAP<sup>7</sup> and Corporate Plan<sup>8</sup> is an identified need to deliver a new museum on the Western Esplanade.

#### Costs

- 10.8 The cost of the new museum would be £35m.

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<sup>6</sup> Southend-on-Sea Borough Council (2013) *Culture-on-Sea: A Cultural Strategy for Southend-on-Sea, 2012-2020*

<sup>7</sup> Southend-on-Sea Borough Council (2011) *Southend Central Area Action Plan DPD*, Consultation Draft Proposed Submission

<sup>8</sup> Southend on Sea Borough Council (2013) *Corporate Plan and Annual Report 2013*

### **Funding**

10.9 Funding would be expected to be a mixture of grants, developer contributions and private philanthropy. It is expected that £5m will come from the Heritage Lottery Fund, £5m from the Local Enterprise Partnership and approximately £5m from a range of other smaller sources. This leaves £20m still to be identified. Contributions are expected at this time to be secured through a CIL charge.

### **Timing of provision**

10.10 The delivery is dependent on successful fundraising but completion is expected around 2020.

### **Other arts, theatres and heritage**

10.11 The infrastructure needs associated with arts and other cultural activities are extremely difficult to quantify and identify as needs specifically from growth. By its nature, the benefits arising from arts infrastructure are more subjective.

### **Needs**

#### ***Culture and heritage***

10.12 The adopted 2013 Cultural Strategy<sup>9</sup> identifies the need to concentrate resources in three major areas:

- Our Community – providing for Southend-on-Sea’s current community and visitors;
- Our Cultural Town – maintaining Southend-on-Sea’s infrastructure and maximising its use to ensure optimum effectiveness;
- Our Cultural Future – developing future initiatives to improve the Borough’s cultural offering.

10.13 The strategic action plan of the Cultural Strategy specifically identifies development of the following items required to maintain the cultural infrastructure of the borough:

- Southchurch Hall Gardens
- Belfairs Woodland Resource Centre
- Priory Park

10.14 The Belfairs Woodland Resource Centre was opened in September 2013. The project was funded in part through the SOSBC Capital Programme.

10.15 Improvements to Priory Park would include a new pavilion, recreational facilities and landscaping.

#### ***Public Art and Theatres***

10.16 Public art and theatres can make a positive contribution to urban design, tourism, and economic and community development. Southend has been identified as ‘a cultural and intellectual hub’ and a ‘higher education centre of excellence’ in the Thames Gateway South Essex Grid Strategy<sup>10</sup>. This combined with the Council’s objective of attracting new audiences with a higher

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<sup>9</sup> Southend-on-Sea Borough Council (2013) *Culture-on-Sea: A Cultural Strategy for Southend-on-Sea, 2012-2020*, adopted June 2013

<sup>10</sup> Thames Gateway South Essex (2005) *Thames Gateway South Essex Green Grid Strategy*

spend to the Borough, creates an opportunity for both public art and theatres to contribute to the cultural profile of the Borough and its economic development.

- 10.17 Public art has also been shown to enhance overall design quality, adding meaning and interest, contributing to the sense of place and assisting with orientation. These projects have the potential to mark, commemorate, celebrate and express the ideals, beliefs and hopes of communities.
- 10.18 SOSBC's Public Art Strategy<sup>11</sup> for the period 2006 to 2016 recommended a strategy for securing developer contributions towards public art infrastructure. This sought to negotiate the provision of new works of art as part of development schemes where they would contribute to the appearance of the scheme and to the amenities of the area. It was expected that the value of public art within a scheme would be no less than 1% of construction costs. This was applied to all substantial schemes, with 'substantial' being defined as residential developments of 10 dwellings or more; and other office, manufacturing, warehouse and retail developments of over 1000m<sup>2</sup> floor space.
- 10.19 Such an approach is no longer appropriate within the CIL Regulations and therefore it will be necessary to identify specific schemes in the future that are needed to support growth. In particular, this should be linked to schemes for improving the public realm. At present, no specific schemes have been identified where this can be achieved. However, any major projects could offer opportunities for commissions by artists. These could include any new education or health facilities or, more specifically, further development at Shoebury Garrison.
- 10.20 It will be important that more detailed assessments of needs are undertaken before schemes can be included in any update to the IDP.
- 10.21 Southend's two main theatres are popular venues providing year-round entertainment and cultural activities for both residents and visitors alike. Population growth is likely to put increased demand on the theatres and present further opportunities for developing and attracting new audiences. As with public art, more detailed assessment of these needs are required to be undertaken before they can be included in further updates of the IDP.

### **Costs**

- 10.22 The precise requirements to improve Southchurch Hall Gardens are not known at this time so no costs are associated with it.
- 10.23 The precise costs associated with the improvements to Priory Park are not known at this time so no costs are associated with it.
- 10.24 Due to the absence of identified and justified schemes, there are no costs associated with the provision of public art or theatres.

### **Funding**

- 10.25 Funding for any future arts provision would come from CIL, once it is in place, and also from grant funding schemes. In particular, the Arts Council has a number of different grant opportunities which, depending on the scheme in question, could provide funding to address at least part of the costs.

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<sup>11</sup> Southend-on-Sea Borough Council (2006) *Public Art Strategy – Summary and Recommendations*

### **Timing of provision**

10.26 The timing of the identified improvements are not known at this time.

## **Cemeteries**

### **Needs**

10.27 In 2008, it was assessed that burial space for Church of England burials would be exhausted by 2018. This has more recently been revised to 2020/21.

10.28 National statistics indicate an increase in elderly population of pensionable age, the oldest age group - 80 and over - is the fastest growing and many of these people represent the older traditional beliefs and would prefer burial as an alternative to cremation. Local statistics indicate that the demand for burials is running at approximately 17% of all deceased persons.

10.29 A new burial ground is therefore required. A site has been identified in Bournes Green. This straddles the boundary of Southend-on-Sea Borough and Rochford district.

### **Costs**

10.30 To combat the issue of the water table the site profile will need to be raised by at least 2 metres, and will involve a large civil engineering project to transport approximately 155,000 cubic metres of inert fill to the site which will require detailed planning and co-ordination with Rochford District Council, highways and transport and the Environmental Agency.

10.31 As a result, the cost of providing the new facility would be £2.28m.

### **Funding**

10.32 The funding for this facility has been identified in the SOSBC Capital Programme.

### **Timing of provision**

10.33 The facility is expected to be provided by Spring 2017.

## **Allotments**

10.34 There are a number of allotment sites of varying sizes located in Southend-on-Sea, 16 are within the ownership of Southend Borough Council, five of which are society run, and a further three are in the ownership of Leigh Town Council. In total they provide 27.82 hectares of allotment space.

### **Needs**

10.35 There is a need to undertake an assessment of allotment provision. At present there is no understanding of the nature and extent of any shortfalls. The Draft Southend-on-Sea Green Spaces Strategy 2005-2015<sup>12</sup> assessed that provision was sufficient to address needs at the time, with take-up on larger sites (50+ plots) at around 65% but smaller sites nearing capacity, at 95% take-up. However, this assessment was undertaken in 2005 and not only was it not formally adopted but is now very dated. SOSBC has stated that it is in the process of being updated.

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<sup>12</sup> Southend-on-Sea Borough Council (2005) *Green Spaces Strategy: Draft, Executive Summary*, Leisure, Culture & Amenity Services Department

10.36 The SOSBC Cultural Strategy<sup>13</sup> identifies the development of allotments as part of its strategic action plan. This will specifically be addressed in the green spaces strategy being prepared by SOSBC.

10.37 In terms of determining the need for allotment space in response to new housing development, it is necessary to consider an appropriate standard of provision. There is no local standard of provision for the district. The 1969 Thorpe Report into demand for allotments, undertaken for the Ministry of Natural Resources, suggests a standard of 0.2ha per 1,000 population. Due to various factors such as the price of supermarket food and concern over the unsustainable levels of food miles that supermarket foods accrue, there has been a general upsurge in demand for allotments; therefore this standard, although dated, is considered to be reasonable.

10.38 Growth in the population of 6,240 people would therefore result in a theoretical need for 1.25 hectares of allotment space. A reasonable rule of thumb is that a single 0.25ha allotment will hold 20 plots, therefore the total need is for 100 plots. However, the actual needs would depend on where growth was located and what existing provision was made in the local area.

### **Costs**

10.39 Costs for allotments are usually assessed on a 'one-off' basis, so it is most appropriate to determine this individually according to the particular development. As a guide, Shrewsbury & Atcham Borough Council considered proposals to create new allotments and derived a cost per hectare of £100,000. This would cover the provision of facilities such as sheds, access, fencing and drainage. Allotment fees would cover some of the maintenance costs related to the provision of access and fencing, although additional revenue funding would be required. This does not include the cost of purchasing the land.

10.40 The total cost of providing for the 1.25ha of allotment space required to support new growth would therefore be £125,000.

### **Funding**

10.41 There may be small pots of local funding available for the provision of allotment space. However, these are unlikely to cover anything other than a small proportion of the overall costs. It is therefore assumed that allotment space would be funded solely through a CIL charge.

### **Timing of provision**

10.42 There is no particular need for allotments to be provided at a certain time.

## **Community Halls**

### **Needs**

10.43 There is a need to undertake an assessment of community hall provision. At present there is no understanding of the existing provision and the nature and extent of any shortfalls.

10.44 There is no clear and accepted standard for the provision of community halls. Other districts have adopted a range of standards, such as:

- Horsham District Council - 0.15 sq m per person;
- Taunton & Deane Borough Council - 0.2 sq m per person for village halls;

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<sup>13</sup> Southend-on-Sea Borough Council (2013) *Culture-on-Sea: A Cultural Strategy for Southend-on-Sea, 2012-2020*

- Reigate & Banstead Borough Council 0.2 sq m per person (0.5 sq m per dwelling, based on an average of 2.4 people per dwelling);
- Bracknell Forest Council - 0.13 sq m per person for a community centre (0.33 sq m per dwelling based on 2.4 people per dwelling).
- Wycombe District Council and Basingstoke & Deane Borough Council - 0.3 sq m per person.
- Broxbourne – 0.55 community facilities per 1,000 people (within 15-minute walk time)

10.45 We therefore consider that a reasonable standard to adopt would be approximately 0.2m<sup>2</sup> per person, or 0.48m<sup>2</sup> per dwelling, based on an average of 2.4 people per dwelling. For the growth in Southend-on-Sea, this creates a need for 1,248m<sup>2</sup> of space. Based on a reasonable assumption of 500m<sup>2</sup> for a large community centre and 200m<sup>2</sup> for a small meeting hall, provision could be made in a number of ways, e.g. two large centres and one small centre, six small centres, one large centre and three small centres, etc.

10.46 However, it is too simplistic to say that this is exactly what is required in terms of the number of facilities. It may be preferable to provide community facilities as part of one large, multi-use facility. Community centres are often used for sporting activities. However, if such sporting facilities are already to be provided (either as a stand-alone facility or through use, for example, of secondary school facilities) then it is not necessary for such a large centre to be provided.

### **Costs**

10.47 The capital cost of constructing a typical community centre<sup>14</sup> ranges from £1,200/sq m to £1,800/sq m. This covers construction and fees, with the higher end of the range allowing for equipment used for sports activities. Assuming that sports facilities are not required, then a figure of £1,300/sq m is reasonable.

10.48 This would create a total cost of £1.62m for providing new community centre space.

### **Funding**

10.49 New community facilities are either provided from local authority capital expenditure budgets or through developer contributions. In certain circumstances, funding can be sought from Sport England if the facility is to provide a significant level of sports facilities. Contributions from development are expected at this time to be secured through a CIL charge.

10.50 Commonly as part of major developments such land is provided as free land in lieu of other charges, so a developer may offer either the land and a capital contribution towards the construction of a community building, or the identification of a site and construction of the building with subsequent transfer to the local planning authority or, if there is one, a parish council.

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<sup>14</sup> A typical community centre consists of a large hall, a separate smaller meeting room, kitchen facilities and WCs (including disabled facilities)

## 11 LEISURE AND RECREATION

11.1 Policy CP7 of the Southend-on-Sea Core Strategy is specific about needs. It states that:

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

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

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

11.2 It is important that this is taken into consideration when assessing need for these types of facilities.

### **Children's play facilities**

11.3 The Southend Play Strategy<sup>15</sup> undertook an audit of existing facilities and identified the following:

- There are 39 playgrounds across the Borough offering free access.
- The quality of these sites is variable with the majority offering good facilities with a high play value for some age groups and others in a poor condition.

<sup>15</sup> Southend-on-Sea Borough Council (2007) *Southend-on-Sea Play Strategy*

- There is generally a lack of good accessibility to equipped play areas for children throughout the Borough. However, since the Play Strategy was produced, the Borough Council has carried out improvements to existing play facilities and created some new play spaces. Nevertheless, some parts of the Borough remain poorly served with outdoor equipped play areas.

11.4 It is important that the Play Strategy is updated during the plan period in order to provide an up-to-date assessment of play needs.

### **Needs**

11.5 As the population expands, there is a need for more children’s play facilities. Often this takes the form of improving the provision at existing play areas.

11.6 The following improvements have been identified:

- Sidmouth Avenue Play Area – create a larger play facility with more activities and refurbishment of existing facilities.
- Warrior Square Gardens – provide a new facility in Central Southend where provision is currently deficient.
- Priory Park – provide additional play equipment.

11.7 In light of the number of parts of the Borough identified in the Play Strategy as lacking good accessibility to equipped play areas, it is likely that there will be other needs which must be addressed. In addition, Policy CP7 of the Core Strategy identifies the need for four equipped play areas to address the needs arising from growth. It will be important that the location for these additional needs is determined; ideally this should address existing deficiencies as well as the need arising from growth. However, any large development at any location in the borough should ensure that new or additional free to access play provision is made available.

### **Costs**

11.8 The cost of providing for the identified needs is as follows:

- Sidmouth Avenue Play Area - £120,000
- Warrior Square Gardens - £150,000
- Priory Park - £40,000

### **Funding**

11.9 There is no funding available for these projects. Funding will therefore be expected to come through a CIL charge.

### **Timing of provision**

11.10 Whilst being dependent on the availability of funding, both schemes are required in the short term.

### **Youth facilities**

11.11 Facilities for older teenagers should be provided separately from those ones for the younger age groups as needs of this age group will often not be compatible. Teenage facilities include:

- Skateboarding



- BMX
- Multi-Use Games Areas (MUGAs)
- Basketball sites
- Games (rebound) walls
- Kick-about areas
- Youth shelters and meeting areas
- Street basketball
- Graffiti walls
- Climbing walls (outdoor)
- Teenage play facilities (e.g. adventure type trim trails)
- Adventure playgrounds
- Parkour

11.12 The Southend Play Strategy undertook an audit of existing facilities and identified the following:

- There is a significant lack of fixed 'play' facilities for older children and young people.
- There are currently only five wheeled sports facilities in the Borough at Chalkwell Park, Leigh Marshes, Eastwood Park, Bournes Green Park and Shoebury Park. The size and nature of these facilities differ.
- There are a limited number of youth shelters in the Borough (Eastwood Park, Oakwood Park, St. Laurence Park, Bournes Green Park, Southchurch Park and Shoebury Park).

### **Needs**

11.13 As the population expands, there is a need for more youth facilities. This can be either improvement of existing facilities or new provision.

11.14 The following improvements have been identified:

- Priory Park – youth facilities including a Multi-Use Games Area (MUGA), parkour (military-style training course) and wheeled sports.
- Southchurch area (Southchurch Park or Southchurch Park East) - youth facilities including a parkour and wheeled sports.
- Gunners Park area - youth facilities including a parkour (subject to the availability of space)<sup>16</sup>.
- Jones Memorial Ground – youth MUGA (which is separate from the MUGA requirements identified under 'outdoor sports facilities'.

### **Costs**

11.15 The cost of providing for the identified needs is as follows:

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<sup>16</sup> There is limited room for such a facility within Gunners Park. However, there are proposals as part of a current planning application, for the provision of an equivalent facility on the undeveloped land on the western side of the Garrison. If this application is approved, then this is expected to be provided as part of the Section 106 agreement.

- Priory Park - £300,000
- Southchurch area - £190,000
- Gunners Park area - £150,000
- Jones Memorial Ground - £150,000

### Funding

11.16 There is no funding available for these projects. Funding will therefore be expected to come through a CIL charge.

### Timing of provision

11.17 Whilst being dependent on the availability of funding, the scheme at Jones Memorial Ground is required in the short term. The other three schemes are required in the medium term.

## Outdoor sports facilities

### Needs

11.18 Table 11.1 shows the existing provision of sports pitches and facilities in park-based facilities across the Borough. It is important to note that this does not show all facilities that might be available in the Borough; there will also be private facilities and pitches that are managed/owned by sports teams.

**Table 11.1: Outdoor sports pitches and facilities in SOSBC**

Sport		No. of pitches
Football	Senior	67
	Junior	12
	Mini	22
	All weather	1
Rugby	Senior	6*
	Mini	9*
Bowling greens		13
Cricket squares		17
Tennis courts		17
Athletics tracks		1
Basketball hoops		21
MUGAs/outdoor gyms		7
Public golf courses		1
Pitch and putt golf courses		1

Sources: SOSBC (2004) *A Study of Playing Pitches in Southend-on-Sea Borough* and SOSBC (2013) *Southend-on-Sea Sport & Leisure Strategy, 2013-2020*

\*Includes facilities just outside the Borough but serving the needs of the resident population

11.19 This assessment was undertaken in 2004, fully ten years ago. As such it is out of date and several of these facilities have been improved over recent years. However, at present there has not been a complete assessment of the suitability of these facilities to address existing needs and their capacity to support further growth. To this end, SOSBC has produced a brief for an outdoor and indoor sports audit which shall address this requirement. It is expected that, subject to available funding, this work will be completed in late-2014.

- 11.20 It is therefore not possible to give an accurate assessment of needs until this audit is undertaken. This audit will take into account the latest guidance from Sport England<sup>17</sup> which is intended to update existing guidance and assist local authorities with meeting the requirements of the National Planning Policy Framework. This balances demand considerations as well as supply in order to arrive at a realistic assessment of needs for a particular area.
- 11.21 However, in order to inform the IDP, it is instructive to provide an understanding of theoretical needs if an approach was taken purely related to the increase in population.

### ***Natural turf sports pitches***

- 11.22 If the expected increase in population as a result of the planned growth – 6,240 people – is applied to what is considered to represent a reasonable standard for the provision of natural turf pitches in an urbanised borough such as Southend-on-Sea (in this case, 1.39ha per 1,000 population<sup>18</sup>), then this creates a total need for 8.67ha of sports pitches. Applying Sport England's recommended space standards of 7,420m<sup>2</sup> per football pitch<sup>19</sup> and 10,400m<sup>2</sup> per rugby pitch<sup>20</sup> creates a theoretical need for between 8 and 12 adult-sized football/rugby pitches. A junior pitch is the equivalent of half an adult-sized pitch, so in reality the overall number of pitches could be higher, this being a combination of adult and junior pitches.

### ***Multi use games areas (MUGAs) and tennis courts***

- 11.23 There are no established standards for the provision of MUGAs therefore it is difficult to even establish a theoretical need. The 2004 study '*Open Space and Recreation Assessment in Southend-on-Sea Borough*<sup>21</sup> suggests that a population of 3,000 is likely to generate regular tennis and/or five-a-side football activity, which are the most common uses of MUGAs. Based on the population growth associated with growth of 6,240 people, this would create a need for just over two new MUGAs.
- 11.24 A new MUGA is part of a development that has outline planning permission at Gunners Park in Shoeburyness as part of the Garrison redevelopment. Subject to reserved matters approval, this is due to open in Autumn 2014 and is likely to address needs in this part of the Borough.
- 11.25 It should be considered that the provision of new MUGA facilities can sometimes be undertaken using existing tennis courts, either as dual use (recognising that many tennis courts are unused for large parts of the year) or by completely taking over a disused facility). Equally, some MUGAs may be best provided on artificial grass, for use as five-a-side football or hockey pitches. Therefore, the precise type of need is not possible to establish until a clear audit of provision and needs is established.

### ***Outdoor fitness facilities***

- 11.26 Southend currently has three outdoor fitness areas located at Eastwood Park, Shoebury Park and Priory Park. To address this limited provision new facilities are required across the borough and

<sup>17</sup> Sport England (2013) *Planning Pitch Strategy Guidance: An approach to developing and delivering a playing pitch strategy*

<sup>18</sup> This is based on provision in other urbanised districts and boroughs across the country

<sup>19</sup> Source: Sport England guidance document: <http://www.sportengland.org/media/197610/kitbag-nt-football-senior-2-2013.pdf>

<sup>20</sup> Source: Sport England guidance document: <http://www.sportengland.org/media/197640/kitbag-nt-rugby-union-senior-2013.pdf>

<sup>21</sup> Southend-on-Sea Borough Council (2004) *Open Space and Recreation Assessment in Southend-on-Sea Borough*, section 7.1.3, p77

the older facility at Priory Park requires upgrading. The aspiration is to have a minimum of one outdoor fitness facility per ward.

**Other outdoor sports**

11.27 There are no standards for the provision of cricket pitches, athletics tracks and outdoor bowling greens, therefore it is not possible to establish a theoretical need arising from growth.

**Costs**

**Natural turf sports pitches**

11.28 Guidance on costs from Sport England<sup>22</sup>, shows that the cost of providing sports pitches are as follows:

- Junior football pitches £65,000
- Adult football pitches £80,000
- Adult rugby pitches £105,000

11.29 If one assumes a mix of provision based on existing provision of pitches, then the costs would be as shown in Table 11.2:

**Table 11.2: Cost of providing for theoretical sports pitch needs**

Type of pitch	No of pitches	Cost per pitch	Total cost
Junior football	2*	£65,000	£130,000
Adult football	9	£80,000	£720,000
Adult rugby	1	£105,000	£105,000
<b>Total</b>	<b>12*</b>		<b>£955,000</b>

\* Total need is for 12 pitches of adult size, yet one junior football pitch is half the size of an adult pitch, so two pitches can be provided for every adult pitch needed

11.30 This shows that, based on the theoretical need and a distribution of that need equivalent to existing provision, the total cost of provision is £955,000.

**Multi use games areas (MUGAs) and tennis courts**

11.31 Sport England states that the cost of a polymeric surfaced (artificial grass or equivalent), fenced and floodlit facility is £120,000<sup>23</sup>. Therefore the total cost of two MUGAs of this standard would be £240,000.

**Funding**

11.32 There is no committed funding available. One potential funding source in the short term could be the Sport England Strategic Facilities Fund<sup>24</sup>. Sport England has allocated a budget of approximately £30m of Lottery funding to award through this fund over the period 2013-17. Applications must be able to demonstrate:

<sup>22</sup> Sport England Facilities Costs, Q4 2013: <https://www.sportengland.org/media/198443/facility-costs-4q13.pdf>

<sup>23</sup> Sport England Facilities Costs, Q4 2013: <https://www.sportengland.org/media/198443/facility-costs-4q13.pdf>

<sup>24</sup> Sport England Strategic Facilities Fund: <http://www.sportengland.org/media/189581/strategic-facilities-prospectus.pdf>

- A robust needs and evidence base which illustrates the need for the project and the proposed facility mix
- Strong partnerships which will last beyond the initial development of the project and underpin the long-term sustainability of the facility
- Multi-sport provision and activity that demonstrates delivery against the respective national governing bodies of sport's (NGB) local priorities
- A robust project plan from inception to completion with achievable milestones and timescales.

11.33 Lottery applications are invited and grants of between £500,000 and £2,000,000 will be considered.

11.34 It is then assumed that all outstanding needs would be addressed through a CIL charge.

### **Timing of provision**

11.35 The timing of provision will depend on the availability of space in a suitable location. This may be as part of larger developments but is more likely to need to be identified as part of an overall strategy for sports provision.

## **Indoor sports facilities**

### **Needs**

11.36 As with outdoor sports facilities, an up-to-date audit of existing facilities has not been undertaken. Such an audit is proposed to be part of the brief for the study that is expected to be undertaken in 2014, subject to funding being available.

11.37 Taking the same approach, it is possible to establish a theoretical need for indoor sports facilities using the Sport England Calculator<sup>25</sup>. Based on the expected increase in population, but making no adjustment for demand based on an alternative demographic projection to that which exists in the Borough at present, gives the following requirements:

- 0.31 swimming pools
- 0.43 sports halls
- 0.07 indoor bowls facilities

11.38 It is therefore considered that there is no additional need for indoor sports facilities, based on this theoretical approach; however this could be subject to change further to an up-to-date audit of existing facilities being undertaken.

## **Other recreation**

### **Needs**

11.39 The only other scheme identified that would contribute towards recreation needs is the Three Rivers Trail. This infrastructure improvement was identified as part of the European funded Urban Habitats Program. The Three Rivers Trail provides sustainable links through Southend-on-Sea and into Rochford district. The Trail links up key locations in the town and provides

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<sup>25</sup> Sport England Sports Facilities Calculator: <https://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/sports-facility-calculator/>

opportunities for recreation. The Urban Habitats strategy also includes a new country park on the current landfill site in Rochford.

### **Costs**

11.40 The total cost of the Trail is £1.7m.

### **Funding**

11.41 There is no funding available for this project. Funding will therefore be expected to come through a CIL charge.

### **Timing of provision**

11.42 Whilst being dependent on the availability of funding, the scheme is identified as a long term priority.

## 12 GREEN INFRASTRUCTURE AND OPEN SPACE/PUBLIC REALM

- 12.1 Being an urbanised Borough, Southend-on-Sea is generally deficient in open spaces. This is particularly the case in the Central Area. However, its coastline provides the opportunity to provide open space in the form of accessible beaches.
- 12.2 Public realm and green infrastructure can be the same thing. However, often public realm is provided in the form of paved open areas which do not provide green space.

### Needs

- 12.3 It is not appropriate to take a formula-based approach to the provision of open space that addresses the needs arising from growth. Such an approach is possible in the case of large greenfield sites where provision can be made on-site. As such, the approach of SOSBC is to identify opportunities to improve the provision of open space and to improve the public realm of the Borough.

### *Accessible Natural Greenspace*

- 12.4 Based on standards promoted by Natural England and the Essex Wildlife Trust, people should have access to:
- 2ha+ of accessible natural greenspace (ANG) within 300m of home - this has been termed the Neighbourhood Level
  - 20ha+ of ANG within 1.2km of home - the District Level
  - 60ha+ of ANG within 3.2km of home - the Sub-regional Level
  - 500ha+ of ANG within 10km of home - the Regional Level
- 12.5 An assessment of the provision of ANG against these standards (referred to as 'ANGSt') in Southend-on-Sea was undertaken by Natural England in 2009. This showed that the borough had a total of 188ha of ANG, or 4% of the total area of the borough. Table 12.1 summarises the accessibility to different levels of provision.

**Table 12.1: ANGSt analysis of provision**

Location	% 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	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

- 12.6 None of the households in the borough have access to a 500 hectare accessible natural greenspace. However, there is above Essex-average provision of 100 hectare site access. Yet the borough is the only South Essex authority with below Essex-average provision of 20 hectare site access.

12.7 This suggests that there is a need to improve the provision of ANG, part of which will involve improvement of accessibility to ANG. However, it is necessary to undertake a detailed assessment of this in order to identify needs. The SOSBC Greenspace Strategy<sup>26</sup>, produced in 2005 but never adopted, is being updated and it is important that this is undertaken as part of this work.

### ***Parks***

12.8 The assessment of ANG may have included parks, depending on their degree of 'naturalness', i.e. the level of human activity in them which may have affected the ability of wildlife to flourish.

12.9 Again, the existing Greenspace Strategy is from 2005, so is dated and it will be important that an updated Greenspace Strategy is produced to assess provision. The 2005 Strategy includes the following standards:

- District Parks - 1 per 22,900 people and ideally within 8 km of its catchment area.
- Local parks - 1 per 8,900 people and ideally within 2 km of its catchment area.
- Neighbourhood parks - 1 per 3,800 people and ideally within 0.5 km of its catchment area.

12.10 At present in Southend borough, there is the following provision:

- District parks – 2 (Belfairs Park and Gunners Park)
- Local parks – 18
- Neighbourhood parks – 13

12.11 These parks total 303ha. In addition there are 40 amenity open spaces totalling over 17ha.

12.12 Based on the increase in population of 6,240 persons, it is clear that new provision of park space would be needed in order to address the needs arising from growth. However, it is not possible to quantify this. In addition, the ability to provide for these needs would be dependent on the space being available in appropriate locations.

### ***Public realm***

12.13 There are two major schemes identified – City Beach Phase Two and Victoria Gateway Phase Two. Both are identified as high priority schemes in the Local Investment Plan.

12.14 The City Beach scheme is a major public realm and highway realignment scheme running along the Eastern Esplanade in the Central Seafront Area. Phase Two is a continuation of the Phase One work through to Esplanade House. It also includes the provision of enhanced play facilities, extension of the feature lighting scheme (through use of lighting totems), improved public open space and enhancements to the Kursaal highway junction.

12.15 The Victoria Gateway scheme is to enhance the public realm in the Central Area. The first phase undertook improvements to Victoria Gateway Square. This second phase will link the roundabout at the junction of London Road/Queensway through to the northern end of the High Street.

### **Costs**

#### ***Public realm***

12.16 The only items that it is possible to cost are those relating to the public realm.

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<sup>26</sup> Southend-on-Sea Borough Council (2005) *Green Spaces Strategy: Draft*, Leisure, Culture & Amenity Services Department



12.17 The cost of the City Beach Phase Two scheme is £7,000,000.

12.18 The cost of the Victoria Gateway Phase Two scheme is £4,000,000

### **Funding**

12.19 No funding sources have been identified as yet for either the City Beach or Victoria Gateway Phase Two schemes. HCA funding was previously sought but this is no longer available so this may necessitate the use of contributions from development to fund these schemes. This is expected at this time to be through a CIL charge.

### **Timing of provision**

12.20 Both public realm schemes are identified as being a high policy priority so are sought to come forward in the short to medium term. However, this is dependent on the availability of funding.

## 13 SUMMARY OF KEY FINDINGS

- 13.1 A summary of the infrastructure costs is shown in Table 13.1.
- 13.2 In total, the costs are over £203.5m. Based on known and reasonable assumed funding streams, the funding gap is over £103m. There are some several important considerations in assessing these figures.
- 13.3 Firstly, for many of these costs it is not possible to be definitive about the infrastructure needs. This is because the locations for growth are not established. In an urban borough such as Southend-on-Sea, growth is always likely to be dispersed across a large number of comparatively small sites. As such, where the assessment seeks to apply a formula-based approach, it is unlikely that the identified needs will reflect the needs that arise as growth comes forward.
- 13.4 Secondly, not all of these costs are expected to be borne by the developer. Many of the providers will provide this as part of their investment programmes, e.g. UK Power Networks has said that it expects to fund the costs relating to electricity. For many of the providers, it is not known at present exactly how much funding will be available because this depends on forward funding programmes and bids for grant funding from Central Government.
- 13.5 Equally, this does not reflect the potential from as yet identified other funding sources. The identified funding from alternative sources is very limited at present so does not materially affect the overall funding gap. However, it is important that this position is regularly reviewed as new funding sources become available.
- 13.6 On a related theme, a major assumption made is that 50% of the Growth Fund bid for transport schemes will be received. Clearly the final amount received could differ significantly, and given that the bid is for over £42m, this could have a major impact on the funding gap.
- 13.7 There are some other costs which are not known which could add to the overall costs and therefore increase the funding gap. It will be important for Southend-on-Sea Borough Council to work with the respective agencies to identify the specific needs and any funding implications at the earliest possible stage.
- 13.8 Each section of the IDP has identified where there is an expectation that developer funding will be needed to address the cost of providing infrastructure. In most cases this will be through a CIL charge that will be put in place. It is important that all infrastructure needs that are to be funded by CIL relate to the needs arising from growth, as opposed to any historic deficits. The IDP has sought to identify where needs could relate to historic deficits but it is considered that all of the items identified do relate principally to growth, even if their provision may also serve to address historic deficits indirectly as well.
- 13.9 There may be some needs that are site-specific in nature and therefore it may be more appropriate for those to be addressed through a Section 106 agreement. In such circumstances, it will be important to identify what these may be – principally it will relate to requirements without which development could not go ahead such as utilities connections – and to distinguish them from infrastructure that will address wider needs. The latter type of items will be funded through CIL and will have to be identified as part of the charging authority's (Southend-on-Sea Borough Council's) Section 123 list.
- 13.10 Table 13.2 shows the responsibility for each infrastructure area and the relative level of importance of delivering that infrastructure. Items at the top of the list are the most critical, with the ones at the bottom being the least critical.

13.11 This shows that there are some critical items which must be delivered in the short term in order to allow growth to come forward.

13.12 A full list of projects, costs, funding and timings is shown in Appendix 3.

**Table 13.1: Summary of infrastructure costs**

Infrastructure category	Cost	Funding (known)	Funding gap
Education	£19,500,000	£0	£19,500,000
Health	£624,000	£0	£624,000
Social services/over 50s support	Not known	Not known	Not known
Waste water	£0	£0	£0
Potable water	£0	£0	£0
Gas	£0	£0	£0
Electricity	£12,304,000	£12,304,000	£0
Transport	£53,000,000	£25,000,000	£28,000,000
Flooding and unstable land	£43,170,000	£39,140,000	£4,030,000
Police	£7,500,000	£1,000,000	£6,500,000
Fire	£0	£0	£0
Ambulance	Not known	Not known	Not known
Waste	£8,660,000	£5,020,000	£3,640,000
Libraries	£3,630,000	£380,000	£3,250,000
Museums and galleries	£35,000,000	£15,000,000	£20,000,000
Other arts, theatres and heritage	Not known	Not known	Not known
Cemeteries	£2,280,000	£2,280,000	£0
Allotments	£1,250,000	£0	£1,250,000
Community halls	£1,622,400	£0	£1,622,400
Children's play	£310,000	£0	£310,000
Youth facilities	£790,000	£0	£790,000
Outdoor sports	£1,195,000	£0	£1,195,000
Indoor sports	£0	£0	£0
Other recreation	£1,700,000	£0	£1,700,000
Open space/public realm	£11,000,000	£0	£11,000,000
Green infrastructure	Not known	Not known	Not known
<b>Total</b>	<b>£203,535,400</b>	<b>£100,124,000</b>	<b>£103,411,400</b>

\* Substantial bid has been made to the Growth Fund and outcome will be known in July 2014. For the purpose of this study, we have assumed that approximately 50% of the total amount included in the bid for £42.24m will be awarded, however this figure should be updated once the final grant award is known.

**Table 13.2: Infrastructure responsibilities and priorities**

Infrastructure category	Responsibility	Greatest need	Earliest timing
Police	Essex Police	Critical	Short term
Transport	SOSBC	Critical	Medium term
Flood defence and unstable land	RWA/EA/EWT	Critical	Medium term
Health	NHS England	Essential	Short term
Ambulance	East of England Ambulance Service NHS Trust	Essential	Short term
Electricity	UK Power Networks	Essential	Long term
Education - primary and EY&C	SOSBC	Essential	Long term
Education - secondary	SOSBC	Essential	Long term
Social services/over 50s support	SOSBC	Essential	Not known
Children's play	SOSBC	Policy high priority	Short term
Youth facilities	SOSBC	Policy high priority	Short term
Waste	SOSBC	Policy high priority	Short term
Cemeteries	SOSBC	Policy high priority	Medium term
Open space/public realm	SOSBC	Policy high priority	Medium term
Libraries	SOSBC	Desirable	Short term
Green infrastructure	SOSBC	Desirable	Short term
Outdoor sports	SOSBC	Desirable	Short term
Allotments	SOSBC	Desirable	Short term
Community centres	SOSBC	Desirable	Short term
Heritage	Various	Desirable	Long term
Museums and galleries	SOSBC	Desirable	Long term
Other recreation	SOSBC	Desirable	Long term
Waste water	Anglian Water Services	No needs	N/a
Gas	National Grid	No needs	N/a
Potable water	Essex & Suffolk Water	No needs	N/a
Fire	Essex Fire & Rescue Service	No needs	N/a
Indoor sports	SOSBC	No needs	N/a

### Capital programme

- 13.13 There are a number of items identified in the IDP which will benefit from money from the SOSBC Capital Programme over the next five years. In particular, funding for coastal defences is significant, with a total of £5.7m committed to addressing coastal defence and stabilisation needs up to 2016/17.
- 13.14 However, there are still a significant number of items which are not part of the Capital Programme. These gaps are across most infrastructure areas and reflect mainly the constraints on Borough Council budgets. However, there is a funding gap of significance that CIL contributions will not bridge; indeed, it is not permitted for CIL to be able to fund the full extent of any infrastructure funding gap. It will be vital that the prioritisation of infrastructure projects is a task undertaken very closely with the ongoing development of the Capital Programme. The projects that are of greatest priority as identified in the IDP should be considered for inclusion in any subsequent Capital Programme in order to ensure that they can be delivered.



## **Appendix 1      Baseline healthcare context**

**Table 1: Southend Borough Existing Patient List Size and Floorspace Capacity with Costs to Bring GP Surgeries up to Required Standards to Meet Natural Growth in the Borough**

	Premises	List Size (July 2013)	No. GPs (WTE) <sup>1</sup>	Capacity <sup>2</sup>	Spare Capacity <sup>3</sup>	Existing Floor space (NIA, m <sup>2</sup> )	Current Provision of Floor space per GP (WTE) (m <sup>2</sup> ) <sup>4</sup>	Floor space Capacity (m <sup>2</sup> ) <sup>5</sup>	Capital Required to Meet Standards (£) <sup>6</sup>
1.	Thorpe Bay Surgery, 99 Tyrone Road, Thorpe Bay, SS1 3HD	6,442	3	5250	-1,192	240	80.0	-120	£240,000
2.	The Pall Mall Surgery, 1st Floor, Leigh Primary Care Centre, 918 London Road, Leigh on Sea, SS9 3NG	15,727	5.4	9450	-6,277	1,117	206.9	469	£938,000
3.	Leigh Primary Care Centre, 918 London Road, Leigh on Sea, SS9 3NG <sup>7</sup>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4.	Valkyrie Road Primary Care Centre, 50 Valkyrie Road, Westcliff on Sea, SS0 8BU	13,484	6.6	11550	-1,934	475.6	72.1	-316.4	£632,800
5.	Westborough Road Health Centre, 258 Westborough Rd, Westcliff on Sea, SS0 9PT	3,687	1	1750	-1,937	221	221.0	101	£202,000
6.	Southbourne Grove Surgery, 314 Southbourne Gr, Westcliff on Sea, SS0 0AF	3,329	1	1750	-1,579	146	146.0	26	£52,000
7.	Eagle Way Surgery, 129 Eagle Way, Shoeburyness, SS3 9YA	2,356	1	1750	-606	133	133.0	13	£26,000
8.	Argyll Road Surgery, 48 Argyll Road, Westcliff on Sea, SS0 7HN	1,641	1.05	1837.5	197	136	129.5	10	£20,000
9.	West Road Surgery, North Road Primary Care Centre, 183-195 North Road, Westcliff on Sea, SS0 7AF	7,623	5	8750	1,127	282.2	56.4	-317.8	£635,600
10.	New Westborough Surgery, North Road Primary Care Centre, 183-195 North Road, Westcliff on Sea, SS0 7AF	3,265	1.4	2450	-815	119.1	85.1	-48.9	£97,800
11.	George VK & Partner, 1st Floor, North Road Primary Care Centre, 183-195 North Road, Westcliff on Sea, SS0 7AF	4,982	2.6	4550	-432	143.4	55.2	-168.6	£337,200
12.	Thorpe Surgery, 38 Acacia Dr, Thorpe Bay, SS1 3JX <sup>7</sup>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13.	Highlands Surgery, 1643 London Road, Leigh on Sea, SS9 2SQ	11,016	6.65	11637.5	622	273	41.1	-525	£1,050,000

	Premises	List Size (July 2013)	No. GPs (WTE) <sup>1</sup>	Capacity <sup>2</sup>	Spare Capacity <sup>3</sup>	Existing Floor space (NIA, m <sup>2</sup> )	Current Provision of Floor space per GP (WTE) (m <sup>2</sup> ) <sup>4</sup>	Floor space Capacity (m <sup>2</sup> ) <sup>5</sup>	Capital Required to Meet Standards (£) <sup>6</sup>
14.	Central Surgery, 27 Southchurch Blvd, Southend on Sea, SS2 4UB	6,976	2.6	4550	-2,426	172.2	66.2	-139.8	£279,600
15.	Elmsleigh Drive Surgery, 194 Elmsleigh Drive, Leigh on Sea, SS9 4JQ	1,845	1.6	2800	955	99	61.9	-93	£186,000
16.	West Road Surgery, 101 West Road, Shoebury, SS3 9DT	2,691	1	1750	-941	110	110.0	-10	£20,000
17.	Dr A.A Khan, 1 Watkins Way, Shoeburyness, SS3 9NX <sup>7</sup>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18.	Cranleigh Drive Surgery, 33 Cranleigh Drive, Leigh on Sea, SS9 1SX	947	1	1750	803	79	79.0	-41	£82,000
19.	(Krishnan A C & Partner) Kent Elms Health Centre, 1 Rayleigh Road, Leigh on Sea, SS9 5UU	4,760	3	5250	490	292	97.3	-68	£136,000
20.	(Malik SA) Kent Elms Health Centre, 1 Rayleigh Road, Leigh on Sea, SS9 5UU	3,745	1	1750	-1,995	150	150.0	30	£60,000
21.	(The Eastwood Group Practice Branch) Kent Elms Health Centre, Rayleigh Rd, Leigh-on-Sea, SS9 5UU <sup>7</sup>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22.	(The Eastwood Group Practice Branch) 346 Rayleigh Rd, Eastwood, SS9 5PU <sup>7</sup>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23.	The Eastwood Group Practice, 335 Eastwood Road North, Leigh on Sea, SS9 4LT	10,501	4.4	7700	-2,801	239	54.3	-289	£578,000
24.	North Shoebury Surgery, Frobisher Way, Shoebury, SS3 8UT	3,365	1.5	2625	-740	246	164.0	66	£132,000
25.	Scott Park Surgery, 205 Western App. Southend on Sea, SS2 6XY	2,649	1	1750	-899	238	238.0	118	£236,000
26.	Queensway Medical Resource Centre, 75 Queensway, Southend, SS1 2AB	25,512	8	14000	-11,512	885	110.6	-75	£150,000
27.	Queensway Medical Resource Centre Branch, 508 Sutton Rd, Southend, SS2 5PN <sup>7</sup>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
28.	Lydia House Practice, 8 Sutherland Blvd, Leigh on Sea, SS9 3PS	2,042	1	1750	-292	213.02	213.0	93.02	£186,040
29.	Dr Puri, 203 Elmsleigh Drive, Leigh on Sea, SS9 4JH	1,234	1.5	2625	1,391	119	79.3	-61	£122,000
30.	Blenheim Chase Surgery, 9 Blenheim Chase, Leigh on Sea, SS9 3BZ	3,500	1	1750	-1,750	140	140.0	20	£40,000



	Premises	List Size (July 2013)	No. GPs (WTE) <sup>1</sup>	Capacity <sup>2</sup>	Spare Capacity <sup>3</sup>	Existing Floor space (NIA, m <sup>2</sup> )	Current Provision of Floor space per GP (WTE) (m <sup>2</sup> ) <sup>4</sup>	Floor space Capacity (m <sup>2</sup> ) <sup>5</sup>	Capital Required to Meet Standards (£) <sup>6</sup>
31.	Dr Kumar & Partner, Health Centre, Campfield Road, Shoebury, SS3 9BX	7,016	3	5250	-1,766	457	152.3	97	£194,000
32.	Dr Schembri, Health Centre, Campfield Road, Shoeburyness, SS3 9BX	3,158	1	1750	-1,408	106	106.0	-14	£28,000
33.	North Avenue Surgery, 332 North Avenue, Southend on Sea, SS2 4EQ	2,252	1.2	2100	-152	128	106.7	-16	£32,000
34.	Southend Medical Centre, 50-52 London Road, Southend on Sea, SS1 1NX	3,379	1.4	2450	-929	329	235.0	161	£322,000
35.	Prince Avenue Surgery, 3 Prince Avenue, Southend on Sea, SS2 6RL	4,154	2	3500	-654	120	60.0	-120	£240,000
36.	Leigh Road Surgery, 38 Leigh Rd, Leigh-on-Sea, SS9 1LF <sup>7</sup>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
37.	St Luke's Health Centre, (Behind CICC), Pantile Avenue, Southend on Sea, Essex SS2 4BD	6,042	5.5	9625	3,583	186	33.8	-474	£948,000
38.	The Practice, Luker Road, University of Essex, Southend Campus, Luker Road, Southend on Sea, SS1 1LW <sup>7</sup>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
39.	The Practice, Northumberland Avenue, 32 Northumberland Avenue, Southend on Sea, SS1 2TH	4,011	1.4	2450	-1,561	287	205.0	119	£238,000
40.	The Shaftesbury Avenue Practice, 119 Shaftesbury Avenue, Southend on Sea, SS1 3AN	2,234	1.05	1837.5	-397	120	114.3	-6	£12,000
41.	Drs Vashisht & Rehman, 61 Warrior Square, Southend on Sea, SS1 2JJ	2,950	1.5	2625	-325	131	87.3	-49	£98,000
42.	Westborough Road Health Centre, 401 Westborough Rd, Westcliff on Sea, SS0 9TW	1,085	1	1750	665	108	108.0	-12	£24,000
43.	Carnarvon Medical Centre, 7 Carnarvon Road, Southend on Sea, SS2 6LR	4,195	2	3500	-695	183	91.5	-57	£114,000
	<b>Total</b>	<b>183,795</b>	<b>84</b>	<b>147,613</b>	<b>-36,183</b>	<b>8,432.5</b>	<b>99.9</b>	<b>-1,698.48</b>	<b>£3,396,960</b>

**Notes:**

1. Number of whole time equivalent GPs based at the practice. Following the NHSE update of the GP capacity position across Essex, this data will need to be updated accordingly in due course.

2. Capacity based on optimum list size of 1,750 patients per whole time equivalent GP.

3. Based on current list size.

4. Existing floor space divided by number of whole time equivalent GPs.

5. The floor space shortfall/ surplus against the required provision of 120m<sup>2</sup> per GP.

6. The cost of providing the floor space required to meet the standard of 120m<sup>2</sup> per GP.

7. Branch surgery - no additional capacity is provided by branch surgeries.

## **Appendix 2 Healthcare infrastructure and funding requirements to meet planned growth**

**Table 2: Capital Cost Calculation for the Provision of Additional Health Services Arising from the Proposed Growth in Southend Borough**

Premises	List Size (01.01.2013)	No. GPs (WTE) <sup>1</sup>	Capacity <sup>2</sup>	Spare Capacity <sup>3</sup>	Additional Population Growth (2,721 homes) <sup>4</sup>	Additional GPs Required to Meet Growth <sup>5</sup>	Additional Floor Area Required to Meet Growth (m <sup>2</sup> ) <sup>6</sup>	Capital Required to Create Additional Floorspace (£) <sup>7</sup>
1. Thorpe Bay Surgery, 99 Tyrone Road, Thorpe Bay, SS1 3HD	6,442	3	5250	-1,192	179	0.1	12	£24,000
2. The Pall Mall Surgery, 1st Floor, Leigh Primary Care Centre, 918 London Road, Leigh on Sea, SS9 3NG	15,727	5.4	9450	-6,277	179	0.1	12	£24,000
3. Leigh Primary Care Centre, 918 London Road, Leigh on Sea, SS9 3NG <sup>8</sup>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4. Valkyrie Road Primary Care Centre, 50 Valkyrie Road, Westcliff on Sea, SS0 8BU	13,484	6.6	11550	-1,934	179	0.1	12	£24,000
5. Westborough Road Health Centre, 258 Westborough Rd, Westcliff on Sea, SS0 9PT	3,687	1	1750	-1,937	179	0.1	12	£24,000
6. Southbourne Grove Surgery, 314 Southbourne Gr, Westcliff on Sea, SS0 0AF	3,329	1	1750	-1,579	179	0.1	12	£24,000
7. Eagle Way Surgery, 129 Eagle Way, Shoeburyness, SS3 9YA	2,356	1	1750	-606	179	0.1	12	£24,000
8. Argyll Road Surgery, 48 Argyll Road, Westcliff on Sea, SS0 7HN	1,641	1.05	1837.5	197	179	0	0	£0 <sup>9</sup>
9. West Road Surgery, North Road Primary Care Centre, 183-195 North Road, Westcliff on Sea, SS0 7AF	7,623	5	8750	1,127	179	0	0	£0 <sup>9</sup>
10. New Westborough Surgery, North Road Primary Care Centre, 183-195 North Road, Westcliff on Sea, SS0 7AF	3,265	1.4	2450	-815	179	0.1	12	£24,000
11. George VK & Partner, 1st Floor, North Road Primary Care Centre, 183-195 North Road, Westcliff on Sea, SS0 7AF	4,982	2.6	4550	-432	179	0.1	12	£24,000
12. Thorpe Surgery, 38 Acacia Dr, Thorpe Bay, SS1 3JX <sup>8</sup>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13. Highlands Surgery, 1643 London Road, Leigh on Sea, SS9 2SQ	11,016	6.65	11637.5	622	179	0	0	£0 <sup>9</sup>
14. Central Surgery, 27 Southchurch Blvd, Southend on Sea on Sea, SS2 4UB	6,976	2.6	4550	-2,426	179	0.1	12	£24,000
15. Elmsleigh Drive Surgery, 194 Elmsleigh Drive, Leigh on Sea, SS9 4JQ	1,845	1.6	2800	955	179	0	0	£0 <sup>9</sup>
16. West Road Surgery, 101 West Road, Shoebury, SS3 9DT	2,691	1	1750	-941	179	0.1	12	£24,000
17. Dr A.A Khan, 1 Watkins Way, Shoeburyness, SS3 9NX <sup>8</sup>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18. Cranleigh Drive Surgery, 33 Cranleigh Drive, Leigh on Sea, SS9 1SX	947	1	1750	803	179	0	0	£0 <sup>9</sup>

Premises	List Size (01.01.2013)	No. GPs (WTE) <sup>1</sup>	Capacity <sup>2</sup>	Spare Capacity <sup>3</sup>	Additional Population Growth (2,721 homes) <sup>4</sup>	Additional GPs Required to Meet Growth <sup>5</sup>	Additional Floor Area Required to Meet Growth (m <sup>2</sup> ) <sup>6</sup>	Capital Required to Create Additional Floorspace (£) <sup>7</sup>
19. (Krishnan A C & Partner) Kent Elms Health Centre, 1 Rayleigh Road, Leigh on Sea, SS9 5UU	4,760	3	5250	490	179	0	0	£0 <sup>9</sup>
20. (Malik SA) Kent Elms Health Centre, 1 Rayleigh Road, Leigh on Sea, SS9 5UU	3,745	1	1750	-1,995	179	0.1	12	£24,000
21. (The Eastwood Group Practice Branch) Kent Elms Health Centre, Rayleigh Rd, Leigh-on-Sea, SS9 5UU <sup>8</sup>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22. (The Eastwood Group Practice Branch) 346 Rayleigh Rd, Eastwood, SS9 5PU <sup>8</sup>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23. The Eastwood Group Practice, 335 Eastwood Road North, Leigh on Sea, SS9 4LT	10,501	4.4	7700	-2,801	179	0.1	12	£24,000
24. North Shoebury Surgery, Frobisher Way, Shoebury, SS3 8UT	3,365	1.5	2625	-740	179	0.1	12	£24,000
25. Scott Park Surgery, 205 Western App. Southend on Sea, SS2 6XY	2,649	1	1750	-899	179	0.1	12	£24,000
26. Queensway Medical Resource Centre, 75 Queensway, Southend, SS1 2AB	25,512	8	14000	-11,512	179	0.1	12	£24,000
27. Queensway Medical Resource Centre Branch, 508 Sutton Rd, Southend, SS2 5PN <sup>8</sup>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
28. Lydia House Practice, 8 Sutherland Blvd, Leigh on Sea, SS9 3PS	2,042	1	1750	-292	179	0.1	12	£24,000
29. Dr Puri, 203 Elmsleigh Drive, Leigh on Sea, SS9 4JH	1,234	1.5	2625	1,391	179	0	0	£0 <sup>9</sup>
30. Blenheim Chase Surgery, 9 Blenheim Chase, Leigh on Sea, SS9 3BZ	3,500	1	1750	-1,750	179	0.1	12	£24,000
31. Dr Kumar & Partner, Health Centre, Campfield Road, Shoebury, SS3 9BX	7,016	3	5250	-1,766	179	0.1	12	£24,000
32. Dr Schembri, Health Centre, Campfield Road, Shoeburyness, SS3 9BX	3,158	1	1750	-1,408	179	0.1	12	£24,000
33. North Avenue Surgery, 332 North Avenue, Southend on Sea, SS2 4EQ	2,252	1.2	2100	-152	179	0.1	12	£24,000
34. Southend Medical Centre, 50-52 London Road, Southend on Sea, SS1 1NX	3,379	1.4	2450	-929	179	0.1	12	£24,000
35. Prince Avenue Surgery, 3 Prince Avenue, Southend on Sea, SS2 6RL	4,154	2	3500	-654	179	0.1	12	£24,000
36. Leigh Road Surgery, 38 Leigh Rd, Leigh-on-Sea, SS9 1LF <sup>8</sup>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
37. St Luke's Health Centre, (Behind CICC), Pantile Avenue, Southend on Sea, Essex SS2 4BD	6,042	5.5	9625	3,583	179	0	0	£0 <sup>9</sup>
38. The Practice, Luker Road, University of Essex, Southend Campus, Luker Road, Southend on Sea, SS1 1LW <sup>8</sup>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
39. The Practice, Northumberland Avenue, 32 Northumberland Avenue, Southend on Sea, SS1 2TH	4,011	1.4	2450	-1,561	179	0.1	12	£24,000

Premises	List Size (01.01.2013)	No. GPs (WTE) <sup>1</sup>	Capacity <sup>2</sup>	Spare Capacity <sup>3</sup>	Additional Population Growth (2,721 homes) <sup>4</sup>	Additional GPs Required to Meet Growth <sup>5</sup>	Additional Floor Area Required to Meet Growth (m <sup>2</sup> ) <sup>6</sup>	Capital Required to Create Additional Floorspace (£) <sup>7</sup>
40. The Shaftesbury Avenue Practice, 119 Shaftesbury Avenue, Southend on Sea, SS1 3AN	2,234	1.05	1837.5	-397	179	0.1	12	£24,000
41. Drs Vashisht & Rehman, 61 Warrior Square, Southend on Sea, SS1 2JJ	2,950	1.5	2625	-325	179	0.1	12	£24,000
42. Westborough Road Health Centre, 401 Westborough Rd, Westcliff on Sea, SS0 9TW	1,085	1	1750	665	179	0	0	£0 <sup>9</sup>
43. Camarvon Medical Centre, 7 Carnarvon Road, Southend on Sea, SS2 6LR	4,195	2	3500	-695	179	0.1	12	£24,000
<b>Total</b>	<b>183,795</b>	<b>84</b>	<b>147,613</b>	<b>-36,183</b>	<b>6,258</b>	<b>2.6</b>	<b>312</b>	<b>£624,000</b>

Notes:

1. Number of whole time equivalent GPs based at the practices.
2. Capacity based on 1,750 patients per whole time equivalent GP.
3. Based on current list size.
4. Calculated using the Southend average household size of 2.3 taken from the 2011 Census: Rooms, bedrooms and central heating, local authorities in England and Wales (rounded to nearest whole number).
5. Additional growth divided by the average list size.
6. Based on 120m<sup>2</sup> floorspace per GP x additional GPs required to meet growth.
7. Based on standard m<sup>2</sup> cost multiplier for primary healthcare facilities in the East Anglia Region from the BCIS Q1 2013 Price Index, adjusted for professional fees, fit out and contingencies budget (£2,000/ m<sup>2</sup>), rounded to nearest £ The figure would be BCIS indexed for inflation.
8. Branch surgery - no additional capacity is provided by branch surgeries.
9. Surgery has capacity to accommodate some growth, therefore no contribution required.

## **Appendix 3 Full list of infrastructure needs**

CATEGORY	PROJECT TITLE AND DESCRIPTION	LOCATION/SITE	LEVEL OF PRIORITY (CRITICAL/ ESSENTIAL/ POLICY HIGH PRIORITY/ DESIRABLE)	TIMING OF DELIVERY <i>(Please state programme start/completion dates in the relevant column)</i>			COMMENTS ON THE TIMING OF DELIVERY	COST	FUNDING AVAILABLE INCLUDING SOURCES	INDICATIVE FUNDING GAP	DELIVERY LEAD
				Short Term (F/Y 2015/16)	Medium Term (2015/16 + 2016/17)	Long Term (2016/17 - 2021)					
Primary Education	Local School Expansion	Shoebury Garrison	Essential			Y	Delivery to coincide with completion of proposed housing	£6,000,000	Nil	£6,000,000	SOSBC
Primary Education	Victoria Ave New Primary School	Victoria Ave	Essential				Delivery to coincide with completion of proposed housing. Growth at Woodgrange Drive/ Queens Way House/ Coleman Street would require larger school	<i>Either</i> £7,500,000	Nil	<i>Either</i> £7,500,000	SOSBC
		Woodgrange Drive/ Queens Way House/ Coleman Street				Y		<i>Or</i> £9,500,000	Nil	<i>Or</i> £9,500,000	SOSBC
Primary Education	Local School Expansion	Priory Crescent/ Roots Hall	Essential			Y	Delivery to coincide with completion of proposed housing	£4,000,000	Nil	£4,000,000	SOSBC
Health	New & Enhanced GP Floorspace Provision – extension, reconfiguration, refurbishment & re-equipping of surgeries	Town Centre	Essential	Y	Y	Y	Phased in line with development	£326,400	£0	£326,400	Developers
Health	New & Enhanced GP Floorspace Provision – extension, reconfiguration, refurbishment & re-equipping of	Seafront	Essential	Y	Y	Y	Phased in line with development	£31,200	£0	£31,200	Developers

CATEGORY	PROJECT TITLE AND DESCRIPTION	LOCATION/SITE	LEVEL OF PRIORITY (CRITICAL/ ESSENTIAL/ POLICY HIGH PRIORITY/ DESIRABLE)	TIMING OF DELIVERY <i>(Please state programme start/completion dates in the relevant column)</i>			COMMENTS ON THE TIMING OF DELIVERY	COST	FUNDING AVAILABLE INCLUDING SOURCES	INDICATIVE FUNDING GAP	DELIVERY LEAD
				Short Term (F/Y 2015/16)	Medium Term (2015/16 + 2016/17)	Long Term (2016/17 - 2021)					
	surgeries										
Health	New & Enhanced GP Floorspace Provision – extension, reconfiguration, refurbishment & re-equipping of surgeries	Shoeburyness	Essential	Y	Y	Y	Phased in line with development	£175,200	£0	£175,200	Developers
Health	New & Enhanced GP Floorspace Provision – extension, reconfiguration, refurbishment & re-equipping of surgeries	Rest of Borough	Essential	Y	Y	Y	Phased in line with development	£91,200	£0	£91,200	Developers
Social services/ over 50s support	Social Care service delivery re-modelling	Various: growth areas as identified in LDF- Central Area, Shoeburyness and major development sites	Essential		Y	Y		TBC	Council Capital funding/ Possible grant funding	TBC	SOSBC Head of Adult Services
Social services/ over 50s support	Delaware and Priory House	Delaware and Priory House	Essential	Y	Y			TBC	Council Capital funding/ Possible grant funding	TBC	SOSBC Head of Adult Services



CATEGORY	PROJECT TITLE AND DESCRIPTION	LOCATION/SITE	LEVEL OF PRIORITY (CRITICAL/ ESSENTIAL/ POLICY HIGH PRIORITY/ DESIRABLE)	TIMING OF DELIVERY <i>(Please state programme start/completion dates in the relevant column)</i>			COMMENTS ON THE TIMING OF DELIVERY	COST	FUNDING AVAILABLE INCLUDING SOURCES	INDICATIVE FUNDING GAP	DELIVERY LEAD
				Short Term (F/Y 2015/16)	Medium Term (2015/16 + 2016/17)	Long Term (2016/17 - 2021)					
Social services/ over 50s support	Town Centre Tower Blocks	Town Centre Tower Blocks	Policy High Priority			Y		TBC	Council Capital funding/ Possible grant funding	TBC	SOSBC Head of Procurement, Commissioning and Housing
Water and Drainage	Prittle Brook Flood prevention Project	Prittle Brook, Belfairs Park	Critical		Y		Work will be carried out with consideration given to surrounding species and habitats and when water levels are appropriate.	£155,000	Potential to apply for Land fill tax funding and possible monies from EA local funding stream	To be determined	Essex Wildlife Trust
Electricity	Replace transformers at Bellhouse Lane sub-station	Bellhouse Lane sub-station	Essential			Y	Based on RDP funding bid to OfGEM being approved	£2,900,000	£2,900,000	£0	UK Power Networks
Electricity	Replace switchgear and grid transformers at Southend sub-station	Southend sub-station	Essential			Y	Based on RDP funding bid to OfGEM being approved	£4,453,000	£4,453,000	£0	UK Power Networks
Electricity	Refurbishment of primary transformers at Southend West sub-station	Southend West sub-station	Essential			Y	Based on RDP funding bid to OfGEM being approved	£301,000	£301,000	£0	UK Power Networks
Electricity	Move demand from Leigh primary sub-station on to Hadleigh and/or Bellhouse Lane	Leigh primary sub-station	Essential			Y	Based on RDP funding bid to OfGEM being approved	£364,000	£364,000	£0	UK Power Networks

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				Short Term (F/Y 2015/16)	Medium Term (2015/16 + 2016/17)	Long Term (2016/17 - 2021)					
Electricity	Replace switchgear and transformers at Fleethall Grid sub-station	Fleethall Grid sub-station				Y	Based on RDP funding bid to OfGEM being approved	£4,286,000	£4,286,000	£0	UK Power Networks
Transport	A127 east-west strategic transport and freight corridor improvements (including Kent Elms, The Bell, Progress Road, Sutton Road, East/West Street, JAAP, etc)	A127/A1159 Strategic Corridor various	Critical / Essential	Y	Y	Y	Phased scheme lined to various developments – but in current LTP3 plan/SEP.	£39,680,000	Bids to TGSE Growth Deal/ LEP/ DfT/SBC = £20,000,000 <sup>27</sup>	£19,680,000	SBC
Transport	Public realm and transport	Southend Central Regeneration	Critical	Y	Y	Y	Phased scheme lined to various developments – but in current LTP3 plan/SEP	£7,000,000	£3,500,000 <sup>28</sup>	£3,500,000	SBC
Transport	Local public transport measures	Southend. Leigh, Shoebury, Southend Hospital, Southend Airport	Critical	Not known	Not known	Not known	Dependent on local funding being secured	£1,750,000	£0	£1,750,000	SBC

<sup>27</sup> Assumed 50% of Growth Fund bid and LA funding might be awarded.

<sup>28</sup> Assumed 50% of Growth Fund bid might be awarded.

CATEGORY	PROJECT TITLE AND DESCRIPTION	LOCATION/SITE	LEVEL OF PRIORITY (CRITICAL/ ESSENTIAL/ POLICY HIGH PRIORITY/ DESIRABLE)	TIMING OF DELIVERY <i>(Please state programme start/completion dates in the relevant column)</i>			COMMENTS ON THE TIMING OF DELIVERY	COST	FUNDING AVAILABLE INCLUDING SOURCES	INDICATIVE FUNDING GAP	DELIVERY LEAD
				Short Term (F/Y 2015/16)	Medium Term (2015/16 + 2016/17)	Long Term (2016/17 - 2021)					
Transport	Local walking and cycling measures	Local network upgrades	Desirable	Not known	Not known	Not known	Dependent on local funding being secured	£1,750,000	£0	£1,750,000	SBC
Transport	Local traffic management	Various local	Desirable	Not Known	Not Known	Not Known	Dependent on local funding being secured	£250,000	£0	£250,000	SBC
<i>All coastal flood related projects</i>				<i>Timings derived from approved strategy document</i>			<i>All works subject to the availability of finance</i>				
Coastal flood related projects	Shoebury Common Flood Defence Improvements	Shoebury Common	Critical	Y				£8,150,000	£5,702,000 EA/Defra GiA; £2,448,000 other funding partners	£0	RWA
Coastal flood related projects	Chalkwell Sea Wall. High Level maintenance	Chalkwell & Eastern Esplanades	Critical		Y		Timings derived from approved strategy document.  All works subject to the availability of finance	£750,000	£470,000 EA/Defra grant in aid	£280,000	RWA
Coastal flood related projects	East Beach Shoeburyness		Critical		Y			£140,000	£60,000 EA/Defra grant in aid	£80,000	RWA
Coastal flood related projects	Cinder Path Flood Defence works		Critical		Y			£26,800,000	£16,000,000 EA/Defra grant in aid Contributions from Network Rail and Sustrans to be sought	£0	RWA

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				Short Term (F/Y 2015/16)	Medium Term (2015/16 + 2016/17)	Long Term (2016/17 - 2021)					
Coastal flood related projects	Old Leigh Flood Defences		Critical			Y		£3,220,000	£1,400,000 EA/Defra grant in aid	£1,820,000	RWA
Coastal flood related projects	Lynton Road to Thorpe Bay YC Flood Defence Improvements	Eastern & Thorpe Esplanades	Critical			Y		£4,110,000	£2,260,000 EA/Defra grant in aid	£1,850,000	RWA
Unstable Land	Cliff Slip Risk Reduction works	Entire cliff frontage	Critical	Site investigation	Site investigation	Possible works	Programme of investigation to be developed	Unknown	Unknown	Unknown	
Fluvial flood related projects	The Prittle Tunnel Intake structure upgrade to cope with large debris floating through and into the Prittle Brook tunnel	Prittle Brook Tunnel	Critical	Site investigation				£70,000	Part-funded by EA	To be determined	EA
Fluvial flood related projects	investigate the significant or very significant flood risk on the mid-course of Eastwood Brook and Lower reach of Prittle Brook	Eastwood Brook and Lower reach of Prittle Brook	Critical	Site investigation				£400,000	Part-funded by EA	To be determined	EA
Police	Southend Police Station refurbishment and increase of capacity	Southend Police Station, Victoria Avenue	Critical	Y			2-year programme from commencement	£7,500,000	Potentially up to £1,000,000 (Essex Police)	£6,500,000	Essex Police

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				Short Term (F/Y 2015/16)	Medium Term (2015/16 + 2016/17)	Long Term (2016/17 - 2021)					
Waste	Litter Bin Strategy	Borough-wide	Desirable	Y	Y	Y	The Litter Bin Strategy is not intended to be time constrained	Up to £160,000	£20,000	£140,000	SOSBC
Waste	Waste Transfer Station (WTS) – 'Waste Solution'	Proposed WTS location – Central Cleansing Depot, Eastern Avenue,	Policy High Priority		Y	Y	WTS is planned to be constructed and operational in 2016/17	£3,000,000 - £5,000,000 build cost £300,000-£500,000 p.a. revenue costs	SBC Capital Funding available and allocated for building of WTS, Operational costs have no SBC budget allocation yet	£5,000,000 p.a. = up to £3,500,000	SOSBC
Libraries	Southchurch Library	Southchurch Library	Desirable	Y				£1,250,000	£0	£1,250,000	SOSBC
Libraries	Kent Elms Library	Kent Elms Library	Desirable			Y	Dependent on provision of primary care centre	£2,000,000	£0	£2,000,000	SOSBC
Libraries	East Library Hub	Delaware Road	Desirable	Y				£380,000	£380,000 (2014/15 Capital Programme)	£0	SOSBC
Museums and galleries	Southend New Museum	Western Esplanade	Desirable			Y	Delivery is dependent on successful fundraising but completion is expected around 2020	£35,000,000	£15,000,000 (£5m from HLF, £5m from LEP, £5m from small-scale sources)	£20,000,000	SOSBC Cultural Services
Cemetery	Acquisition of new burial ground	Land East of Wakering Road, North of Bournes Green	Policy High Priority		Y		Phased approach	£2,280,000	£2,280,000 in Capital Programme	£0	SOSBC Bereavement Services

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				Short Term (F/Y 2015/16)	Medium Term (2015/16 + 2016/17)	Long Term (2016/17 - 2021)					
Social and community	New allotment space	Borough-wide	Desirable	Y	Y	Y		£1,250,000	£0	£1,250,000	SOSBC
Social and community	New community centres	Borough-wide	Desirable	Y	Y	Y		£1,622,400	£0	£1,622,400	SOSBC
Children's Play	Play Improvements	Sidmouth Avenue Play Area	Policy high priority	Y			This project could be delivered sooner if funding became available. It could be phased in two or three sections if required	£120,000	£0	£120,000	SOSBC
Children's Play	Play Improvements	Warrior Square Gardens	Policy high priority	Y			This project could be delivered sooner if funding became available.	£150,000	£0	£150,000	SOSBC
Children's Play	Play Improvements	Priory Park	Policy high priority	Y			This project could be delivered sooner if funding became available.	£40,000	£0	£40,000	SOSBC
Youth Facilities	Youth facilities including MUGA, parkour and wheeled sports	Priory Park	Policy high priority		Y		This project could be delivered sooner if funding became available. This project could be phased in two or three sections if required	£300,000	£0	£300,000	SOSBC
Youth Facilities	Youth facilities including wheeled sports and parkour	Southchurch area (Southchurch Park or	Policy high priority		Y		This project could be delivered sooner if funding became available. This	£190,000	£0	£190,000	SOSBC

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		Southchurch Park Ease)					project could be phased in two or three sections if required				
Youth Facilities	Youth facilities including parkour	Gunners Park area	Policy high priority		Y		This project could be delivered sooner if funding became available. This project could be phased in two or three sections if required	£150,000	£0	£150,000	SOSBC
Youth Facilities	MUGA	Jones Memorial Ground	Policy high priority	Y			This project could be delivered sooner if funding became available	£150,000	£0	£150,000	SOSBC
Outdoor sports	MUGAs x 2	Not known	Desirable	Y	Y	Y		£240,000	£0	£240,000	SOSBC
Outdoor sports	Natural turf pitches x 12	Not known	Desirable	Y	Y	Y		£955,000	£0	£955,000	SOSBC
Sustainable Recreation	Three Rivers Trail	Across The borough	Desirable			Y	This project could be delivered sooner or as a phased approach depending on funding	£1,700,000	£0	£1,700,000	SOSBC
Open Space/ Public realm	City beach Phase Two	Eastern Esplanade	Policy High Priority		Y		Phased delivery approach to manage impacts	£7,000,000	£0	£7,000,000	SOSBC
Open Space/ Public realm	Victoria Gateway Phase Two	London Road	Policy High Priority		Y		Phased delivery approach to manage impacts	£4,000,000	£0	£4,000,000	SOSBC

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Green Space	New green space	Borough-wide, especially Central Southend	Desirable	Y	Y	Y		Not known	£0	Not known	SOSBC



## **Appendix 4    Reference documents**

- CIL Regulations 2010:  
[http://www.legislation.gov.uk/ukdsi/2010/9780111492390/pdfs/ukdsi\\_9780111492390\\_en.pdf](http://www.legislation.gov.uk/ukdsi/2010/9780111492390/pdfs/ukdsi_9780111492390_en.pdf)
- Department for Communities and Local Government (2014) Community Infrastructure Levy Guidance
- Environment Agency Medium Term Plan (MTP)
- Essex and South Suffolk Shoreline Management Plan (SMP)
- Essex Waste Partnership, Joint Municipal Waste Management Strategy for Essex (2007 to 2032)
- Local Transport Plan Strategy (LTP3) and Implementation Plan, 2011/2012-2026
- South East Local Enterprise (SELEP) Strategic Economic Plan (SEP)
- Southend-on-Sea Borough Council (2004) A Study of Playing Pitches in Southend-on-Sea Borough
- Southend-on-Sea Borough Council (2004) Open Space and Recreation Assessment in Southend-on-Sea Borough
- Southend-on-Sea Borough Council (2005) Green Spaces Strategy: Draft, Executive Summary, Leisure, Culture & Amenity Services Department
- Southend-on-Sea Borough Council (2006) Public Art Strategy – Summary and Recommendations
- Southend-on-Sea Borough Council (2007) Southend-on-Sea Play Strategy
- Southend-on-Sea Borough Council (2012) Strategic Housing Land Availability Assessment (SHLAA) 2012 Update
- Southend on Sea Borough Council (2013) Corporate Plan and Annual Report 2013
- Southend-on-Sea Borough Council (2013) Culture-on-Sea: A Cultural Strategy for Southend-on-Sea, 2012-2020
- Southend-on-Sea Borough Council (2013) Southend-on-Sea Sport & Leisure Strategy, 2013-2020
- Sport England (2013) Planning Pitch Strategy Guidance: An approach to developing and delivering a playing pitch strategy
- Sport England Sports Facilities Calculator: <https://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/sports-facility-calculator/>
- Sport England Facilities Costs, Q4 2013:  
<https://www.sportengland.org/media/198443/facility-costs-4q13.pdf>
- Sport England guidance document on football pitches:  
<http://www.sportengland.org/media/197610/kitbag-nt-football-senior-2-2013.pdf>
- Source: Sport England guidance document on rugby pitches:  
<http://www.sportengland.org/media/197640/kitbag-nt-rugby-union-senior-2013.pdf>
- Sport England Strategic Facilities Fund:  
<http://www.sportengland.org/media/189581/strategic-facilities-prospectus.pdf>
- Thames Estuary 2100 Plan
- Thames Gateway South Essex (2005) Thames Gateway South Essex Green Grid Strategy