

implementation and monitoring framework

part d

delivery of the scaap

section six

Part D Implementation and Monitoring Framework

6. Delivery of the SCAAP

6.1 Introduction

- 219 The SCAAP will guide development and provide additional certainty for the private sector as well as assist public sector bodies, community and voluntary sectors, tasked with delivering necessary infrastructure to support this Plan.
- 220 By setting out an approach to implementation, this section will assist with co-ordinating the delivery of SCAAP policies and proposals by identifying key partners as well as describing necessary infrastructure for creating sustainable developments in this location. As part of this process, it will be beneficial to identify expected timelines and phasing of development.

6.2 Delivery

Development Phasing

- 221 The SCAAP proposes 17 Opportunity Sites shown in Table 6. These have been phased in terms of deliverability, based primarily upon viability, land ownership and alignment with key objectives in Council Plans and Strategies.
- 222 This section sets out indicative time periods (short, medium and long term) for when improvements and development to the Opportunity Sites may come forward. It is acknowledged that much may change during the SCAAP plan period, particularly economic conditions, which may affect future timescales and feasibility of individual developments. It is acknowledged within the SCAAP boundary that other development will come forward in the Policy Areas which will contribute to the delivery of jobs and housing. Nevertheless the following general principles have informed phasing assumptions for the opportunity sites:
- 223 Phase one development (short term):
- will have the highest positive impact on viability within the SCAAP area and will impact favourably on later phases;
 - may require development of publicly owned land where the greatest control over outcomes may be applied;
 - will be able to be delivered through private sector involvement or using existing confirmed Council budgets;
 - will generally be sole land ownership sites;
 - where planning permission on all or part of a site exists

- 224 Phase two development (medium term):
- may require some land assembly and or public funds that need to be planned for some years in advance;
 - may be sites that are in multiple land ownership; and
 - may be dependent on viability and land development costs and delivery of earlier phases by the public and private sector.
- 225 Phase three development (long term):
- may require a change in market conditions (i.e. improvements in viability dependent on the medium term market forces);
 - may be dependent on the delivery of earlier phases;
 - will generally be sites that are in multiple land ownership; and
 - will require public funding that either needs to be bid for, or is not covered by existing mainstream budgets and cannot be relied upon to be delivered until additional information is available.
- 226 In order for development to come forward as indicated, the Council will need to maximise its own town centre land assets, consider using, where necessary, statutory powers for land assembly and work with the private and other public sector land owners ,where required, and explore all funding sources available.
- 227 Appraisal of economic viability has been considered to inform the SCAAP Opportunity Sites. This has been at a strategic/preliminary level in order to identify key sites for potential redevelopment. Further detailed viability work may be required as sites are progressed.
- 228 A key objective is to ensure that any change of use to residential and other value-generating uses must provide a wider benefit for the local area, such as helping to deliver access, public realm, employment, educational, health and other community related improvements either indirectly or directly.

Table 6: Indicative Phasing of Development within SCAAP Policy Areas

Policy Reference	Site name	Ownership
Short Term – 2016 to 2021		
Policy PA4	Opportunity Site 4: Queensway	Southend Borough Council
Policy CS1	Opportunity Site 8: Seaways and Marine Parade	Southend Borough Council
Policy PA8	Opportunity Site 13: Roots Hall Football Ground and Environs	Sainburys and Southend United Football Club, other private
Policy PA11	Opportunity Site 11: Victoria Avenue Office Area	Southend Borough Council and multiple private ownership
Policy PA9	Opportunity Site 14: Sutton	Multiple Private ownership

	Road	
Policy PA3	Opportunity Site 3: Elmer Square Phase 2	Southend Borough Council, University of Essex, South Essex College
Policy PA7	Opportunity Site 6: Tylers Avenue	Southend Borough Council
Policy CS1	Opportunity Site 7: Southend Pier	Southend Borough Council
Policy CS1	Opportunity Site 9: New Southend Museum	Southend Borough Council
Medium Term – 2022 to 2027		
Policy PA5	Opportunity Site 5: Warrior Square	Southend Borough Council
Policy PA8	Opportunity Site 12: Former Essex and Suffolk Water Board Site	Essex and Suffolk Water
Policy PA6	Opportunity Site 16: Clarence	Southend Borough Council
Policy PA6	Opportunity Site 17: Alexandra	Southend Borough Council
Long Term – 2028 to 2033		
Policy CS1	Opportunity Site 10: Woodgrange Drive ('Kursaal Estate')	Estuary Housing Association
Policy PA1	Opportunity Site 1: Whitegate Road	Southend Borough Council
Policy PA1	Opportunity Site 2: Pitman's Close	Southend Borough Council
Policy PA2	Opportunity Site 15: Sainsbury's & Adjacent Buildings	Multiple Private ownership

Question 32 – Do you agree with the indicative phasing of development within the SCAAP area? If not, please explain your answer.

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Indicative Figures for SCAAP Potential New Developments

- 229 The SCAAP will also provide indicative figures for potential new development which may be possible to deliver within the central area, if the proposal sites are developed in line with SCAAP development principles.
- 230 It is important to recognise, however, that delivery estimates will be approximates only. Any indicative figures provided will be subject to variation when each opportunity site comes forward.
- 231 Much will change over the SCAAP period and proposals will need to incorporate flexibility to cater for differing economic circumstances and market demand. The implementation of the SCAAP policies will occur not only through the delivery of the main opportunities sites and wider Policy Areas, and also through a variety of public realm improvements, town centre management and infrastructure projects, which may be expected to be implemented within the SCAAP period through other plans and strategies.

Question 33 - Do you think it will be useful to include indicative figures for potential new development within this section of the Plan? Please explain your answer

6.3 Implementation

- 232 An Implementation Plan will help co-ordinate delivery of the SCAAP through timely provision of infrastructure and other projects and tasks necessary for development to proceed.
- 233 The Council has experience in working with private sector partners and securing funding, particularly recently with money secured in conjunction with the Local Enterprise Partnership. It is committed to working with agencies across the public, private and voluntary sectors to successfully realise a shared vision for the town centre and surrounding area.
- 234 With continued restriction on public finance over the short and medium term, there will be an increasing emphasis on the following principles to bring about delivery, and achieve the objectives of the Plan:
- Facilitate delivery by the private sector partners, particularly in relation to housing and the upgrading of commercial properties.
 - Deliver strategic infrastructure projects that will enable the release of key Opportunity sites and/or through enhancement to the public realm and strategic transport links that support the delivery.

- Ensure an appropriate and deliverable planning framework is in place to support and encourage the development of key opportunity sites, and to meet both residential and commercial demand.
- Continue proactive joint working with neighbouring authorities and other partners to drive forward the regeneration of the Borough and its wider economic sub-region, including bidding for regional, national and European funding opportunities.

235 A series of projects and tasks will be identified which need to be brought forward and delivered in the timeframes specified in the phasing section (Table 6). The Implementation Plan will detail these associated projects.

Question 34 - do you think that it will be useful to include a series of projects and tasks within the Plan to help identify funding levels and co-ordination for delivery?

236 The Implementation Plan will also help identify the funding level needed to deliver projects. The Council will proactively seek funding, working with representatives from other public sector bodies and key stakeholders. It describes which proposal or policy a project relates to including the (i) action (project/task), (ii) phasing (iii) lead responsibility for delivery, (iv) funding sources and (v) likely cost.

237 Within the Implementation Plan there will be an indicative cost assessment which will use the following category:

- Low – e.g. feasibility studies, simple projects, additional research, establishing joint work arrangements;
- Medium – e.g. local infrastructure improvements of medium complexity; and
- High – e.g. major infrastructure improvements and site assembly of high complexity and cost.

238 In all cases phasing, responsibility/delivery and funding will be indicative and will need to be costed in detail at preparatory and design stage.

239 The Implementation Plan will be a 'rolling programme' of projects and tasks that is not exhaustive and will be kept under review.

Question 35 – do you agree with the overall approach outlined for the Implementation Plan? If you have any suggestions or amendments to the approach or another approach please specify and give your reasons.

6.4 Delivery Mechanisms

240 Potential delivery mechanisms identified are as follows:

- Planning Conditions or Obligations – site specific elements such as affordable housing or new open space provided by private or public developers and secured using planning conditions or planning obligations; Priorities for S106 agreements may be found in the adopted Planning Obligations SPD, however in particular regard will be given to:
 - Affordable Housing;
 - Sustainable Design and Development;
 - Open Space (and enhancement and management of the public realm); and
 - Transport Infrastructure
- Community Infrastructure Levy (CIL) – wider area improvement projects delivered by the Council. CIL is a charge on new development to spend on local and sub-regional infrastructure to support the development of the SCAAP.
- The SCAAP will also be used as an Investment Tool – to secure resources from funding bodies in support of the projects identified such as regional, national and European funding.

Creation of a Limited Liability Partnership

241 A Limited Liability Partnership (LLP) between the Council and a Private Sector Partner has been established, which offers a mechanism to assist with delivery of SCAAP sites where appropriate. Under this arrangement the Council and a Private Sector Partner will each own 50% of the shares of the LLP whose main purpose will be to:

- Invest private sector funds in projects of mutual benefit.
- Facilitate comprehensive regeneration projects throughout the Borough.
- Provide potential capital receipts and/or revenue income streams to the Council from the on-going development of surplus land and buildings.
- Provide opportunities for any Council in-house surplus capacity to be deployed on development projects with a further fee income stream opportunity.
- Support the Council in the development of its strategic review of the property portfolio.

6.5 Transport and Access Funding

242 The Council is committed to continued partnership, engagement and sponsorship arrangements. Access improvements will be delivered through a range of initiatives including the implementation of Opportunity Sites, partnership working, S106 planning obligations, CIL and through the Council's capital programme. The

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Implementation Plan for the LTP sets out funding sources and a package of measures. It is intended to be a “rolling programme” looking up to four years ahead based primarily upon the Government’s spending reviews. It provides a description of other funding sources, including the Local Sustainable Transport Fund.

6.6 Risk Assessment

243 The Council has a detailed Corporate Risk Management Plan, which is reviewed on a regular basis. In addition, Departmental Risk Registers are maintained and monitored, whilst each project is also subject to a detailed risk management strategy.

6.7 SCAAP Monitoring Framework

244 The Council will monitor policies and proposals and the implementation of the SCAAP; and performance against the Plan’s objectives.

245 The SCAAP sets out a series of indicators, and where possible targets against which progress will be monitored through the Annual Monitoring Report. Relevant indicators will be grouped under the delivery priorities.

Question 36 – Do you agree with the approach outlining how the SCAAP will monitor the delivery of policies and proposals?

Question 37 – Do you have any other general and further comments on this document?



appendices

Appendix 1: Southend Core Strategy Policies

Core Strategy Policy KP1: Spatial Strategy	Sets out the spatial strategy for the Borough; the primary focus of regeneration and growth will be the Town Centre and Central Area, including the seafront.
Core Strategy Policy KP2: Development Principles	Sets out the ways in which new development in the Borough, including transport infrastructure, should contribute to economic, social, physical and environmental regeneration in a sustainable way, and to the regeneration of Southend's primary role within the Thames Gateway as a cultural and intellectual hub and higher education centre of excellence.
Core Strategy Policy KP3: Implementation and Resources	Makes provision for the preparation of Area Action Plans and Supplementary Planning Documents to help deliver the provisions of the Core Strategy, ensuring that development of an appropriate scale, mix and quality is brought forward in key areas of opportunity and change including the town centre and seafront.
Core Strategy Policy CP1: Employment Generating Development	Makes provision for an additional 6,500 jobs within the Town Centre and Central Area during the plan period 2001-2021.
Core Strategy Policy CP2: Town Centre and Retail Development	Promotes the development of the Town Centre, which will remain the first preference for all forms of retail development and other Town Centre uses. The Town Centre is afforded sequential preference for additional comparison and convenience floorspace.
Core Strategy Policy CP3: Transport and Accessibility	Seeks improvements to transport infrastructure and services by widening travel choice, and providing for high quality transport interchanges at Southend Victoria, Southend Central and Southend Travel Centre.
Core Strategy Policy CP4: The Environment and Urban Renaissance	Promotes sustainable development of the highest quality and innovation and excellence in design, recognising good quality urban design as a catalyst for regeneration and urban renaissance.
Core Strategy Policy CP5: Minerals and Soils Resources	Sets out the standards the Borough Council will require regarding the sustainable use of soil and mineral resources.
Core Strategy Policy CP6: Community Infrastructure	Supports improvements to existing, and the provision of new, facilities to support the needs of

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	education, skills and lifelong learning strategies, including the Town Centre's higher education/university campus. Seeks to safeguard existing and provide for new leisure, cultural, recreation and community facilities.
Core Strategy Policy CP7: Sport, Recreation and Green Space	Promotes proposals that contribute to sports, recreation and green space facilities within the Borough for the benefit of local residents and visitors.
Core Strategy Policy CP8: Dwelling Provision	Makes provision for 2,000 net additional dwelling within the Town Centre and Central Area.

Appendix 2 Glossary of Abbreviations

AA	Appropriate Assessment
AAP	Area Action Plan
AMR	Annual Monitoring Report
AVL	Advanced Vehicle Location
BBA	Better Bus Area
BID	Business Improvement District
c2c	Rail Operator of the London Fenchurch Street to Shoeburyness line
CAM	Central Area Masterplan
CCG	Care Commissioning Group
CCTV	Closed Circuit Television
CIRIA	Construction Industry Research and Information Association
DCLG	Department of Communities & Local Government
DFT	Department for Transport
DPD	Development Plan Document
EA	Environment Agency
ELR	Employment Land Review
FRA	Flood Risk Assessment
FWMA	Floods and Water Management Act 2010
HRA	Habitats Regulation Assessment
LDD	Local Development Document
LDS	Local Development Scheme
LEA	Local Economic Assessment
LLFA	Lead Local Flood Authority
LPA	Local Planning Authority
LSTF	Local Sustainable Transport Fund
LTP	Local Transport Plan
MSCP	Multi Storey Car Park
NHS	National Health Service
NPPF	National Planning Policy Framework
OAN	Objectively Assessed Need
PIP	Punctuality Improvement Partnership
PFRA	Preliminary Flood Risk Assessment
SAB	SUDS Approval Body
SE LEP	South East Local Enterprise Partnership
SFRA	Strategic Flood Risk Assessment
SHMA	Strategic Housing Market Assessment
SWMP	Surface Water Management Plan
TGSE	Thames Gateway South Essex

Appendix 3 - Schedule of Existing Landmarks and Landmark Buildings

Appendix 3 – Schedule of Existing Landmark Buildings



Adventure Island, Western Esplanade
(Central Seafront Policy Area)



All Saints Church, Sutton Road
(outside of the SCAAP boundary)



Central Library (former), Victoria Avenue
(Victoria Gateway Neighbourhood Policy Area)



Central Museum, Victoria Avenue
(Victoria Gateway Neighbourhood Policy Area)



Civic Centre, Victoria Avenue
(Victoria Gateway Neighbourhood Policy Area)



Cliff Lift, Western Esplanade
(Central Seafront Policy Area)



Cliffs Pavilion, Station Road
(Central Seafront Policy Area)



Clifftown Church/Studios, Nelson Street
(Clifftown Policy Area)



Park Inn Palace Hotel, Pier Hill
(Central Seafront Policy Area)



Pier Hill Observation Tower and Lift,
Pier Hill
(Central Seafront Policy Area)



Porters, Southchurch Road
(outside of the SCAAP boundary)



Prittlewell Chapel, North Road
*(Victoria Gateway Neighbourhood
Policy Area)*



Royal Hotel and Royal Terrace
(High Street and Clifftown Policy Areas)



Seafront / Estuary
(Central Seafront Policy Area)



South Essex College, Luker Road
(Elmer Square Policy Area)



St John's Church, Herbert Grove
(Central Seafront Policy Area)



St Mary's Church, Victoria Avenue
(outside of the SCAAP boundary)



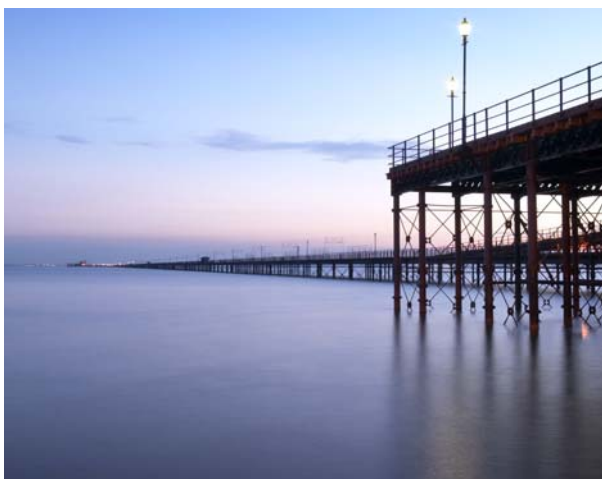
Swan Hall, Victoria Avenue
(Victoria Gateway Neighbourhood Policy Area)



The Forum, Elmer Square
(Elmer Square Policy Area)



The Kursaal, Eastern Esplanade
(Central Seafront Policy Area)



The Pier
(Central Seafront Policy Area)



University of Essex, Elmer Approach
(Elmer Square Policy Area)



University of Essex, Elmer Approach
(Elmer Square Policy Area)

Appendix 4: Flood Risk Management Technical information and Definitions

Flood Risk Definitions:

Flood risk zone 2 – medium risk, 1 in 1,000 to 1 in 200 annual probability

Flood risk zone 3 - high risk, 1 in 200 annual probability or more

Design flood event and flood level – based on 1 in 200 annual probability event at the end of the development's lifetime.

Extreme flood event and flood level – based on 1 in 1,000 annual probability event at the end of the development's life.

As an example, the SFRA2 predicts that within the Central Seafront Area, outside of Adventure Island, by 2110, the design and extreme maximum flood depth are approximately 1 metre and 4 metres. Adventure Island is characterised by 5m maximum flood depths under both scenarios.

Lifetime of development – assumed to be 100 years for residential, 60 years for commercial (unless circumstances indicate otherwise)

Flood Risk Vulnerability Classification

Highly Vulnerable

- Emergency services
- Emergency dispersal points
- Basement dwellings

More Vulnerable

- Hospitals
- Residential institutions such as care homes, children's homes, and hostels
- Buildings used for: dwelling houses; student halls of residence; drinking establishments; nightclubs; and hotels
- Health services, nurseries and educational establishments

Appendix 5: Transport, Access and Public Realm Strategy

Transport, Access and Public Realm Strategy

In order to secure a 'step change' in Southend Central Area to achieve a modern integrated transport system that unlocks potential in opportunity sites and secures sustainable regeneration and the growth of Southend, transport, access and public realm improvements in Southend Central Area will:

- Work in partnership with the **South East Local Enterprise Partnership (SELEP)** to deliver investment and improvements to the strategic road network and public realm, highlighting the importance of the A127 strategic corridor to delivering economic growth and housing, as set out in the Southend and Essex **A127 Corridor for Growth – An Economic Plan** (March 2014) .
- Continue the programme of public realm and access improvements, including a continuation of the Victoria's public realm improvement scheme at London Road, Queensway (west) and Victoria Circus, Queensway (east) (**Policy PA4**), Victoria Avenue (**Policy PA9**), and the Central Seafront Policy Area (including City Beach) (**Policy CS1**), addressing the principles established by the **Southend Streetscape Manual SPD3**.
- Continue to develop and support the cycle route network, provision of secure cycle parking and work with **Cycle Southend** in terms of promotion, marketing, Bikeability and other travel training, and the creation of cycle hubs.
- Seek to pedestrianise a number of the High Street's inter-linking access/stub roads and reduce the dominance of on-street parking and general vehicle circulation, creating one-way streets and 20mph zones.
- Improve the environmental quality of existing residential streets within the Central Area, particularly those to the east of the High Street, to create 'home zones' or pedestrian-priority areas that improve access and encourage walking and cycling.
- Continue to implement a quality signage and way-finding scheme for pedestrians and ensure that variable messaging signs and electronic displays for car parks and travel information better relay details to road and public transport users.
- Encourage the use of sustainable travel modes, ensuring that all forms of transport are equally accessible to all, through smarter choices techniques (including the promotion of a Borough-wide Smart Card ticketing system, and through the use of mobile phone technology) and mobility management measures, promoting opportunity for car sharing and the setting up of car and van clubs.
- Maintain and build upon existing bus stop improvements, real time information and bus prioritisation at signals, as well as targeted junction enhancements and highways improvement works.
- Improve public perceptions of safety within Southend Central Area particularly at night, by ensuring that street lights are maintained, CCTV is obviously sited, and public transport and taxis operate after dark to help secure a vibrant, safe evening economy.
- Work with local bus operators to further improve bus services to the town centre including evening and night time services, providing a more reliable and punctual bus

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service through the implementation of a Punctuality Improvement Partnership (PiP), and improvements to the Advanced Vehicle Local (AVL) system.

- Work with train operators to achieve high levels of reliability and performance on all services, maintain and promote contra-flow inter-peak services for journeys to Southend, continue active participation in the development and marketing of Station Travel Plans.
- Work with taxi operators to improve the provision for taxi's at key locations to support access.
- Work with stakeholders to develop the work of the ***Ideas in Motion*** brand to encourage businesses, schools and colleges to implement managed travel plans and introduce a personalised travel planning service, and to support applications for funding.
- Seek to develop a priority route towards ***London Southend Airport***, together with corresponding junction improvements at A127 Victoria Avenue/Fairfax Drive/East Street linked to future redevelopment of the Roots Hall site.
- Keep car parking demand and capacity under review, recognising that there has been a temporary increase in public car parking in the town centre, seeking to maintain capacity at a level that supports the vitality and viability of the town centre, whilst enabling the delivery of relevant opportunity sites.
- Improve access to car parks for vehicles and pedestrians.
- Encourage an extension to the existing VMS scheme to improve information about car parking capacity within town centre car parks, direct drivers to the most convenient car park, and avoid unnecessary circulating traffic by improving access to town centre car parks from Queensway dual carriage way.
- Ensure that servicing and delivery arrangements meet the reasonable needs of businesses, and minimise their environmental impact; working with the freight industry and logistic to implement more efficient use of vehicles in terms of guidance, zoning and delivery timetables.

Appendix 6 – Dwelling Figures for the Central Area - relationship with Core Strategy Requirements

	Core Strategy 2001 to 2021	Completed April 2001 to March 2014 (net)	Core Strategy (as adjusted 2014 to 2021)	Site Allocations (net) to be delivered by 2021*	Other commitments to be delivered by 2021**	Total New Dwellings	Difference from Core Strategy (adjusted 2014 to 2021)
SCAAP	2,474	954	1,520	1,772	101	1,873	+353
Local Authority Area excluding SCAAP	4,026	3,283	743	To be determined	586	586	-157
All Borough (Total)	6,500	4,237	2,263	1,772	687	2,459	+196

*** Part C sets out the Site Allocations expected to be delivered by 2021. In relation to OS4 and OS11 it is assumed that half of OS4 Queensway and just the major planning permissions within OS11 Victoria Avenue will be delivered by 2021*

*** Includes planning permissions under 10 units and those determined through prior approval*

Appendix 7 Major Planning Permissions with Potential Housing Allocation

Site Reference	Site Name	Indicative number of Dwellings (Gross)	Within Policy Area	Within Opportunity Site
PA1.1	Maitland House	98	High Street	-
PA1.2	4 Southchurch Rd	24	High Street	-
PA5.1	18 - 20 Southchurch Rd	16	Warrior Square	-
CS1.1	Esplanade House	266	Central Seafront	-
PA8.1	Heath House And Carby House	280	Victoria Gateway Neighbourhood	os11
PA8.2	Roots Hall Stadium	242	Victoria Gateway Neighbourhood	os13
PA8.3	297 Victoria Avenue	30	Victoria Gateway Neighbourhood	-
PA8.4	25 Roots Hall Avenue	18	Victoria Gateway Neighbourhood	os13
PA8.5	Salisbury Avenue and North Road	43	Victoria Gateway Neighbourhood	-
PA8.6	175 London Road	27	Victoria Gateway Neighbourhood	-
PA8.7	Camarvon Road	131	Victoria Gateway Neighbourhood	os11
PA8.8	Victoria House	40	Victoria Gateway Neighbourhood	os11
PA9.1	Kenway	45	Sutton Gateway Neighbourhood	-
PA9.2	257 - 285 Sutton Road	97	Sutton Gateway Neighbourhood	os14

PA9.3	319 - 321 Sutton Road	32	Sutton Gateway Neighbourhood	os14
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Appendix 8: Replaced Saved Planning Policies⁷

Saved Planning Policies replaced by Southend Central Area Action Plan upon adoption

Policy/ Proposal Ref.	Policy Subject
L2	Central Seafront Area
L3	Southend Pier
C7	Shop and Commercial Frontages and Fascias
S5	Non-Retail Uses
S8	Improvements to Primary Shopping Frontages
S9	Retention of Secondary Shopping Frontages
P3a	Proposal Site: Former Gas Works Site, Eastern Esplanade
P3b	Proposal Site: Land at Burnaby Road
P3d	Proposal Site: Land West of Baltic Avenue
P3g	Proposal Site: Scrap Metal Yard, 215a North Road
P3j	Proposal Site: Industrial Uses, Roots Hall Avenue
P3k	Proposal Site: Industrial Uses between Roots Hall Avenue and Victoria Avenue
P4a	Proposal Site: Baxter Avenue
P4c	Proposal Site: Whitegate Road
P4d	Proposal Site: Pitmans Close
P4k	Proposal Site: Central Station, Clifftown Road
P5b	Proposal Site: Warrior Square (South side) and Whitegate Road (North side)
P5c	Proposal Site: Tylers Avenue and York Road
P6c	Proposal Site: Southchurch Avenue/ Marine Parade
P9b	Proposal Site: London Road
P9c	Proposal Site: Warrior Square
P9k	Proposal Site: Seaway Car Park, Queensway

⁷ Saved planning policies were effective from 27th September 2007 - Direction under paragraph 1(3) of Schedule 9 to the Planning and Compulsory Purchase Act 2004.