

APPENDIX A –

Thurrock Local Plan: Initial Proposals Document (Regulation 18)

Creating Successful Places

Local Plan – Initial Proposals Document

Regulation 18



December 2023

How can I have my say on this consultation document?

Consultation on the Local Plan – Initial Proposals Document and the associated Integrated Impact Assessment will commence at 9am on XXXX, with the consultation period closing at 5pm on XXXX.

We recognise that some of the sites included within this Plan may have already been subject to public consultation through their inclusion in other Council documents and strategies and/or through the planning application process. Comments raised through these other consultation activities have been used to inform this consultation document. However, it is still important to raise your comments again if they are still relevant.

All responses should be made on-line via the Council's interactive consultation portal. If you do not have access to the internet, a paper comments form will be made available on request at the Civic Offices and in all libraries in the Borough.

If you need help with your representations or wish to discuss either the content of the consultation documents or how to submit your comments, please contact the Local Plan Team: localplan@thurrock.gov.uk.

There will also be opportunities to meet with members of the Local Plan Team face-to-face at the 'Your Place, Your Voice' community planning events that are being held throughout the consultation period. Please visit our website for details on times and locations at XXXX

How will my comments be used?

All consultation responses received, together with a summary of how the Council has taken them into account in the preparation of Thurrock's new Local Plan, will be recorded in the Report of Consultation, which will be submitted to the Inspector for consideration as part of the examination of the Plan.

The Report of Consultation will be updated and published at each key stage of the plan making process so that everyone can see how their views are helping to shape the development of this plan.

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Section 1: About the Plan

This section explains what the Local Plan is, the process for preparing a new Local Plan for Thurrock and how the new Plan will relate to other planning projects and documents.

What is a Local Plan?

A Local Plan is a legal document that Councils are required to prepare. It sets out the future land use and planning policies for the borough over a set time frame. It identifies the need for new homes and jobs and the services and infrastructure to support them. It also guides where this development should happen.

The process for preparing a Local Plan is set out in national legislation and guidance and is independently tested at a public examination to check it is 'sound' – this means that it is realistic, deliverable, and based on good evidence – before it can be formally adopted.

Local Plans are key in making decisions on future planning applications in the area, alongside national planning policy, other development plan documents and made neighbourhood plans.

Why does Thurrock need a new Plan?

The main document in Thurrock's existing Development Plan is the Core Strategy and Development Policies Plan. This document was initially adopted in 2011 and updated in part in January 2015 to reflect changes to national planning policy.

Since January 2015 there have been lots of changes to national planning policy, evidence that informed the policies in the Core Strategy has been replaced or updated and conversations with communities and other local stakeholders have indicated that the things that they need, and the things they want to see happen in the places where they live and work, have also changed.

We know that the policies within our existing Plan are becoming out of date. Without new planning policies, we run the risk of having to approve developments that no longer fit with our needs and aspirations. We risk losing planning appeals if the Planning Inspectorate determines not to give full weight to certain policies even though we deem them to still be relevant.

Having a new Plan in place will help make sure that development proposals are able to respond better to the current and future needs of residents and local businesses.

Unlike the Core Strategy and Development Policies Plan, the new Local Plan will look to allocate new development sites. It will also contain area-based policies to make sure that growth comes forward in a more coordinated way.

How are we developing the Plan?

The preparation of the new Local Plan has been underway now for several years. In that time the Council has undertaken a range of formal and informal consultations with local communities and other stakeholders to inform both the emerging Plan and key pieces of evidence. These consultations have been focused on understanding policy priorities and

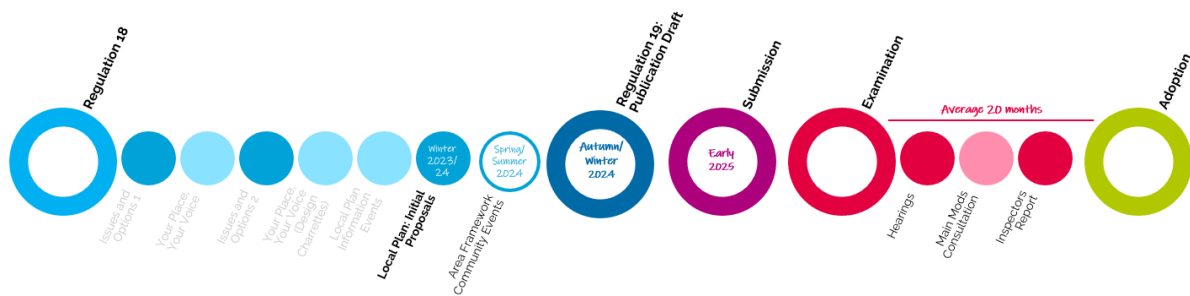
thoughts about potential overarching spatial options. A series of community design days (design charrettes) have allowed the Council to have informal conversations about how some settlements might grow. Largely because of the pandemic and the move to online events, participation in the design days was relatively low with limited engagement from local residents, community groups, businesses, and other local stakeholders – i.e., headteachers, GPs and religious leaders. The Council intends to continue these conversations through this consultation document and community events.

This Initial Proposals document sets out information about the suggested structure of the emerging Local Plan. It also includes information about our initial proposals for how places in the borough might grow, change, and adapt over the next 15-20 years alongside a series of alternative options.

This consultation is your opportunity to let us know what you think about the proposed structure and the growth options that have been put forward for different places across the borough.

In legal terms, this consultation forms part of our consultation under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

Following on from the consultation on this document, it is likely that we will need to produce additional technical evidence and have more conversations with communities and other stakeholders to better understand any issues and opportunities highlighted in response to this consultation. This will help us make sure that the Publication Draft of the Local Plan is capable of being found ‘sound’ following the Examination in Public and, more importantly, we want the Local Plan to set out the right policies to enable areas to change, grow and adapt in the right way.



The image above shows a general timeline for preparation of the Local Plan. It shows many of our previous consultations, the intention for consultations throughout the next year, publication of a pre-submission draft towards the end of next year and then the process following submission of the Plan to the Secretary of State in early 2025.

This staged approach to plan-making is not unique to Thurrock but the complexities of our borough and the interrelationship between the emerging Plan and several high-profile national infrastructure schemes being promoted within the borough has had a big impact on the timeframe for preparing the emerging Plan, including key pieces of technical evidence.

What do we mean when we talk about a ‘sound’ Plan?

Once we have finished preparing and consulting on our new Local Plan it must then be submitted to the Secretary of State who will appoint an Inspector to carry out an independent examination. This process is dealt with by the Planning Inspectorate. The examination will assess whether the plan has been prepared in accordance with legal and procedural requirements and if it is sound. The four tests of soundness are set out in the National Planning Policy Framework (NPPF).

What has been considered when preparing this consultation document?

Upcoming changes to the national planning system

The Levelling Up and Regeneration Bill received Royal Assent on 26 October 2023 and is now the Levelling Up and Regeneration Act 2023. The Act makes several significant changes to the role and form of development plans including the introduction of ‘National Development Management Policies’ (NDMPs). NDMPs, once adopted, will have the same weight in the decision-making process as a local planning authority’s adopted local plan. If there is a conflict between the wording of the Local Plan and a NDMP, then the NDMP will take precedence.

In addition, there was also a consultation on potential changes to the NPPF that closed in March 2023. This consultation received over 26,000 responses. The government have issued a partial response to this consultation regarding changes to national planning policy for onshore wind, but we are still awaiting a response on other changes to the NPPF.

As mentioned earlier the previous consultations we have undertaken to date have mostly focused on understanding policy priorities and thoughts about potential overarching spatial options. With changes to national policy likely to take place in the coming months, we have decided not to ask any further questions relating to boroughwide policies at this stage.

We may need to undertake additional, more informal, consultation with key stakeholders to help shape emerging policies if changes to national planning policies and other considerations have a material effect on potential directions and reasonable alternatives.

Previous Community and Stakeholder Engagement

Community and stakeholder engagement is an important and central feature of the planning system. The Council is keen to engage as many people as possible in the preparation of the Local Plan as it enables local people with local insight to become directly involved in place-shaping in the Borough. As part of the process, the Council has prepared an updated Statement of Community Involvement (SCI) which sets out how all sectors of the community can become involved in the planning process and how the Council will maximise publicity of its planning documents.

The first major consultation, Issues and Options (Stage 1), commenced in 2016. This consultation established the priorities of the public and other stakeholders and the “burning issues” affecting those who lived and worked in the borough. The outcomes of this consultation and associated roadshows, community forum meetings, and workshops are detailed in the Report of Consultation, Issues and Options (Stage 1) report.

Towards the end of 2018 and into 2019, several Council services met with the public through a series of outreach events under the banner of “Your Place, Your Voice”. These events were devised in response to comments that residents felt overwhelmed by the technical nature of planning consultations and the volume of Council consultations that all asked similar questions. The YPYV events coincided with the consultation period for Issues and Options (Stage 2).

In 2019 and 2020, the Council partnered with the Prince’s Foundation to run a series of design charrettes focussing on the 9 most promising growth areas identified during Issues and Options (Stage 2). Information-sharing events were held with landowners, promoters, residents, and stakeholders. Breakout groups studied maps of the settlements and identified challenges and opportunities, keeping in mind the idea of walkability and Living Locally. Several Council departments were involved, including Public Health, Housing and Placemaking as well as consultants leading on work such as transport and other infrastructure. Providers from local bus companies to the NHS and police services were invited. Summary documents written by the Prince’s Foundation are available on the Council website. These did not result in plans as such, but records of conversations drawn on settlement maps. These conversations have added to the evidence base forming the recommendations in this current consultation.

Throughout 2022, members of the team attended various community fun days, getting a chance to talk about changing priorities and the impact of Covid-19 on the way people experience their neighbourhoods. The team also attended a number of community forum meetings into 2023.

Technical Evidence

Preparing a Local Plan requires gathering the appropriate level of evidence to inform the preparation of the plan as required by national policy. To date, the Council have commissioned and published several technical studies that have been used to help inform potential policy directions, spatial growth options and site selection processes. Following on from this consultation we will need to produce and prepare other evidence documents to ensure that we have the right level of evidence to address the expectations set out in national planning; help explore some of the comments raised in response to this consultation; and ensure that the growth options set out in the Publication Draft Plan (Regulation 19) are deliverable.

More detail on completed technical studies and reports can be found on our website: www.thurrock.gov.uk/localplan.

Integrated Impact Assessment

The new Local Plan is subject to the Integrated Impact Assessment (IIA) process. The IIA is developed alongside the Local Plan, continuously assessing it to check how policies and sites identified within it and reasonable alternatives may impact social, economic, and environmental factors within Thurrock. The Local Plan should be reducing and mitigating any potential negative effects in relation to these factors and seeking ways to deliver improvements and benefits. The latest draft of the IIA has been published for consultation

Other Locally Significant Plans and Strategies

Partnership working and coordination of strategies are key features of the planning system. The Council is therefore liaising with relevant bodies who also prepare strategies which have an impact on the Borough.

This includes those organisations involved in the delivery of health, education, transport, and environmental services together with those companies involved in the provision of public utilities. This is to ensure that the plans and strategies of all these key delivery partners are consistent and in broad alignment with the emerging local plan strategy, thereby ensuring the provision of necessary supporting infrastructure at the right time and in the right place to support Thurrock's future growth aspirations.

There are a number of strategies that have recently been completed or are due to be published as final or draft documents in the coming months. These include things like:

- The Thames Estuary 2100 (TE2100) plan which outlines ways to manage the risk of flooding along the Thames and sets out a vision for the estuary's future - *published*.
- The Essex Local Nature Recovery Strategy which will establish biodiversity priorities and map proposals for specific actions to drive nature's recovery – *emerging*.
- The Thurrock Economic Strategy.
- The Thurrock Transport Strategy.

Nationally Significant Infrastructure Projects

Since work started by the Council to prepare a new Plan there have been several nationally significant infrastructure projects (NSIPs) that have been promoted within and near to the borough. Some have been approved and have since been developed; one has been approved but not yet developed, the 'Thurrock Flexible Generation Plant'; one is currently in the middle of the development consent process, the 'Lower Thames Crossing'; one is at the start of the development consent process, 'National Grid Norwich to Tilbury'; and one has withdrawn from the process for the time being, 'The London Resort'.

The Council is not the decision-maker for NSIP projects and only acts as a consultee; therefore, all potential NSIPs create uncertainty in terms of plan making - they can have an impact on land availability, land uses near to the application area, the setting of important landscapes and heritage assets, ecology, the way people and goods move around the borough and potentially human health.

The Council's position for both the Lower Thames Crossing and National Grid Norwich to Tilbury is that the current design for these schemes is inappropriate and should not receive consent.

More information on the Lower Thames Crossing Development Consent Order Examination can be found here: [Lower Thames Crossing | National Infrastructure Planning \(planninginspectorate.gov.uk\)](#)

What would the relationship between this Plan and Neighbourhood Plans be?

Neighbourhood Plans are a way for residents and local stakeholders to take direct responsibility for how their areas grow and adapt to change. They go through a similar

inspection process as Local Plans and carry the same weight in decision-making. It is important that there not be conflict between the Local and Neighbourhood Plan so all Neighbourhood Plans must be in accord with the Local Plan, although they will provide additional detail for development within the Neighbourhood Plan area. Once adopted, a Neighbourhood Plan has full legal weight as part of the Development Plan.

In Thurrock, only designated Neighbourhood Forums are able to produce a Neighbourhood Development Plan (NDP) or Neighbourhood Development Order (NDO). Through producing a Neighbourhood Plan, communities can take the lead on developing planning policies for their local area, as long as certain rules are followed, and any Plans and policies are in general conformity with the strategic policies set out in the Local Plan.

At the time of publication, the Council has not received any formal applications by community groups to be designated as a Neighbourhood Forum and/or received any official requests for support.

If you or your local community are considering producing a Neighbourhood Plan, we would recommend that you speak to a member of the Local Plans Team in the first instance. Contact details can be found on the back page of this document.

What would the relationship between this Plan and a Borough-wide Design Code and/or more localised Design Codes be?

The Local Plan sets out where new development should go and establishes that development should be well-designed and responsive to local context. Design Codes go a step further by specifying more prescriptive design requirements for physical development. Design Codes help to create healthy, safe, beautiful, green, environmentally responsive, and distinctive places, with a high and consistent standard of design. Design Codes can provide greater certainty for communities about the design of development, bringing conversations about design to the start of the planning process.

In line with the requirements of the Levelling Up and Regeneration Act, the Council intends to produce a Borough-wide Design Code that would establish quality standards for all development in the Borough. It is expected that the Design Code would also include guidance on the design process itself, including on the production of more localised Design Codes. Local Design Codes would provide more detailed requirements than the Borough-wide Code, and could relate to strategic growth locations, settlements, individual sites, or existing areas with particular sensitivities. In all cases, any Design Code would reflect the Local Plan and provide more detailed requirements. While the Design Codes may be updated from time to time to ensure effectiveness, there will be no conflict between any adopted Design Codes and the Local Plan itself, only a gradual refinement of detail.

It is the intention that the Borough-wide Design Code would be developed in consultation, and co-design, with Thurrock's communities and stakeholders, and be based on a local design vision for Thurrock. To support this, the Council has published a draft Thurrock Design Charter for consultation alongside the Local Plan – Initial Proposals Document. This Charter sets out a draft local design vision for Thurrock for consultation, to inform the development of the Borough-wide Design Code.

Section 2: Understanding Thurrock

Thurrock is full of special places and buildings that are much loved by the people who live in, work in, and visit the borough. But there are several economic and social challenges that, left unchecked, will lead to long term decline and increased inequalities.

This section sets out the main things that need to be considered when planning for the future of Thurrock.

Climate change

Our climate is changing, and this will have a significant impact on places within the borough and beyond it. In 2019, we declared a Climate Emergency and made a commitment to reduce our own net CO2 emissions to zero by 2030 and are keen to make sure that all new development proposals also contribute towards radical reductions in greenhouse gas emissions across the borough. But planning positively for climate change isn't just about looking at how we can reduce our impact; we also need to think about how we respond to the changes in climate that have already occurred such as rising temperatures, overheating and the increased risks of drought and flooding.

There is a need to tackle the causes and effects of climate change through lower carbon lifestyles; limiting our use of increasingly scarce resources; reducing our dependency on fossil fuels; and making sure that our area is resilient to climate change, particularly the potential for flooding. We will need to adopt environmentally-friendly practices such as making buildings more energy efficient, increasing the use of renewable energy, reducing car use, and growing food more locally. We will also need to ensure that the natural environment is maintained and enhanced to maximise opportunities for mitigation.

Relationship with the Thames

Thurrock is defined by its relationship to the Thames and its tributaries, including the Mardyke. Much of the borough sits within natural floodplains, demonstrating the significant flood risks that Thurrock contends with, but also creating rich areas of marshland and fenland.

While the Thames brings trade, industry, and connections to the borough, it also addresses important needs of public amenity, access, and nature conservation.

In 2023 the Environment Agency completed the first full review and update of the Thames Estuary 2100 Plan. As part of this Plan, they recognised the need to bring forward the deadline for adapting flood defences upstream (west) of the Thames Barrier by 15 years to 2050. The Plan also notes that Riverside strategies should be an integral part of statutory local planning and need to be in place by 2030 – enabling them to be fully considered as part of the Environment Agency's plan for future flood defence upgrades.

Natural environment

The landscape is full of contrasts, from rich agricultural fields and fenland to extensive marshes, former chalk quarries, and industrial uses near the Thames. Thurrock is a hard-working and productive landscape, full of visible agricultural and industrial influence, where

industry sits side by side with nature. These natural spaces are vital places for biodiversity, to appreciate and enjoy the beauty of the Thames estuary landscape.

Thurrock is home to some of the UK's most important coastal and marine habitats, such as Fobbing and Mucking Marshes, as well as diverse inland natural space such as fenland and river valleys.

These spaces link into a wider regional landscape along the Thames estuary which is of international significance as well as local value. More recently, the importance and opportunity for a regional approach to nature has been highlighted within the South Essex Estuary Park (SEE Park) vision.

Although there are some deficiencies in the quality and provision of local green spaces and sports facilities, Thurrock benefits from significant wider strategic green spaces, including the Mardyke Valley, Chafford Gorges, Rainham Marshes and Thames Nature Reserve.

Some of these are of important heritage and environmental quality such as the Belhus Woods and Langdon Hills Country Parks, and there are great benefits in better connecting these spaces to existing communities.

Demographic change

Thurrock has a diverse population that is increasing by over 10% every decade. In 2001, our population was 143,300, and by the time of the Census in 2011, it had risen to 157,700. Since then, it has increased by 11.6%, with the Census of 2021 reporting the population to be 176,000.

The total population of Thurrock is expected to continue to increase further over the next 15 years. This increase is mostly driven by natural change (people living longer and having more children), although some of the growth is based on new people moving to the area to take up jobs that are being created locally and/or migrating out of London due to cost-of-living increases.

Although we have a lot of younger working-aged people living in the borough, we will still need to consider the fact that people are living longer and as such there will be more demand for facilities and services linked to an aging population.

Health inequalities

Thurrock's vision for health and wellbeing is set out in our recently adopted Health and Wellbeing Strategy. The Strategy seeks to 'level the playing field' and reduce the variations in life expectancy and healthy life expectancy. There is a clear disparity between areas of higher and lower levels of deprivation. Areas of higher deprivation tend to be characterised by individuals working in routine and manual roles, with lower levels of income and poorer educational attainment. Within these areas we also see a higher prevalence of health risk behaviours such as smoking, poorer diet and low levels of physical activity. In turn, these drive higher rates of long-term health conditions – which often co-exist alongside poorer mental health outcomes. In Thurrock, all age and premature death (<75 years) is significantly worse than the England average overall.

These inequalities in health status and life expectancy are not just between socioeconomic groups. There is also variation between different ethnicities, between people living with physical or learning disabilities and people with long term serious mental illness, compared to the general population.

Opportunities for every resident to reach their full potential are not shared equally, which is why levelling this playing field is a key focus of the Council's Health and Wellbeing Strategy.

Local living

Issues relating to the availability of school, GP places and community facilities more generally have been raised consistently during every informal and formal consultation over the last few years.

We want to ensure that growth is planned for in a way that is infrastructure led and helps create easier access to key facilities for our residents. The local living concept is all about being able to access daily needs within a short walk or cycle (this might be school, a corner shop, GP, pharmacy, and pub) and ideally being able to access wider facilities by cycle or public transport (a high street with a good selection of shops, restaurants, and entertainment).

In the long term we want to reduce car dependence, which means that Thurrock residents and visitors have a real choice not to use a private car for every journey. This is an important step for the Council and residents to take to slow climate change, reduce inequalities, improve traffic flow, reduce air and noise pollution – all things Thurrock residents say they want.

Living locally is also demonstrably beneficial for wellbeing. The number one determinant for wellbeing is social connection, which is improved by living locally. It improves mental and physical health, boosts a sense of belonging, and reduces anti-social behaviour and crime.

Inclusive growth

Thurrock's position on the Thames, its proximity to London and its access to global markets gives the borough its competitive edge and means that it is an attractive location for inward investment and a place where businesses can thrive. Key industries are logistics and warehousing, construction and retailing, but the borough provides jobs in all industries from entry level positions to CEOs. With more than 7,000 businesses ranging from small start-ups to multinational companies, the borough is a hub of activity with key employment areas located towards the river at Purfleet, Grays, Tilbury and Corringham.

Over the past decade, Thurrock's economy has grown faster than the average for Greater Essex and England in terms of GVA. In the period 2020 to 2021, the economy grew by 10.6%, greater than regional and national comparators.

Whilst Thurrock was impacted to some extent by the Covid-19 pandemic, its post-pandemic recovery has been driven by a rapid increase in employment in the transport, warehousing and storage sector. Over the period 2020 – 2021, employment within the sector grew by 6,000 jobs: driven by online retail and demand for consumer goods during this period and Thurrock's position as a gateway to London and the wider South-East.

The proportion of Thurrock's working age population who are economically active sat at 14.7% in 2021, which is significantly lower than the comparator areas of South Essex (16.7%), Greater Essex (19.6%) and England (21.3%).

Thurrock suffers from significant skills challenges and the average annual median resident salaries in 2022 within Thurrock are £35,800, slightly lower than the average for South Essex.

Thames Freeport

In 2020, the government announced plans to create 10 freeports in the United Kingdom to turbo-charge trade following Brexit. These freeports will become hubs for innovation, boost global trade, attract inward investment, and increase productivity.

Thames Freeport was designated in March 2021 and is a catalyst for change in Thurrock. It will deliver more productive jobs, initiatives to support inclusive and sustained economic growth, reduce inequalities, and enable growth to meet local need and attract more talented people, more investment, innovative employers, and businesses.

The Thames Freeport zone covers the boroughs of Barking and Dagenham, Havering, and Thurrock but there are specific areas within this zone which have been designated as either tax sites or customs sites. These designations offer a package of investment and tax incentives or simplified customs arrangements to entice new businesses to locate within them, which in turn brings new jobs, prosperity, and wider social benefits for the whole freeport zone. Within Thurrock we have several designated sites – London Gateway Logistics Park and Thames Enterprise Park, which are located on the former Shell Haven and Coryton oil refinery sites near Corringham and offer exciting redevelopment opportunities to bring this land back into use, and further expansion land at the Port of Tilbury.

Lower Thames Crossing

The Lower Thames Crossing (LTC) is a proposed new road crossing of the River Thames east of London that will connect Kent, Thurrock, and Essex. The LTC is a Nationally Significant Infrastructure Project (NSIP).

The Council is not the decision-maker for NSIP projects and only acts as a consultee; therefore, all potential NSIPs create uncertainty in terms of plan-making - they can have an impact on land availability, land uses near to the application area, the setting of important landscapes and heritage assets, ecology, the way people and goods move around the borough and potentially human health.

In October 2022, National Highways submitted their Development Consent Order application, and the examination/hearing process is currently underway. The deadline for the close of examination is the 20th December 2023.

Section 3: Suggested Local Plan Layout

Local Plans are currently formed of different types of policies; some are very strategic, others are more much detailed. Policies can also be applied over different locations: some will apply to developments across the whole borough whereas others might apply to specific areas and/or sites.

This section sets out information about the suggested layout/format of the emerging Local Plan.



Vision and strategic priorities

Visions should be aspirational but realistic, setting out the intended character of the borough, based on current trends and trajectory of key aspects such as population and economy. Objectives should flow from the vision, establishing the way in which the plan area will deal with the identified key issues.

This consultation document sets out a suggested vision and objectives in Section 4.

Boroughwide policies

We are suggesting that boroughwide policies within the new Local Plan are organised into themes/contexts. There will be some policies that do not necessarily sit neatly in a single theme and in those circumstances a decision will need to be made about where policy positions are located. We are hoping that the final version of the Plan will be made available as a digital document so the exact placement of policies shouldn't cause too many issues for the people who need to use or refer to them.

Successful places

Policies in this section are relevant to all future development proposals that take place in the borough. Policies in this section cover things like placemaking and design, climate change, green and blue infrastructure, biodiversity, and water management.

Places people live

Policies in this section will apply to residential areas in the borough. Policies will look at housing-specific issues (affordable housing, mix and type of homes) as well as other things that are needed to make residential areas successful such as local shops and supporting infrastructure.

Places people work

Policies in this section will apply specifically to sites and areas that are in an employment use – i.e., warehouses, industrial units, factories, and offices. Policies in this section will also consider things like increasing skills and employment opportunities for residents.

Places people visit

Policies in this section will focus on places that people visit including town centres, country parks, cultural and sporting activities as well as more strategic health/social facilities. Places like these are essential to making the borough a more successful place but are not necessarily things that everyone can have on their doorstep.

Moving around places

These policies focus on how people and goods move around the borough. Policies in this section will look at roads, public transport, and active travel.

The Initial Proposals document does not refer to any specific policy directions. We have already undertaken extensive consultation on potential policy approaches as part of earlier consultations (Issues and Options – Stage 1 and Stage 2). We also know that there will be additional changes to national planning policy that will have a material effect on potential policy directions.

We may need to undertake additional, more informal, consultation with key stakeholders to help shape emerging policies if changes to national planning policies and other considerations have a material effect on potential directions and reasonable alternatives.

Area based and site policies

The current Local Plan includes very little information about how specific areas within the borough should be developed. We recognise that Thurrock is a place of contrasts and that things that work for one area will not necessarily work for another. Area and site-specific policies give us the chance to add a local flavour to boroughwide policies and ensure that the planned development (site allocations) and unexpected development proposals (windfall) come forward in a more coordinated way that will bring bigger and better benefits to existing and new communities.

Area based policies

Area based policies will be used to help coordinate development proposals across a wider area including unexpected development proposals. These policies will focus on how the area should look and feel, the types of uses that should be promoted within it and information about infrastructure improvements that need to take place.

Area policies will not repeat points made in a boroughwide policy, but they may be linked i.e., adding additional detail.

Site specific policies

Site specific policies will apply to individual allocations within the new Local Plan. These policies will focus on how the site should look and feel, the types of uses that should be promoted within it and information about infrastructure improvements that need to take place. The level of information/detail set out for each allocated site will vary – as boroughwide and/or relevant area policies may provide a clear enough steer to help positively shape proposals.

Site specific policies will not repeat points made in a boroughwide and/or area policy, but they may be linked i.e., adapting a policy approach set out somewhere else in the plan.

The Initial Proposals document considers growth at a settlement level: for each settlement it sets out a range of potential sites that, based on existing evidence and discussions with key stakeholders, we believe should be allocated for new uses or safeguarded for specific uses in the emerging Local Plan. Designations include new neighbourhoods, new employment areas, Local Green Spaces, and opportunity areas where we think there is the potential to intensify existing uses, introduce new ones and/or make improvements to the public realm and the way people move around the area.

The document also sets out a series of reasonable alternatives at a settlement level. Some of these options are new sites and some are larger/smaller options for sites shown as initial proposals. National legislation requires us to assess reasonable alternatives, which are defined as different realistic options considered by the plan-maker in developing the policies in the plan. They need to be sufficiently distinct to highlight the different sustainability implications of each so that meaningful comparisons can be made.

The new Local Plan is subject to an Integrated Impact Assessment (IIA) process, which incorporates a Sustainability Assessment alongside other impact assessments. The IIA is developed alongside the Local Plan, continuously assessing it to check how policies and sites identified within it - and reasonable alternatives - may impact social, economic, and environmental factors within Thurrock. The Local Plan should be reducing and mitigating any potential negative effects in relation to these factors and seeking ways to deliver improvements and benefits.

Section 4: Vision and Strategic Priorities

One of the key components of a new Local Plan is putting forward a clear and concise vision for how Thurrock as a place should adapt, grow, and evolve over the next 15-20 years.

This section sets out a proposed vision for the borough and a set of strategic priorities that the plan is seeking to address.

Vision

In 2040, Thurrock is a place that celebrates its location on the Thames; a place where innovation thrives and where residents and businesses coexist together in a way that's good for the environment and makes everyone's lives healthier; it's a more resilient place able to respond quickly to changes in climate, economic pressures and social/health challenges; ultimately, it's a place where no one gets left behind, and everyone has the opportunity to reach their full potential.

In the absence of an up-to-date Corporate Plan, the emerging Local Plan has sought to build on the aims of the recently adopted Health and Wellbeing Strategy, focussing on the need to 'Level the Playing Field' across the borough, recognising the competing roles the place plays but ensuring that all the different places within the borough put people at their hearts.

We recognise that this vision may need to be adapted further following the consultation to reflect received comments and to ensure that it appropriately responds to other corporate strategies including the emerging Economic Strategy.

Strategic priorities

To address the economic and social challenges facing the borough and take forward the vision, a number of strategic priorities have been identified through previous consultations and the various evidence base work that has been undertaken. These will need to be refined further in response to comments received during this consultation and updates to

- Improve accessibility to employment, local services, and facilities.
- Reduce congestion.
- Support integrated and well-connected public transport.
- Support the Borough's economic success.
- Reduce the Borough's carbon footprint.
- Provide an appropriate mix of high quality and affordable housing to meet the needs of all sections of the community.

- Ensure the delivery of an appropriate range of high-quality community infrastructure and services.
- Deliver regeneration and reduce inequality and social deprivation.
- Provide a range and choice of employment opportunities.
- Promote, conserve, and enhance the special character and heritage of Thurrock.
- Provide, improve, and maintain a well-designed network of green places and open spaces.
- Identify and deliver sufficient suitable development sites to meet Thurrock's future housing, employment, and other needs.
- Improve the health and well-being of the Borough's residents.
- Retain an effective Green Belt.
- Maintain and enhance the Borough's network of retail centres as a focus for shopping, leisure, business, housing, and community activity.
- Protect and enhance the Borough's tranquil areas.
- Reduce waste and meet future needs.
- Conserve and enhance the Borough's built and natural environmental assets.
- Value and protect the role played by the river Thames as an economic and environmental asset.
- Ensure new development is well designed and future-proofed to meet changing economic, social, technological, and environmental needs.

Section 5: Planning for the right level of growth in the right places

We know that over the next 15 years the borough will need to adapt, change, and grow to address the opportunities and challenges we are facing now and in the future. We need to make sure that this is done in a way that is socially, economically, and environmentally sustainable, with the necessary supporting infrastructure in place. Growth must not occur "at any cost". Development should be inspired by the unique character of the area and respond to local needs, challenges, and opportunities.

The section sets out information on the level of growth that we need to try and plan for, and the work that we have undertaken so far when considering potential patterns for new growth.

What level of growth are we planning for?

The new Local Plan, when adopted, will set out the level of growth being planned for in Thurrock up to 2040. At this stage we are still exploring options and are not able to set out specific 'targets' for new homes, employment floorspace and other commercial uses. The reason is that targets are not just based on what is needed, they are also based on the amount of land available for those uses and whether those uses can actually be delivered.

National planning policy is clear that Councils should seek to meet its development needs in full.

Understanding our needs

National planning policy sets out a number of different development need studies that should be undertaken when reviewing or preparing a new Local Plan. The Council has recently updated three of its needs assessments. We still need to update work on our retail, leisure, and open space needs but these assessments ideally need to consider locations for future housing/employment growth.

The Thurrock Economic Development Needs Assessment (EDNA) (March 2023) recommends that there is a need to plan for approximately 27,000 new jobs under a higher growth scenario primarily associated with the Thames Freeport designation and that we try to identify a sufficient supply of employment land to meet these needs.

The South Essex Housing Needs Assessment (June 2022) indicates that there is a need for 23,320 new homes. The previous 2016 South Essex Strategic Housing Market Assessment and 2017 Addendum used a localised economic uplift assumption to calculate the overall housing need for Thurrock.

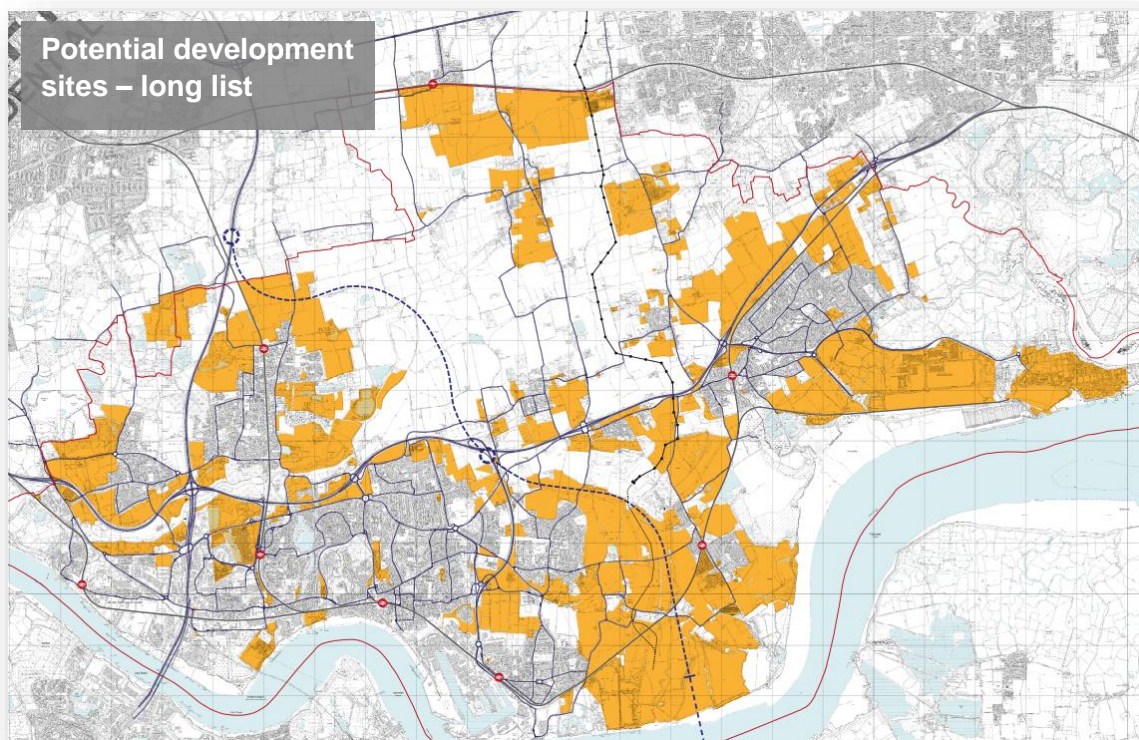
The 2022 South Essex Housing Needs Assessment (HNA) was prepared in advance of the Thurrock EDNA. We feel that further work is needed to check whether the job forecast in the EDNA is likely to materially affect our housing need requirements going forward. This work hasn't been completed yet so the 23,320 figure should be treated as a conservative need figure.

We have also updated our evidence looking at how many additional pitches are required for Gypsies and Travellers. The Gypsy Traveller Accommodation Assessment (GTAA) assessed the current and future need arising from all the existing Gypsy and Traveller sites and the Travelling Showpeople sites at Chadfields Tilbury and Fairacres, West Thurrock. The assessment of need at Buckles Lane will be set out in a separate study. The GTAA noted that the total pitch needs to 2040 is for 75 additional pitches arising from gypsy and traveller households of all definitions (i.e., people who still actively travel and people who no longer travel i.e., older people). It also identifies a need for 7 travelling showperson plots from the two Travelling Showpeople sites assessed in the GTAA.

Assessing potential development sites

When adopted, the new Local Plan will identify land for new homes (including specialist housing needs), employment/commercial floorspace and supporting infrastructure to meet the identified needs of communities and businesses. It will also provide opportunities for additional development proposals to come forward that might not have been identified at the time of writing the Plan (windfall sites).

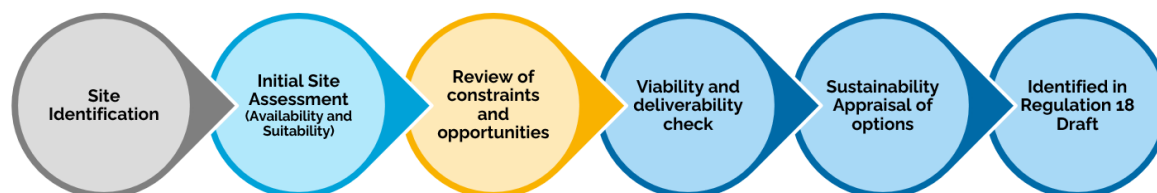
Since work began on the new Local Plan, the Council has identified over 400 potential development sites – these include sites that have been submitted to the Council (call for sites); sites that had previously been subject to a planning application; and council owned sites. The initial identification of a site and subsequent assessment does not give these sites any planning status and is separate to applying for planning permission.



Up until now, assessment work on these sites has been undertaken in a manual way – we did an initial sieve to check which sites were actively being promoted (available). This process filtered out approximately 130 potential sites leaving around 270 sites. We then undertook a high-level assessment for each of the remaining sites, considering the impact

that planning/development constraints would have on individual sites and/or collections of sites.

At this point in the site assessment/selection process, we have chosen to not undertake a more detailed review of Green Belt boundaries. This review will be undertaken once we have reviewed responses to this consultation document and have a clearer idea which potential growth options we should continue to explore.



The Council has recently started collaborating with a company called Urban Intelligence to develop a digital site assessment tool that would allow the Council to assess more sites in a shorter timeframe through increased automation. Over the next few months, we will be inviting site promoters to use this new assessment tool and resubmit sites they are promoting. This will mean that site promoters will be able to update information relating to their sites quicker and view assessment results without having to scroll through a large PDF document.

Exploring the potential of different spatial options

The Issues and Options (Stage 2) consultation set out a number of spatial options, each based on different development pattern – i.e., new settlement, large or smaller scale urban extensions, village expansions, etc.

Over the last year we have sought to build upon this initial analysis by evaluating a set of new spatial options based on land that is being actively promoted for development. Site suitability and development phasing was not considered at this stage.

Table 1: Estimates for the number of homes could be brought forward on land that is being actively promoted - by settlement

| Settlement | Baseline | Baseline + Low | Baseline + Medium | Baseline + High |
|---|----------|----------------|-------------------|-----------------|
| Aveley | 19 | 1000 | 2000 | 2700 |
| Bulphan | 2 | 50 | 450 | 2500 |
| Chadwell St Mary | 123 | 1500 | 3500 | 5500 |
| Corringham | 62 | 750 | 2500 | 5000 |
| East Tilbury (and Linford) | 217 | 700 | 2000 | 3750 |
| Fobbing | 188 | 200 | 300 | 550 |
| Grays (inc. Chafford, Little Thurrock, Stifford Clays) | 366 | 1000 | 2000 | 2800 |
| Horndon on the Hill | 1 | 75 | 300 | 900 |
| Langdon Hills | 181 | 181 | 181 | 181 |
| North Stifford | 0 | 0 | 80 | 280 |
| New Horndon/North Stanford/Lower Langdon (potential new town) | 0 | 0 | 0 | 4000 |
| Orsett | 6 | 220 | 675 | 1400 |
| Purfleet-on-Thames | 2850 | 2850 | 2850 | 3200 |
| Southfields | 0 | 0 | 600 | 1500 |
| South Ockendon | 94 | 2600 | 6000 | 9000 |
| Stanford-le-Hope | 257 | 800 | 1800 | 2500 |
| Tilbury | 229 | 300 | 600 | 600 |
| West Horndon (settlement within Brentwood) | 0 | 0 | 1500 | 7000 |
| West Tilbury | 0 | 0 | 0 | 0 |
| West Thurrock (inc. Lakeside) | 78 | 1000 | 1500 | 4000 |

The Council initially assessed 5 spatial options:

- **Option 1: Focus on locations that are currently the most connected.** This option would include existing commitments and brownfield sites in the urban area; high growth in settlements with good connectivity by rail and bus; an urban extension at West Horndon; and low growth in all other areas. This option would generate approximately 31,300 new homes with associated supporting infrastructure.
- **Option 2: Increased development in locations that have direct access to key services and facilities.** This option would include existing commitments and brownfield sites in the urban area; high growth in settlements with good connectivity/access to essential social infrastructure; and low growth in all other areas. This option would generate approximately 39,800 new homes with associated supporting infrastructure.
- **Option 3: Increased development in the smaller villages.** This option would include existing commitments and brownfield sites in the urban area; high growth in the rural villages; low growth at West Horndon; and medium growth in all other areas. This option would generate approximately 32,000 new homes with associated supporting infrastructure.
- **Option 4: New settlement at West Horndon.** This option would include existing commitments and brownfield sites in the urban area; a new settlement in West Horndon; medium/low growth in well-connected areas; and low growth in all other areas. This option would generate approximately 31,000 new homes with associated supporting infrastructure.
- **Option 5: New settlements at West Horndon and Lower Langdon.** This option would include existing commitments and brownfield sites in the urban area; new settlements at West Horndon and Lower Langdon; and low growth in all other areas. This option would generate approximately 24,200 new homes with associated supporting infrastructure.

Subsequently we also evaluated a further option (**Option 6**) which looked at no additional Green Belt release. This option would include existing commitments, windfall sites and potential opportunity areas and deliver approximately 7,300 new homes.

Option 6 scored the best in terms of the Integrated Impact Assessment (IIA). However, the IIA assumes that all objectives should be treated equally and the reality is that if we were to pursue this option it would have a severe impact on the economy and the local housing market, which has stalled over the last few years, resulting in the Council (at the time of writing) having less than a year's housing supply in terms of our five year supply requirements. Delivering enough homes is important because most of our housing needs are driven by households already in the borough – people living longer; births; children growing up and wanting to leave their parental home; and relationships breaking down.

Going forward we have decided to focus on Spatial Option 2 (which alongside Option 1 scored highly in the IIA) alongside further exploration of potential new places that could help deliver much-needed new homes in the borough and, if designed right, could create compact, more walkable and sustainable communities.

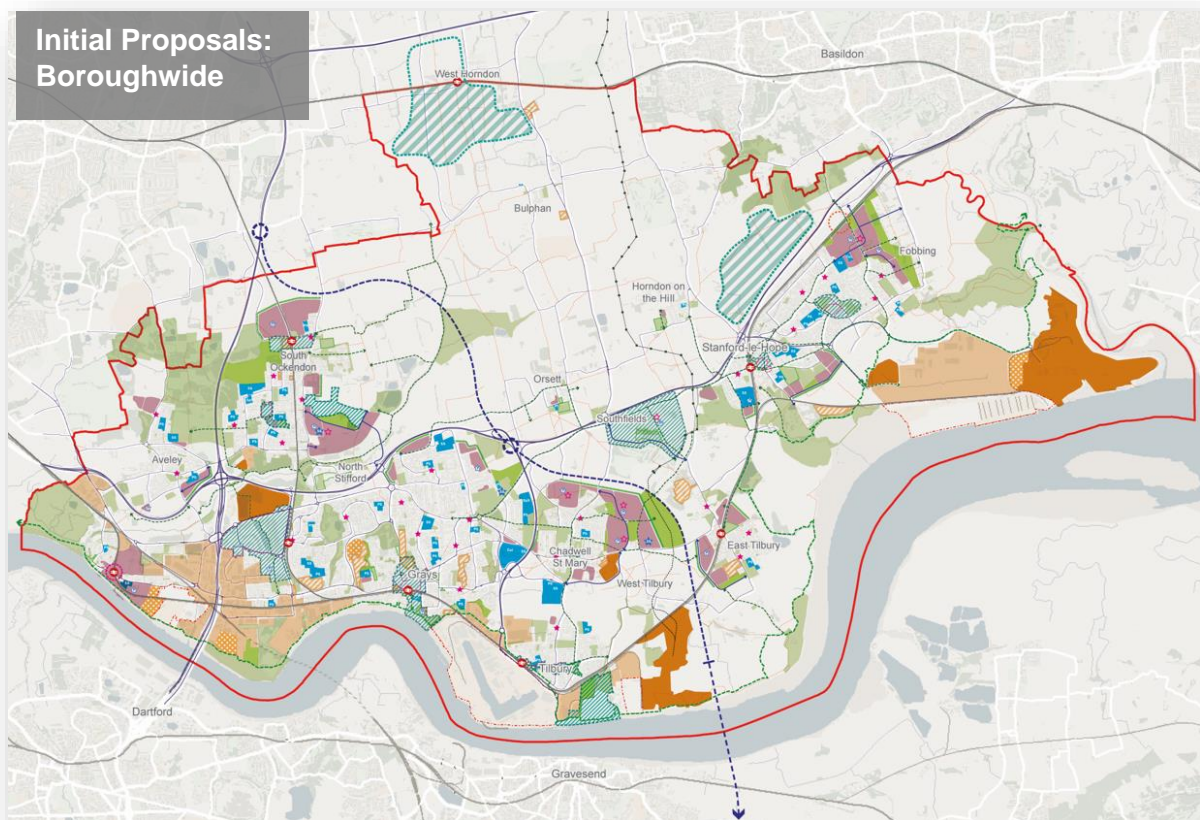
Essentially the approach we are taking is making sure that growth is focussed on the places where it can help improve connectivity and help facilitate infrastructure improvements that would make places more resilient and sustainable in the future.

Section 6: Our Initial Proposals

This section sets out information relating to our initial proposals and alternative options for how settlements across the borough might grow, change, and adapt over the next 15-20 years.

The initial proposals and alternative options are based on the information we have collected so far and are still subject to change. Your views and the views of other stakeholders are essential to help us refine these proposals further.

Boroughwide initial proposals map

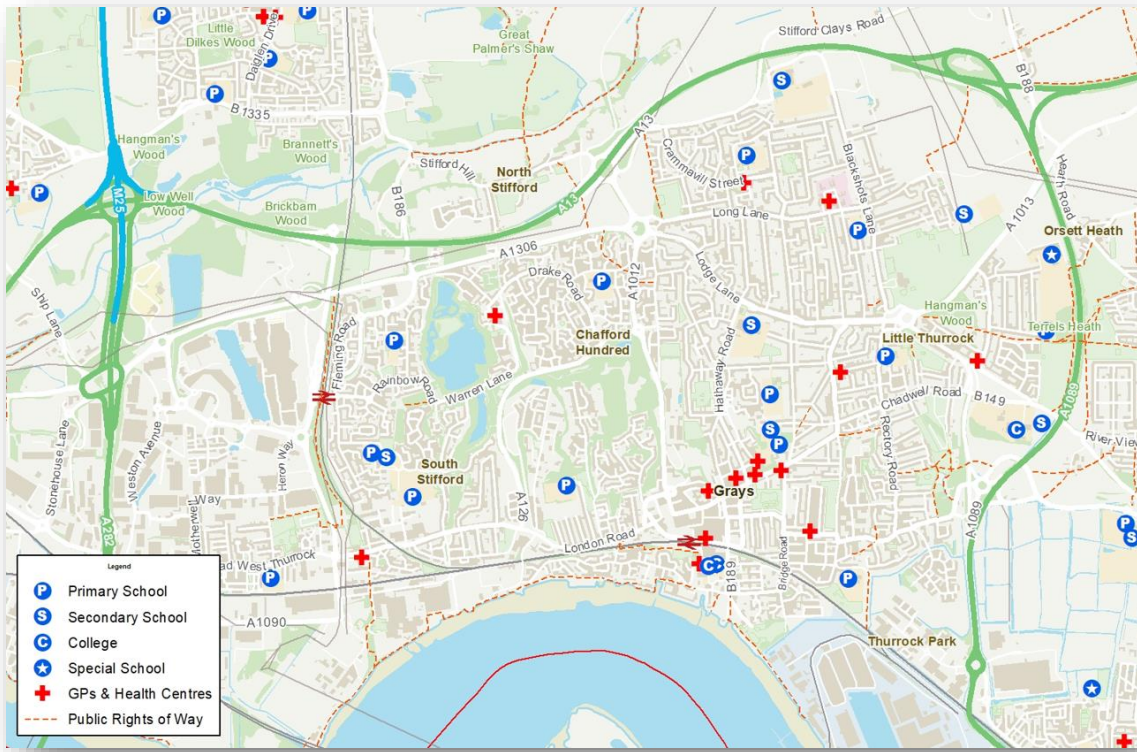


KEY:-

- | | |
|--|--|
| New Neighbourhoods | Proposed New Town Centre |
| Opportunity Areas - New Places | Local Centres / Neighbourhood Parades |
| Opportunity Areas - Established Places | Proposed Local Centres / Neighbourhood Parades |
| Tier 1 Existing Employment Areas | Existing Education Sites |
| Tier 2 Existing Employment Areas | Proposed Primary Schools |
| Existing Oil & Chemical Storage | Proposed Secondary Schools |
| Proposed Tier 1 Employment Sites | Potential Transport Interchange |
| Existing Port Boundaries | Proposed Lower Thames Crossing |
| Proposed Green Buffers | Preferred New Routes |
| Proposed Local Green Spaces | Public Access along the Thames |
| Existing Accessible Green Infrastructure | Green Links (Walking/Cycling) |
| Proposed Accessible Green Infrastructure | Public Rights of Way |
| Existing Shopping Areas | National Grid - Proposed OHL |
| | National Grid - Proposed Underground Cable |

Grays conurbation

About Grays



Grays conurbation comprises a collection of distinct areas, including Grays Town Centre, West Thurrock, Lakeside, Blackshots, Chafford Hundred, South Stifford, Stifford Clays and Little Thurrock. Whilst all urban in nature, they all have very different characteristics, with the southern part bordering the River Thames and the northern part extending up to the A13.

West Thurrock for example, is home to Lakeside Shopping Centre and several retail parks, but along the riverfront it is heavily industrialised and home to the Unilever distribution centre and the Procter and Gamble factory. Little Thurrock on the other hand was historically a separate settlement, but the development of housing has formed a continuous built-up area with Grays. It also has a rich source of gravel and chalk deposits and is home to the Globe Pit gravel workings and also, Hangman's Wood, which are both designated SSSIs.

Chafford Hundred forms another distinct neighbourhood of Grays. One of the last major housing projects within the borough, which started in the 1980s and delivered more than 5,500 homes, primary and secondary schools, community facilities, new transport links and parks and play spaces.

Grays Town Centre is the largest town in Thurrock and is located adjacent to the River Thames, centrally within the borough. Historically, it was the dominant centre for retail, but it has been affected by the opening of Lakeside Regional Shopping Centre in 1990. It now contains various local and national shops, and is important for its administrative, community and cultural offer being home to the main Council offices, the Thameside Theatre, as well as South Essex College.

Grays conurbation has numerous primary and secondary schools, but half of the primary schools are already overcapacity, and it is recognised that existing health facilities are also under pressure.

Grays conurbation has good accessibility to areas within and outside the borough due to its road network and close proximity to the A13 and M25. Numerous bus routes run through Grays Conurbation, providing routes to other settlements within the Borough, as well as to Basildon, including Basildon Hospital. Grays Conurbation also has two railway stations, in Grays Town Centre and at Chafford Hundred. Both these stations lie on the c2c London Fenchurch Street to Southend Line.

What you told us

Over the years we have undertaken several informal and formal engagement activities in the Grays Conurbation area. We have also had several conversations with members of Youth Cabinet about the things that they think need changing about the place.

At these events we spoke to a range of different people who live, work, and visit in the area. The biggest issues raised over the last few years were:

- Lakeside should continue to be the principal focus for shopping and leisure. However, any development at Lakeside should not have an adverse impact on other centres within and outside the borough. Grays Town Centre is an important asset. However, parking charges in town are considered expensive. There is the perception that betting shops attract drinkers and encourage anti-social behaviour. Drugs misuse is increasing. There is a desire for a more visible police presence in public spaces. Empty shops in some areas are an issue. There is a desire for a farmer's market to buy local produce.
- Residents are concerned about congestion which has an impact on local communities and air quality. Grays Town Centre is considered too crowded and changes to the one-way system will be appreciated. People would enjoy river taxis and bus services need improvement. Safe, well-maintained cycle paths are also needed to all destinations.
- Leisure facilities at Blackshots are old-fashioned and dated. People would like to see new facilities, including a new community football facility. A closer, less expensive swimming pool would be nice.
- More facilities needed for young people as well as across all age groups. A pop-up performance space as part of the State Cinema redevelopment would be nice. There could be better / more signposting to activities that are available locally. Activities should be available on evenings and weekends to allow workers to participate. There is an opportunity for a night-time economy with more leisure and entertainment.
- A new Primary School is needed. Parking around schools is a hazard. Grays could use more tech education (web design, video editing, social media).
- Would like to see more housing for older people and students as well as those with local connections.
- Grays Beach and Kilverts Field are important assets and should be improved. People don't always feel safe in parks, though.

- More GPs and mental health services are needed. There is concern that services will be lost if Orsett Hospital closes.
- There is an opportunity for more incubator units and start-up spaces. Grays needs more professional and highly skilled employment opportunities and jobs in the creative sector.



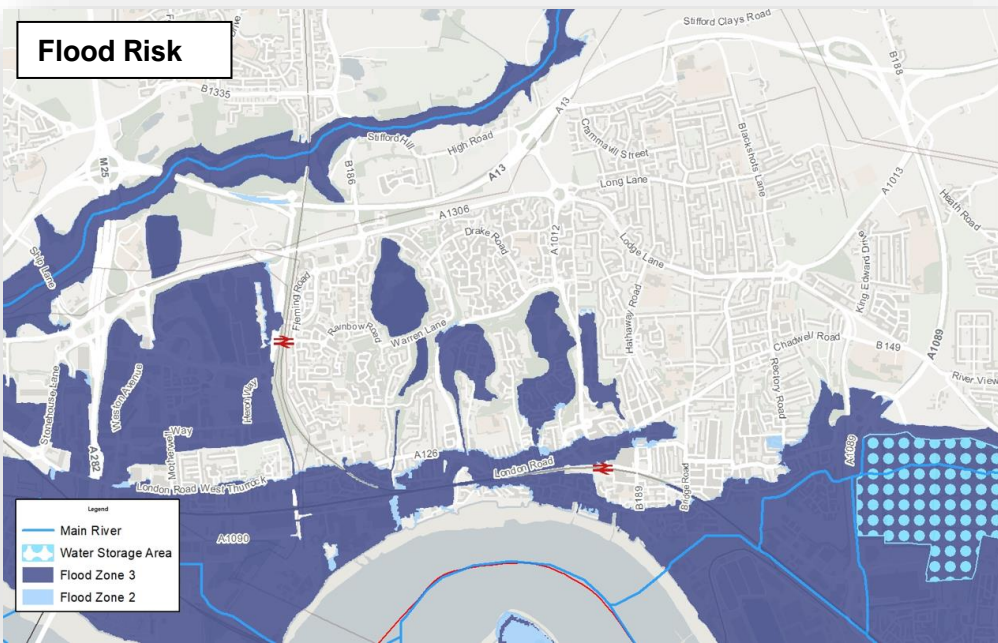


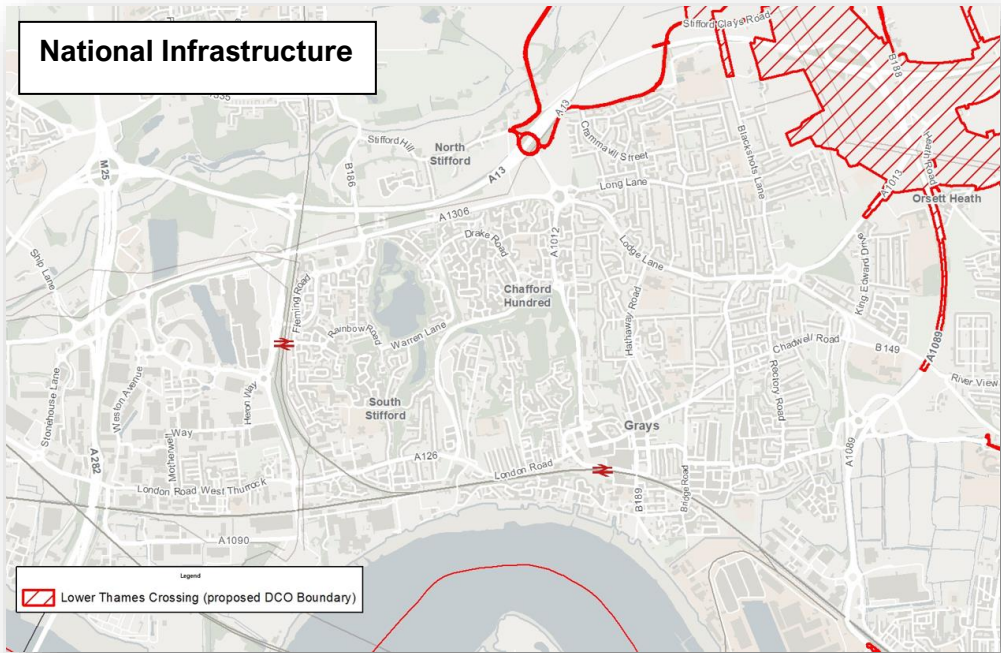
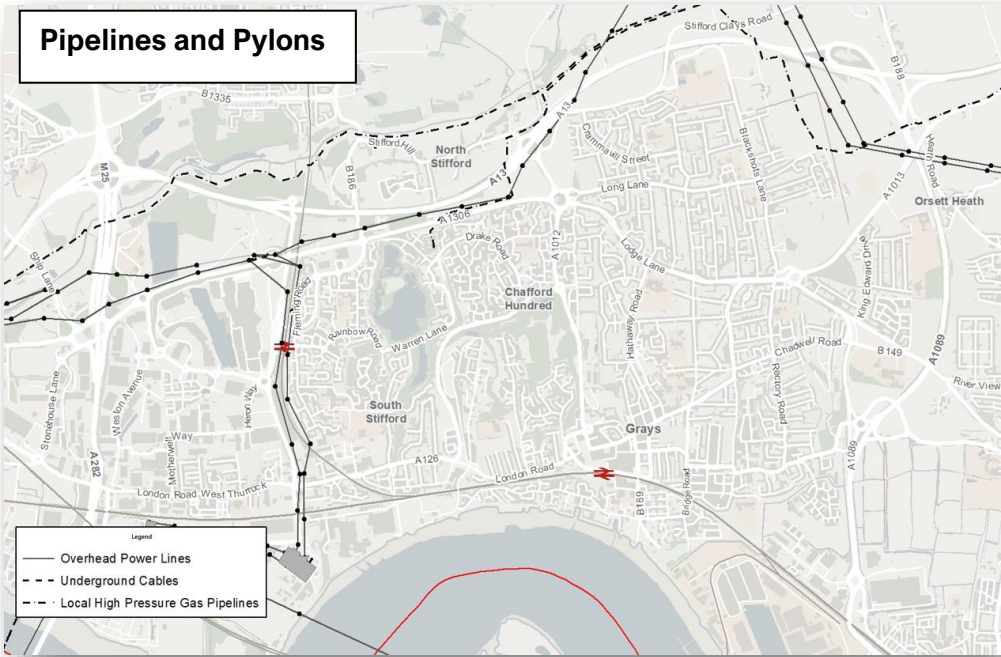
If you live here and want to tell us a bit more about what these places are like and how you would want to see them improved, please write into us using the comments form linked to this document.

Designations and constraints

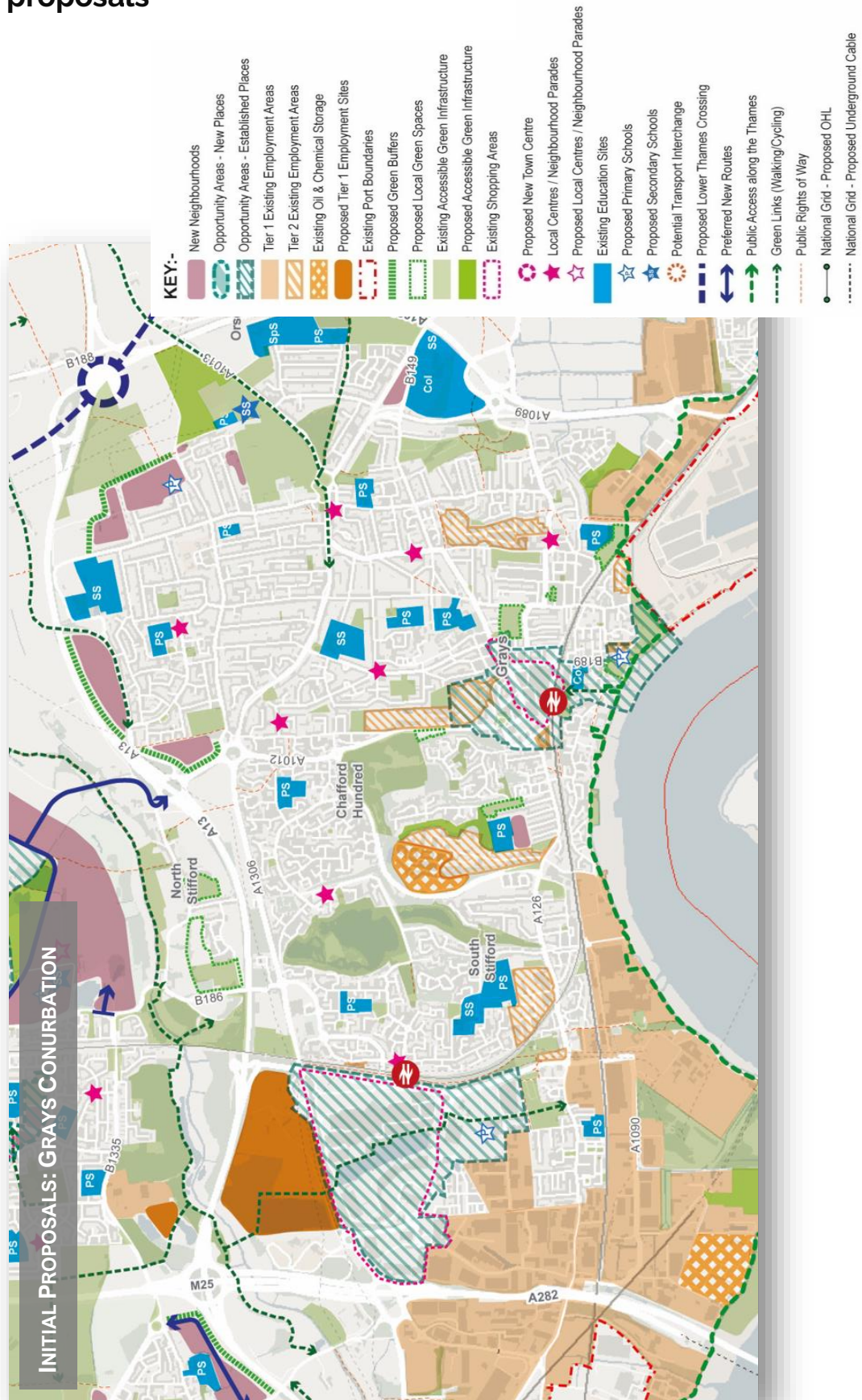
Every settlement in the borough has been shaped in some way by a range of physical features, designations and planning constraints. These have influenced where and how development has come forward in an area in the past and will continue to influence how places change in the future. In the Grays Conurbation, the main features, designations and constraints within and around the settlement are:

- **Nature designations:** within and around the edge of the Grays Conurbation there are a number of nature designations which includes Sites of Specific Scientific Interest (SSSIs), such as Hangman's Wood, Globe Pit and Grays Chalk Pit, and Local Wildlife Sites, such as Warren Gorge at Chafford Hundred, Anchor Field and West Thurrock Lagoon.
- **Heritage:** there are several buildings and sites of important historic value within and around the edge of Grays such as the two Scheduled Monuments - Hangman's Wood and the Cropmark Complex near William Edwards secondary school and numerous listed buildings such as the War Memorial, the Church of St Peter and St Paul, the Ship Public House, Greygoose Farmhouse, and the Church of St Clement.
- **Flood Risk:** the majority of the southern part of Grays Conurbation lies within Flood Risk Zone 3, due to its proximity to the River Thames. Other areas are also at high risk of flooding such as the quarried areas including the Lakeside Basin and Titan Works and areas around the Gorges at Chafford Hundred.
- **Transport:** Grays Conurbation is easily accessible due to its road network and close proximity to the A13 and the M25. However, Grays Town Centre and surrounding roads can become quite congested during peak times. Numerous bus routes run through Grays Conurbation, providing routes to other settlements within the Borough, as well as to Basildon, including Basildon Hospital. Grays Conurbation also has two railway stations, in Grays Town Centre and at Chafford Hundred. Both these stations lie on the C2C London Fenchurch Street to Southend Line.
- **National Infrastructure:** the Lower Thames Crossing (LTC) route is to the northeast of Grays at the Orsett Cock junction and there is a considerable amount of land within this area required for temporary use or long-term mitigation.





Initial proposals



Places people live, work and visit - opportunity areas

Opportunity areas are places that we think have the potential to intensify existing uses and/or explore opportunities to bring forward new uses like more homes. It is important that new development that takes place in these areas is comprehensively planned so that the infrastructure needed to support new or intensified uses is provided when and where they are needed. The new Local Plan will seek to set out principles for the development of these areas with more detailed guidance produced as standalone documents i.e., development frameworks, masterplans, or design codes.

All homes that are delivered within opportunity areas would need to be net zero homes – with a minimum of 10% affordable housing provision (the target set is lower than edge of settlement sites as viability is likely to be more challenging within these areas) and 20% biodiversity net gain. They would also be expected to make appropriate contributions to supporting infrastructure needed to support the delivery of the development such as transport improvements, open space/public realm improvements and improved community, education, and health facilities.

Within the Grays Conurbation we have identified two opportunity areas, one for Grays town centre and one for the Lakeside Basin.

- The Grays Opportunity Area, which covers the existing town centre, has the potential to deliver 1,000 to 1,500 new homes with an expectation that the majority would be smaller units. Any additional homes would need to be supported by new primary school provision with early years childcare and potentially onsite SEN alternative provision. In Grays there is also a need for enhanced adult learning facilities and enhanced healthcare facilities.
- In Grays, we see the opportunity area being divided into distinct character areas including a new station quarter which would encompass station enhancements and an improved railway crossing solution for pedestrians.
- The Lakeside Basin Opportunity Area has the potential to deliver 500-750 new homes with a mix of housing size and type. These new homes would need to be supported by a new primary school with early years childcare provision and potentially onsite SEN alternative provision and new health and community facilities.

Places people live - new neighbourhoods

New neighbourhoods are areas where we think new homes should be built. To become successful places they require supporting infrastructure, like education, health and community facilities, and open spaces. These should be delivered within the new neighbourhoods if improvements or expansions to existing infrastructure are not possible or appropriate. Large new neighbourhoods should look to meet the day to day needs of residents with the provision of a local or neighbourhood centre which residents can easily walk and cycle to. New neighbourhoods should also be well connected to the existing settlement and to other places where residents may need to visit, such as for work, shopping, or leisure activities.

It is important that all our new neighbourhoods are designed as places and that the facilities they provide or enhance benefit both new and existing communities.

New neighbourhoods would be expected to deliver net zero homes - with a minimum of 35% affordable housing provision and a mix of homes in terms of size and type. They will be expected to integrate with neighbouring communities and contribute to the enhancement of

walking and cycling networks, open spaces and leisure and recreational provision. They should also address surface water drainage and the impact of noise and air pollution from nearby sources, as well as deliver 20% biodiversity net gain.

New neighbourhoods to the north of Grays and the redevelopment of Blackshots Estate have the potential to deliver in the range of 900 to 1,150 new homes.

They will also provide:

- A new primary school with early years childcare provision and potentially onsite SEN alternative provision;
- Green infrastructure improvements to Nutberry Playing Fields including additional planting, play equipment, improved boundary treatments and better natural surveillance over the space;
- Additional on-site open space/landscaping; and
- Improvements to the existing local road network including Stifford Clays Road and Long Lane.

Any sports provision and open space that is lost through the redevelopment of Blackshots Estate must be re-provided.

Places people work - existing and new employment areas

The demand for employment land in the borough is expected to grow. To ensure there is enough land for businesses we will safeguard the borough's existing employment areas and propose new employment sites to increase supply.

Existing employment areas will be categorised as Tier 1, Tier 2 or Oil and Chemical Storage areas and new employment sites will be categorised as Tier 1. The categories define the types of employment uses that would be supported within them and the instances where complimentary or alternative uses would be considered.

The Grays conurbation is home to a significant amount of employment land which fall under all three categories and would be safeguarded. Tier 1 employment areas have good access to the strategic road network and are the borough's key employment areas. They are suitable for all employment uses - office, industrial processes, and storage and warehousing, and will be safeguarded for these uses. Tier 2 employment areas are typically located within existing settlements in areas that are predominantly housing or in locations where access is less suited to the type of businesses established in these areas. Within Tier 2 employment areas the Council will support a shift towards employment uses which are compatible with neighbouring uses and the amenity of the area such as light industrial and offices. The introduction of complimentary uses would also be welcomed providing there is no net loss of employment floorspace and there is no detriment to the operations of existing businesses. Oil and Chemical Storage areas are of national importance and therefore are safeguarded for that specific use. If the demand for this use ceases other employment uses would be considered suitable.

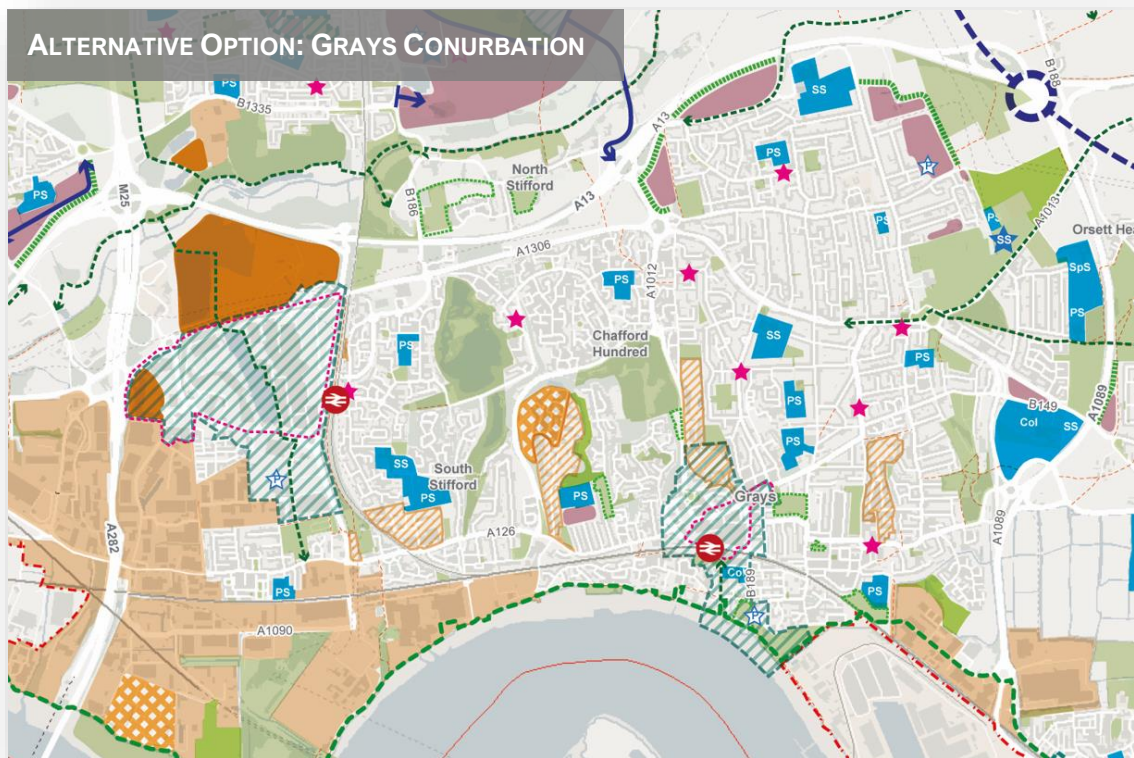
A new employment site is proposed at Arena Essex which would be classed as a Tier 1 employment site providing a range of unit sizes and suitable for all employment uses. Consideration would need to be given as to how the recently ratified local wildlife site on part of the proposed employment site impacts on this site and how it could be designed into a development.

Places people visit - new Local Green Spaces

We are proposing 18 Local Green Spaces across the borough and six of them are within the Grays Conurbation. They are Elm Road Open Spaces, Sanctuary Play Area, and Landscaping, Kilvert's Fields, Grays Park, Hogg Lane, and Parker Road Recreation.

These green spaces were nominated by the public and are recognised as having particular importance to their local communities. Their designation as Local Green Spaces through the Local Plan would give them a significant level of protection.

Alternative option

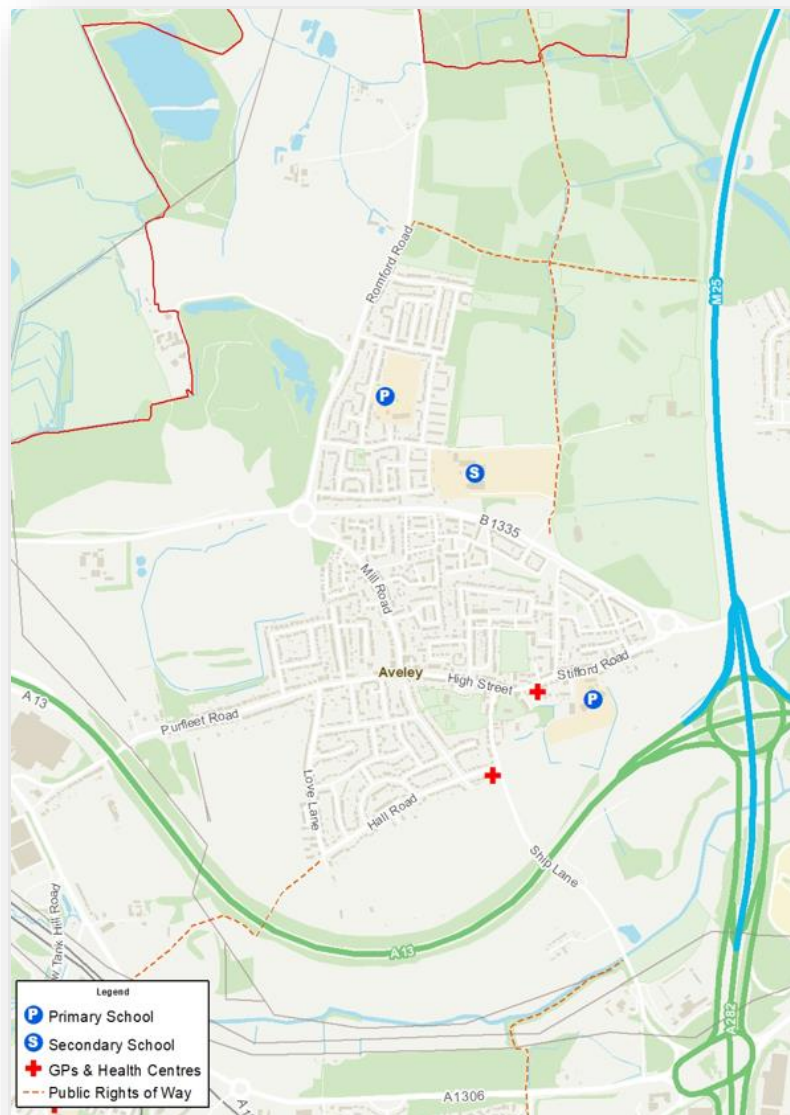


The alternative option for the Grays Conurbation includes the two proposed opportunity areas, new neighbourhoods, new employment site, and new Local Green Spaces set out in the Initial Proposals, but it also proposes the following:

- A new employment site within the Lakeside Basin which is an expansion of the existing employment area. It would be classed as a Tier 1 employment site providing a range of unit sizes, particularly focused on small to medium sized units, and for all employment uses.
- Three small employment sites in Grays, namely the metalworks on Thames Road, Manor Way Industrial Estate, and land on the corner of London Road and Maidstone Road including the Thurrock Enterprise Centre, would no longer be safeguarded for employment.

Aveley

About Aveley



Aveley is located in the west of the borough, with South Ockendon to the east and Purfleet to the south. It lies north of the A13 and west of the M25 and adjoins the London Borough of Havering to the north and east. It has a population of approximately 9,400 people and 3,500 households.

Historically, the settlement dates back to medieval times, with St Michael's church, a Grade I listed building, being an exceptional landmark from this time. Aveley has grown in stages since then, with Victorian housing located within the centre, stretching along Purfleet Road, followed by post-war development with a predominance of two storey semi-detached houses being built to accommodate people re-locating out of London. The settlement is home to numerous other listed buildings, including the Grade II listed Aveley Hall, which is adjacent to St Michael's Church.

Aveley's main centre is along High Street, which has a few local shops, takeaways, two pubs and a small Co-Op. There is also a medical centre just off the High Street. To the north of the settlement, there is smaller neighbourhood parade at Romford Road which mainly caters for residents of the Kenningtons neighbourhood. The centre of Aveley is also home to the Aveley Community Hub, which includes a library and offers various local clubs.

Aveley has two primary schools, both of which are currently at over-capacity. A new primary school has recently been granted planning permission. Aveley also has one secondary school.

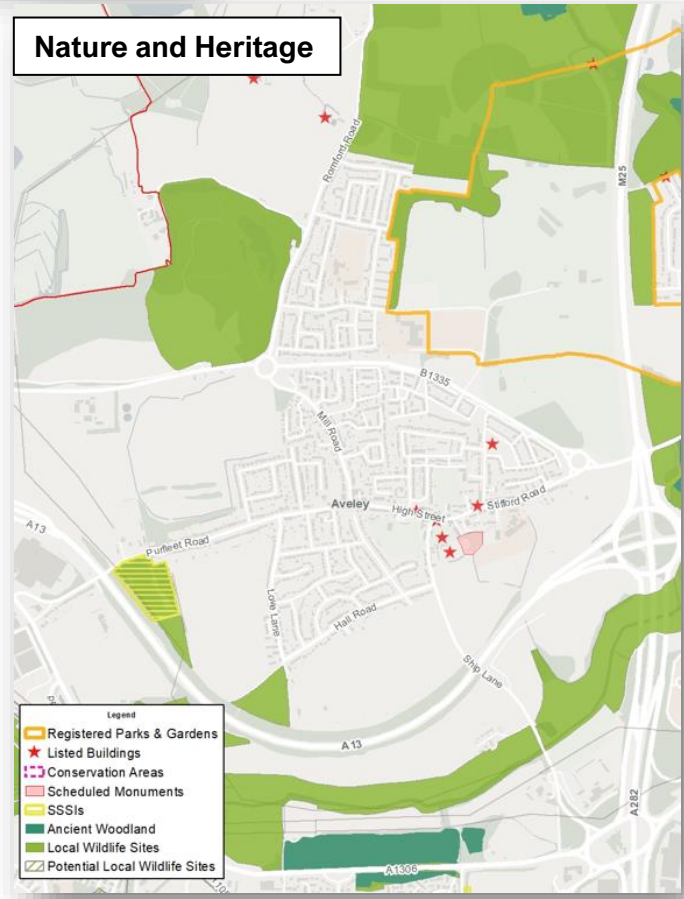
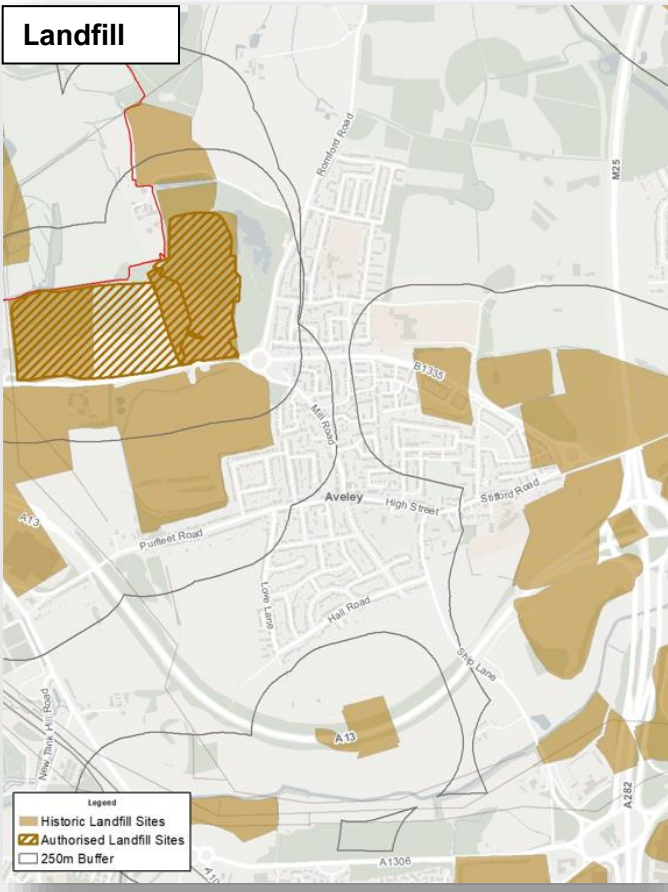
Aveley has two main play parks, including Aveley Recreation Park and Kennington Park. There are also smaller pockets of open space within the settlement which are not particularly well maintained and are therefore poorly used. Belhus Woods Country Park lies to the north of Aveley, which is a diverse landscape of ancient woodland, grassland, and lakes.

Aveley is easily accessible via road, due to its close proximity to the A13 and M25. However, one of the main access routes to Aveley, along Ship Lane, is unsuitable for HGVs due to its constrained intersection with the High Street. There are numerous bus routes running to/from Purfleet and Grays. However, it does not have its own railway station, with the closest being at Purfleet-on-Thames and Chafford Hundred.

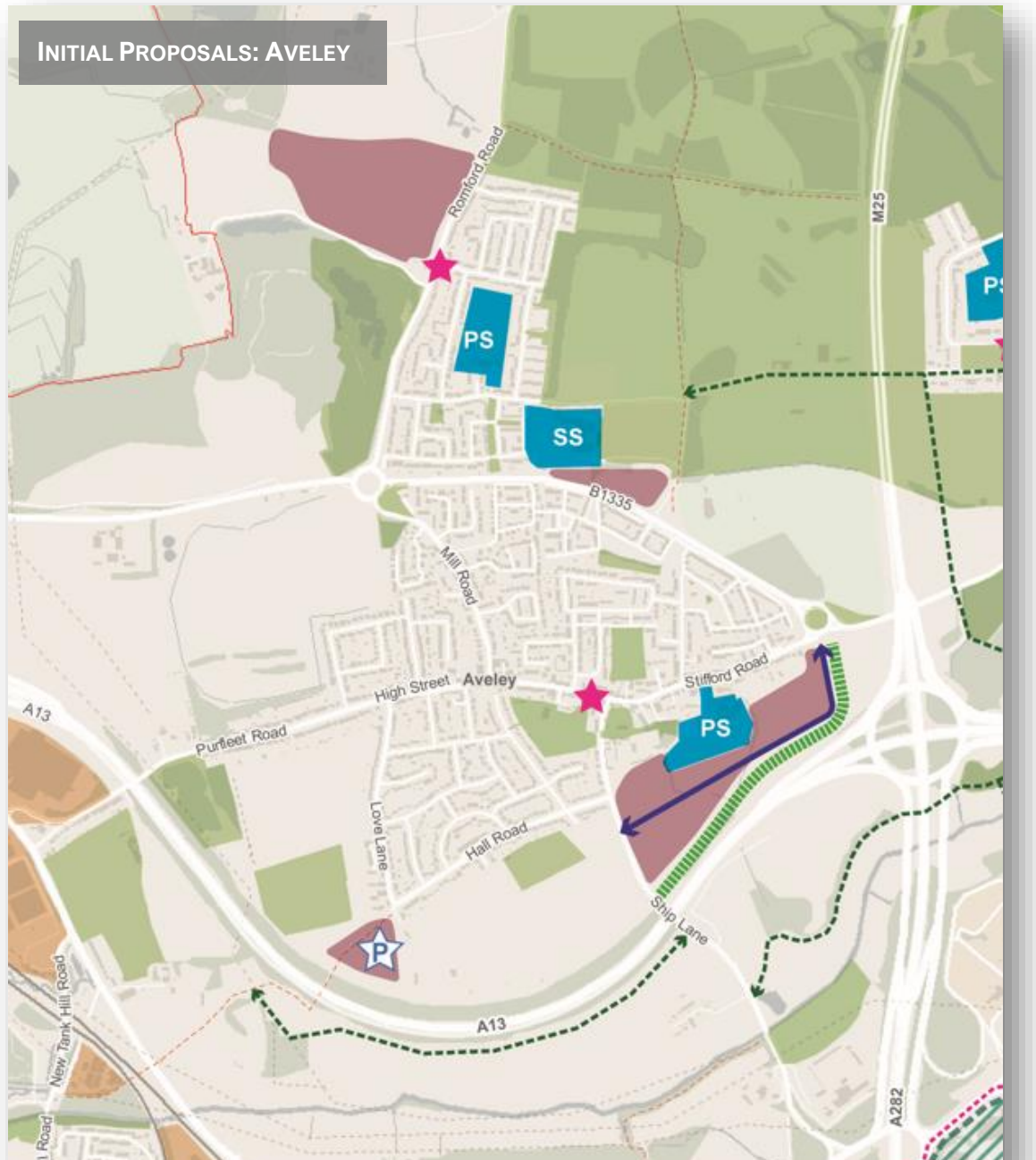
What you told us

Over the years we have undertaken several informal and formal engagement activities in Aveley. At these events we spoke to a range of different people who live, work, and visit in the area. The biggest issues raised over the last few years were:

- There is a perceived lack of social cohesion between Aveley Village, Kenningtons, and the New Village.
- Parking is a big problem around the High Street. A wider range of shops would be appreciated.
- There is an opportunity to enhance sport and recreation at Belhus Park. There is a desire for more affordable indoor sports facilities.
- Residents don't feel safe and feel that more CCTV and police patrols would help; the parks in particular don't feel safe. Green spaces should be protected from development.
- Unlawful HGV movements along Ship Lane and through town are a safety and amenity concern. Road infrastructure has not kept pace with growth and roads are in poor condition. Walking and cycling ways should be segregated from vehicular traffic.
- Schools need expanding and aren't necessarily in the right places.
- A wider range of health services should be offered.
- The village appears dirty which harms civic pride.
- Residents want to know where S106 money is spent (note: all S106 money collected has gone to the schools).



Initial proposals



INITIAL PROPOSALS: AVELEY

- KEY:-**
- New Neighbourhoods
 - Opportunity Areas - New Places
 - Opportunity Areas - Established Places
 - Tier 1 Existing Employment Areas
 - Tier 2 Existing Employment Areas
 - Existing Oil & Chemical Storage
 - Proposed Tier 1 Employment Sites
 - Existing Port Boundaries
 - Proposed Green Buffers
 - Proposed Local Green Spaces
 - Existing Accessible Green Infrastructure
 - Proposed Accessible Green Infrastructure
 - Existing Shopping Areas
 - Proposed New Town Centre
 - Local Centres / Neighbourhood Parades
 - Proposed Local Centres / Neighbourhood Parades
 - Existing Education Sites
 - Proposed Primary Schools
 - Proposed Secondary Schools
 - Potential Transport Interchange
 - Proposed Lower Thames Crossing
 - Preferred New Routes
 - Public Access along the Thames
 - Green Links (Walking/Cycling)
 - Public Rights of Way
 - National Grid - Proposed OHL
 - National Grid - Proposed Underground Cable

Places people live - new neighbourhoods

New neighbourhoods are areas where we think new homes should be built. To become successful places they require supporting infrastructure, like education, health and community facilities, and open spaces. These should be delivered within the new neighbourhoods if improvements or expansions to existing infrastructure are not possible or appropriate. Large new neighbourhoods should look to meet the day to day needs of residents with the provision of a local or neighbourhood centre which residents can easily walk and cycle to. New neighbourhoods should also be well connected to the existing settlement and to other places where residents may need to visit, such as for work, shopping, or leisure activities.

It is important that all our new neighbourhoods are designed as places and that the facilities they provide or enhance benefit both new and existing communities.

Planning permission has recently been approved for the provision of a new 2FE primary school in Aveley at the junction of Love Lane and Hall Road. Construction of the school commenced but unfortunately the contractor fell into administration resulting in a delay to the completion of the building works. The initial proposal assumes that the school will be delivered in the near future in line with the agreed plans; however, if this were not to be the case, the initial proposal set out below would need to be amended to ensure that adequate primary school provision is secured alongside any development proposals.

New neighbourhoods would be expected to deliver net zero homes - with a minimum of 35% affordable housing provision and a mix of homes in terms of size and type. They will be expected to integrate with neighbouring communities and contribute to the enhancement of walking and cycling networks, open spaces and leisure and recreational provision. They should also address surface water drainage and the impact of noise and air pollution from nearby sources, as well as deliver 20% biodiversity net gain.

New neighbourhoods to the north-west and south-east of Aveley, along with a small level of development west of Park Lane, have the potential to deliver in the range of 750 to 900 new homes.

These new neighbourhoods will also provide:

- Enhanced local/neighbourhood centre on Romford Road providing additional floorspace suitable for retail and community facilities, such as a creche;
- Provision of improved walking/cycling connections to Kenningtons Park from north-west Aveley;
- Provision of improved walking/cycling connections from the development west of Park Lane, to the west along Lance Corporal Nicky Way to connect to Nethan Drive, and south along Park Lane;
- Potential for Aveley Hall to be brought back into appropriate reuse for community benefit; adult learning opportunities alongside other coworking and community uses;
- Provision of a new link road connecting Ship Lane and Stifford Road, to the south-east of Aveley;
- Landscape and noise buffers to development parcels adjacent to the A13 and Junction 30 of the M25; and

- Enhancement of the Mardyke Valley.

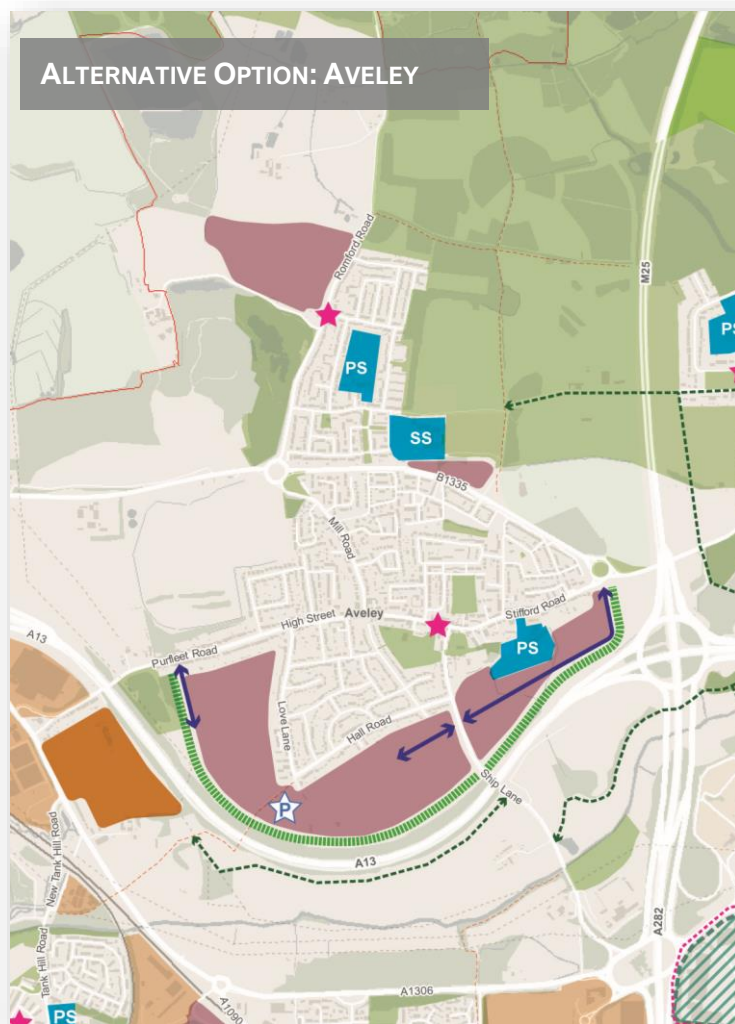
Places people work - existing and new employment areas

The demand for employment land in the borough is expected to grow. To ensure there is enough land for businesses we will safeguard the borough's existing employment areas and propose new employment sites to increase supply.

Existing employment areas will be categorised as Tier 1, Tier 2 or Oil and Chemical Storage areas and new employment sites will be categorised as Tier 1. The categories define the types of employment uses that would be supported within them and the instances where complimentary or alternative uses would be considered.

The existing employment sites within Aveley known as the Ocado Distribution Centre and Purfleet Industrial Estate will be safeguarded as a Tier 1 employment area. Tier 1 employment areas have good access to the strategic road network and are the borough's key employment areas. They are suitable for all employment uses - office, industrial processes, and storage and warehousing, and will be safeguarded for these uses.

Alternative option



The alternative option for Aveley proposes a higher level of growth compared to the Initial Proposal.

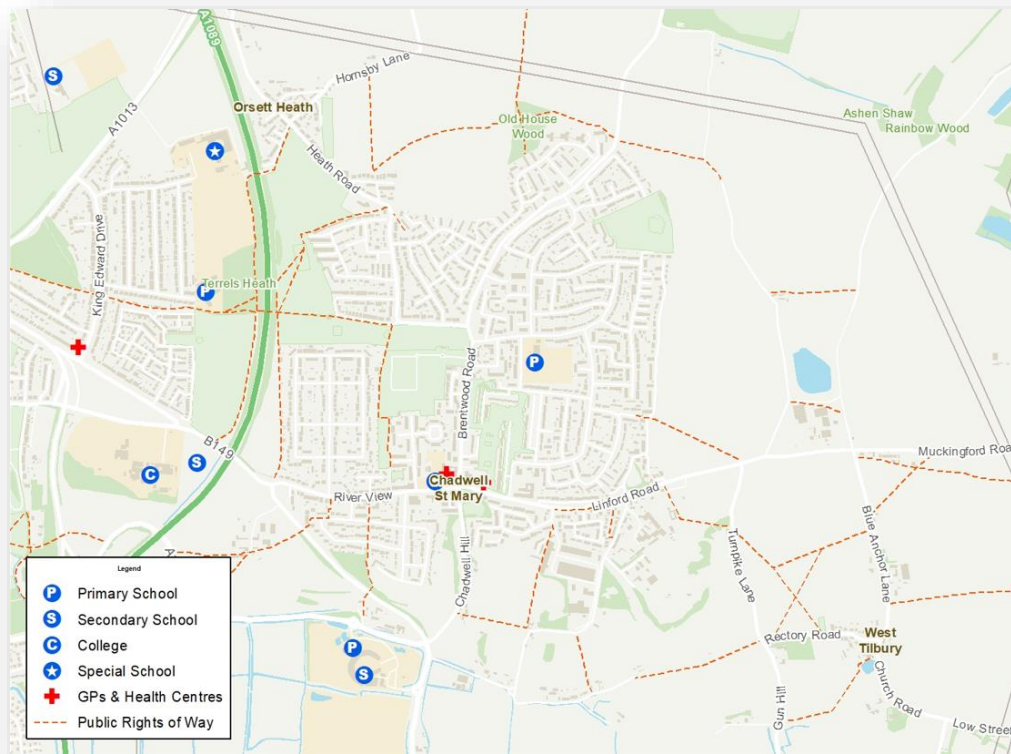
In addition to the proposed growth set out in the Initial Proposal, this option proposes additional new neighbourhoods to the south and south-west of Aveley. Taken together, the new neighbourhoods have the potential to deliver in the range of 1,750 to 2,000 new homes.

The new neighbourhoods to the south and south-west of Aveley will provide (provisions are in addition to those listed in the Initial Proposal above):

- A new local/neighbourhood centre linked to the High Street via Ship Lane with a new health centre, supermarket, family friendly pub and other community facilities;
- Relocated and additional allotment land;
- Provision of improved walking/cycling connections to the Mardyke Valley from south-west Aveley;
- New Tier 1 employment site to the east of A1090 extending the existing cluster at Purfleet Industrial Estate with a particular focus on providing small and medium sized units/plots. As a Tier 1 employment area it is suitable for all employment uses - office, industrial processes, and storage and warehousing, and will be safeguarded for these uses.

Chadwell St Mary

About Chadwell St Mary



Chadwell St Mary is located centrally within the Borough, to the north of Tilbury and to the east of Grays. It has a population of approximately 10,700 people and around 4,000 households and a relatively high proportion of younger people.

The settlement sits on top of a hill, overlooking the marshes to the south with views down to the River Thames. The Grade I listed church of St Mary, which dates back to the 12th century, is in a prominent position at the main crossroads to the south of Chadwell St Mary known as Cross Keys crossroads. Near these crossroads are a collection of community buildings and one of two medical facilities that serve the community.

The main centre is on River View where there are a few shops and takeaways. Close by on Brentwood Road is a small Tesco Express adjoined to the petrol station but the nearest larger supermarket is at Tilbury, meaning that people who live in Chadwell St Mary have to travel to do a bigger shop. A smaller area of shops can be found at Defoe Parade to the north which is where the second medical facility is located.

Chadwell St Mary has two primary schools, one of which is at capacity, and no secondary schools, but The Gateway Academy and Thames Park Secondary School are close-by.

Chadwell St Mary is accessed easily from the A13 via Brentwood Road. This makes it easy for commuters using the A13 eastwards towards Southend or westwards towards London and also those using the M25.

Chadwell St Mary has numerous bus routes running to and from other areas within the borough, including Grays, Tilbury, and East Tilbury, as well as to other areas like Basildon, including Basildon Hospital. It does not have its own railway station. The nearest stations are at East Tilbury and Tilbury.

What you told us

Over the years we have undertaken several informal and formal engagement activities in Chadwell St Mary. At these events we spoke to a range of different people who live, work, and visit in the area. The biggest issues raised over the last few years were:

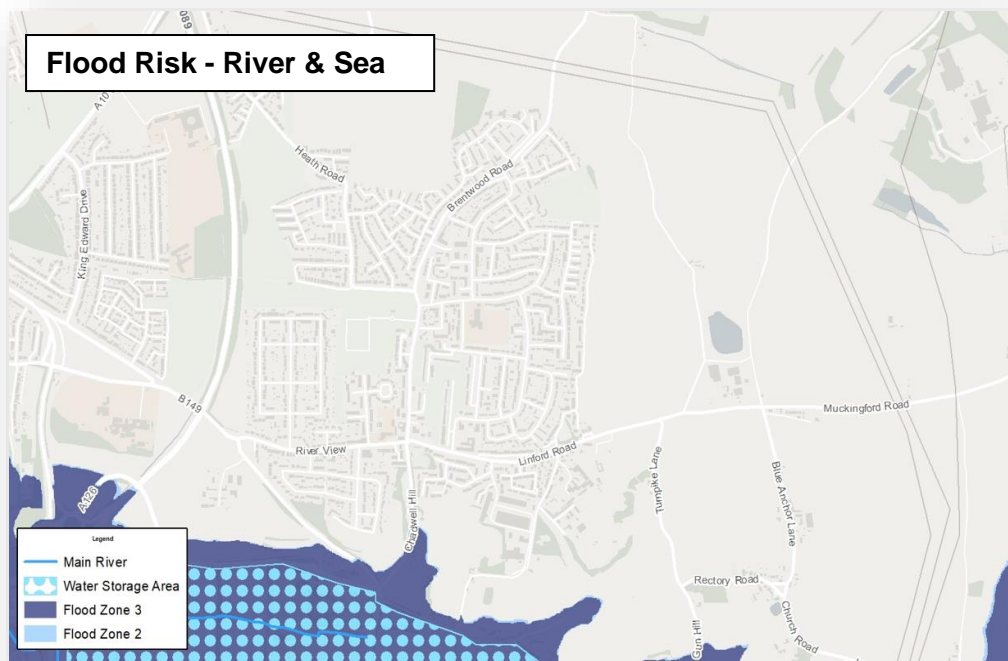
- That there are not enough places in Chadwell St Mary to have fun and socialise, with people particularly wanting to see more activities and clubs for children. Given the large proportion of children living in Chadwell St Mary, this is important to consider.
- Residents are concerned about anti-social behaviour.
- Wickham Field, Orsett Heath, Hangman's Wood, and Flat Iron Field are highly valued and should be preserved, cleaned up and improved, with new play equipment and letting some areas grow wild.
- Would like a better range of shops but also more disposable income to support local businesses.
- There is a need for more affordable homes.
- Concerns are raised about high levels of HGV movements through the local centre, including at Cross Keys. Cross Keys junction is at capacity and a bypass would reduce congestion from through-traffic. Improvements needed to pathways and cycleways, but most people can walk or cycle to work, school, and shops.
- Facilities and services don't currently meet the needs of the community. There is a need for additional health care infrastructure, including GP services. It's difficult to even get an appointment with a GP or dentist. Chadwell St Mary needs more and better schools and nurseries.
- St Mary's Church and Cross Keys are valued historic fabric. Newer homes have not respected the character of the village.
- The village could use more trees, flowers, and shrubs to help combat climate change.

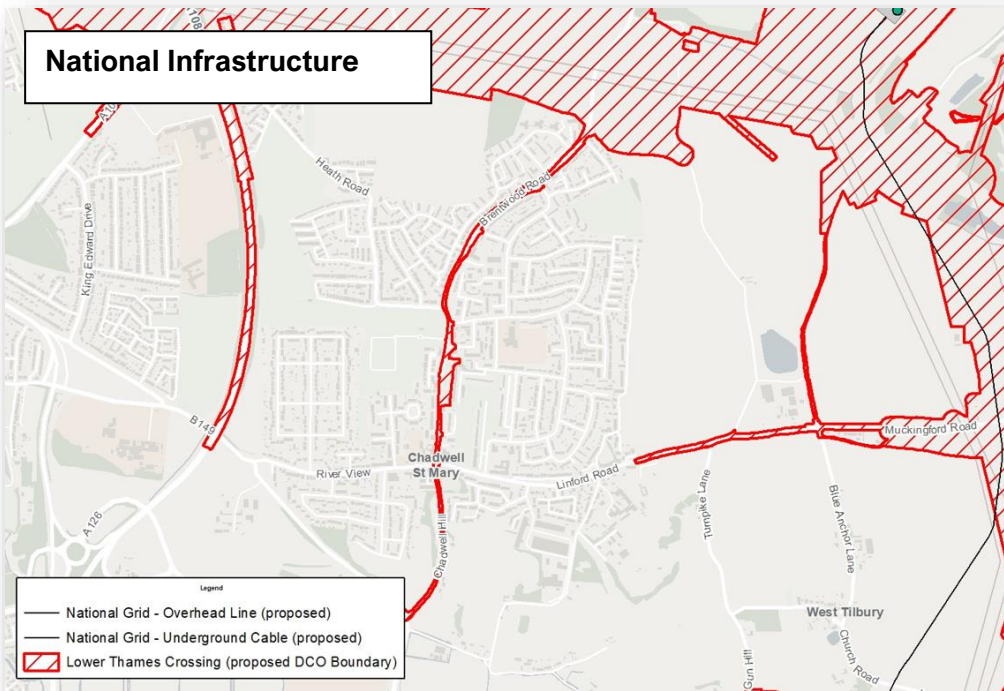
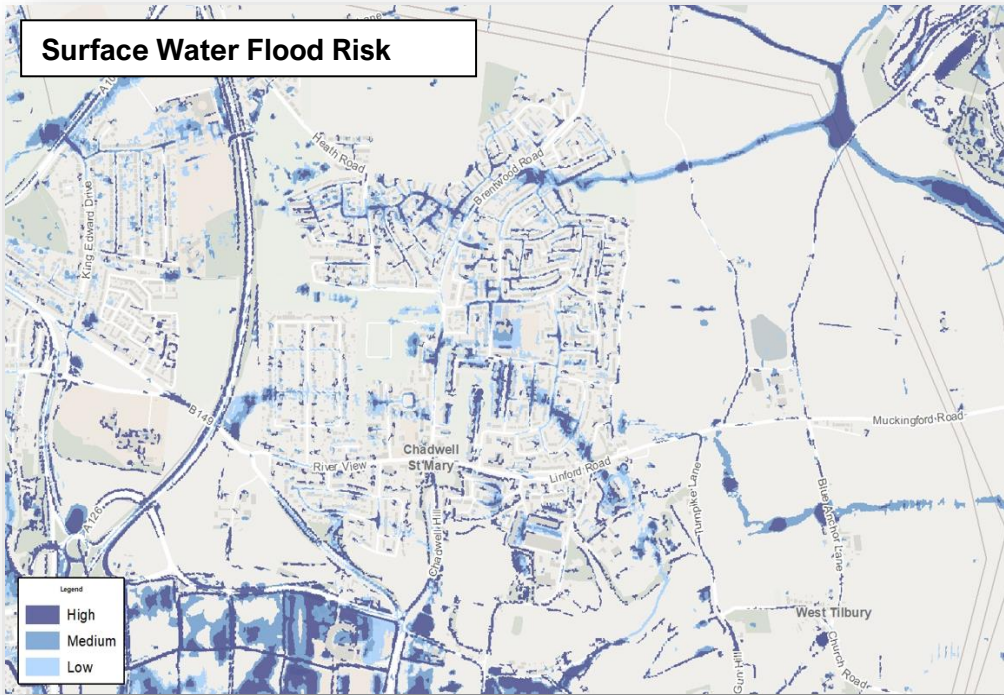


Designations and constraints

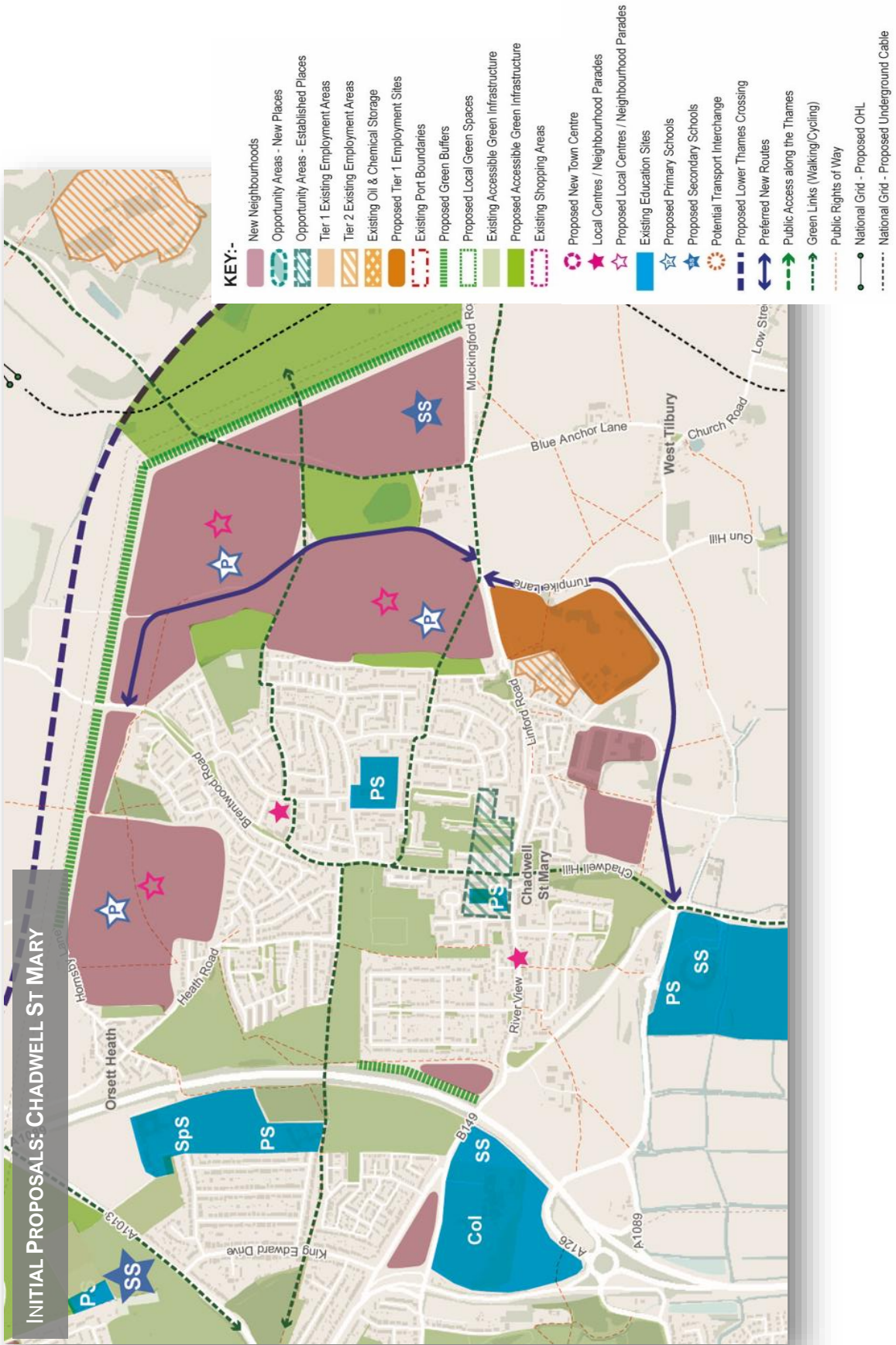
Every settlement in the borough has been shaped in some way by a range of physical features, designations and planning constraints. These have influenced where and how development has come forward in an area in the past and will continue to influence how places change in the future. In Chadwell St Mary, the main features, designations, and constraints within and around the settlement are:

- **Nature and Heritage:** there is a conservation area in West Tilbury to the southeast of the settlement, with a group of listed buildings around cross keys including the Church of St Mary within Chadwell St Mary. There are two local wildlife sites to the south.
- **Flooding:** due to Chadwell St Mary being mostly on higher ground, it is not at risk of river flooding. Only land to the south of the settlement which is on lower ground is within Flood Risk Zone 3. However, there are areas within the settlement where surface water flooding is identified and should be mitigated.
- **National Infrastructure:** the Lower Thames Crossing (LTC) route passes to the north and east of Chadwell St Mary. National Grid Norwich to Tilbury proposed route is also to the east of the settlement.





Initial proposals



Places people live, work and visit - opportunity areas

Opportunity areas are places that we think have the potential to intensify existing uses and/or explore opportunities to bring forward new uses like more homes. It is important that new development that takes place in these areas is comprehensively planned so that the infrastructure needed to support new or intensified uses is provided when and where they are needed. The new Local Plan will seek to set out principles for the development of these areas with more detailed guidance produced as standalone documents i.e., development frameworks, masterplans, or design codes.

All homes that are delivered within opportunity areas would need to be net zero homes – with a minimum of 10% affordable housing provision (the target set is lower than edge of settlement sites as viability is likely to be more challenging within these areas) and 20% biodiversity net gain. They would also be expected to make appropriate contributions to supporting infrastructure needed to support the delivery of the development such as transport improvements, open space/public realm improvements and improved community, education, and health facilities.

There is one opportunity area identified within Chadwell St Mary which is to the north of River View and Linford Road and includes the existing community and health facilities, open space and Chadwell St Mary primary school. We think that there is potential to bring together and enhance the existing community facilities, create new opportunities for adult learning and coworking space, and provide more homes in this central location which would also create better natural surveillance of the open space.

Places people live - new neighbourhoods

New neighbourhoods are areas where we think new homes should be built. To become successful places they require supporting infrastructure, like education, health and community facilities, and open spaces. These should be delivered within the new neighbourhoods if improvements or expansions to existing infrastructure are not possible or appropriate. Large new neighbourhoods should look to meet the day to day needs of residents with the provision of a local or neighbourhood centre which residents can easily walk and cycle to. New neighbourhoods should also be well connected to the existing settlement and to other places where residents may need to visit, such as for work, shopping, or leisure activities.

It is important that all our new neighbourhoods are designed as places and that the facilities they provide or enhance benefit both new and existing communities.

New neighbourhoods would be expected to deliver net zero homes - with a minimum of 35% affordable housing provision and a mix of homes in terms of size and type. They will be expected to integrate with neighbouring communities and contribute to the enhancement of walking and cycling networks, open spaces and leisure and recreational provision. They should also address surface water drainage and the impact of noise and air pollution from nearby sources, as well as deliver 20% biodiversity net gain.

New neighbourhoods to the north, east and south of Chadwell St Mary, along with a small level of growth to the west, have the potential to deliver in the range of 3,400 to 4,000 new homes.

These new neighbourhoods will also provide:

- 2 or 3 new primary schools (including the potential reprovision of an existing school) with early years childcare provision and potentially onsite SEN alternative provision;
- New secondary school within the new neighbourhood to the east;
- New health facility;
- At least 3 new local/neighbourhood centres providing floorspace suitable for things like shops, cafes, health and community facilities, offices and creches;
- New road link to the east connecting Brentwood Road with Linford Road/ Muckingford Road;
- Potential new south-eastern road link connecting the Chadwell Bypass to Linford Road to further alleviate traffic congestion at Cross Keys junction;
- An expansion to Wickham Park, a new linear park adjacent to the existing eastern boundary edge and a new destination play space to the east of the new neighbourhoods;
- Improved access to East Tilbury Station; and
- Landscape and noise buffers for areas that are adjacent to the proposed route of the Lower Thames Crossing and the A1089.

Places people work - existing and new employment areas

The demand for employment land in the borough is expected to grow. To ensure there is enough land for businesses we will safeguard the borough's existing employment areas and propose new employment sites to increase supply.

Existing employment areas will be categorised as Tier 1, Tier 2 or Oil and Chemical Storage areas and new employment sites will be categorised as Tier 1. The categories define the types of employment uses that would be supported within them and the instances where complimentary or alternative uses would be considered.

The existing employment site within Chadwell St Mary known as Merrydale Works would be safeguarded as a tier 2 employment area. Tier 2 employment areas are typically located within existing settlements in areas that are predominantly housing or in locations where access is less suited to the type of businesses established in these areas. Within Tier 2 employment areas the Council will support a shift towards employment uses which are compatible with neighbouring uses and the amenity of the area. The introduction of complimentary uses would also be welcomed providing there is no net loss of employment floorspace and there is no detriment to the operations of existing businesses.

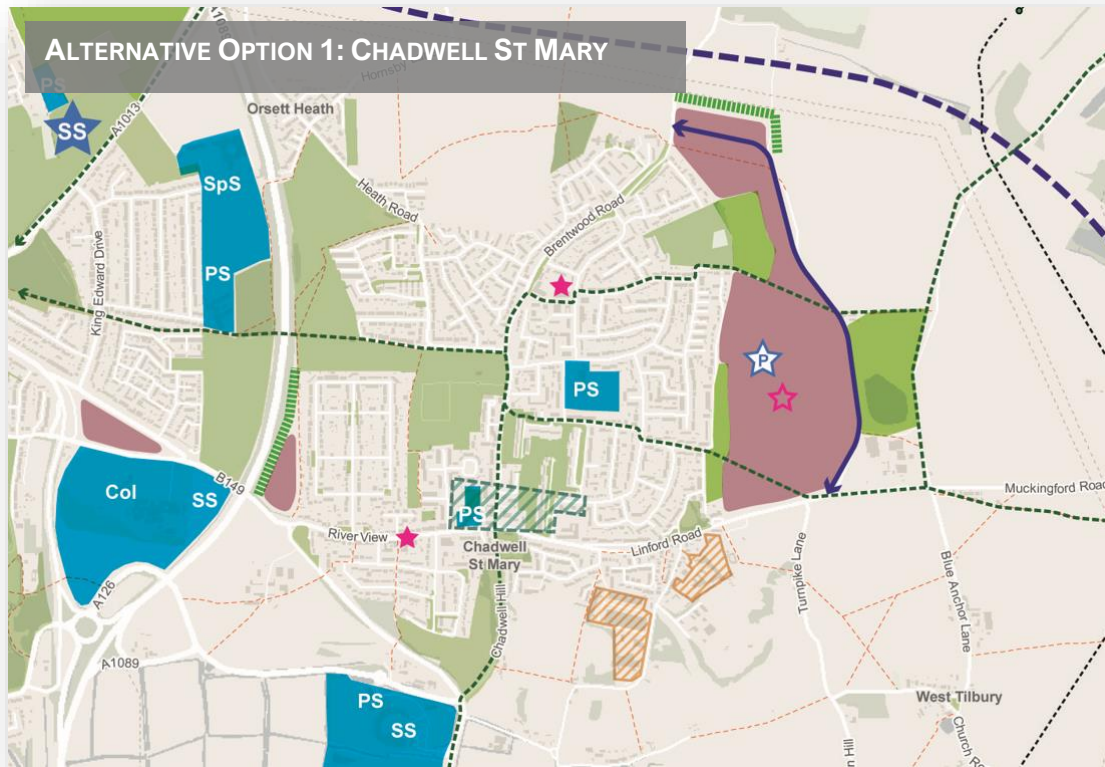
A new tier 1 employment site is proposed to the south of Linford Road which would be accessed from the new south-eastern road link and provide a range of unit/plot sizes. Tier 1 employment areas have good access to the strategic road network and are the borough's key employment areas. They are suitable for all employment uses - office, industrial processes, and storage and warehousing, and will be safeguarded for these uses.

The Star Industrial Estate would be deallocated and redeveloped for housing and suitable land for the existing uses on the site would be re-provided within the new tier 1 employment site.

Alternative options

There are two alternative options for Chadwell St Mary which propose smaller levels of growth compared to the initial proposal.

Alternative Option 1



This option includes the opportunity area within the Initial Proposal and proposes one new neighbourhood on the eastern edge of Chadwell St Mary which is the smallest proposed level of growth for Chadwell St Mary.

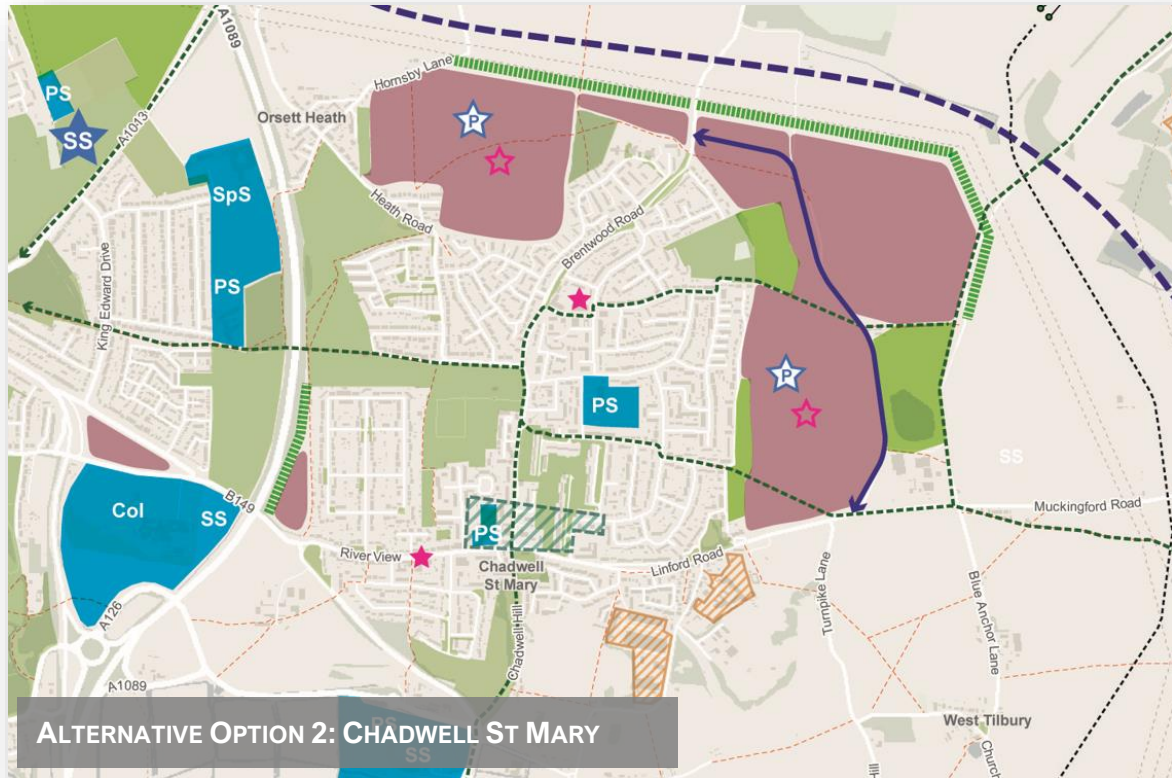
The new eastern neighbourhood has the potential to deliver between 1,200 and 1,400 new homes, of which 35% would be affordable housing. It would include a mix of homes in terms of size and type, and all would be net zero carbon.

The new neighbourhood would also deliver:

- A new primary school with early years childcare provision and potentially onsite SEN alternative provision;
- At least one new local/neighbourhood centre providing floorspace suitable for things like shops, cafes, health and community facilities, offices and creches;
- New road link connecting Brentwood Road with Linford Road/ Muckingford Road;
- An expansion to Wickham Park and a new linear park adjacent to the existing eastern boundary edge;
- Improved access to East Tilbury station and to the new secondary school, if located at East Tilbury; and
- 20% biodiversity net gain

The two existing employment sites at Star Industrial Estate and Merrydale Works would be safeguarded as Tier 2 employment sites.

Alternative Option 2



This option is different to the Initial Proposal because it does not propose the new neighbourhoods and new employment site to the south of Linford Road or the southern link road. Like alternative option 1, it does include the opportunity area proposed within Initial Proposal.

Alternative Option 2 provides new neighbourhoods to the north and east with a small level of growth to the west of Chadwell St Mary. They have the potential to deliver between 2,900 and 3,400 new homes. These would be net zero homes and include a mix of homes in terms of size and type. 35% would be affordable housing.

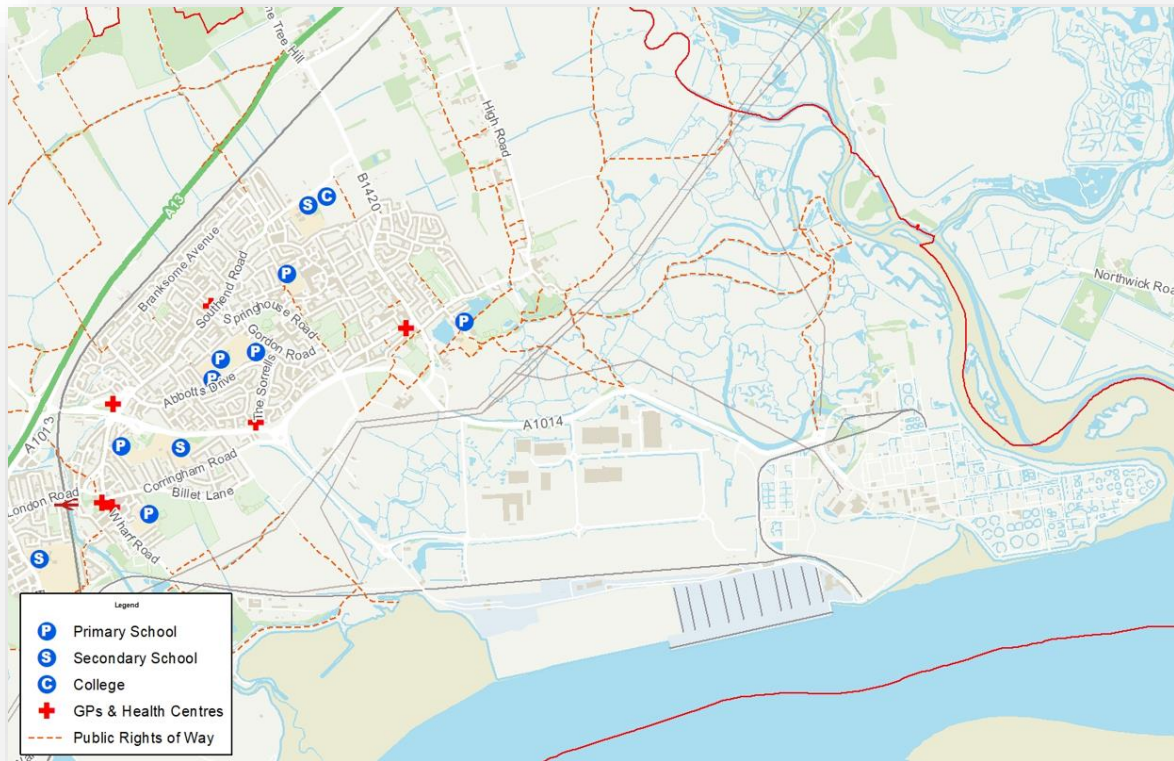
The new neighbourhoods would also deliver:

- 2 new primary schools with early years childcare provision and potentially onsite SEN alternative provision;
- At least two new local/neighbourhood centres;
- New road link to the east connecting Brentwood Road with Linford Road/ Muckingford Road;
- An expansion to Wickham Park and a new linear park adjacent to the existing eastern boundary edge;

- Improved access to East Tilbury station and to the new secondary school, if located at East Tilbury;
- Landscape and noise buffers for areas that are adjacent to the proposed route of the Lower Thames Crossing and the A1089; and
- 20% biodiversity net gain.
- The two existing employment sites at Star Industrial Estate and Merrydale Works would be safeguarded as Tier 2 employment sites.

Corringham

About Corringham



Corringham is located to the east of the borough, to the north of Stanford le Hope. It is bounded to the north by the A13 and the railway line, running from London Fenchurch Street to Southend and to the south by the A1014, Manorway, which runs to DP World London Gateway.

The historic core, which runs from Church Road to Rookery Hill, is centred around St Mary's Church, which dates back to the 7th century, and the Bull public house. This core is a designated conservation area.

The main centre of Corringham today is at St John's Way and the pedestrianised area of Grover Walk. There is a wide range of shops consisting of both local and national chains, including a Morrisons supermarket and Iceland. The centre also has a library as well as a leisure centre, including a swimming pool.

Corringham has five primary schools, two of which are at capacity, and one is nearing capacity. It also has a secondary school and a sixth form college. It has a number of medical centres/doctors' surgeries and two pharmacies.

There are a small number of open spaces/parks, as well as Corringham and Fobbing Bowls Club, off Recreation Avenue.

Accessibility to Corringham is good due to its close proximity to the A13. It does not have its own railway station, the nearest being at Stanford le Hope.

What you told us

Over the years we have undertaken several informal and formal engagement activities in Corringham. At these events we spoke to a range of different people who live, work, and visit in the area. The biggest issues raised over the last few years were:

- People are concerned about housing for the elderly, in particular, suggesting that bungalows shouldn't be extended as it reduces the number of retirement homes available and that more multi-generational homes would allow people to age in place. Chadwell St Mary has a slightly higher older population than the Thurrock average (but also a higher younger population, with the relative numbers dropping in middle age).
- Anti-social behaviour is a problem, with more CCTV and visible police patrols wanted to improve the feeling of safety.
- Speeding and high-volume traffic need to be addressed. Parking around schools is a problem.
- There is a high need for affordable housing.
- Leisure centres are good but expensive. More active leisure alternatives should be available, including potentially a skate & BMX park at Old Corringham.
- Development on the Green Belt is of concern, particularly cumulative impacts from Dunton Garden Village, the LTC, new development increasing flooding in existing residential areas. Most people think we need more open space.
- No desire for new industrial units but support for live-work and local small businesses; people would like to see more highly skilled and professional jobs available locally.
- Public and active travel options need improving including cycleways and safe cycle parking in the centres. Most people, though, said they could get to work, school and shops by walking or cycling.
- There is concern that the new IMCs will not be as accessible or provide the same range of services as Orsett Hospital. GP services need expanding.
- More planting will help reduce the impacts of climate change.

If you live here and want to tell us a bit more about what the place is like and how you would want to see it improved, please write into us using the comments form linked to this document.

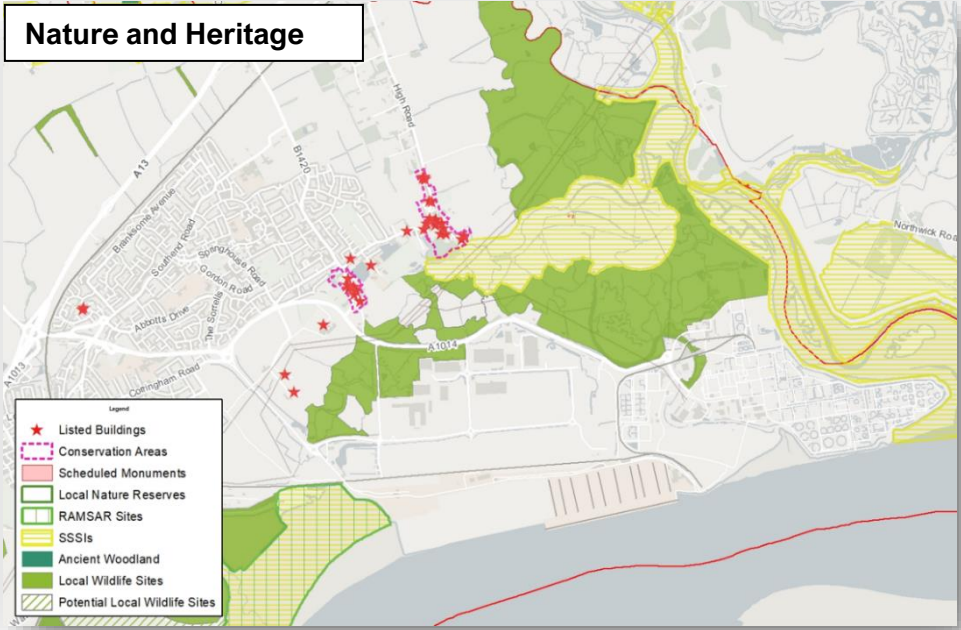


Designations and constraints

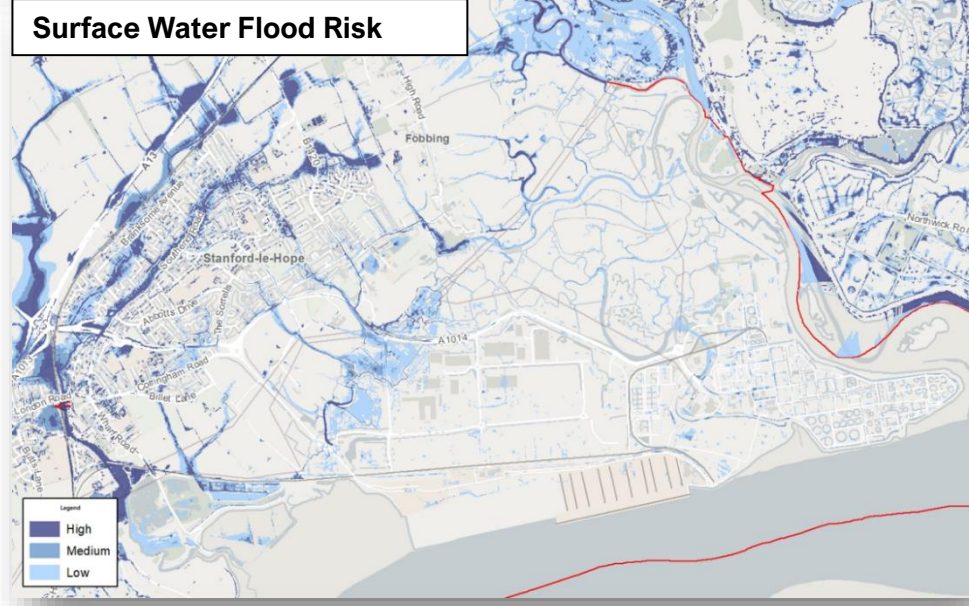
Every settlement in the borough has been shaped in some way by a range of physical features, designations and planning constraints. These have influenced where and how development has come forward in an area in the past and will continue to influence how places change in the future. In Corringham, the main features, designations and constraints within and around the settlement are:

- Heritage: there are two conservation areas; one around the historic core of Corringham and the other at Fobbing. Both are important and provide valuable heritage assets and visual context for the character of the area. Both feature a concentration of listed buildings.
- Nature designations: a significant amount of land to the south and east of Corringham and to the north of London Gateway and Thames Enterprise Park is designated as either SSSI or the Local Wildlife Sites.
- Flooding, specifically surface water flooding: several flow paths begin in Corringham – this is linked to water running downhill from Basildon Ridge/Langdon Hills. This is a major constraint for development in the area but there may be opportunities for new development to overcome this and potentially help reduce existing issues if appropriate water storage can be designed in around flow paths.

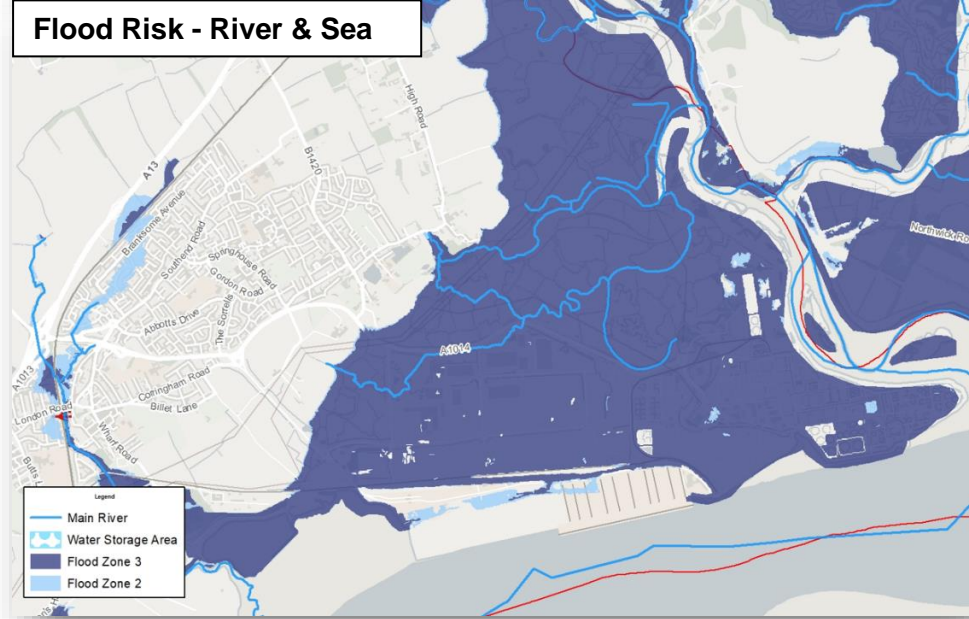
Nature and Heritage



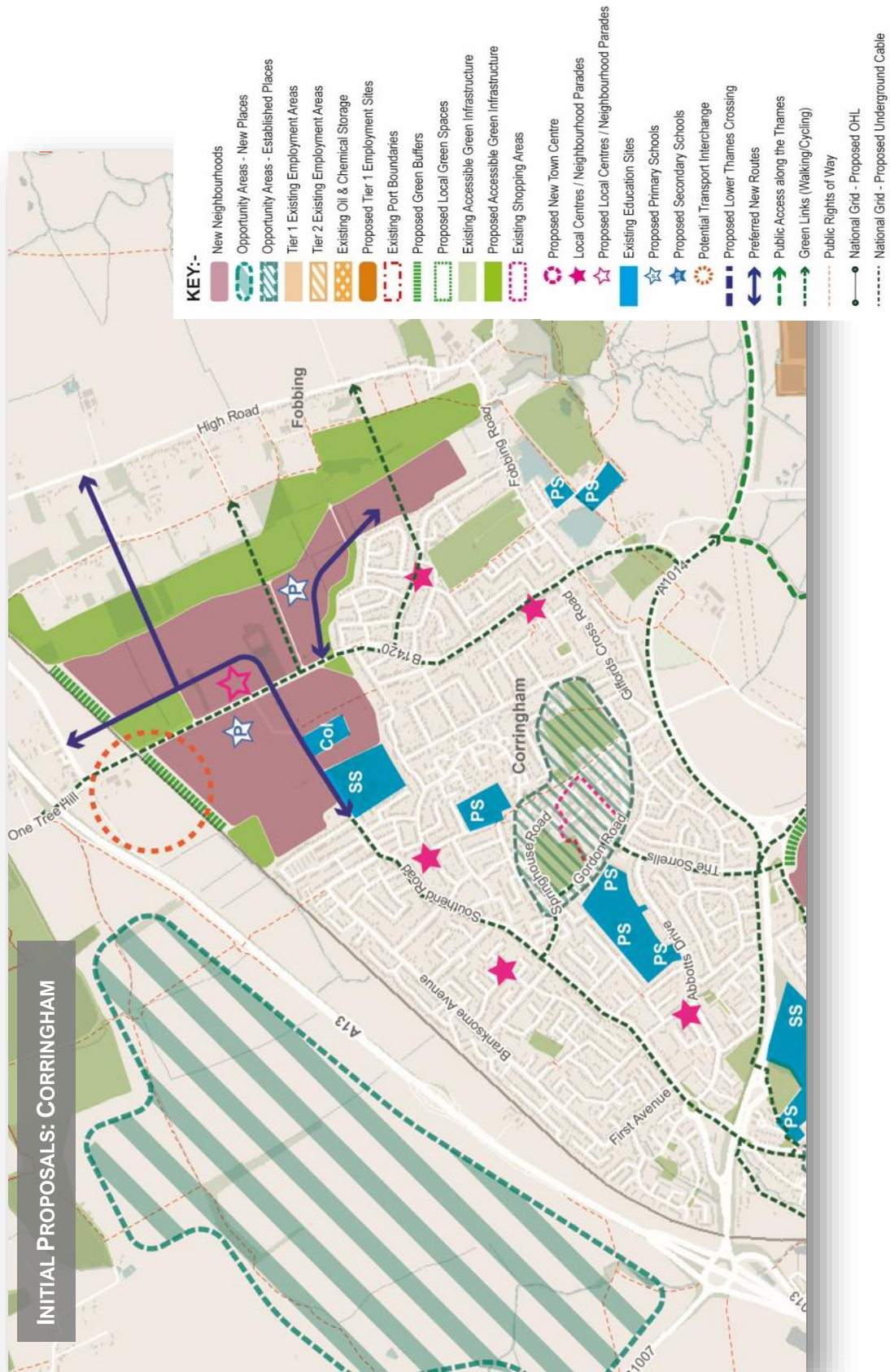
Surface Water Flood Risk

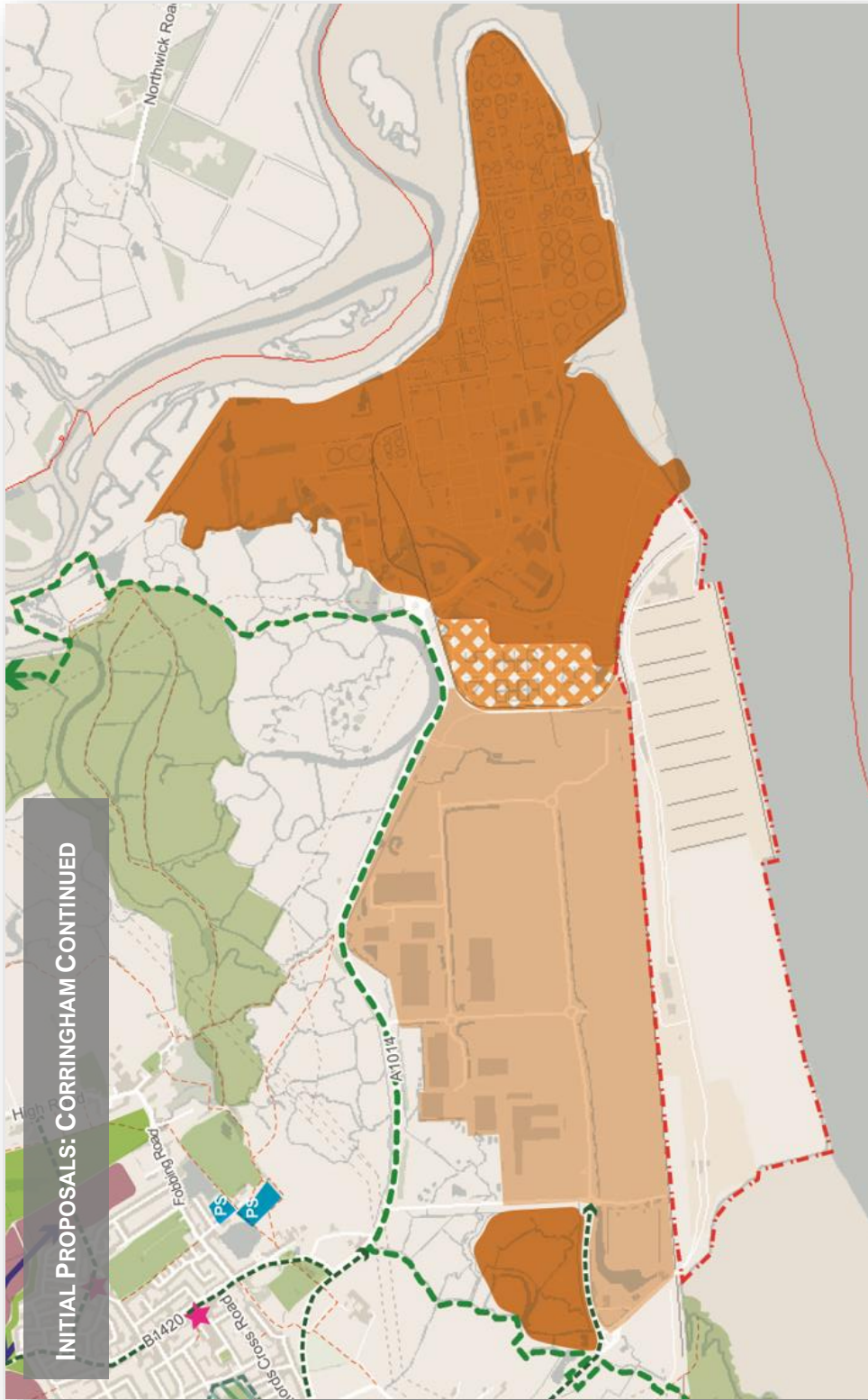


Flood Risk - River & Sea



Initial proposals





INITIAL PROPOSALS: CORRINGHAM CONTINUED

Places people live, work and visit - opportunity areas

Opportunity areas are places that we think have the potential to intensify existing uses and/or explore opportunities to bring forward new uses like more homes. It is important that new development that takes place in these areas is comprehensively planned so that the infrastructure needed to support new or intensified uses is provided when and where they are needed. The new Local Plan will seek to set out principles for the development of these areas with more detailed guidance produced as standalone documents i.e., development frameworks, masterplans, or design codes.

All homes that are delivered within opportunity areas would need to be net zero homes – with a minimum of 10% affordable housing provision (the target set is lower than edge of settlement sites as viability is likely to be more challenging within these areas) and 20% biodiversity net gain. They would also be expected to make appropriate contributions to supporting infrastructure needed to support the delivery of the development such as transport improvements, open space/public realm improvements and improved community, education, and health facilities.

We have identified Corringham Town Centre and some of the area surrounding it as an Opportunity Area. Within this area we think there is the opportunity to intensify existing retail, leisure and community uses; introduce new uses that will help boost local employment; and provide new homes for a range of different groups including single people, older people, and young families. Corringham Town Park is included within the opportunity area – here we want to see improvements to the park to help create more activity, and better supervision over the space. Improvements should help to tackle antisocial behaviour and make people feel safer using and walking through the park.

Places people live - new neighbourhoods

New neighbourhoods are areas where we think new homes should be built. To become successful places they require supporting infrastructure, like education, health and community facilities, and open spaces. These should be delivered within the new neighbourhoods if improvements or expansions to existing infrastructure are not possible or appropriate. Large new neighbourhoods should look to meet the day to day needs of residents with the provision of a local or neighbourhood centre which residents can easily walk and cycle to. New neighbourhoods should also be well connected to the existing settlement and to other places where residents may need to visit, such as for work, shopping, or leisure activities.

It is important that all our new neighbourhoods are designed as places and that the facilities they provide or enhance benefit both new and existing communities.

New neighbourhoods would be expected to deliver net zero homes - with a minimum of 35% affordable housing provision and a mix of homes in terms of size and type. They will be expected to integrate with neighbouring communities and contribute to the enhancement of walking and cycling networks, open spaces and leisure and recreational provision. They should also address surface water drainage and the impact of noise and air pollution from nearby sources, as well as deliver 20% biodiversity net gain.

New neighbourhoods to the northeast of Corringham have the potential to deliver in the range of 2,700 to 3,200 new homes with a focus on family housing including homes for key workers. The new neighbourhoods would primarily be accessed from Lampits Hill and Southend Road.

The new neighbourhoods will also be expected to provide:

- 2 new primary schools (including the potential reprovision of an existing school) with early years childcare provision and potentially onsite SEN alternative provision;
- New local/neighbourhood centres providing floorspace suitable for things like shops, cafes, health and community facilities, offices and creches;
- Land safeguarded for a new railway station and/or transport interchange;
- New and improved access onto the B1420 and High Road;
- Realignment of Southend Road as it approaches Lampits Hill;
- Improved pedestrian and cycle connectivity between Fobbing and Corringham;
- Enhancements to the local green and blue infrastructure network to help manage surface water more effectively.

Places people work - existing and new employment areas

The demand for employment land in the borough is expected to grow. To ensure there is enough land for businesses we will safeguard the borough's existing employment areas and propose new employment sites to increase supply.

Existing employment areas will be categorised as Tier 1, Tier 2 or Oil and Chemical Storage areas and new employment sites will be categorised as Tier 1. The categories define the types of employment uses that would be supported within them and the instances where complimentary or alternative uses would be considered.

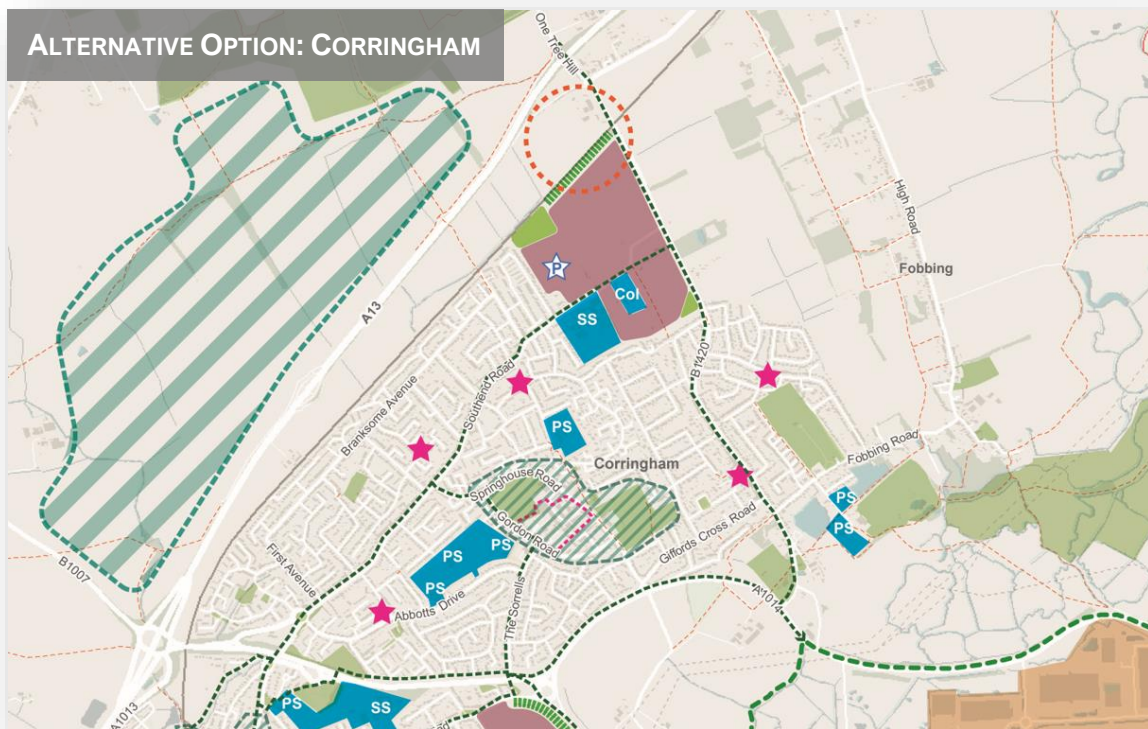
There is a significant amount of employment land within Corringham at London Gateway and Thames Enterprise Park which fall under the proposed Tier 1 and Oil and Chemical Storage categories. Tier 1 employment areas have good access to the strategic road network and are the borough's key employment areas. They are suitable for all employment uses - office, industrial processes, and storage and warehousing, and will be safeguarded for these uses. Oil and Chemical Storage areas are of national importance and therefore are safeguarded for that specific use. If the demand for this use ceases, other employment uses would be considered suitable.

Two new Tier 1 employment areas are proposed for Corringham. The Thames Enterprise Park which was previously designated for oil refinery use will be brought forward for general employment purposes while an extension to London Gateway to the west will provide additional land for future expansion of the logistics park. As Tier 1 sites they will be expected to accommodate all employment uses - office, industrial processes, and storage and warehousing and provide a range of unit/plot sizes. Enhancements to the road network will be required along with improvements to other supporting infrastructure. Consideration will also need to be given as to how the recently ratified Local Wildlife Sites located within these proposed employment areas will impact on their development potential.

We are proposing to deallocate the previously safeguarded oil refinery expansion land to the north of the employment area. The land is no longer required for that purpose, it remains undeveloped, it is adjacent to a nationally significant Site of Specific Scientific Interest (SSSI) and most of it is designated as a Local Wildlife Site. We would like it to form part of a larger network of green infrastructure.

Port operational land is identified at DP World.

Alternative option



This option includes the Opportunity Area, safeguarding the existing employment areas and the two new employment sites but it proposes a smaller level of housing growth compared to the Initial Proposal with a smaller neighbourhood to the northeast of Corringham.

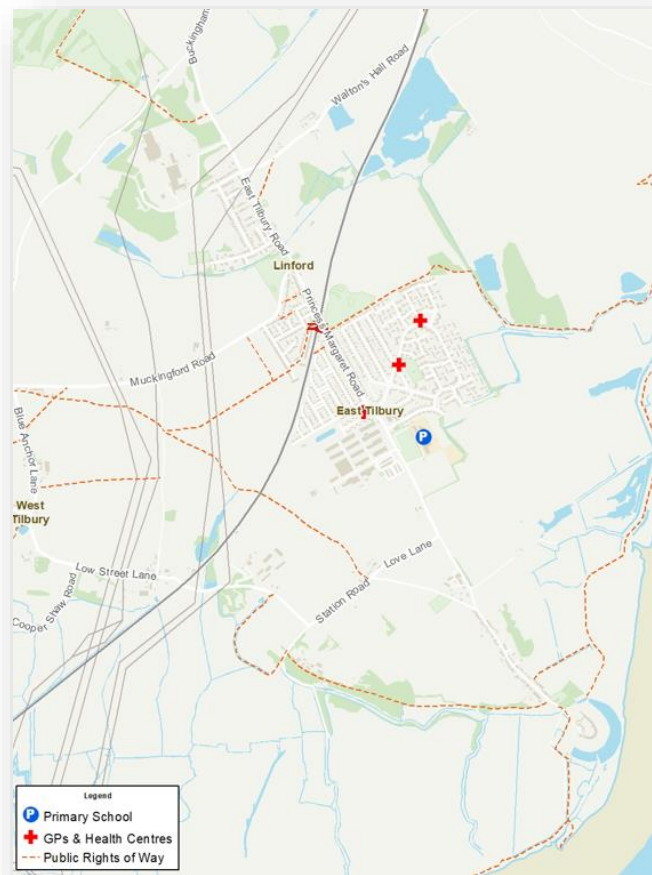
The smaller neighbourhood would have the potential to provide 750 to 1,000 new homes, of which 35% would be affordable and all would be net zero carbon homes. It would provide a mix of homes in terms of size and type but with a focus on family housing and homes for key workers.

The new neighbourhood would deliver:

- A new primary school with early years childcare provision and potentially onsite SEN alternative provision;
- New local/neighbourhood centre providing floorspace suitable for things like shops, cafes, health and community facilities, offices and creches;
- Land safeguarded for a new railway station and/or transport interchange;
- New and improved access onto the B1420;
- Minor enhancements to the local green and blue infrastructure network to help manage surface water more effectively.

East Tilbury and Linford

About East Tilbury and Linford



East Tilbury and Linford lie in the south-east of Thurrock and are surrounded by Green Belt. East Tilbury has a railway station, on the c2c service from London Fenchurch Street to Southend, with a level crossing which divides the settlement and causes a barrier for those wishing to enter and exit the southern part of the settlement when the barrier is down.

Substantial development in East Tilbury began in the 1930's with the construction of the Bata Shoe Factory and accompanying 'garden village' comprising housing alongside amenities such as a cinema, swimming pool and shops. The architectural quality and unique layout and design style resulted in the area being designated a Conservation Area in 1993.

To the south of the settlement lies Coalhouse Fort, an armoured casemate fort which was built in the 1860's to protect the Thames Estuary from coastal attack. The fort is a scheduled monument and set in the grounds of extensive parkland which, unlike the fort, is open to the public.

Today, East Tilbury, along with Linford, has a population of around 6,600 people, with 2,400 households and a relatively high proportion of younger people.

There is a small parade of shops, which includes a Co-Op and a few take-aways within East Tilbury while Linford has a small parade of shops, including a small food store, a hairdresser, and a butcher. Linford is separated from East Tilbury by the railway line.

East Tilbury has one primary school which has already expanded to provide 4 forms of entry and is at capacity, and no secondary school. The nearest secondary schools are The Gateway Academy in Tilbury and St Clare's in Stanford le Hope, but these are not easily accessible by walking or cycling.

The settlement has four medical centres and one pharmacy. It also has a large play park known as Gobions Park which the community see as an important asset. It includes a large play area, skate park, ball court and street pool.

In addition to the railway, a bus route serves East Tilbury and Linford, which runs to/from Little Thurrock to Stanford le Hope, Corringham and Basildon, including Basildon Hospital.

What you told us

Over the years we have undertaken several informal and formal engagement activities in East Tilbury and Linford. At these events we spoke to a range of different people who live, work, and visit in the area. The biggest issues raised over the last few years were:

- Locals value a number of buildings which are special to them, including: Coalhouse Fort, Bata Factory/Estate; Tilbury Fort, and the Churches.
- Residents would like to see improved connections in and out along with a pedestrian bridge over the railway line. Trains are frequent across the level crossing and residents are worried that emergency vehicles aren't able to get through.
- Access to public transport is rated as good because of the station, but fewer than half can walk or cycle to work or school. Most older students attend secondary school in Stanford le Hope. Parking around the station is an issue.
- The primary school is oversubscribed and there is no room to expand physically.
- Most people don't think that infrastructure can cope with growth.
- Anti-social behaviour is a worry, and many see the solution to be more safe recreational activities, particularly for teenagers and children.
- Most people are friendly with neighbours and want to stay in the village as they get older.
- Flooding is a concern. Most of the built-up area requires protection by flood defences.
- Residents value the park and want to see more green corridors. Parks could use better maintenance, upgraded play equipment and regular litter-picking, though. They see additional planting, recycling, and reduction of car idling as ways to combat climate change.

If you live here and want to tell us a bit more about what these places are like and how you would want to see them improved, please write into us using the comments form linked to this document.

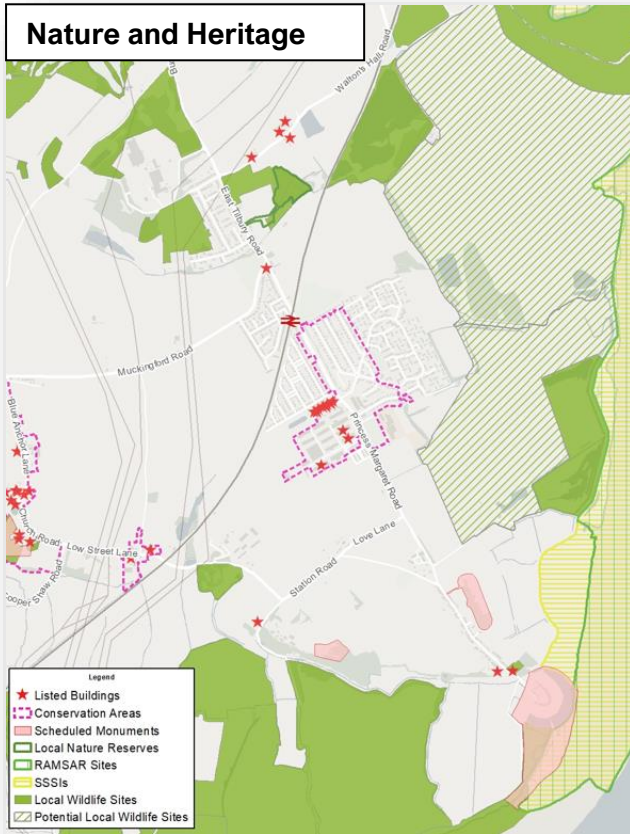


Designations and constraints

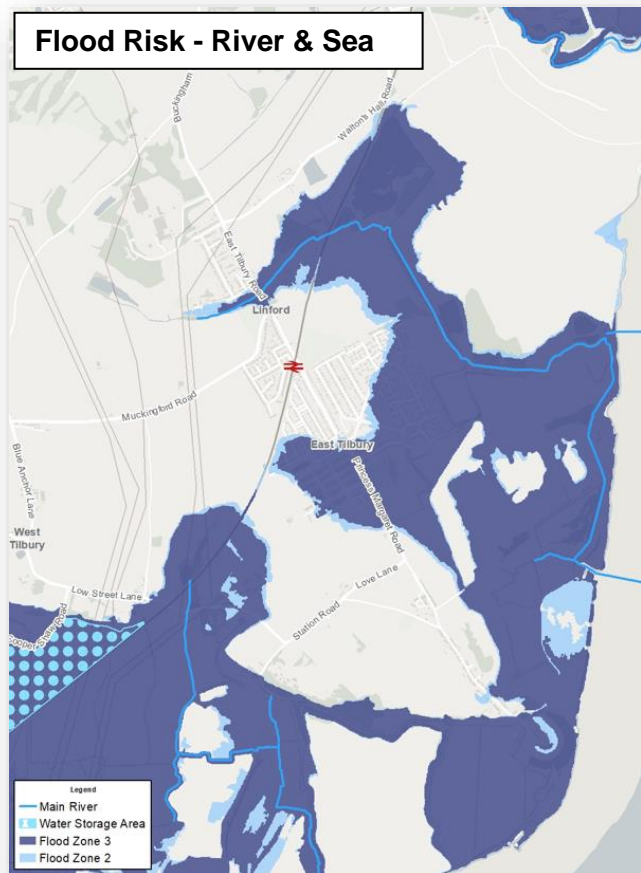
Every settlement in the borough has been shaped in some way by a range of physical features, designations and planning constraints. These have influenced where and how development has come forward in an area in the past and will continue to influence how places change in the future. In East Tilbury and Linford, the main features, designations and constraints within and around the settlement are:

- Heritage: a large part of East Tilbury is designated as a Conservation Area. There are also several listed buildings within the conservation area including those on Bata Avenue and the Bata Factory buildings. Coalhouse Fort and the East Tilbury Battery are both designated as Scheduled Monuments.
- Nature designations: there are several areas around East Tilbury and Linford which have been designated for their ecological value at an international, national, and local level. This includes the Special Protection Area of the Thames Estuary and Marshes, which is also overlapped by a SSSI.
- Flooding: the majority of East Tilbury is within Flood Zone 3 and is at high risk of flooding from the River Thames.
- Severance: Both accesses to East Tilbury (Station Road and Princess Margaret Road) feature railway level crossings, which creates significant severance to the settlement.

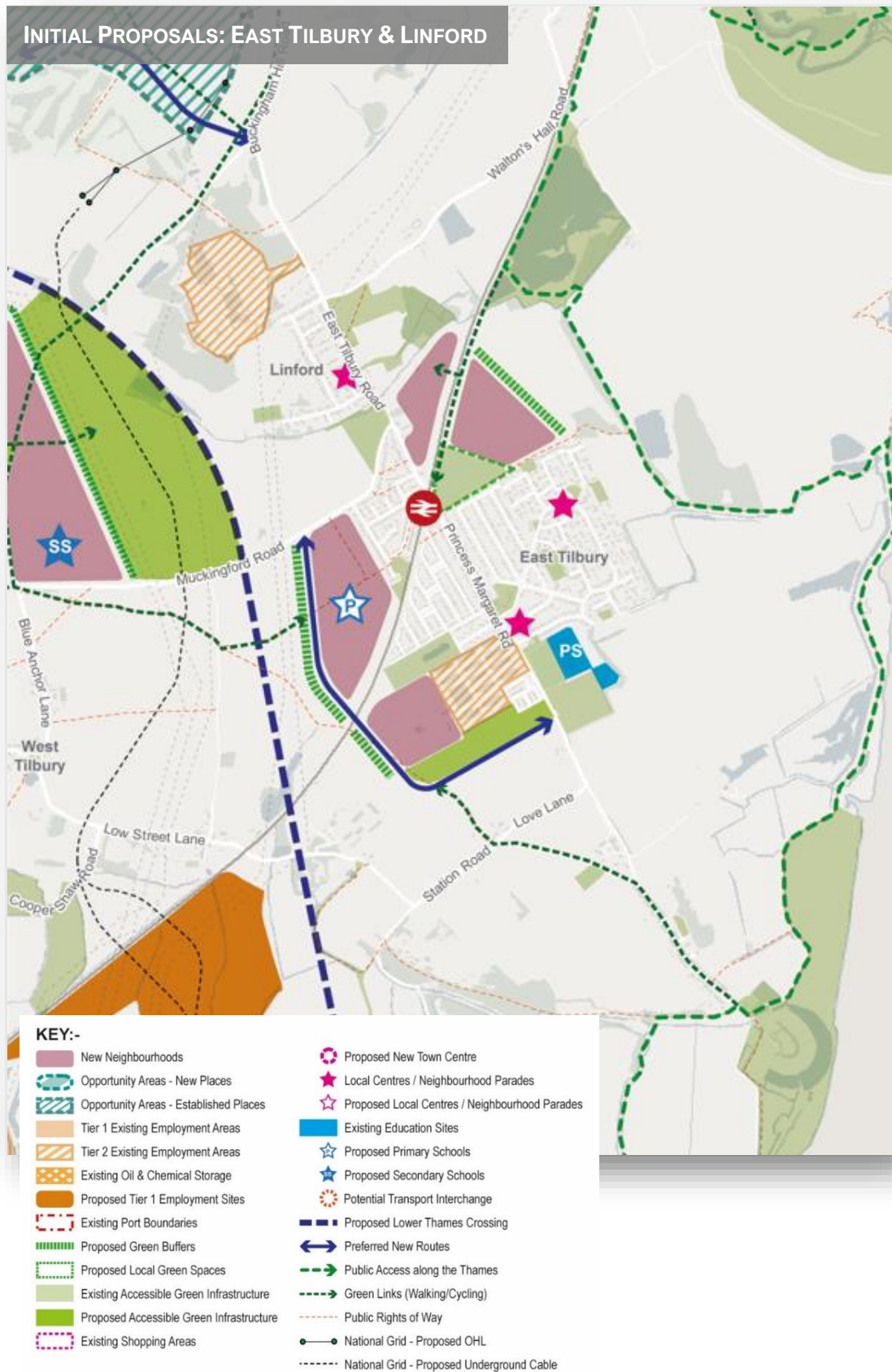
Nature and Heritage



Flood Risk - River & Sea



Initial proposals



Places people live - new neighbourhoods

New neighbourhoods are areas where we think new homes should be built. To become successful places they require supporting infrastructure, like education, health and community facilities, and open spaces. These should be delivered within the new neighbourhoods if improvements or expansions to existing infrastructure are not possible or appropriate. Large new neighbourhoods should look to meet the day to day needs of residents with the provision of a local or neighbourhood centre which residents can easily walk and cycle to. New neighbourhoods should also be well connected to the existing settlement and to other places where residents may need to visit, such as for work, shopping, or leisure activities.

It is important that all our new neighbourhoods are designed as places and that the facilities they provide or enhance benefit both new and existing communities.

New neighbourhoods would be expected to deliver net zero homes - with a minimum of 35% affordable housing provision and a mix of homes in terms of size and type. They will be expected to integrate with neighbouring communities and contribute to the enhancement of walking and cycling networks, open spaces and leisure and recreational provision. They should also address surface water drainage and the impact of noise and air pollution from nearby sources, as well as deliver 20% biodiversity net gain.

New neighbourhoods to the north, east and south of the existing settlement have the potential to deliver in the range of 1,000 to 1,200 new homes.

These new neighbourhoods will provide:

- a new primary school with early years childcare provision and potentially onsite SEN alternative provision north of the railway line;
- new purpose-built community hub alongside enhancements/expansion to Gobions Park;
- new road link over the railway to the west of East Tilbury; and
- improved walking and cycling routes to Stanford le Hope and Chadwell St Mary providing safe access to nearby secondary schools, including the new secondary school proposed to the east of Chadwell St Mary.

There is also potential for a secondary school to be located within East Tilbury if one was not provided within Chadwell St Mary.

Development close to heritage designations will need to be designed to complement, enhance and be sympathetic to the style, setting and character of the asset.

Places people work - existing and new employment areas

The demand for employment land in the borough is expected to grow. To ensure there is enough land for businesses we will safeguard the borough's existing employment areas and propose new employment sites to increase supply.

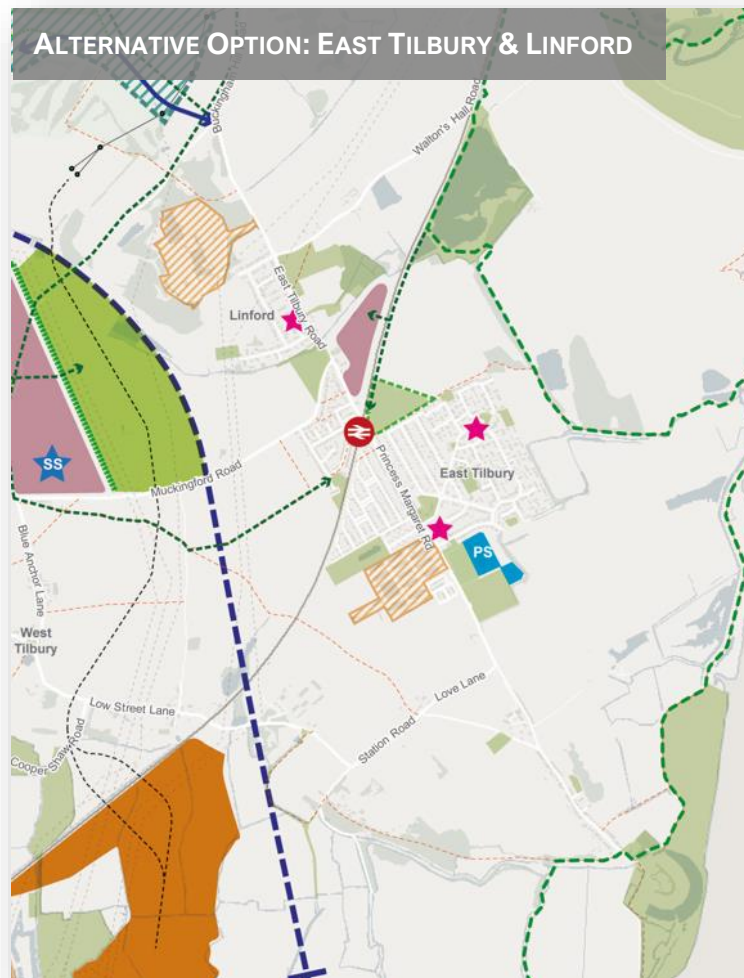
Existing employment areas will be categorised as Tier 1, Tier 2 or Oil and Chemical Storage areas and new employment sites will be categorised as Tier 1. The categories define the types of employment uses that would be supported within them and the instances where complimentary or alternative uses would be considered.

- The Thames Industrial Estate and Durox Works will be safeguarded as Tier 2 employment areas. Tier 2 employment areas are typically located within existing settlements in areas that are predominantly housing or in locations where access is less suited to the type of businesses established in these areas. Within Tier 2 employment areas the Council will support a shift towards employment uses which are compatible with neighbouring uses and the amenity of the area. The introduction of complimentary uses would also be welcomed providing there is no net loss of employment floorspace and there is no detriment to the operations of existing businesses.
- The Thames Industrial Estate will be reduced in size with unoccupied land to the back of the estate developed for housing which is accessed via the new link road over the railway line.

Places people visit - new Local Green Spaces

We are proposing 18 Local Green Spaces across the borough and one of them is Gobions Park in East Tilbury. These green spaces were nominated by the public and are recognised as having particular importance to their local communities. Their designation as Local Green Spaces through the Local Plan would give them a significant level of protection.

Alternative option



This option would see no further growth to East Tilbury and Linford other than the 230 new homes and additional open space that already have permission to the north of the station.

The Thames Industrial Estate would remain the size it currently is but there may be potential to introduce other compatible uses on the site which could support the reuse of the former factory buildings.

Purfleet-on-Thames

About Purfleet-on-Thames



Purfleet-on-Thames lies in the south-west of the borough, to the south of Aveley and to the west of West Thurrock. It is bordered to the south by the River Thames and to the north by the A13.

Historically, Purfleet-on-Thames was known for its port/dock, which brought goods as well as visitors for leisure trips. Today it is still an active ferry port and handles thousands of containers and lorry trailers every year, as well as hundreds of thousands of vehicle imports and exports.

In the 18th century the Royal Gunpowder Magazine was created at Purfleet-on-Thames to store gunpowder, along with a garrison to protect it. Today, one of the remaining magazines is now known as the Purfleet Heritage and Military Centre and has been designated as a Scheduled Ancient Monument.

Other historic buildings include the 16th century High House and accompanying farm buildings. In 2006 restoration of High House began and it is now a world class production facility known as High House Production Park.

More recently, due to its close proximity to the strategic road network, Purfleet-on-Thames has been a key location for logistic and industrial uses, with many warehouses centred around Botany Way.

Existing residential areas of Purfleet-on-Thames are mainly located to the west of Tank Hill Road, with newer housing developed west of the railway line at Caspian Way. Purfleet-on-Thames currently lacks a main centre and also lacks much needed community facilities and services. A major regeneration programme is planned for the area, which is to include new homes, a new town centre, leisure, and health facilities, as well as an upgraded railway station.

Purfleet-on-Thames currently has one primary school and one secondary school with another primary school planned as part of the regeneration scheme. It also has one medical centre and one pharmacy.

Purfleet-on-Thames is also home to the RSPB Rainham Marshes, which is home to all kinds of wildlife, including birds, water voles and dragonflies.

Accessibility to Purfleet-on-Thames is very easy due to its close proximity to the M25 and A13. As previously mentioned, it also has its own railway station on the c2c London Fenchurch to Southend line. Bus routes run through Purfleet-on-Thames to neighbouring locations including West Thurrock, Grays, and Aveley.

What you told us

Over the years we have undertaken several informal and formal engagement activities in Purfleet on Thames. At these events we spoke to a range of different people who live, work, and visit in the area. The biggest issues raised over the last few years were:

- Residents need more variety of shops and facilities.
- Need for a community café
- Need to improve parks
- Create better access to the riverfront. There is an opportunity for new riverfront housing.
- Community recycling facilities are needed.

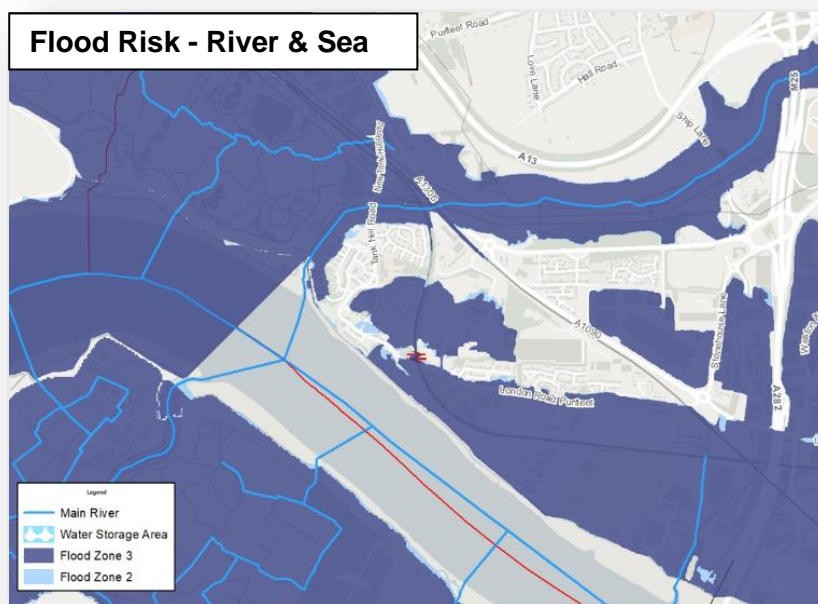


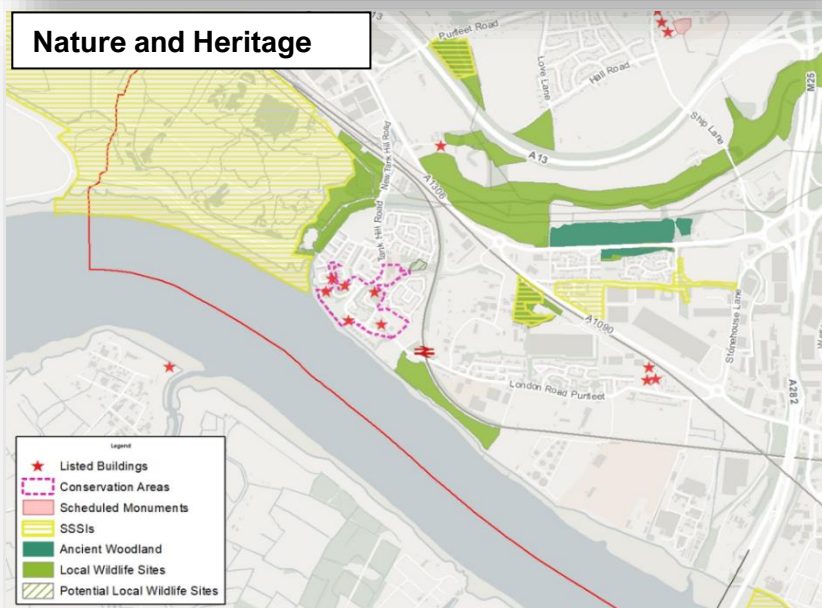
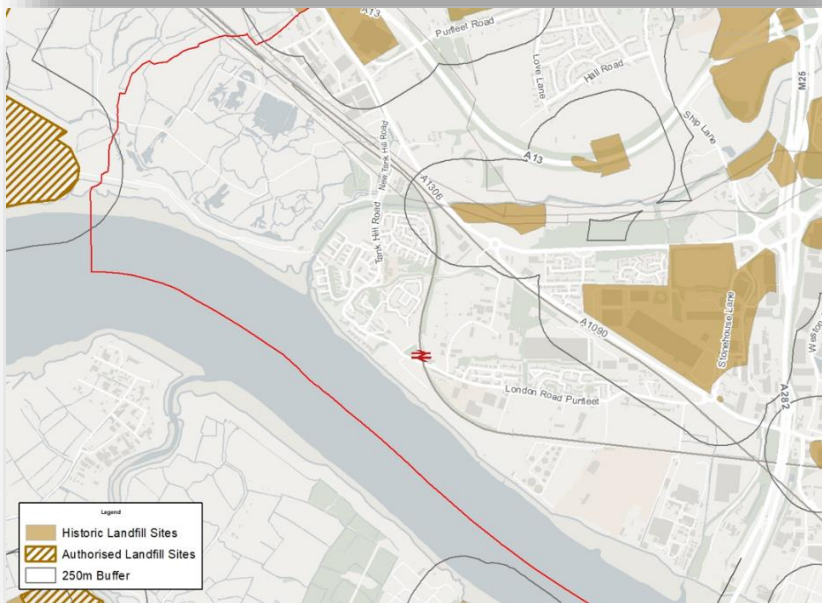
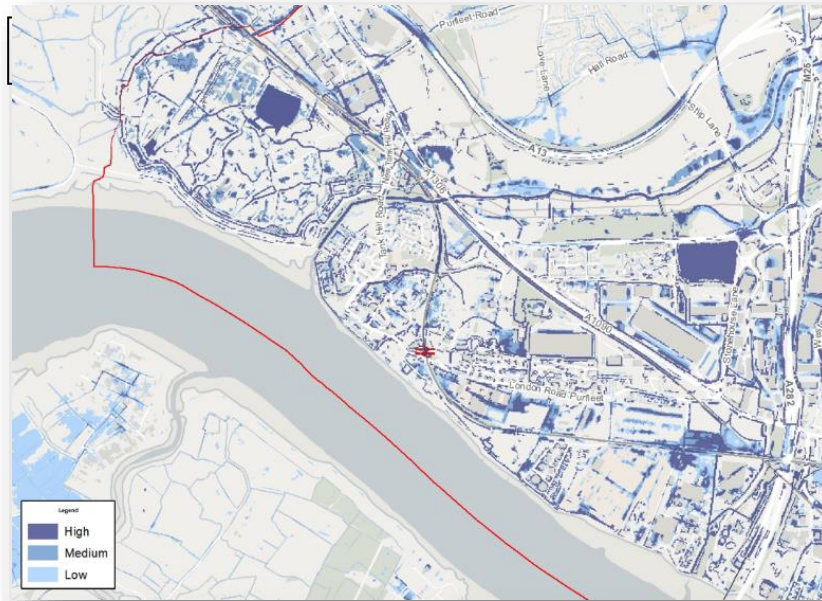
If you live here and want to tell us a bit more about what the place is like and how you would want to see it improved, please write into us using the comments form linked to this document.

Designations and constraints

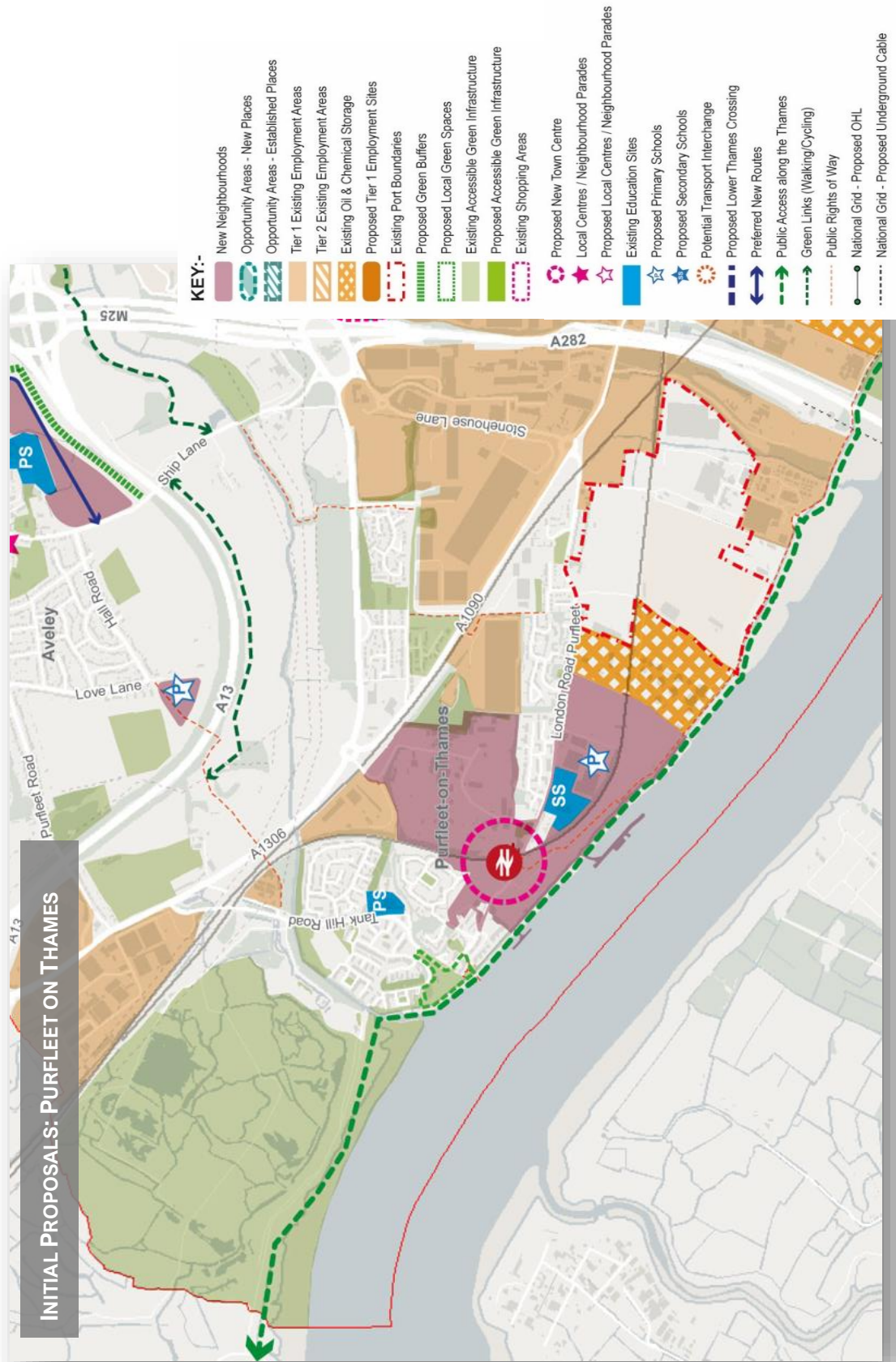
Every settlement in the borough has been shaped in some way by a range of physical features, designations and planning constraints. These have influenced where and how development has come forward in an area in the past and will continue to influence how places change in the future. In Purfleet-on-Thames, the main features, designations and constraints within and around the settlement are:

- Flooding: as you would expect in an area located on the north bank of the river Thames a large area of Purfleet on Thames is within flood risk zones 2 and 3
- Flood surface water: there are pockets of flood surface water throughout this area which again is not unusual given its location on low lying land adjacent to the river Thames.
- Landfill: there are large areas of landfill around Stonehouse land and smaller pockets north of the A1306 and around the M25
- Heritage: there is a Conservation Area in the Tanker Hill Road estate where there are a number of listed buildings. This includes Scheduled Monuments associated with the Purfleet Magazine. To the east and just off London Road is a group of listed buildings, and another scheduled monument, clustered around the High House Production Park.
- Nature designations: The Rainham Marshes SSSI lies to the immediate west of Purfleet, and there are a number of Local Wildlife Sites and an ancient woodland along the Mardyke valley to the north.





Initial proposals



Places people live - new neighbourhoods

New neighbourhoods are areas where we think new homes should be built. To become successful places they require supporting infrastructure, like education, health and community facilities, and open spaces. These should be delivered within the new neighbourhoods if improvements or expansions to existing infrastructure are not possible or appropriate. Large new neighbourhoods should look to meet the day to day needs of residents with the provision of a local or neighbourhood centre which residents can easily walk and cycle to. New neighbourhoods should also be well connected to the existing settlement and to other places where residents may need to visit, such as for work, shopping, or leisure activities.

It is important that all our new neighbourhoods are designed as places and that the facilities they provide or enhance benefit both new and existing communities.

New neighbourhoods would be expected to deliver net zero homes and a mix of homes in terms of size and type. They will be expected to integrate with neighbouring communities and contribute to the enhancement of walking and cycling networks, open spaces and leisure and recreational provision. They should also address surface water drainage and the impact of noise and air pollution from nearby sources, as well as deliver 20% biodiversity net gain.

The regeneration of Purfleet-on-Thames already has outline planning permission and whilst the secondary school has been delivered and the first group of new homes constructed, most of the scheme is yet to commence. It is therefore important that it is captured within the initial proposals as a new neighbourhood with the expectation of what should be delivered clearly set out.

The new neighbourhood in Purfleet-on-Thames would be expected to deliver at least 2,800 new homes with a minimum of 10% affordable housing provision (the target set is lower than edge of settlement new neighbourhoods as viability is likely to be more challenging within this area).

This new neighbourhood will also be expected to include:

- a new town centre offering retail and leisure floorspace alongside community and healthcare facilities with high quality public realm suitable for hosting markets and other community and cultural events;
- a new primary school with early years childcare provision;
- film and television studios with additional commercial floorspace for offices, flexible workspaces, and workshops;
- hotel accommodation;
- railway station upgrades;
- enhancements to the riverside and improved access to it; and
- public open space.

Places people work - existing and new employment areas

The demand for employment land in the borough is expected to grow. To ensure there is enough land for businesses we will safeguard the borough's existing employment areas and propose new employment sites to increase supply.

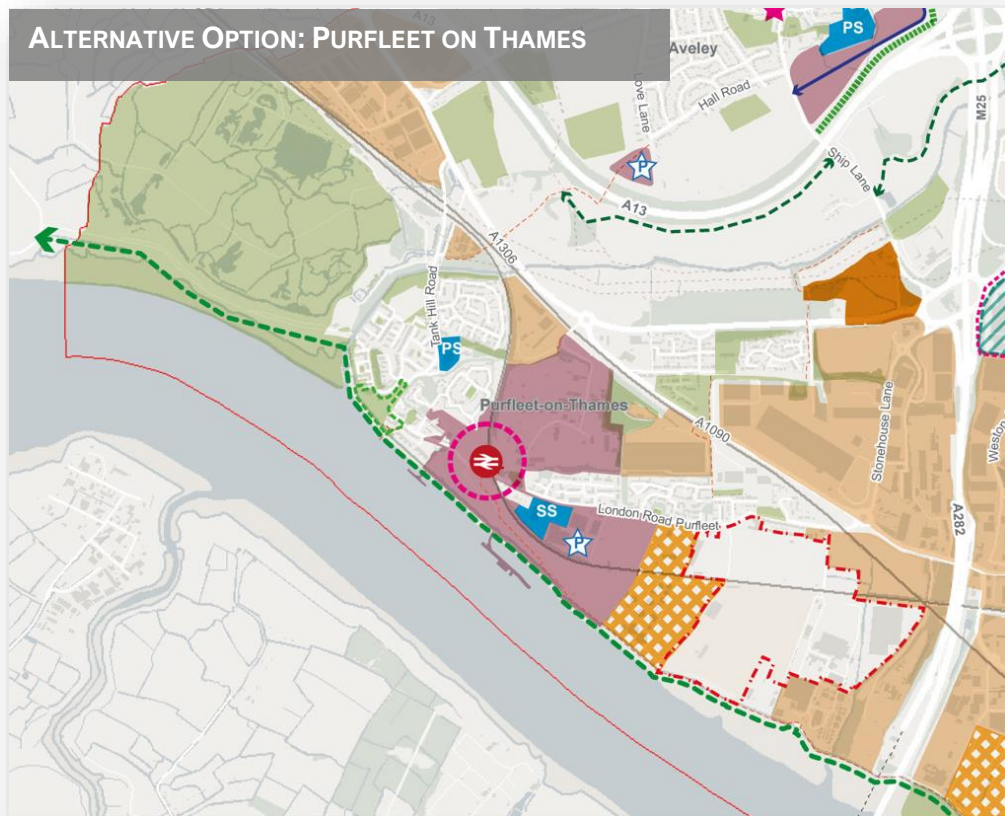
Existing employment areas will be categorised as Tier 1, Tier 2 or Oil and Chemical Storage areas and new employment sites will be categorised as Tier 1. The categories define the types of employment uses that would be supported within them and the instances where complimentary or alternative uses would be considered.

- There is a significant amount of Tier 1 employment land within Purfleet-on-Thames as well as land for Oil and Chemical Storage which will be safeguarded. Tier 1 employment areas have good access to the strategic road network and are the borough's key employment areas. They are suitable for all employment uses - office, industrial processes, and storage and warehousing - and will be safeguarded for these uses. Oil and Chemical Storage areas are of national importance and therefore are safeguarded for that specific use. If the demand for this use ceases other employment uses would be considered suitable.
- No new employment land is proposed within Purfleet-on-Thames outside of the new neighbourhood.
- Port operational land is identified for Purfleet Thames Terminal.

Places people visit - new Local Green Spaces

We are proposing 18 Local Green Spaces across the borough and one of them is the Park at Purfleet Heritage Centre. These green spaces were nominated by the public and are recognised as having particular importance to their local communities. Their designation as Local Green Spaces through the Local Plan would give them a significant level of protection.

Alternative option

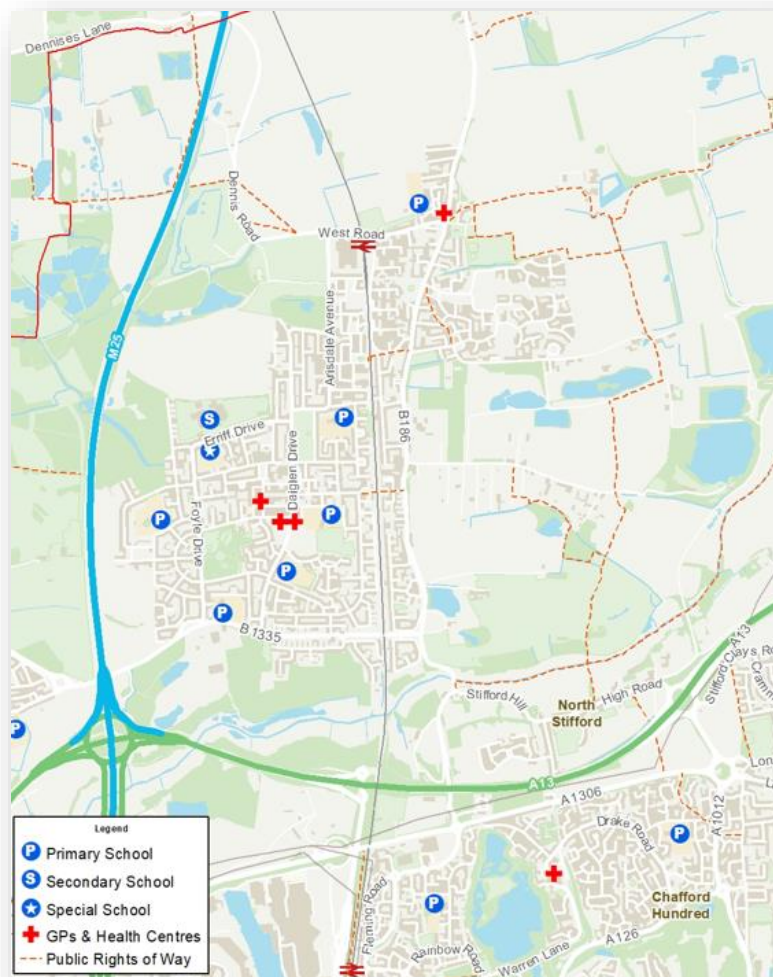


The alternative option for the Purfleet-on-Thames includes the new neighbourhood and new Local Green Space set out in the Initial Proposals, but it also proposes the following:

- A new tier 1 employment site adjacent to the A1306 and junction 31 of the M25 which would provide a range of unit sizes, particularly focused on small to medium sized units, and be suitable for all employment uses.

South Ockendon

About South Ockendon



South Ockendon is located in the north of the borough, to the east of Aveley, north of West Thurrock and south of North Ockendon. It is bordered to the west by the M25 and to the south by the A13.

Historically, the core was centred around the village green and the Royal Oak public house, which are to the north of the settlement. Much of the development built post World War II was to the south, on both the east and west sides of the railway line, which now runs through the middle of the settlement. There are two vehicular and four pedestrian/cycle crossings over the railway line. The current core is now centred around Daiglen Drive and Derry Avenue. Here there are numerous local and national shops centred around the pedestrianised area, including a Tesco Express and a Lidl supermarket, as well as two pharmacies and the South Ockendon Centre, which includes the local library.

South Ockendon has six primary schools, with two of them at over-capacity and one currently at capacity. It also has one oversubscribed secondary school. It has numerous medical centres, mainly located near the centre and to the north and four pharmacies.

There are a number of parks and open spaces, including Dilkes Park and Bonnygate Park, as well as the Mardyke Valley Golf Club to the east of the settlement. Grangewaters outdoor education centre is also located to the east of South Ockendon and offers a wide range of activities.

Accessibility to South Ockendon is good, due to its close proximity to the M25 and A13. However, movement within the settlement is hindered by the railway line running north/south through it. South Ockendon's railway station is at the north of the settlement close to the historic core. It is quite far from the existing centre and not easily walkable for most.

What you told us

Over the years we have undertaken several informal and formal engagement activities in South Ockendon. At these events we spoke to a range of different people who live, work, and visit in the area. The biggest issues raised over the last few years were:

- Locals are concerned about anti-social behaviour. There have been requests for a more visible police presence. Also, there is a need for more activities across all age groups, more spaces for leisure, recreation and community-building, and more social spaces like restaurants, cafes, and better public realm.
- Affordable housing is needed for people with local ties. Specialist housing is also needed, i.e., housing for older residents, sheltered housing and keyworker housing. New housing should be adaptable for aging in place. There are opportunities for regeneration.
- Infrastructure needs to be delivered before or alongside growth, not after. Utility infrastructure including drainage must be upgraded to accommodate growth.
- South Ockendon's unique identity could be better celebrated. Architecture standards need to be raised. Although there are certainly buildings valued for their community or historical value, most people don't find local architecture attractive. There is a sense of community and pride.
- There is a significant need for new or extended primary and secondary schools as well as schools catering for special needs. It's difficult to attract good teachers. Schools are underfunded and the curriculum could be improved.
- We need better protection for wildlife and the environment; more green space; more sports pitches. Parks are not always accessible to those with mobility issues. Culver Playing Fields is valued as are allotments, which should be protected. Air quality is an issue.
- The community hubs / halls and library are highly valued.
- Better connectivity needed through frequent and affordable public transport and walking and cycling links. Transport is needed to get students to secondary schools. Parking – particularly kerbside, congestion and HGV movements are issues. Transport to and from London is good.
- There is an opportunity for incubator / start up spaces. More local employment opportunities are needed. People appreciate the variety of shops but would like to see more independent shops, casual eateries, a larger supermarket, and an improved town centre offer generally.

- New / extended GP services should be a priority; getting appointments is difficult; pharmacies could offer more services.

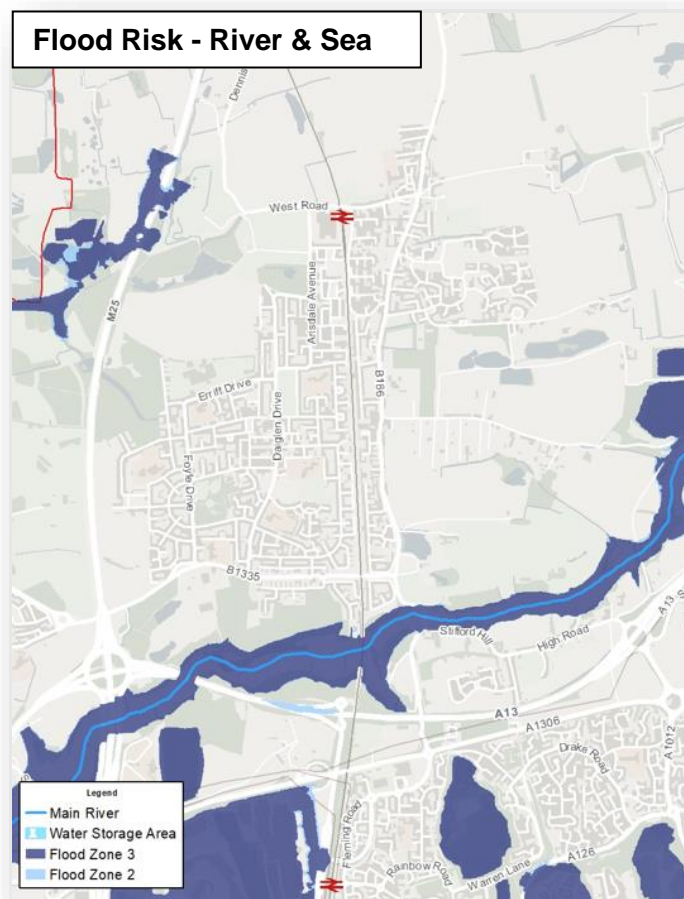
If you live here and want to tell us a bit more about what the place is like and how you would want to see it improved, please write into us using the comments form linked to this document.



Designations and constraints

Every settlement in the borough has been shaped in some way by a range of physical features, designations and planning constraints. These have influenced where and how development has come forward in an area in the past and will continue to influence how places change in the future. In South Ockendon, the main features, designations and constraints within and around the settlement are:

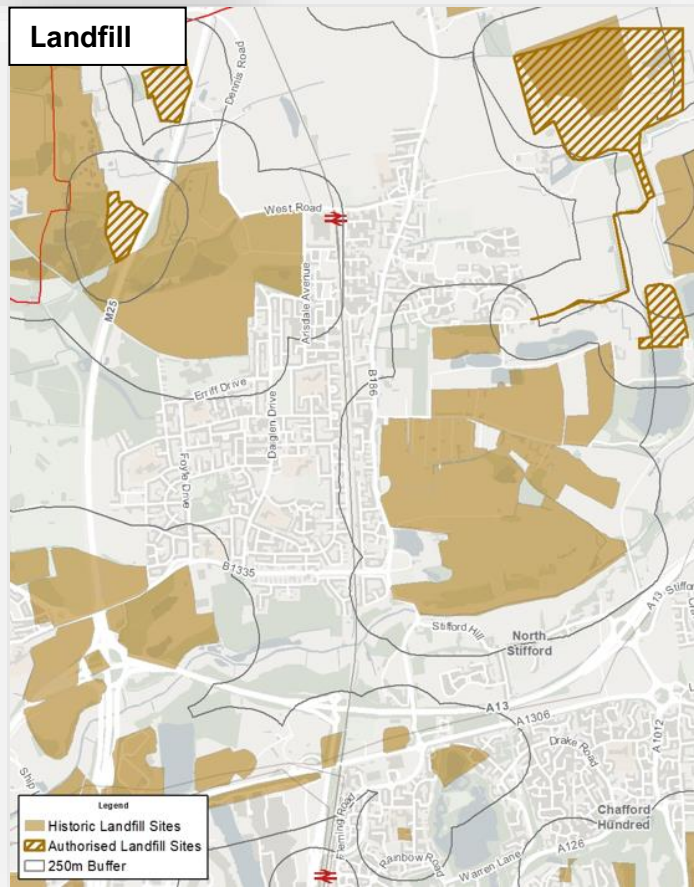
- **Severance:** the railway line that runs through South Ockendon causes a high degree of severance between the communities which live on either side of the track, with only two vehicular crossing points and a further two pedestrian and cycle crossings.
- **Flooding:** there is risk of flooding all along the Mardyke Valley which is in Flood Zone 3. There is a separate Flood Zone 3 area around the fishing lakes at Belhus Wood Country Park.
- **Surface water flooding:** there is some flooding that runs east to west through South Ockendon which seems to accumulate in Lang Pond in Oakwood Nature Reserve.
- **Landfill:** there are significant landfill sites in this area, both historic and current, which create constraints around contamination and remediation.
- **Nature and heritage:** The Mardyke valley is a focus for Local Wildlife Sites, as well as ancient woodland. There are a number of listed buildings throughout the area, particularly around the historic core of Ockendon with the Green and St Nicholas Church. Belhus Park to the immediate west, bisected by the M25, is a grade ii registered park & garden.
- **National Infrastructure:** the Lower Thames Crossing route passes close to the north of South Ockendon



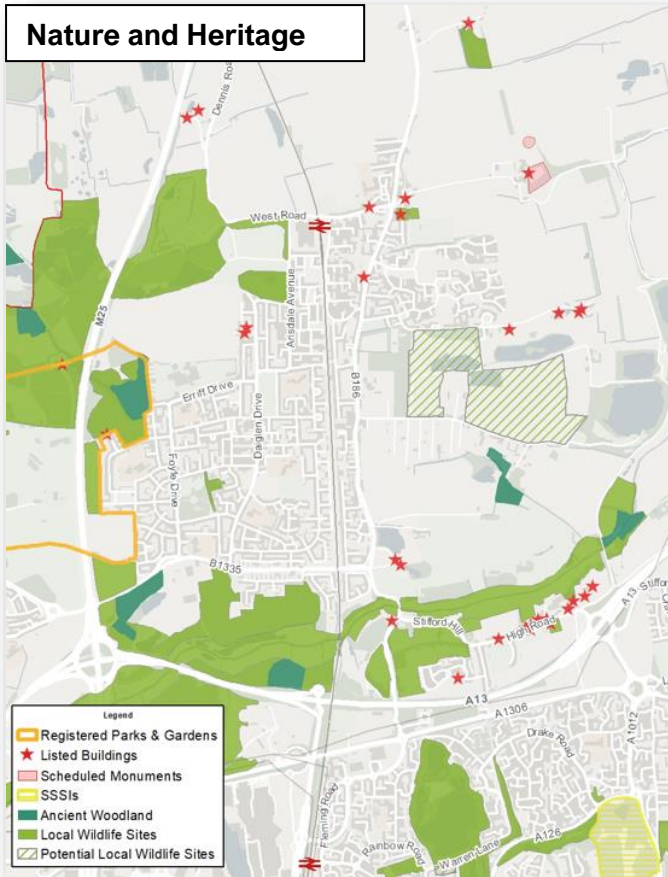
Surface Water Flood Risk



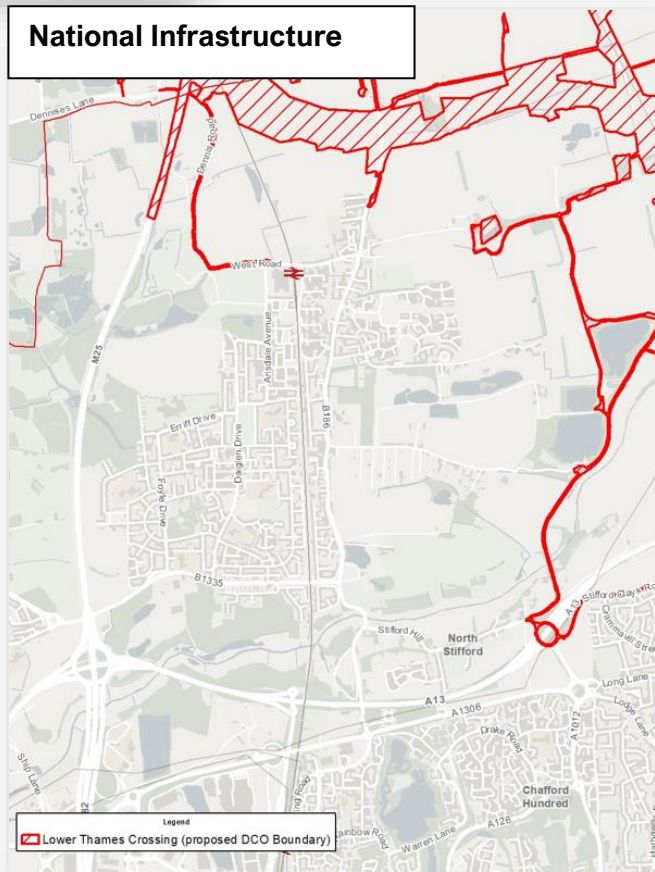
Landfill



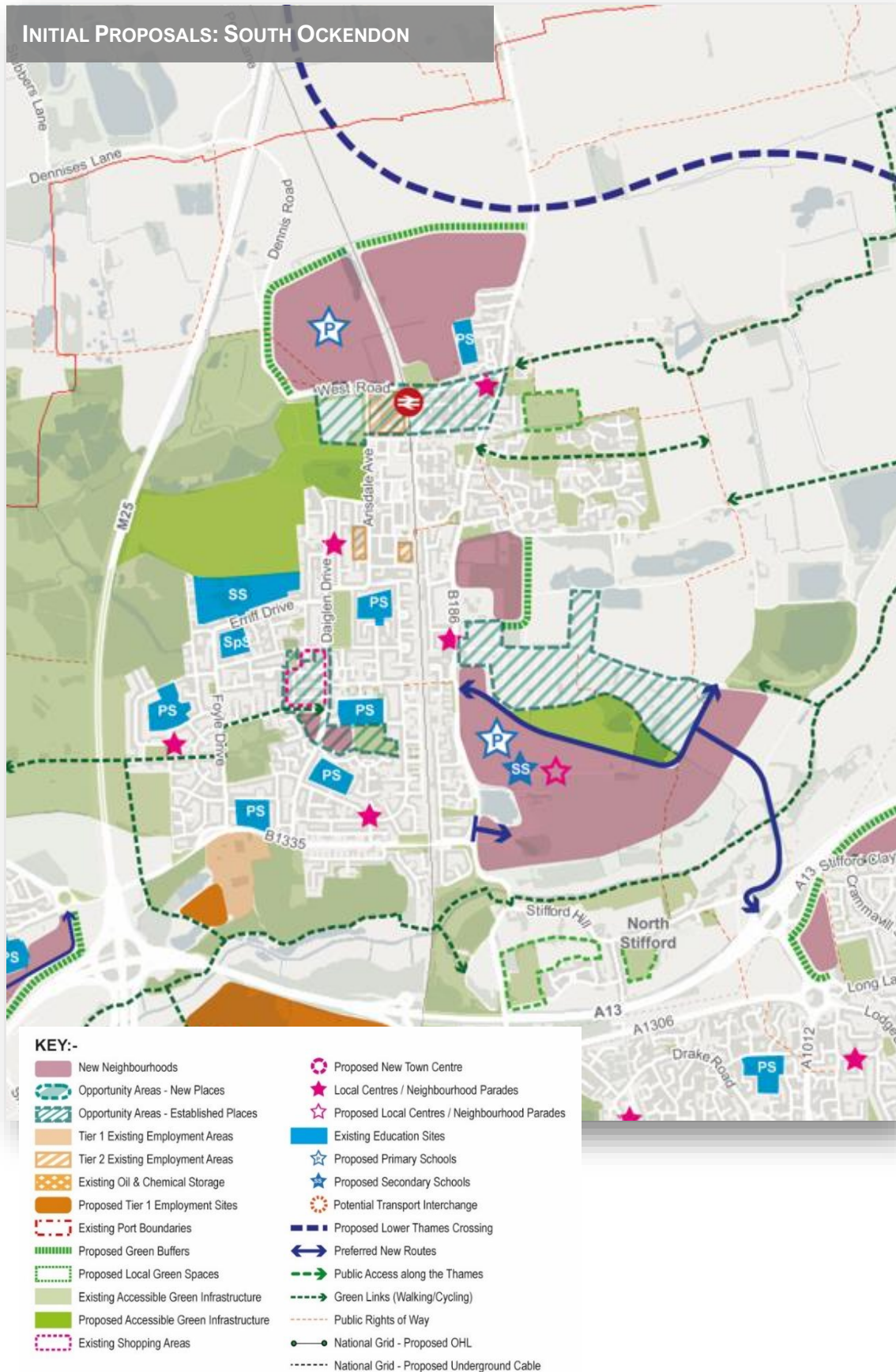
Nature and Heritage



National Infrastructure



Initial proposals



Places people live, work and visit - opportunity areas

Opportunity areas are places that we think have the potential to intensify existing uses and/or explore opportunities to bring forward new uses like more homes. It is important that new development that takes place in these areas is comprehensively planned so that the infrastructure needed to support new or intensified uses is provided when and where they are needed. The new Local Plan will seek to set out principles for the development of these areas with more detailed guidance produced as standalone documents i.e., development frameworks, masterplans, or design codes.

All homes that are delivered within opportunity areas would need to be net zero homes – with a minimum of 10% affordable housing provision (the target set is lower than edge of settlement sites as viability is likely to be more challenging within these areas) and 20% biodiversity net gain. They would also be expected to make appropriate contributions to supporting infrastructure needed to support the delivery of the development such as transport improvements, open space/public realm improvements and improved community, education, and health facilities.

We have identified three opportunity areas within South Ockendon. The first is centred around Derwent Parade and includes the Lidl store and Jack O’Lantern pub to the north, and the Whiteacres/Dilkes Wood and Culver Centre sites to the south-east.

- There is the opportunity to intensify the existing retail and commercial uses around Derwent Parade providing floorspace suitable for things like shops, cafes, health and community facilities, offices and creches.
- There is the opportunity to provide more homes in this central location, improving natural surveillance of the public spaces to tackle antisocial behaviour and make people feel safer.

The second opportunity area is located along West Road and extends from the edge of Little Belhus Country Park through to the junction with North Road, encompassing the Next distribution centre, the railway station and the northern part of a residential area known as ‘The Flowers,’ including existing retail and community facilities.

- There is the opportunity to make improvements to the existing station and potentially introduce a transport interchange alongside retail and residential uses.
- The existing residential area is of relatively low-density development, interspersed by open spaces which lack a defined use, poor quality garage blocks and a number of community buildings of varying size and quality. There is an opportunity to consolidate and improve the community facilities in this location, whilst providing additional modern housing alongside higher quality urban open spaces.
- Finally, there are a number of retail and community uses located around the junction of West Road and North Road which are of poor appearance and quality. There is an opportunity to improve the public realm in this location, introducing new retail and community uses to build a stronger neighbourhood centre to serve both the existing and new communities.

The final opportunity area identified is the Buckles Lane Travelling Showpeople site which is unlike the other opportunity areas identified through the initial proposals. The site is located on the east side of South Ockendon and consists of a number of distinct yards which have been developed into plots to meet the housing needs of Travelling Showpeople. However,

some of the development is unauthorised, and research has shown that numerous residents living at the site do not meet the definition of being a Travelling Show person. The site suffers from significant overcrowding, resulting in health and safety concerns.

- There is the opportunity to regularise the development at the Buckles Lane site to ensure that the residential community has access to appropriate utilities and community facilities, and that safety concerns caused by overcrowding at the site are addressed.

Places people live - new neighbourhoods

New neighbourhoods are areas where we think new homes should be built. To become successful places they require supporting infrastructure, like education, health and community facilities, and open spaces. These should be delivered within the new neighbourhoods if improvements or expansions to existing infrastructure are not possible or appropriate. Large new neighbourhoods should look to meet the day to day needs of residents with the provision of a local or neighbourhood centre which residents can easily walk and cycle to. New neighbourhoods should also be well connected to the existing settlement and to other places where residents may need to visit, such as for work, shopping, or leisure activities.

It is important that all our new neighbourhoods are designed as places and that the facilities they provide or enhance benefit both new and existing communities.

New neighbourhoods would be expected to deliver net zero homes - with a minimum of 35% affordable housing provision and a mix of homes in terms of size and type. They will be expected to integrate with neighbouring communities and contribute to the enhancement of walking and cycling networks, open spaces and leisure and recreational provision. They should also address surface water drainage and the impact of noise and air pollution from nearby sources, as well as deliver 20% biodiversity net gain.

New neighbourhoods to the north and south-east of South Ockendon, along with a small level of development east of South Road, have the potential to deliver in the range of 4,000 to 4,500 new homes.

These new neighbourhoods will provide:

- 2 or 3 new primary schools with early years childcare provision and potentially onsite SEN provision, and/or the potential extension of existing primary schools in South Ockendon;
- A new health centre;
- Improved access to South Ockendon station from both new and existing neighbourhoods;
- Landscape and noise buffers for areas that are adjacent to the proposed route of the Lower Thames Crossing;
- Improved access and pick-up/drop off facility for Benyon Primary school through development of the new northern neighbourhood;
- Potential provision of an additional road link across the railway line to the north of South Ockendon;
- Relocated and additional allotment land to the north of South Ockendon;

- Enhancements to, and improved natural surveillance of Little Belhus Country Park;
- A new secondary school within the new neighbourhood to the south-east (potentially provided as an all-through school) and, where appropriate, by the expansion of one or more of the existing secondary schools in the Schools Planning Area;
- New road link through the new neighbourhood to the south-east connecting South Road with Grangewaters Outdoor Education Centre and to Medebridge Road and the Stifford Interchange;
- New local/neighbourhood centre within the new neighbourhood to the south-east providing floorspace suitable for things like shops, cafes, health and community facilities, offices and creches;
- Enhancements to Grangewaters Outdoor Education Centre;
- Landscape buffer to Buckles Lane Travelling Showpeople site; and
- Enhancements to the Mardyke Valley.

Places people work - existing and new employment areas

The demand for employment land in the borough is expected to grow. To ensure there is enough land for businesses we will safeguard the borough's existing employment areas and propose new employment sites to increase supply.

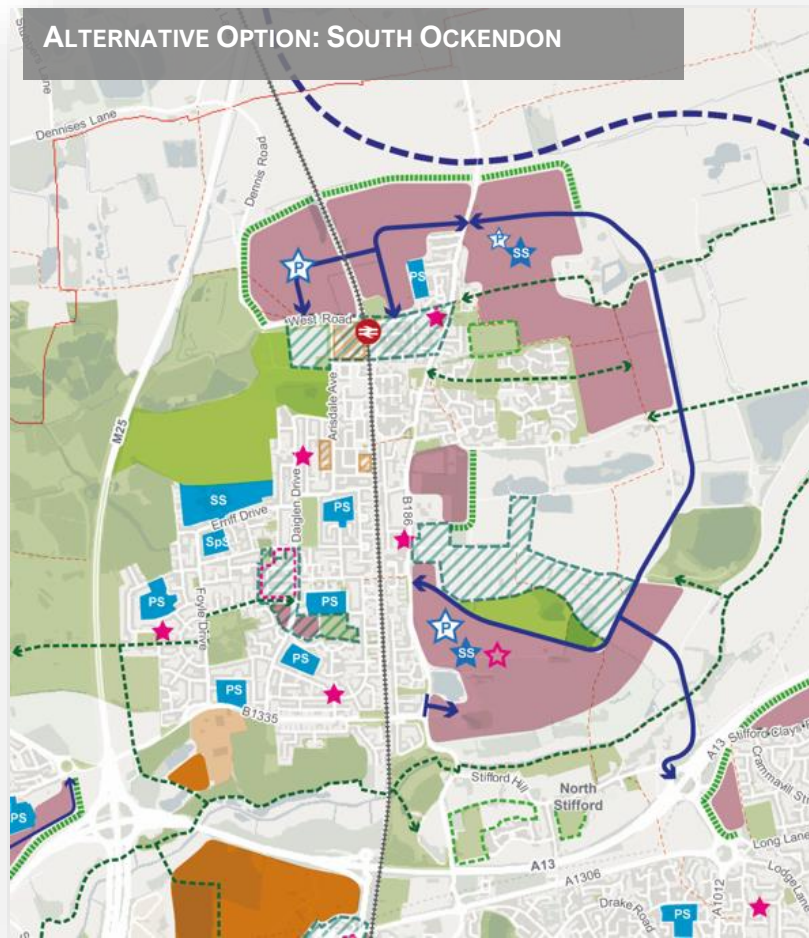
Existing employment areas will be categorised as Tier 1, Tier 2 or Oil and Chemical Storage areas and new employment sites will be categorised as Tier 1. The categories define the types of employment uses that would be supported within them and the instances where complimentary or alternative uses would be considered.

- Hangmans Wood Industrial Estate will be safeguarded as a Tier 1 employment area and an extension to area is proposed. Tier 1 employment areas have good access to the strategic road network and are the borough's key employment areas. They are suitable for all employment uses - office, industrial processes, and storage and warehousing, and will be safeguarded for these uses.
- The Next Distribution Centre and the smaller employment sites off Arisdale Avenue will be safeguarded as Tier 2 employment areas. Tier 2 employment areas are typically located within existing settlements in areas that are predominantly housing or in locations where access is less suited to the type of businesses established in these areas. Within Tier 2 employment areas the Council will support a shift towards employment uses which are compatible with neighbouring uses and the amenity of the area. The introduction of complimentary uses would also be welcomed providing there is no net loss of employment floorspace and there is no detriment to the operations of existing businesses.

Places people visit - new Local Green Spaces

We are proposing 18 Local Green Spaces across the borough and one of them is within South Ockendon at Birch Crescent. These green spaces were nominated by the public and are recognised as having particular importance to their local communities. Their designation as Local Green Spaces through the Local Plan would give them a significant level of protection.

Alternative option



The alternative option for South Ockendon proposes a higher level of growth compared to the initial proposal.

In addition to the development proposals set out in the initial proposal, this option proposes additional new neighbourhoods to the north-east of South Ockendon, along with a small level of development west of Arisdale Avenue. Taken together, the new neighbourhoods have the potential to deliver in the range of 6,000 to 7,000 new homes.

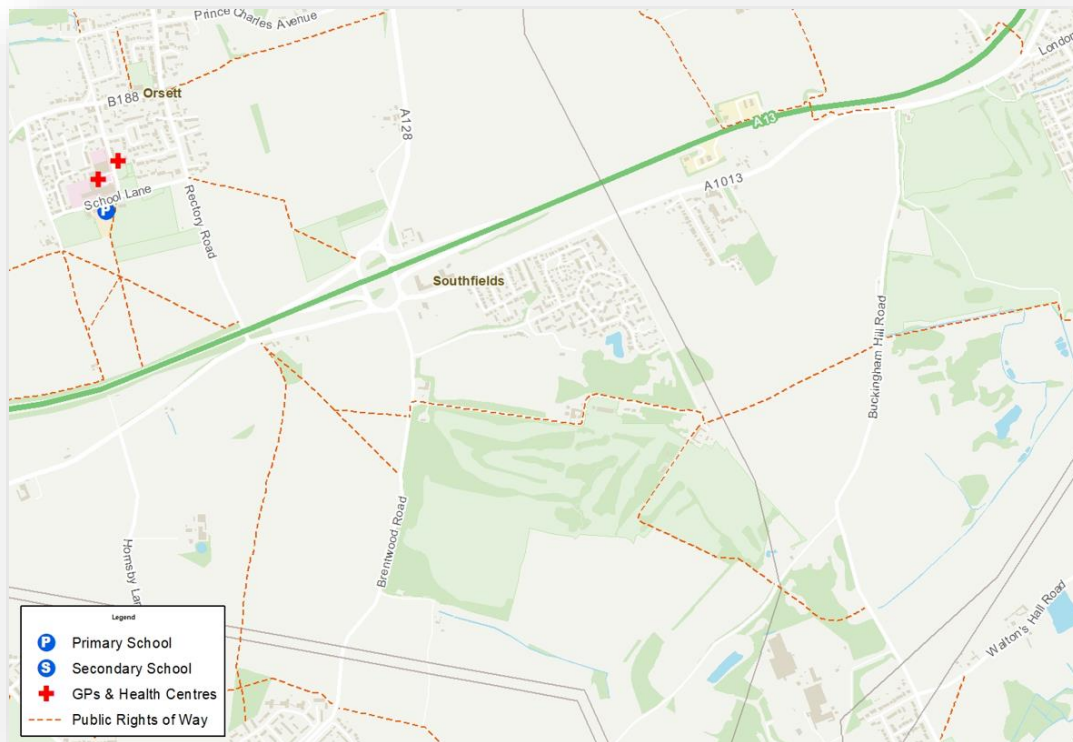
The new neighbourhoods to the north-east of South Ockendon will provide (provisions are in addition to those listed in the initial proposal above):

- 1 or 2 new primary schools with early years childcare provision and potentially onsite SEN provision, and/or the potential extension of existing primary schools in South Ockendon;
- A new secondary school within the new neighbourhood to the north-east (potentially provided as an all-through school) and, where appropriate, by the expansion of one or more of the existing secondary schools in the Schools Planning Area;
- New road link through the new neighbourhood to the north-east connecting to Medebridge Road and the Stifford Interchange;

- New local/neighbourhood centre within the new neighbourhood to the north-east providing floorspace suitable for things like shops, cafes, health and community facilities, offices and creches;
- Within the neighbourhoods to the east there would be a new Tier 1 employment site, which would be accessed from the new north-south link road and provide a range of units/plot sizes.
- The Next Distribution and the smaller employment sites off Arisdale Avenue would no longer be safeguarded as Tier 2 employment areas.

Southfields

About Southfields



Southfields is located centrally within the borough, north-east of Chadwell St Mary and south-east of Stanford le Hope. It lies off the A1013 Stanford Road, which runs parallel to the A13, between Brentwood Road and Buckingham Hill Road.

Historically, Southfields was a scattering of cottages and farms on the road between Grays and Stanford-le-Hope. Afterwards, it was characterised by the presence of the Orsett Military Camp, quarries, and a shipping container depot. Homes and business were built on Sandown Road as far back as 1938, but the main development began in the 1990's with the Bonners Estate, which saw the development of approximately 300 homes.

Today, Southfields stands as a series of cul-de-sacs. There is no local centre, no convenience shopping, or any schools. The Voujon restaurant is not an enjoyable walk from most of the homes. There are few pedestrian shortcuts but those willing to walk to the bus stops enjoy good connectivity to Grays, Lakeside, and Basildon, including Basildon Hospital.

What you told us

We haven't undertaken any formal or informal engagement activity within Southfields itself – which means we don't have a steer from people who live and visit there about how they would like to see it grow, change, and adapt in the future.

At other events across the borough there are a number of general issues that get raised time and time again including availability of doctors and schools; concerns about traffic

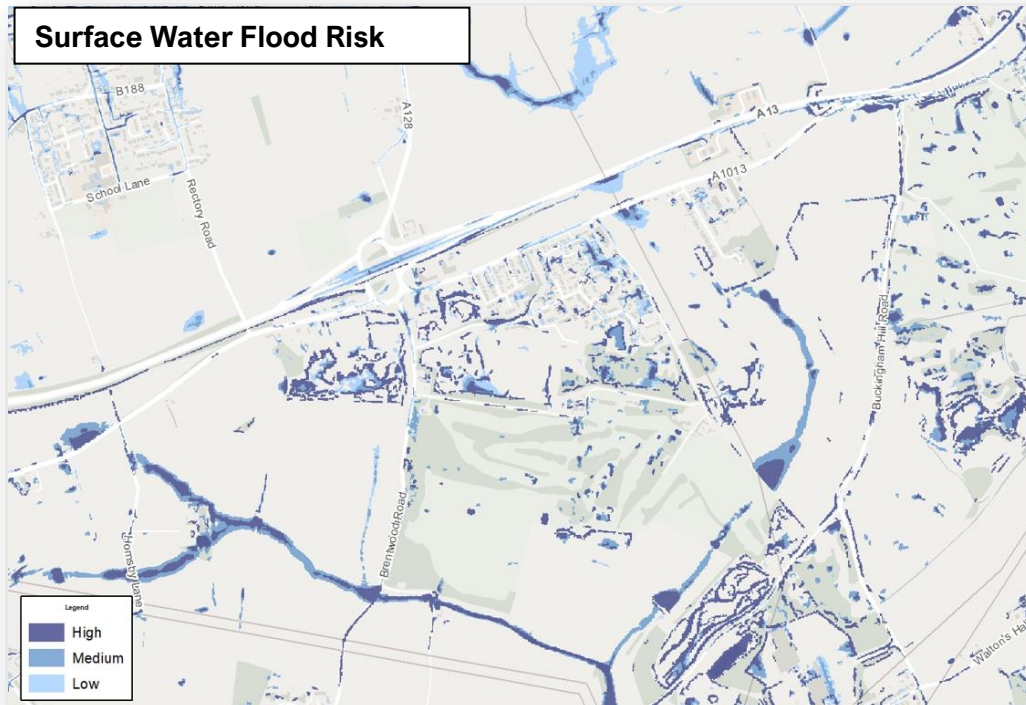
congestion and air quality; and the need to improve and enhance open/natural places – in the absence of a more local steer we have assumed that people that live in and visit Southfields would have similar views.

If you live here and want to tell us a bit more about what the place is like and how you would want to see it improved, please write into us using the comments form linked to this document.

Designations and constraints

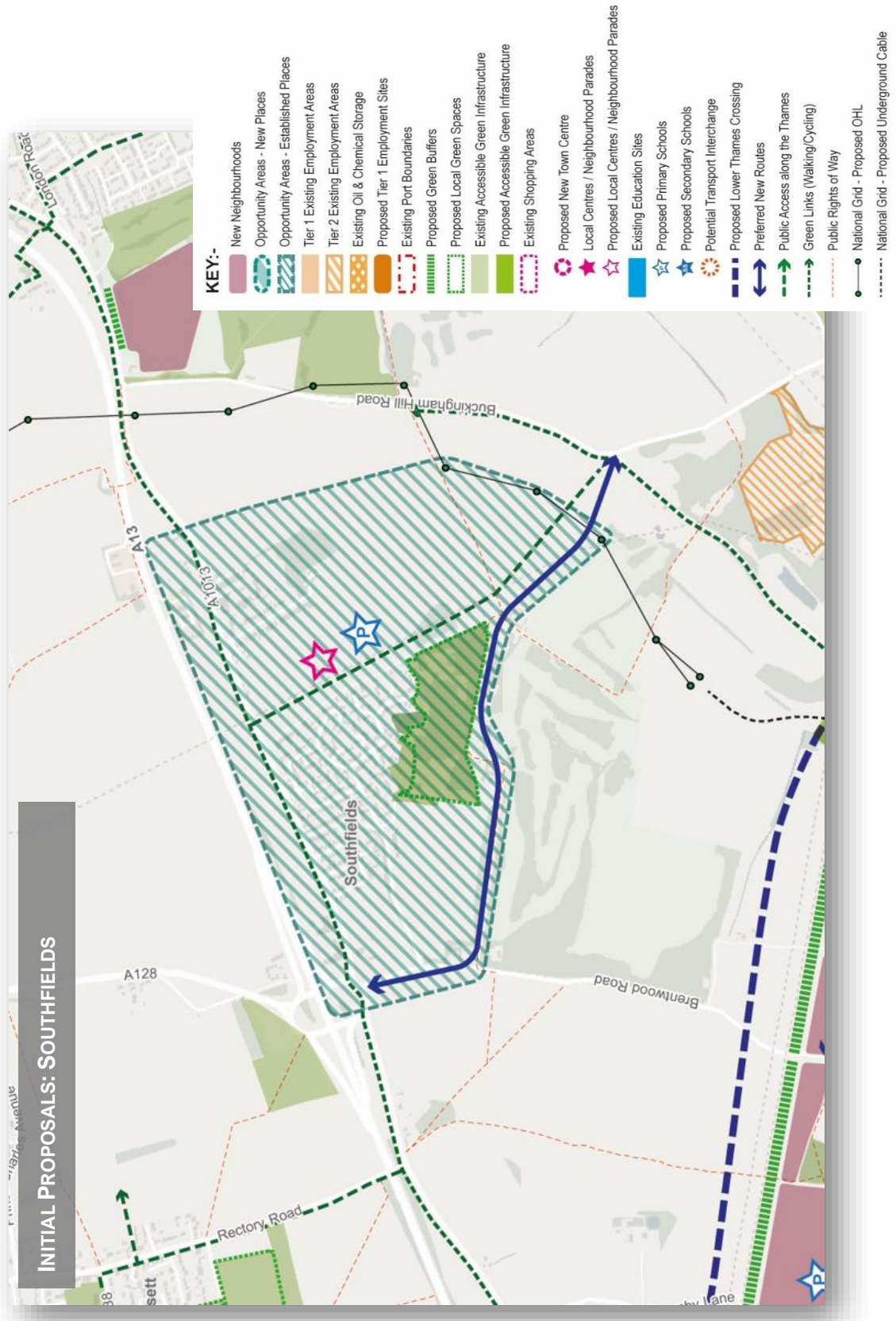
Every settlement in the borough has been shaped in some way by a range of physical features, designations and planning constraints. These have influenced where and how development has come forward in an area in the past and will continue to influence how places change in the future. In Southfields, the main features, designations and constraints within and around the settlement are:

- Surface water flooding: the topography of the area creates surface water flooding issues with flow paths running through the heart of the Southfield area.
- Landfill: there are several landfill sites within and around Southfields, both historic and current, which would need to be considered.
- Nature and heritage: the East Quarry and wooded features of Orsett Golf Club are Local Wildlife Sites, to the immediate south of the built area of Southfield. There is a designated Scheduled Monument of archaeological importance to the west of Southfields, of a Causeway Enclosure and Anglo-Saxon cemetery.





Initial proposals



Places people live, work and visit - opportunity areas

Opportunity areas are places that we think have the potential to intensify existing uses and/or explore opportunities to bring forward new uses like more homes. It is important that new development that takes place in these areas is comprehensively planned so that the infrastructure needed to support new or intensified uses is provided when and where it is needed. The new Local Plan will seek to set out principles for the development of these areas with more detailed guidance produced as standalone documents i.e., development frameworks, masterplans, or design codes.

We have identified Southfields as an opportunity area as, at this stage, we do not have enough information to be able to fully identify it as part of our initial proposals. However, identifying it as an opportunity area enables us to have a conversation with local communities and other stakeholders about what growth at Southfields could deliver if potential development constraints can be overcome.

We need to be confident that comprehensive growth can be delivered in a sustainable way, and that in the future, Southfields can be a 'successful place,' and can contribute to a successful Thurrock. There are a number of different site promoters promoting land for development around Southfields. It is considered particularly important to prevent the piecemeal development of land parcels in Southfields as this risks exacerbating the planning failures of the past and could prejudice the overall delivery of good growth in this location.

It is considered that a comprehensively planned growth proposal around Southfields has the potential to deliver in the range of 1,250 – 1,750 new homes, of which 35% would be affordable housing. It would include a mix of homes in terms of size and type, and all new homes would be zero carbon.

A comprehensive growth proposal would also be expected to deliver:

- A new 2FE primary school with early years childcare provision and potentially onsite SEN provision;
- New local/neighbourhood centre located centrally within Southfields providing floorspace suitable for things like shops, cafes, multi-functional community facilities, offices and creches;
- Local employment opportunities;
- Walking and cycling routes connecting the existing residential development of Bonners Estate and Sandown Road to adjacent development areas, and further afield to Grays and Stanford-le-Hope;
- Improvements to Stanford Road;
- New play facilities, sports pitches and enhanced open spaces; and
- 20% biodiversity net gain.

Further technical work and community and stakeholder engagement will need to be undertaken prior to the next stage of the Local Plan. Of particular importance to the Southfields opportunity area are:

- Transport modelling
- Infrastructure delivery

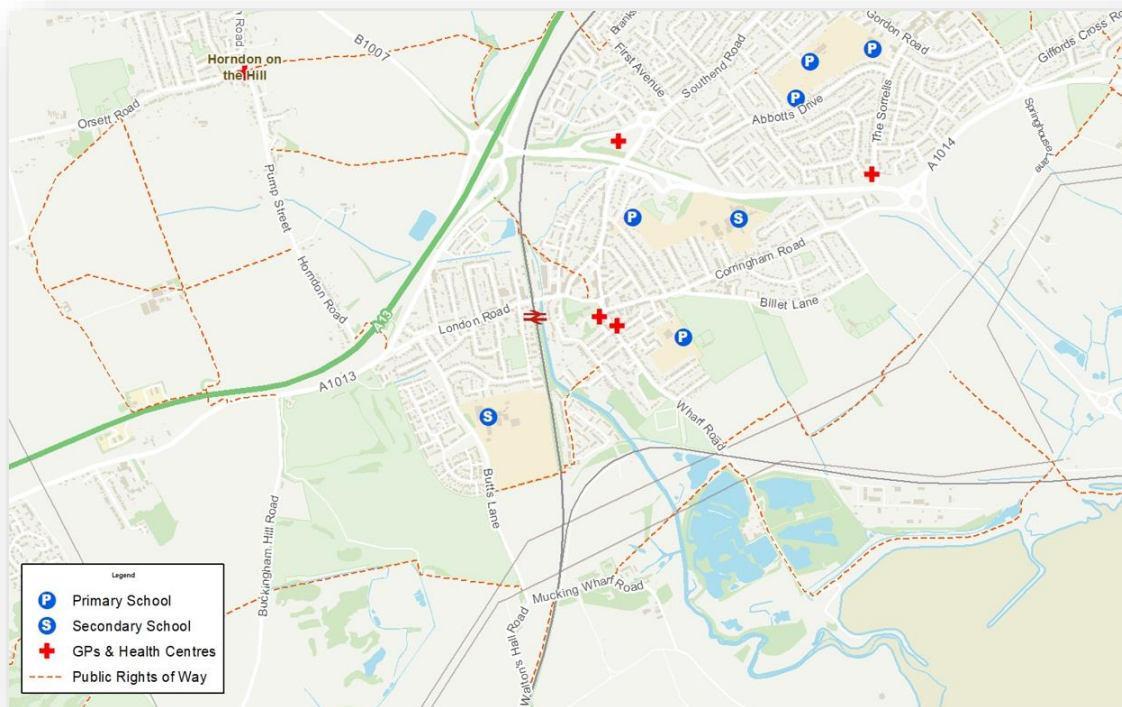
- Green Belt Stage 2 Assessment
- Land assembly discussions
- Preparation of spatial development framework
- Stakeholder engagement with Natural England and National Grid
- Community engagement with existing residents of Bonners Estate & Sandown Road

Places people visit - new Local Green Spaces

We are proposing 18 Local Green Spaces across the borough and one of them is the East Quarry at Southfields. These green spaces were nominated by the public and are recognised as having particular importance to their local communities. Their designation as Local Green Spaces through the Local Plan would give them a significant level of protection.

Stanford le Hope

About Stanford le Hope



Stanford le Hope lies to the south-east of the borough, adjacent to Corringham. It is bordered to the north by the A13 and to the south by the Mucking Marshes and Thames Estuary. It has a population of approximately 29,521 and 11,537 households.

The historic town is centred around the Grade I listed St Margaret's Church and the Inn on the Green public house, which still remain an attractive focal point and core today. The area around High Street and King Street has many local and national shops, including a Tesco Extra, as well as numerous takeaways, a pharmacy and estate agents.

Until 1999, Stanford le Hope was home to two oil refineries, Shell Haven and Coryton, located off the River Thames. These have now been developed as the DP World London Gateway deepwater container port and logistics park.

Stanford le Hope has two primary schools, one which is at over-capacity and also has one secondary school and a sixth form college. It has four medical centres and one pharmacy.

Stanford le Hope has a small number of parks, including Hardie Park, with a skate park and café, along with the smaller park off Ruskin Road, which has play equipment. To the south of the settlement is Mucking Marshes, which is home to Essex Wildlife Trust Thameside Nature Discovery Park.

Stanford le Hope is easily accessible due to its close proximity to the A13 and also its centrally located railway station, which lies on the c2c London Fenchurch Street to Southend railway line. Bus routes also form connections to other places within the borough, as well as out further-afield to Basildon, including to Basildon Hospital.

What you told us

Over the years we have undertaken several informal and formal engagement activities in Stanford-le-Hope. At these events we spoke to a range of different people who live, work, and visit in the area. The biggest issues raised over the last few years were:

- Locals are concerned about the amount of parking, especially after a central car park was sold off; lack of local infrastructure for new homes; speeding and the need to look at hidden infrastructure, such as underground services like drainage, having had flooding issues recently.
- Retail areas have good butchers and good supermarkets but there is a desire for a variety of better shops. There is a predominance of estate agents and fast-food outlets in the high street. Residents want more night-time economy and culture and less junk food.
- Residents want to know what will happen to the boarded-up police station and the ticket office at Stanford le Hope station.
- Infrastructure must be improved to deal with any growth.
- Residents are concerned that market housing is being bought up by Newham Council to meet their social housing needs rather than being kept available for those with a local connection. There's not enough affordable housing.
- St Margaret's Church is highly valued as are the parks and green spaces. There is a desire to connect more with the estuary. Stanford Recreation Ground could benefit from restoration. Most parks have broken or removed and unreplaced play equipment. There is support for more "wild" planting.
- The fields south of Stanford le Hope are valued for views and dog walking.
- Mini roundabouts are not safe.
- Stanford wants to be recognised as a youthful settlement, part of the economically active commuter belt. Most people can walk or cycle to shops but they don't consider themselves a "Live Locally" kind of community. Getting contactless commuter payments is a higher priority. [Note: these comments date from the early days of the pandemic and the Council don't know yet how the moves away and back into London offices may have affected this sentiment]
- Facilities and services are insufficient to meet local needs, but most people want to stay in Stanford le Hope as they get older. The majority are concerned about anti-social behaviour and there is a lack of activities for youth (not Youth Club, this is not favoured) and community spaces.

If you live here and want to tell us a bit more about what the place is like and how you would want to see it improved, please write into us using the comments form linked to this document.

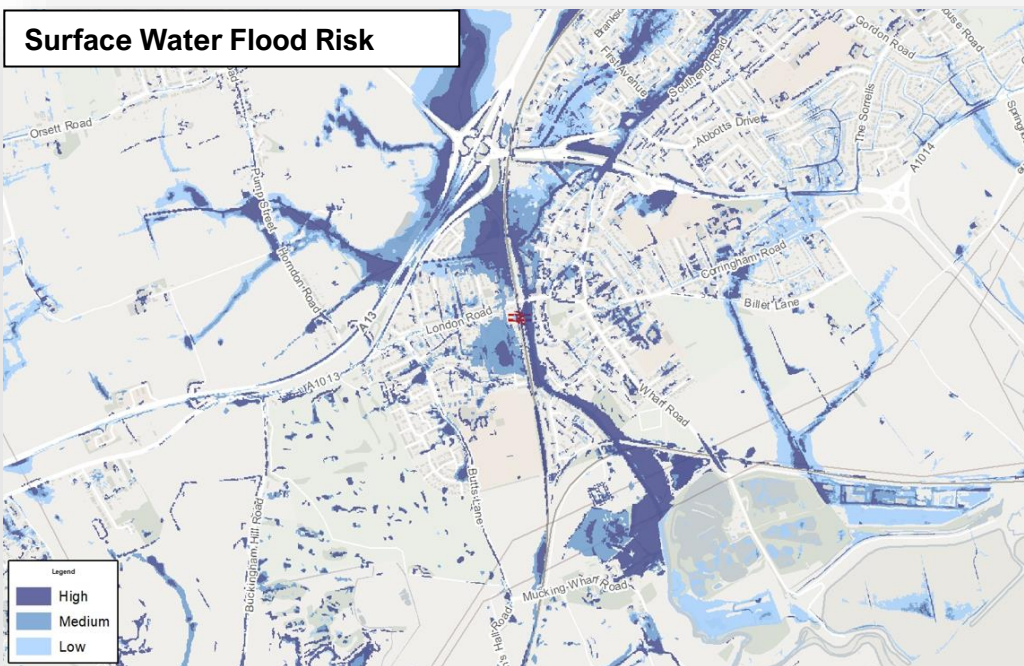
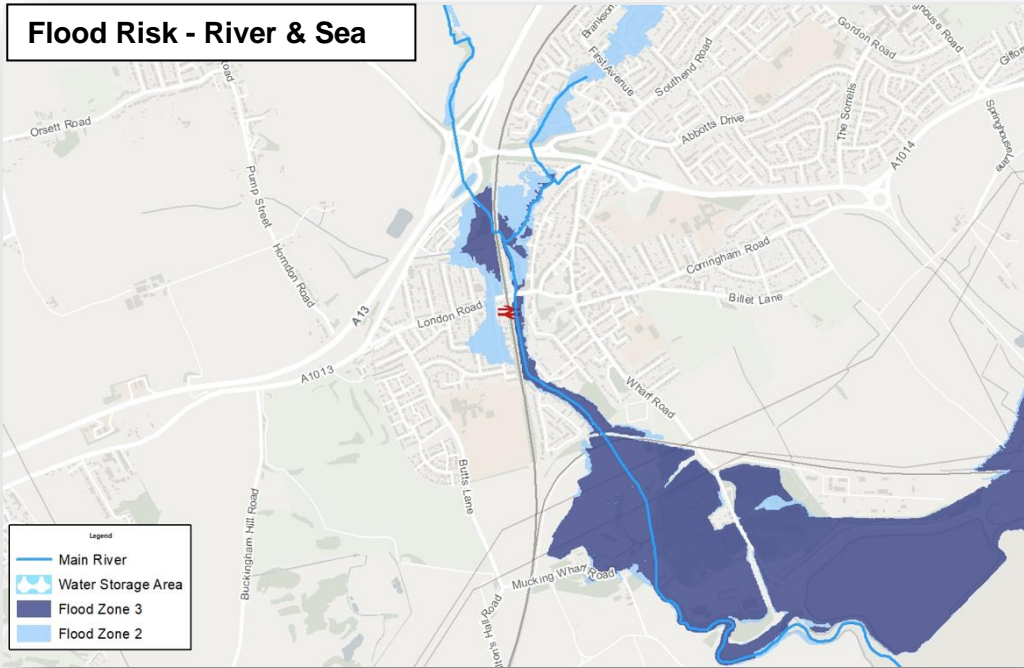


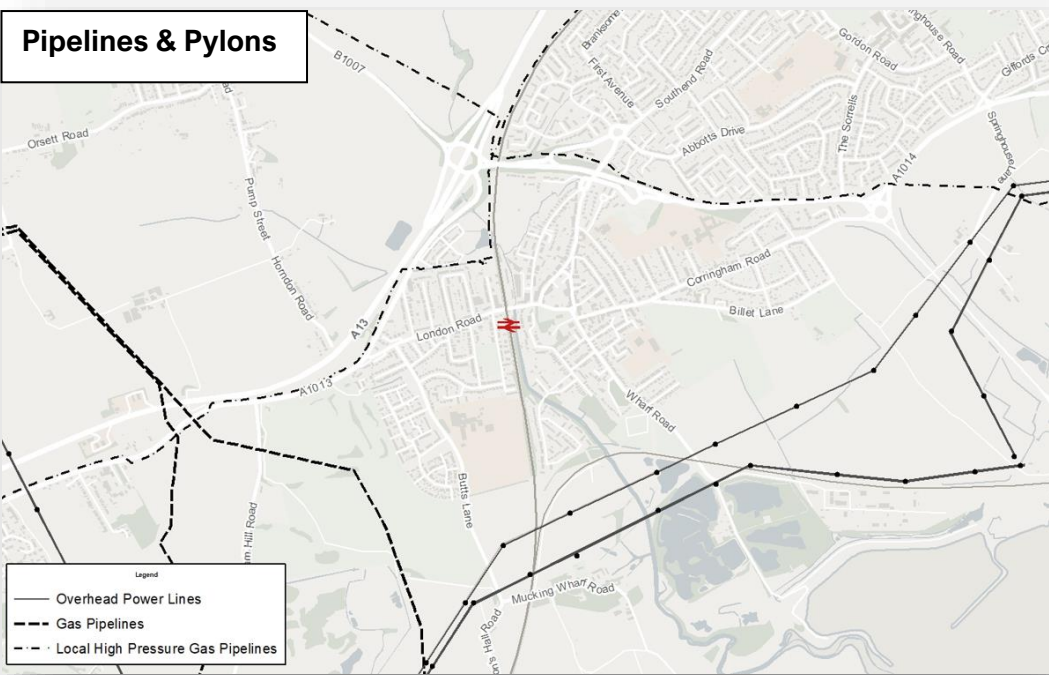
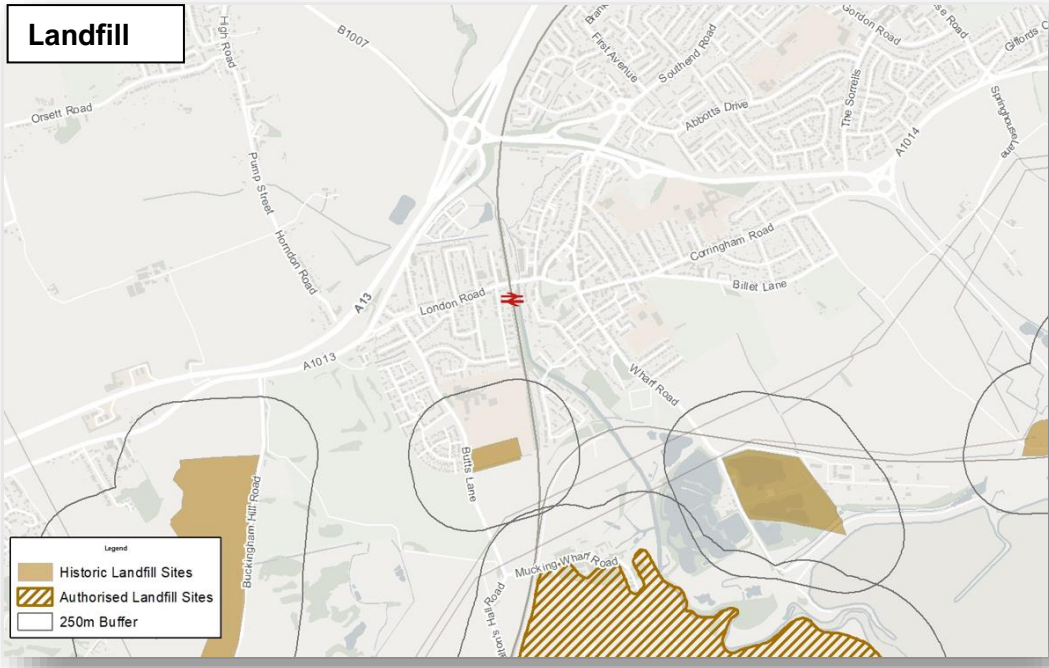
Designations and constraints

Every settlement in the borough has been shaped in some way by a range of physical features, designations and planning constraints. These have influenced where and how development has come forward in an area in the past and will continue to influence how places change in the future. In Stanford le Hope, the main features, designations and constraints within and around the settlement are:

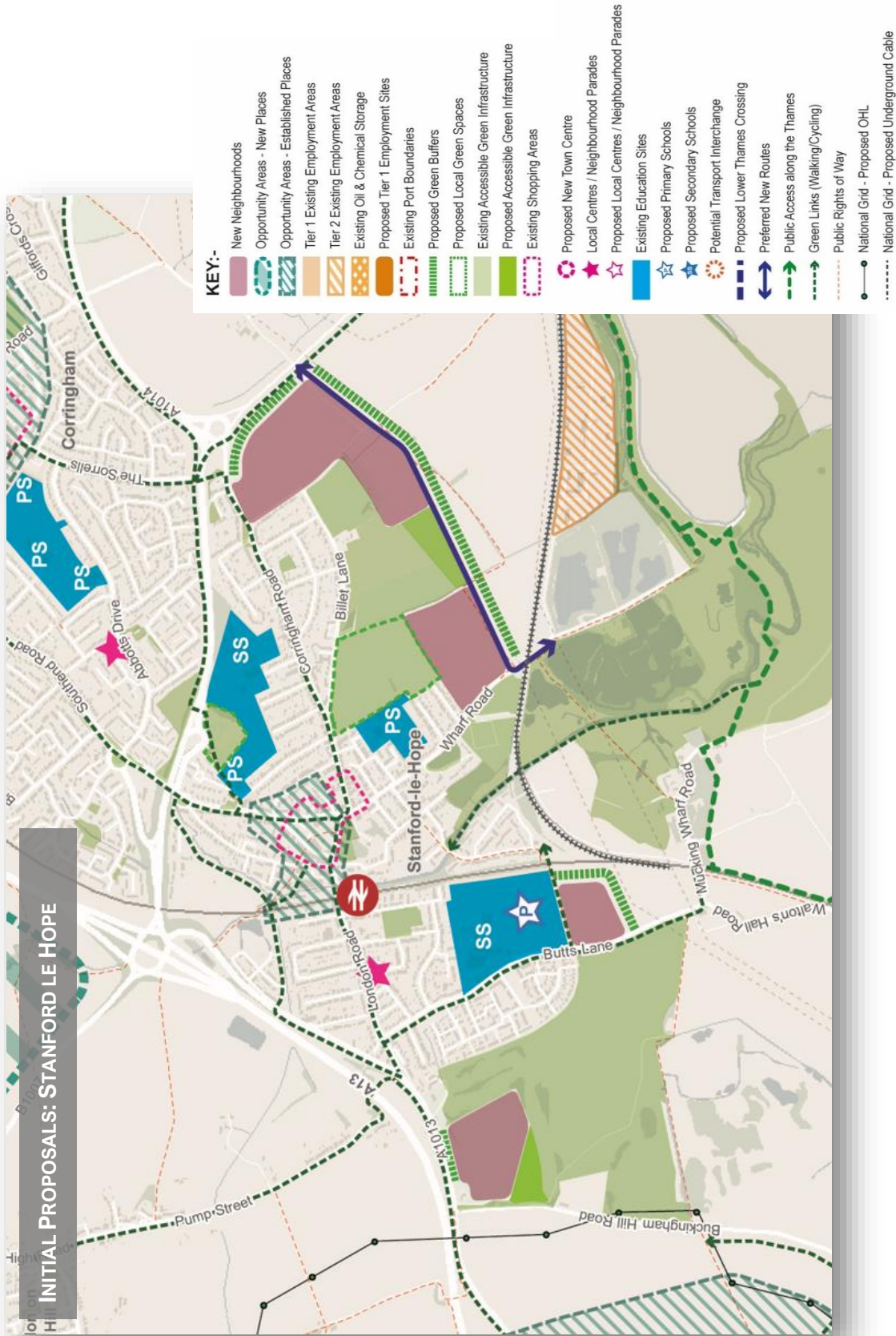
- Highways: land that is too close to main roads is potentially unsuitable for some uses because of noise and air pollution issues. Main roads can also create points of severance - for example, the Manor Way roundabout with the A1014 and the dock approach road are difficult for pedestrians and cyclists to cross. London Road provides a main point of access to Stanford le Hope but is constrained by a level crossing, which contributes to congestion issues.
- Flooding: there are a number of water courses that meet in the centre of Stanford le Hope which create localised flooding issues. Surface water flood risk issues relating to the topography of the wider area add to the flooding issue. This is a major constraint for development in the area but there may be opportunities for new development to overcome this and potentially help reduce existing issues if appropriate water storage can be designed in at the start of certain flow paths.
- Landfill: there are several historic landfill sites to the south of Stanford le Hope. The Thameside Nature Reserve sits on part of a former landfill site currently undergoing remediation and transformation into an important wildlife habitat along the Thames.
- Pylons and pipelines: there are several banks of pylons to the south of Stanford le Hope that provide a natural barrier to expansion. There are also several gas

pipelines in the local area, mostly following existing roads, which also create a sensitive constraint to development.





Initial proposals



Places people live, work and visit - opportunity areas

Opportunity areas are places that we think have the potential to intensify existing uses and/or explore opportunities to bring forward new uses like more homes. It is important that new development that takes place in these areas is comprehensively planned so that the infrastructure needed to support new or intensified uses is provided when and where they are needed. The new Local Plan will seek to set out principles for the development of these areas with more detailed guidance produced as standalone documents i.e., development frameworks, masterplans, or design codes.

All homes that are delivered within opportunity areas would need to be net zero homes – with a minimum of 10% affordable housing provision (the target set is lower than edge of settlement sites as viability is likely to be more challenging within these areas) and 20% biodiversity net gain. They would also be expected to make appropriate contributions to supporting infrastructure needed to support the delivery of the development such as transport improvements, open space/public realm improvements and improved community, education, and health facilities.

The area around Stanford le Hope train station and town centre is identified as an Opportunity Area. In this area we think there is an opportunity to bring forward more homes and opportunities for local employment alongside urban greening/public realm improvements.

Places people live - new neighbourhoods

New neighbourhoods are areas where we think new homes should be built. To become successful places they require supporting infrastructure, like education, health and community facilities, and open spaces. These should be delivered within the new neighbourhoods if improvements or expansions to existing infrastructure are not possible or appropriate. Large new neighbourhoods should look to meet the day to day needs of residents with the provision of a local or neighbourhood centre which residents can easily walk and cycle to. New neighbourhoods should also be well connected to the existing settlement and to other places where residents may need to visit, such as for work, shopping, or leisure activities.

It is important that all our new neighbourhoods are designed as places and that the facilities they provide or enhance benefit both new and existing communities.

New neighbourhoods would be expected to deliver net zero homes - with a minimum of 35% affordable housing provision and a mix of homes in terms of size and type. They will be expected to integrate with neighbouring communities and contribute to the enhancement of walking and cycling networks, open spaces and leisure and recreational provision. They should also address surface water drainage and the impact of noise and air pollution from nearby sources, as well as deliver 20% biodiversity net gain.

New neighbourhoods to the west and south of Stanford le Hope have the potential to deliver in the range of 850 to 1,100 new homes.

These new neighbourhoods will provide:

- A new primary school with early years childcare provision and potentially onsite SEN alternative provision, along with the potential expansion of existing schools and additional provision as part of an all-through school;

- Enhancements to existing open spaces including improved sporting provision at the Billet and additional land for allotments; and
- A new local/neighbourhood centre to the west providing floorspace suitable for things like shops, cafes, health and community facilities, offices and creches;

Places people work - existing and new employment areas

The demand for employment land in the borough is expected to grow. To ensure there is enough land for businesses we will safeguard the borough's existing employment areas and propose new employment sites to increase supply.

Existing employment areas will be categorised as Tier 1, Tier 2 or Oil and Chemical Storage areas and new employment sites will be categorised as Tier 1. The categories define the types of employment uses that would be supported within them and the instances where complimentary or alternative uses would be considered.

Stanhope Industrial Estate is safeguarded as a Tier 2 site. Tier 2 employment areas are typically located within existing settlements in areas that are predominantly housing or in locations where access is less suited to the type of businesses established in these areas. Within Tier 2 employment areas the Council will support a shift towards employment uses which are compatible with neighbouring uses and the amenity of the area. The introduction of complimentary uses would also be welcomed providing there is no net loss of employment floorspace and there is no detriment to the operations of existing businesses.

Traffic restrictions will be put in place along Wharf Road and a new proposed access enabled by the new neighbourhood to the south of Stanford le Hope would be the main access route to Stanhope Industrial Estate.

Places people visit - new Local Green Spaces

We are proposing 18 Local Green Spaces across the borough and two of them are within Stanford le Hope - Hardie Park and Stanford Rugby Club. These green spaces were nominated by the public and are recognised as having particular importance to their local communities. Their designation as Local Green Spaces through the Local Plan would give them a significant level of protection.

Alternative option

There are no materially different growth scenarios being considered for Stanford-le-Hope. However, a no green belt release scenario is being considered at a borough wide level.

Tilbury

About Tilbury



Tilbury lies in the south-east of the borough, to the south of Chadwell St Mary. It is a port town on the north bank of the river Thames. Development originally began with a few houses for the workers of the new London Tilbury and Southend Railway line and the railway station. However, the construction of Tilbury Docks resulted in many houses being built for those working at the docks. Its current town was built as a separate settlement in the late 19th century, on land that was historically part of Chadwell St Mary.

Tilbury's deep-water port is part of the Port of London, and it makes a significant contribution to the local and national economy. It is currently the fastest growing port in the UK and the main UK port for handling the importation of paper. It also handles containers, grain, bulk cargoes and provides facilities for the importation of cars. It is also home to London International Cruise Terminal.

Tilbury has a 16th century fort, designed to defend against the passage of enemy ships to London via the River Thames. It is now owned by English Heritage and attracts many tourists to the area.

The town has two main shopping areas, at Calcutta Road and at Civic Square. Calcutta Road has a few local shops, including a pharmacy, as well as a Co-op convenience store and a Tesco Express. Civic Square has a few local shops, takeaways, a Post Office and pharmacy. Further east, on Dock Road, where Tilbury Town Railway Station is, there are also a few local shops, a pharmacy and hot food takeaways.

Tilbury has four primary schools and one secondary school. One of the primary schools is currently at capacity, and one is already at over-capacity. It also has four medical centres and proposals for an Integrated Medical and Wellbeing Centre to be located in the centre.

Tilbury has a number of open spaces and parks, including Daisy Fields and Anchor Fields, which are both protected by Fields in Trust. Anchor Fields has recently been given permission for a youth centre, which will provide activities and support to young people.

Tilbury can be accessed easily by road via the A1089, which runs south directly from the A13. It is also served by rail, with its own railway station, which runs on the c2c London Fenchurch Street to Southend line. Bus routes run around the settlement, as well as out to other locations within the borough, such as to Grays and also Chadwell St Mary. A ferry services runs from Tilbury to Gravesend in Kent, with crossings each way approximately every 30 minutes, six days a week.

What you told us

Over the years we have undertaken several informal and formal engagement activities in Tilbury. At these events we spoke to a range of different people who live, work, and visit in the area. The biggest issues raised over the last few years were:

- Locals are concerned about anti-social behaviour. People don't feel safe going out at night and there have been requests for a more visible police presence.
- There is a need for more activities across all age groups and longer hours at the hub. Exercise classes are too expensive.
- There is an opportunity here for short- and long-term GTTS pitches. Basic literacy courses need to be taken into these sites.
- There is a high need for affordable housing for local people.
- Residents need a wider variety of shops, i.e., fishmonger, butcher, more restaurants and bars. Empty shops are an issue. There are opportunities to improve public spaces.
- Community unrest is an issue here. There is high unemployment. People want more say in how their town is managed.
- Parking is an issue, particularly around the Civic Square. Walking and cycling links need improving.
- Parks and green spaces need maintenance. Fly tipping is a problem, attributed to costs associated with using the public amenity site.

If you live here and want to tell us a bit more about what the place is like and how you would want to see it improved, please write into us using the comments form linked to this document.

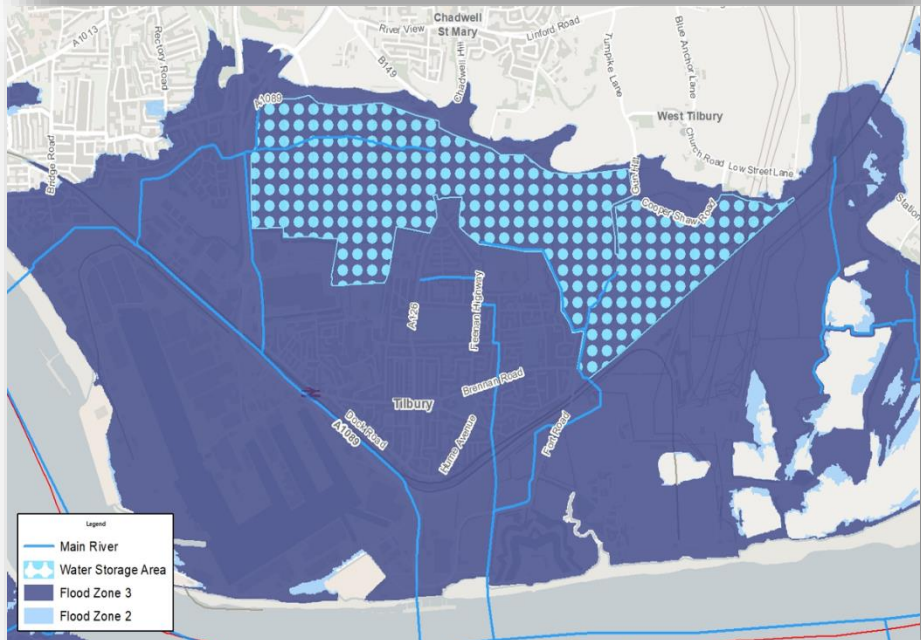
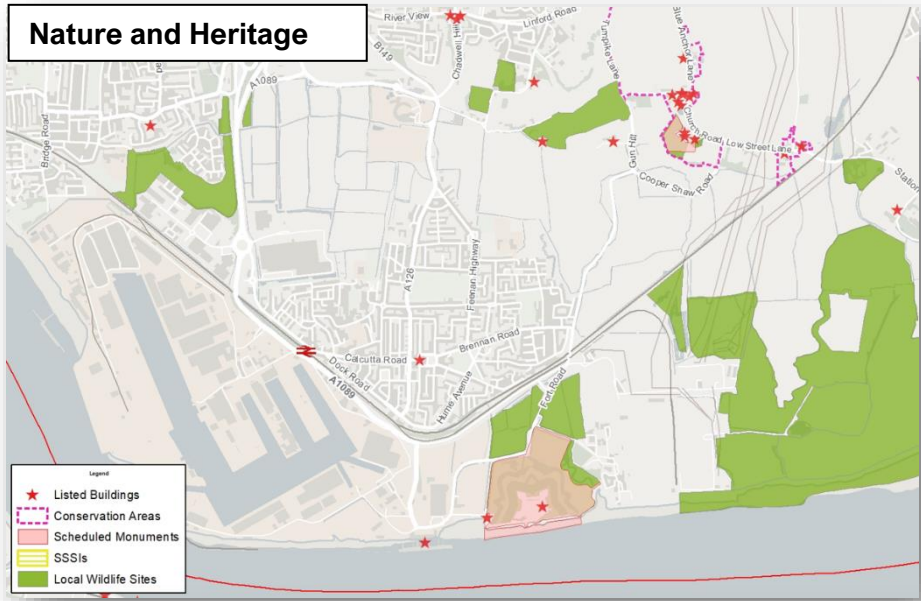


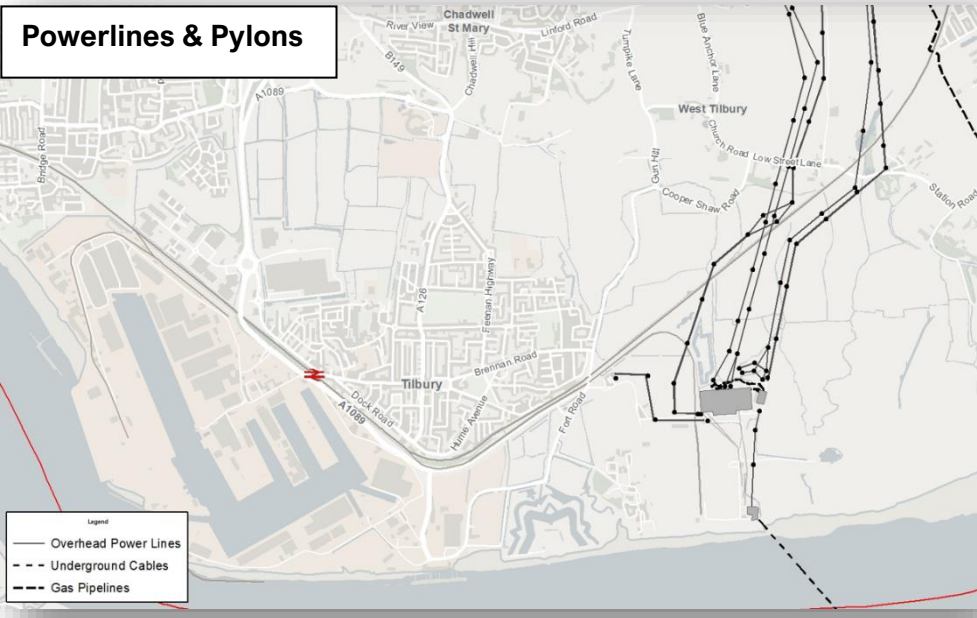
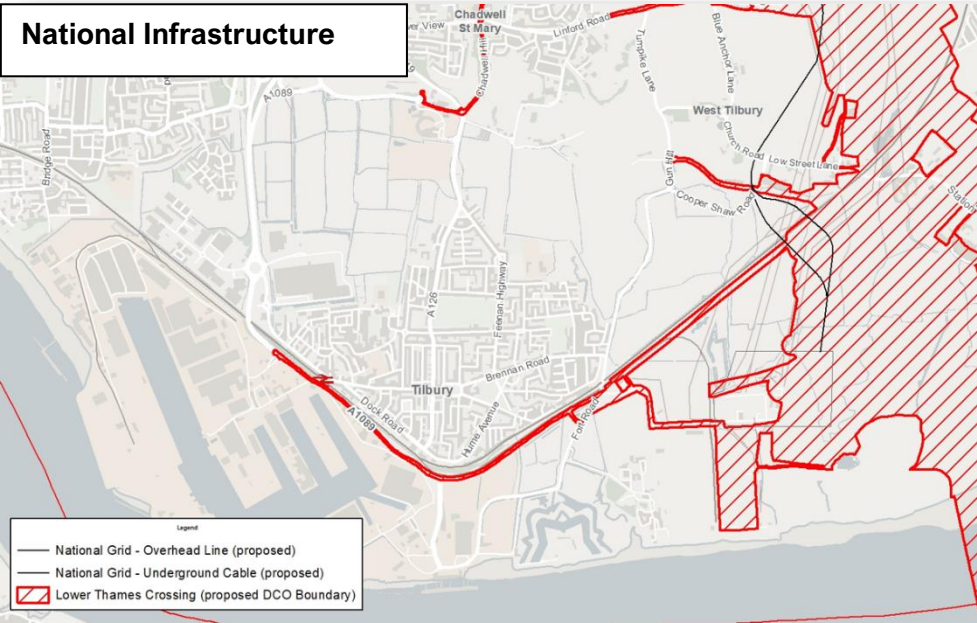
Designations and constraints

Every settlement in the borough has been shaped in some way by a range of physical features, designations and planning constraints. These have influenced where and how development has come forward in an area in the past and will continue to influence how places change in the future. In Tilbury, the main features, designations and constraints within and around the settlement are:

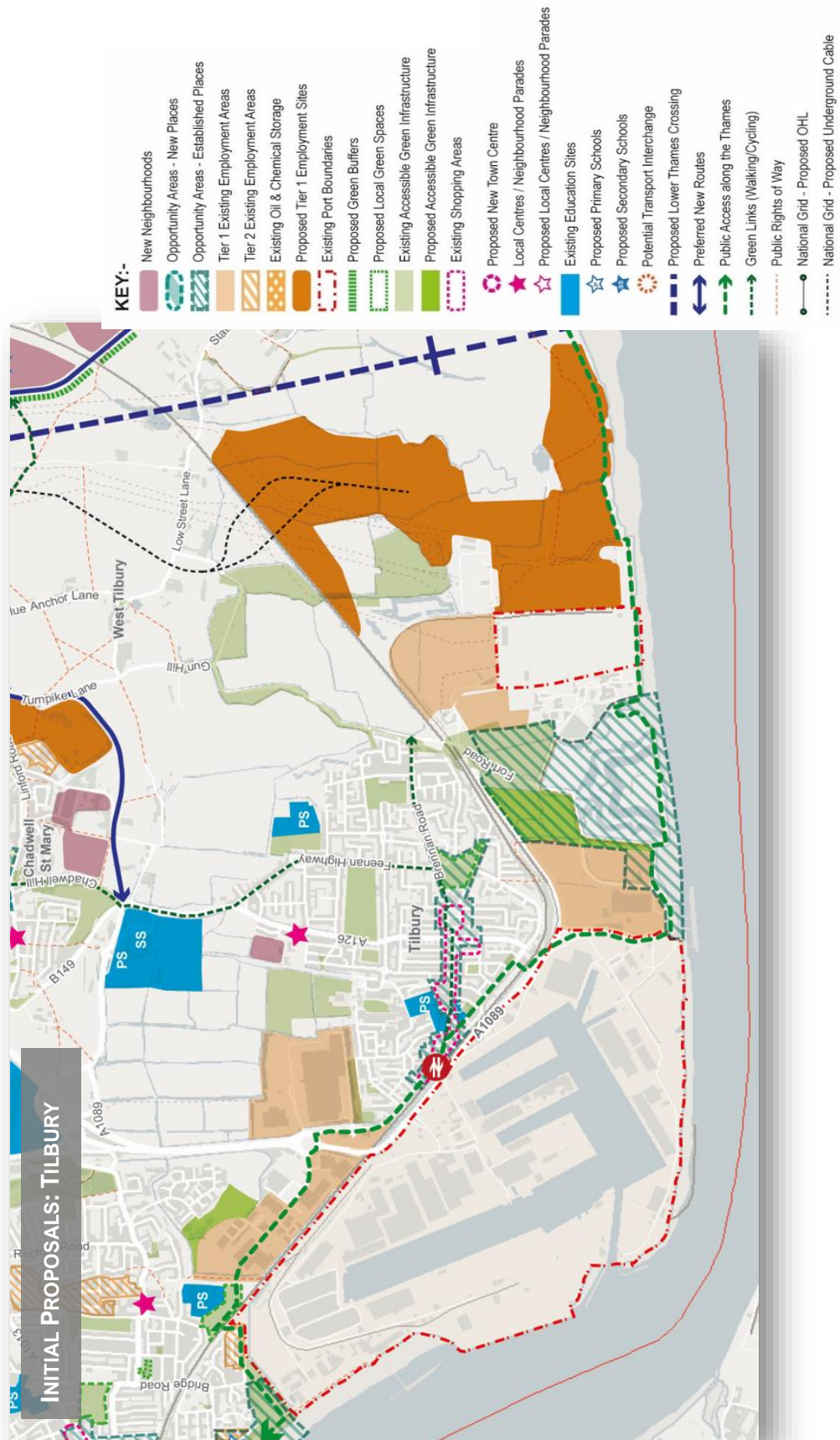
- **Nature and Heritage:** Tilbury has numerous Local Wildlife Sites, mainly to the south-east of the settlement, the most extensive being Tilbury Marshes. Tilbury Fort is a key heritage asset of the area, as a designated Scheduled Monument. Key listed buildings in Tilbury include the War Memorial in Civic Square, the Tilbury Riverside Station, and the World's End Pub.
- **Flooding:** Tilbury is at high risk of flooding due to its location and close proximity to the River Thames. A large area to the north of Tilbury is safeguarded as a water storage area to assist with natural flood management.
- **National Infrastructure:** The Lower Thames Crossing (LTC) route and tunnel entrance is to the east of Tilbury and the proposed National Grid Norwich to Tilbury route will terminate at the Tilbury Substation to the east of Tilbury.
- **Powerlines and pylons:** there are several overhead powerlines which run to the east of Tilbury and terminate at the Tilbury Substation and another which transfers underground to cross the Thames.

Nature and Heritage





Initial proposals



Places people live, work and visit - opportunity areas

Opportunity areas are places that we think have the potential to intensify existing uses and/or explore opportunities to bring forward new uses like more homes. It is important that new development that takes place in these areas is comprehensively planned so that the infrastructure needed to support new or intensified uses is provided when and where they are needed. The new Local Plan will seek to set out principles for the development of these areas with more detailed guidance produced as standalone documents i.e., development frameworks, masterplans, or design codes.

All homes that are delivered within opportunity areas would need to be net zero homes – with a minimum of 10% affordable housing provision (the target set is lower than edge of settlement sites as viability is likely to be more challenging within these areas) and 20% biodiversity net gain. They would also be expected to make appropriate contributions to infrastructure needed to support the delivery of the development such as transport improvements, open space/public realm improvements and improved community, education, and health facilities.

We have identified two opportunity areas within Tilbury, one covering the main centre and shopping area of Tilbury and one covering Tilbury Fort and the Cruise Terminal.

The main centre extending from the station in the west to Anchor Fields in the east is identified as an opportunity area where a more coordinated approach to future development is required. To date Tilbury has experienced a succession of piecemeal housing development which cumulatively has increased the pressure on existing infrastructure. As a centre it has potential to provide more homes, but any further increases need to be supported by the appropriate infrastructure improvements in terms of education, health, community facilities and shops. There is already a recognised need to enhance existing community and adult learning facilities and provide additional early years childcare. A coordinated approach to future development opportunities would help deliver them.

The Tilbury Fort and Cruise Terminal opportunity area is different to other identified opportunity areas. As an existing visitor destination and gateway into the borough we think there is potential to better celebrate their heritage and cultural importance, while enhancing what they offer and improving their connectivity with Tilbury and the local community.

- Tilbury Fort, which is a scheduled monument, and land to the north of the fort provide a green corridor between the built-up port areas. We think this green corridor should become publicly accessible open space with walking and cycling routes better linking the town to the Thames. We want to see the access into the fort from the north reinstated and additional facilities provided to enhance its appeal as a visitor attraction.
- The cruise terminal carries the potential for enhanced facilities and could provide complimentary uses such as flexible event space and commercial space as well as dining and entertainment. Consideration should also be given as to whether hotel accommodation could and should be provided within the opportunity area.

Places people live - new neighbourhoods

New neighbourhoods are areas where we think new homes should be built. To become successful places they require supporting infrastructure, like education, health and community facilities, and open spaces. These should be delivered within the new neighbourhoods if improvements or expansions to existing infrastructure are not possible or

appropriate. Large new neighbourhoods should look to meet the day to day needs of residents with the provision of a local or neighbourhood centre which residents can easily walk and cycle to. New neighbourhoods should also be well connected to the existing settlement and to other places where residents may need to visit, such as for work, shopping or leisure activities.

It is important that all our new neighbourhoods are designed as places and that the facilities they provide or enhance benefit both new and existing communities.

New neighbourhoods would be expected to deliver net zero homes - with a minimum of 35% affordable housing provision and a mix of homes in terms of size and type. They will be expected to integrate with neighbouring communities and contribute to the enhancement of walking and cycling networks, open spaces and leisure and recreational provision. They should also address surface water drainage and the impact of noise and air pollution from nearby sources, as well as deliver 20% biodiversity net gain.

One new neighbourhood is proposed to the north of Tilbury which is expected to provide around 110 new homes. This site already has outline planning permission but because development has not yet started it is important that this site is included within the proposals.

Places people work - existing and new employment areas

The demand for employment land in the borough is expected to grow. To ensure there is enough land for businesses we will safeguard the borough's existing employment areas and propose new employment sites to increase supply.

Existing employment areas will be categorised as Tier 1, Tier 2 or Oil and Chemical Storage areas and new employment sites will be categorised as Tier 1. The categories define the types of employment uses that would be supported within them and the instances where complimentary or alternative uses would be considered.

There is a considerable amount of existing employment land within Tilbury with Thurrock Park, London Distribution Park and land associated with the Port of Tilbury. These will all be safeguarded as Tier 1 employment areas. They have good access to the strategic road network and are the borough's key employment areas. Tier 1 employment areas are suitable for all employment uses - office, industrial processes, and storage and warehousing, and will be safeguarded for these uses.

A new Tier 1 employment site is proposed adjacent to Tilbury 2 along the riverfront. The site is expected to accommodate the future port expansion of the Port of Tilbury as well as provide new employment land. This site forms part of the designated Freeport tax site but is also within an area of high ecological value and part of the site was recently designated as a Local Wildlife Site. Consideration will need to be given as to how development will impact on and be designed to avoid and/or mitigate any harm it would have on the natural environment.

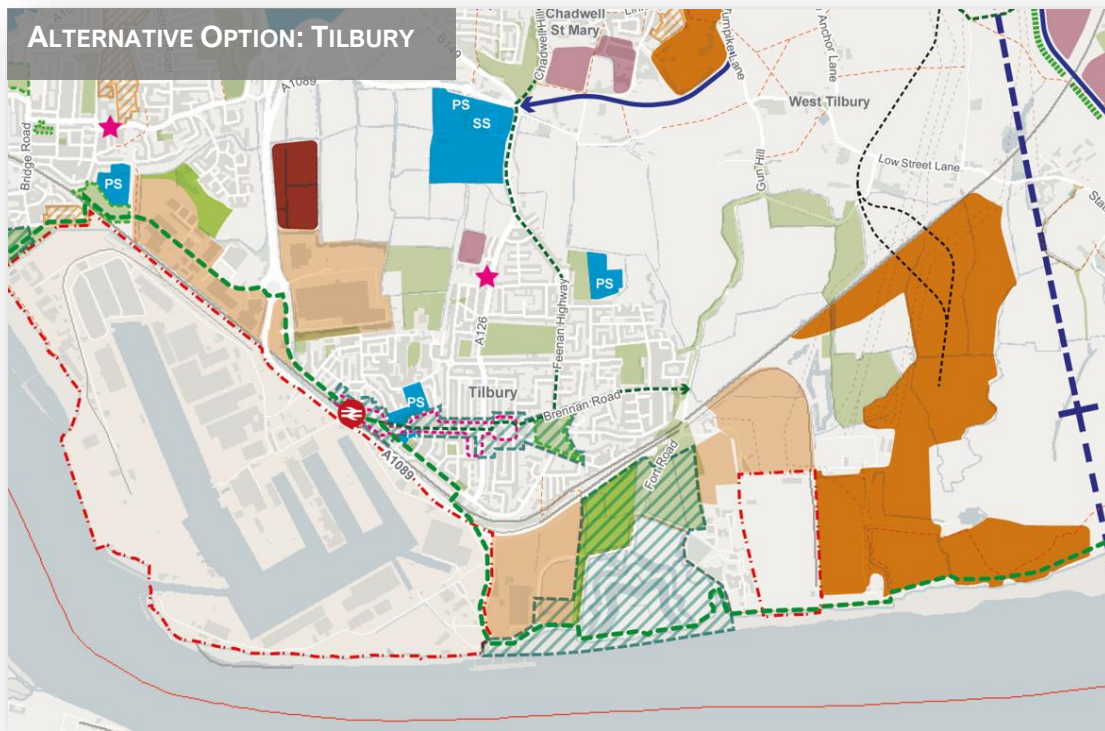
The whole site has been marked for employment as it is not yet known how much of this land would be utilised for port operations. Once the layout of the site is known it will be recategorized accordingly. The land that will become a new Tier 1 employment area will be expected to accommodate all employment uses and provide a range of unit/plot sizes. Enhancements to the road network will be required along with improvements to other supporting infrastructure.

Port operational land is identified for the Port of Tilbury and Tilbury 2.

Places people visit - new Local Green Spaces

We received over 90 Local Green Space nominations across the borough during previous consultation. Local Green Spaces are green areas of particular importance to the local community and their designation as a Local Green Space through the Local Plan would give them a significant level of protection. Following an assessment of all nominated sites, 18 were identified as strongly demonstrating special characteristics which includes Anchor Fields Park within Tilbury.

Alternative option



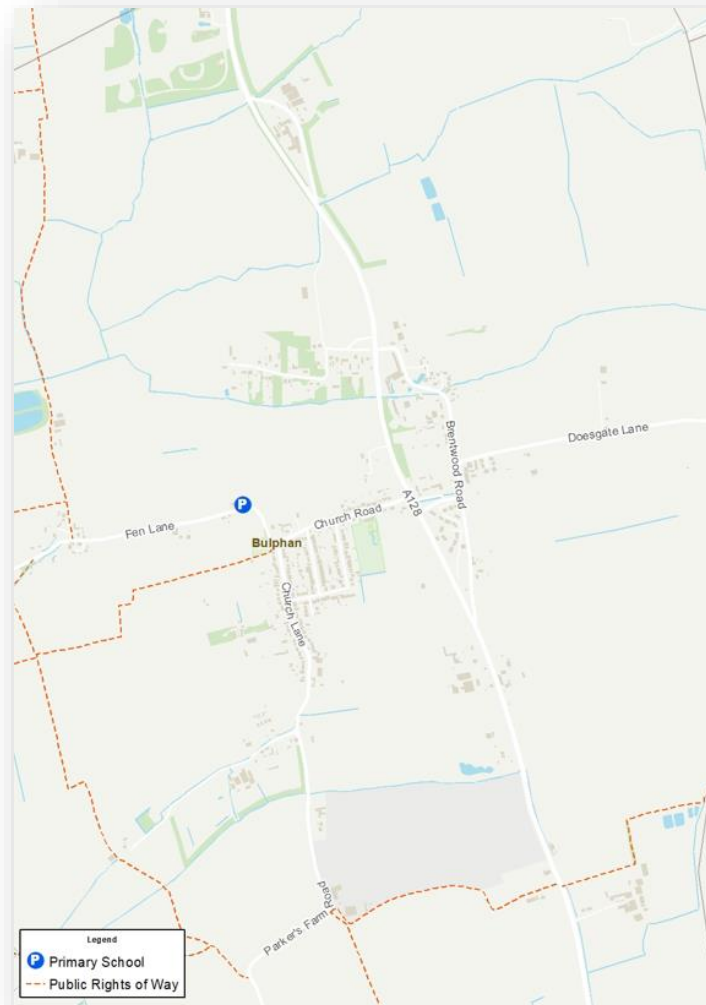
The alternative option for the Tilbury includes the Opportunity Areas, the new neighbourhood and the new Local Green Space as set out in the Initial Proposals, but it also proposes the following:

- A new tier 1 employment site on land east of the Dock Approach Road which would be expected to provide a range of unit sizes, including small to medium sized units/plots. Whilst this site is identified as a potential Freeport site further work is required to understand whether suitable access can be taken through an existing employment area and whether appropriate mitigation can be made to compensate for the loss of part of the Tilbury Flood Storage Reservoir.

Rural Villages

Bulphan

About Bulphan



The village of Bulphan lays relatively isolated in the northern part of the borough. Development and field enclosures were dictated by the geography of the fenland. Limited amounts of modern development have led to few archaeological investigations, but the settlement has a long history of occupation.

The main village has a small church school at capacity, an active village hall which also serves as casual meeting space and post office, and a small store run by the community. This is a community accustomed to providing for themselves.

Flooding is an issue across the village. The main unprotected access from the A128 is a cause of concern.

What you told us

Over the years we have undertaken several informal and formal engagement activities in Bulphan. At these events we spoke to a range of different people who live, work, and visit in the area. The biggest issues raised over the last few years were:

- People are happy with how cohesive and collaborative the community is. Nearly all residents want to grow old in the village. Local character and characterful buildings are highly valued.
- There is good satisfaction with only the one shop and accessibility of eateries.
- Peartree Lane is to the north of Bulphan and there is a small residential area behind the hotel on the east side of the A128. These areas are considered part of the community. The new housing at Bonham Grange is not considered by locals to integrate with the community, largely because of the security gates and impermeable boundary.
- There is no local GP and health care is insufficient.
- Flooding is a big issue.
- Most residents can walk or cycle to work or school and shops, but residents want more regular local public transport. Public footpaths need better maintenance.
- Residents think open / natural spaces should be protected and are concerned about climate change. The recreation ground is designated a Field in Trust and the airfield is considered by the community to be an asset.

If you live here and want to tell us a bit more about what the place is like and how you would want to see it improved, please write into us using the comments form linked to this document.

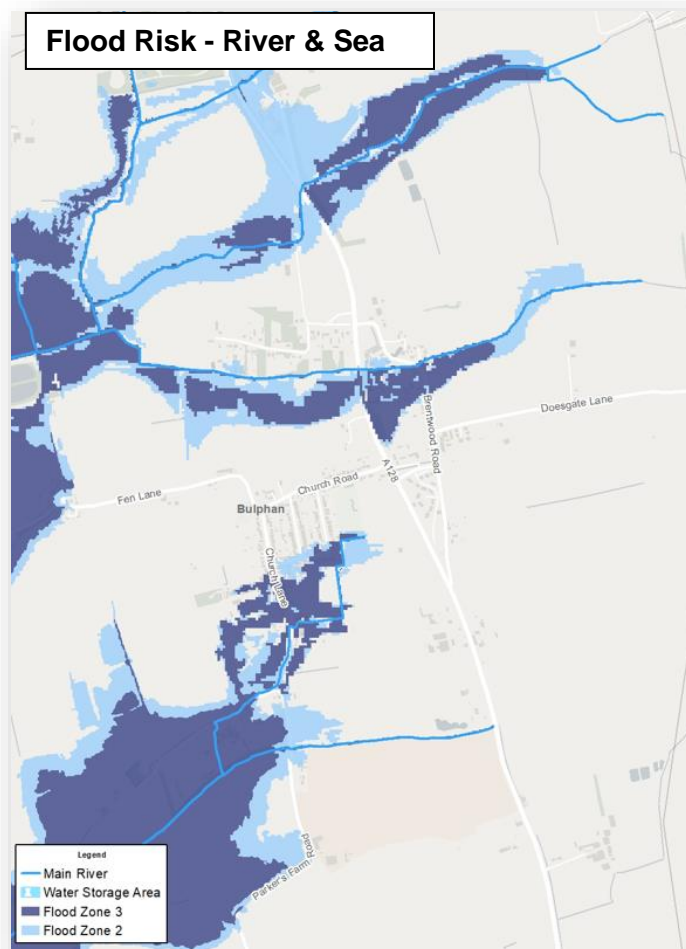


Designations and constraints

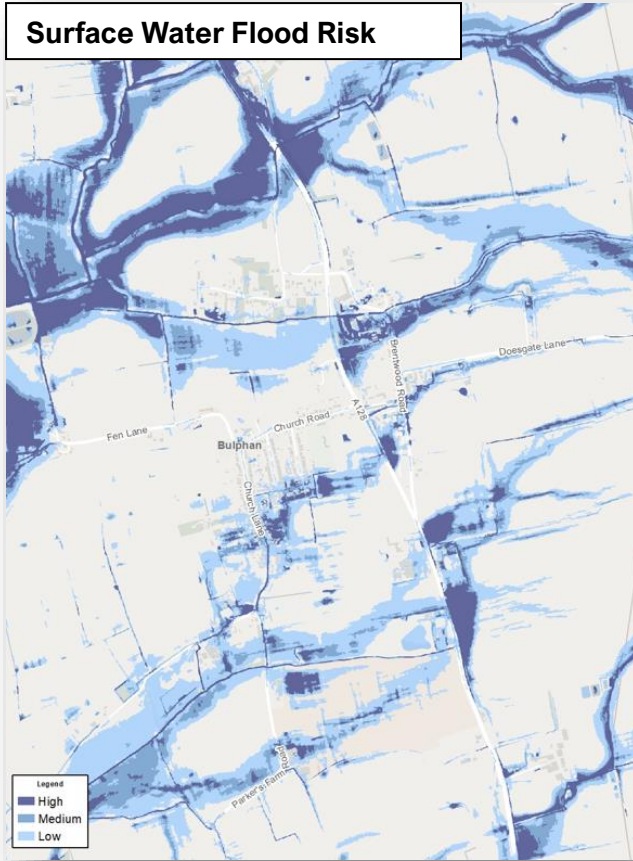
Every settlement in the borough has been shaped in some way by a range of physical features, designations and planning constraints. These have influenced where and how development has come forward in an area in the past and will continue to influence how places change in the future. In Bulphan, the main features, designations and constraints within and around the settlement are:

Every settlement in the borough is affected in some way by a range of planning/development constraints that either limit the type or amount of development that can come forward in an area. In, the main constraints that affect the settlement are:

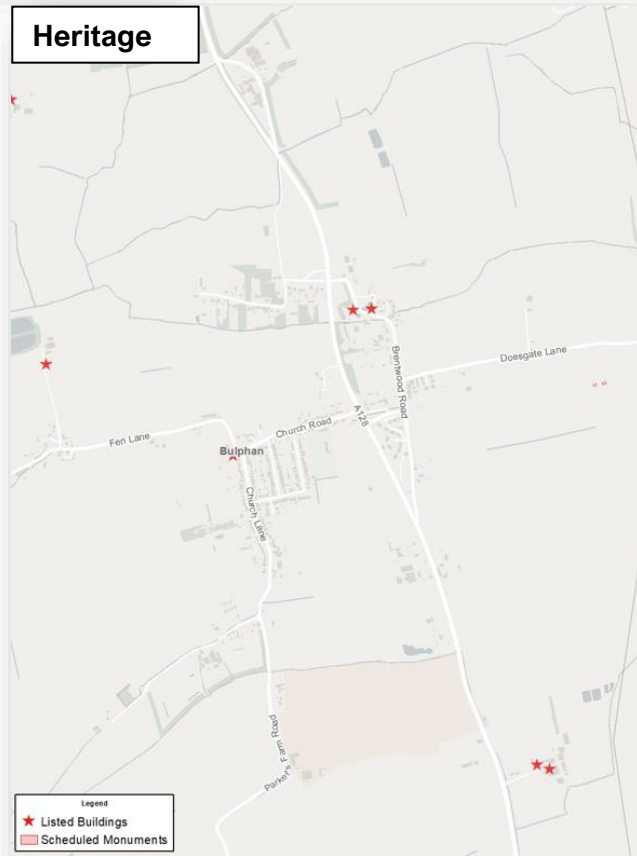
- Flood risk: there is significant flood risk (in Zones 2 and 3) to flooding along the Mardyke river catchment area in the upper reaches around the south of Bulphan.
- Surface water flooding: parts of Bulphan experience significant risk from surface water flooding, given its location within the fens of the Mardyke.
- Heritage: there are two listed buildings in Bulphan one of which is St Mary the Virgin church. There is a small designated Scheduled Monument of a WWII Bombing Decoy to the west of Doesgate Farm.



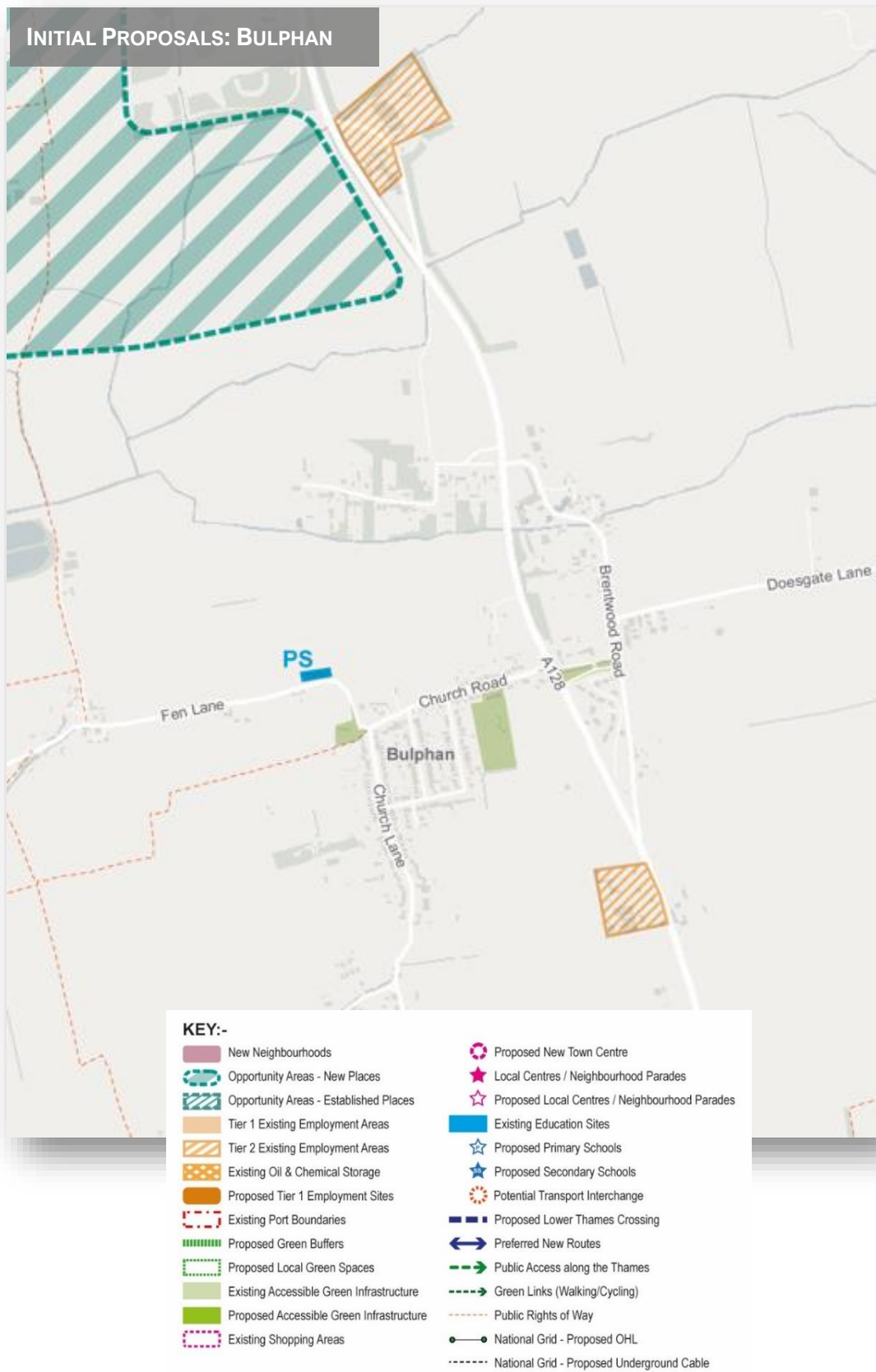
Surface Water Flood Risk



Heritage



Initial proposals



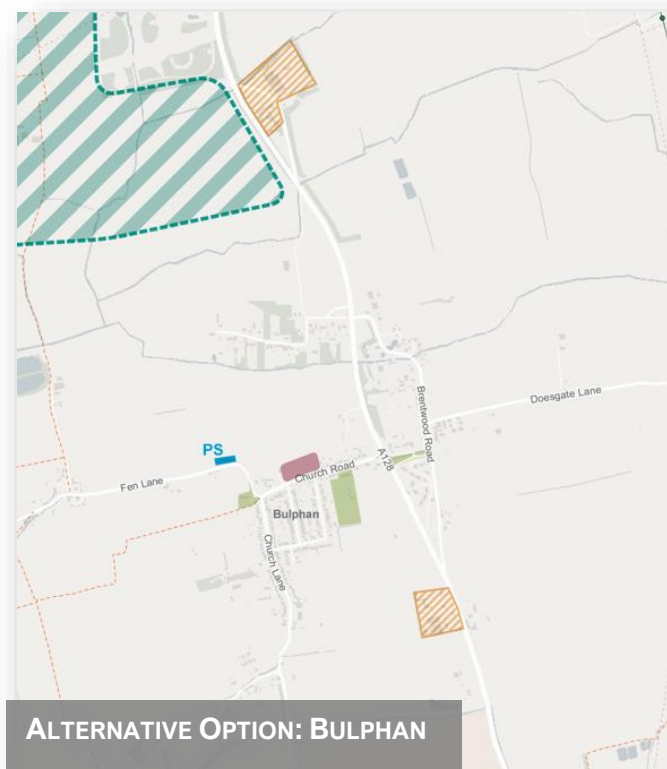
Our initial proposal for Bulphan does not propose any specific areas for growth around the existing village. The policy approach is similar to the one that currently exists, with the main core of the village inset from the Green Belt and surrounding development falling within the Green Belt. The current policy approach allows for new homes to be built on infill plots and for the replacement of existing dwellings.

However, there will be a review of the Green Belt boundary around Bulphan which may result in minor changes to the area which is currently designated as Green Belt land. Any land/dwellings within the area inset from the Green Belt would have more flexibility and planning freedoms, which could result in more homes coming forward on small infill or backland development sites.

It should be noted however that the overall number of new homes being delivered would still be relatively low so there would not be much opportunity to secure meaningful improvements to local services in infrastructure.

There are two existing employment sites near to Bulphan – Wick Place Farm Industrial Estate, and Blue House Farm, which would be safeguarded as Tier 2 employment sites. Tier 2 employment areas are typically located within existing settlements in areas that are housing or in locations where access is less suited to the type of businesses established in these areas. Within Tier 2 employment areas the Council will support a shift towards employment uses which are compatible with neighbouring uses and the amenity of the area. The introduction of complimentary uses would also be welcomed providing there is no net loss of employment floorspace and there is no detriment to the operations of existing businesses.

Alternative option



There is an alternative option for Bulphan which proposes a small area for growth to the north of Church Road which has the potential to deliver 10-20 homes, of which 35% would be affordable housing. It would include a mix of homes in terms of size and type, with a particular focus on smaller homes for first time buyers and homes suitable for older people to downsize into. All new homes would be zero carbon.

Fobbing

About Fobbing



Fobbing is located on the eastern edge of the borough in close proximity to both Basildon and Corringham. The village is located on a ridge and the main core is a designated conservation area centred around St Michaels Church, a Grade 1 listed building.

The village has a high scenic quality as a result of the undulating topography, intact field pattern and hedgerow network, elevated landform that enables a sense of prospect, the texture provided by trees and woodlands and the attractive historic buildings. There are long-distance, panoramic views to the east and south over the Fobbing Marshes and River Thames from the ridge north of Fobbing.

What you told us

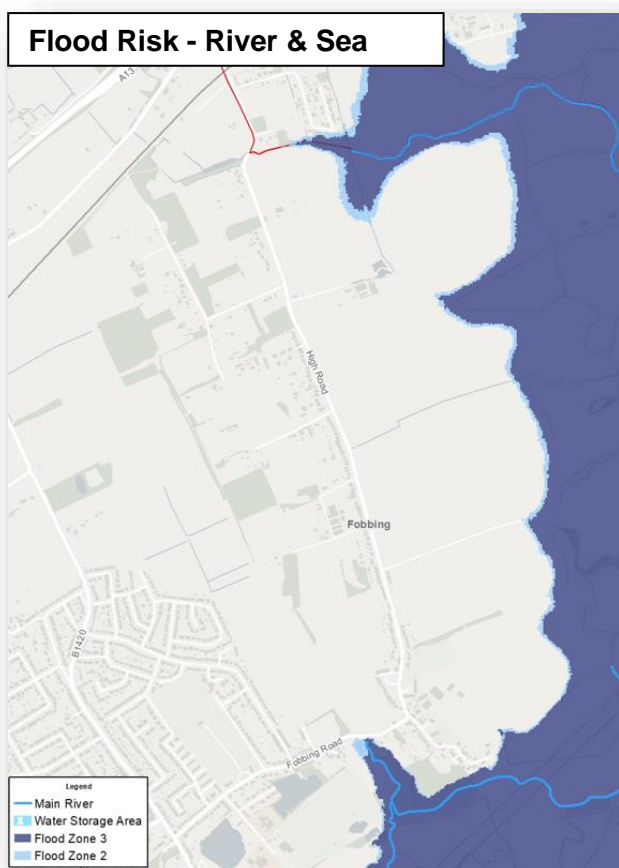
During the Plans preparation we have only undertaken one informal engagement activity within Fobbing itself. At these events we spoke to a range of different people who live, work, and visit in the area. The biggest issues raised related to access to key facilities and the wider countryside; concerns about larger vehicles rat-running through the village and safety concerns about how safe the area around Lion Hill is for pedestrians and cyclists. There was also feedback about the need for Fobbing to continue to be seen as a separate place with its own identity rather than as a part of Corringham.

If you live here and want to tell us a bit more about what the place is like and how you would want to see it improved, please write into us using the comments form linked to this document.

Designations and constraints

Every settlement in the borough has been shaped in some way by a range of physical features, designations and planning constraints. These have influenced where and how development has come forward in an area in the past and will continue to influence how places change in the future. In Fobbing, the main features, designations and constraints within and around the settlement are:

- **Flooding:** due to its position on a topographic ridge, and despite proximity to the marshes, most of the village of Fobbing is protected from the impacts of flood zones 2 and 3. There is some risk of surface water flooding along the high road, due to a high proportion of impermeable surfacing (particularly in front gardens) in this area.
- **Settlement coalescence:** a significant constraint is the continued maintenance of the open character and gap of the countryside between the built development on the eastern boundary of Corringham and Fobbing village, centred, running north to south along the High Road. This provides a defensible gap that prevents the built form of Corringham merging with Fobbing, thus maintaining the rural village character of Fobbing, i.e., the “Fobbing Gap”.
- **Nature and heritage:** the Fobbing marshes to the east of the settlement contain important Local Wildlife Sites and SSSI. Fobbing also has a Conservation Area around its historic core to the south and includes a range of listed buildings, including the landmark of St Michaels Church.



Initial Proposal



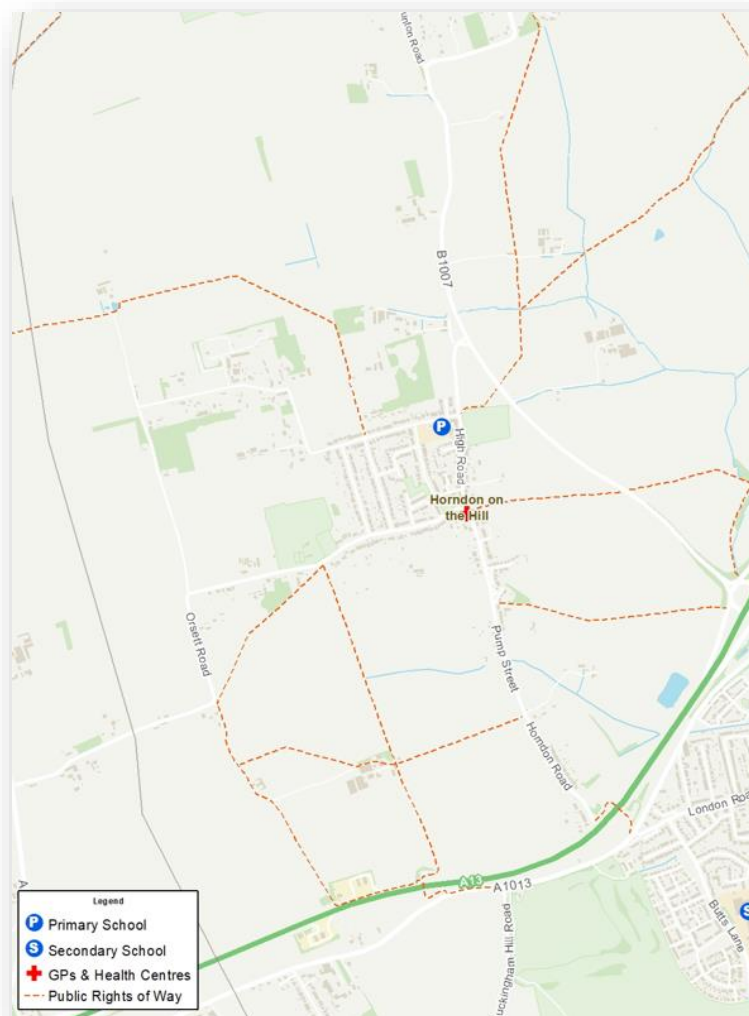
Our initial proposal for Fobbing is for it to continue to remain within the Green Belt with a policy approach similar to the one that currently exists allowing for new dwellings on genuine infill plots, the replacement of existing dwellings and the sympathetic extension of existing dwellings.

Alternative option

The alternative option we are considering for Fobbing is to inset the village from the Green Belt. This option would give dwellings within the inset area more flexibility and planning freedoms – which could result in more homes coming forward on infill or back land development sites. It should be noted however that overall number of new homes being delivered would still be relatively low so there wouldn't be much opportunity to secure meaningful improvements to local services and facilities.

Horndon on the Hill

About Horndon on the Hill



Horndon on the Hill is a small historic village with wide views. The original grain is tight, causing traffic bottlenecks but not discouraging those wanting to avoid traffic on the A13. Linear development extends south which is socially part of Horndon but geographically distinct and, considering the slope, is not walkable for many.

Horndon on the Hill is relatively affluent and benefits from a small local primary Church of England school, which is near capacity, a number of shops and choice of eateries, and nearby employment areas.

What you told us

Over the years we have undertaken several informal and formal engagement activities in Horndon on the Hill. At these events we spoke to a range of different people who live, work, and visit in the area. The biggest issues raised over the last few years were:

- Residents are concerned about rat running, particularly during the A13 widening works. This causes particular issues at the “Hole in the Wall”. This should be made

into a one-way system. Speed bumps and cameras would help prevent unsafe driving.

- There is support for some additional housing, particularly for young people, including single units or student accommodation. A buy to let scheme might diversify the offer and social housing is supported.
- The local school is an important asset, but parents don't think it is safe to walk to. Many students are not from the village. This means too many cars and parking around the school at certain times of the day. There is a lack of sustainable travel to the school. Relocating the school could address these issues. Putting the school near the recreation ground could allow wider use of the open space and parking could serve both. The school could then ensure proper management of the recreation ground.
- The southern slope is very difficult for people to navigate, particularly the elderly. Avoid developing on or at the bottom of the slope.
- The village GP is at capacity.
- The village is tight knit, with nearly all residents speaking to neighbours regularly. Most take part in community events. The village skews towards the older demographic (near or past retirement age) but engagement responses include many in middle age.
- Development should not come at the expense of the village character. It should not be of a scale to turn it into a town. Historic buildings are very important to residents.
- There isn't much in the way of public transport (what is there is not considered reliable) and HGVs are tearing up the roads. A minibus should be considered if the Council propose housing for the elderly. Most people do not use public transport but can walk or cycle to school, work, and shops. Better transport to Grays, Lakeside, Basildon and Stanford le Hope would be useful.
- Planting along the A13 might alleviate some of the air pollution and noise. More trees and plants, more recycling bins and reduced packaging could help with climate change.

If you live here and want to tell us a bit more about what the place is like and how you would want to see it improved, please write into us using the comments form linked to this document.

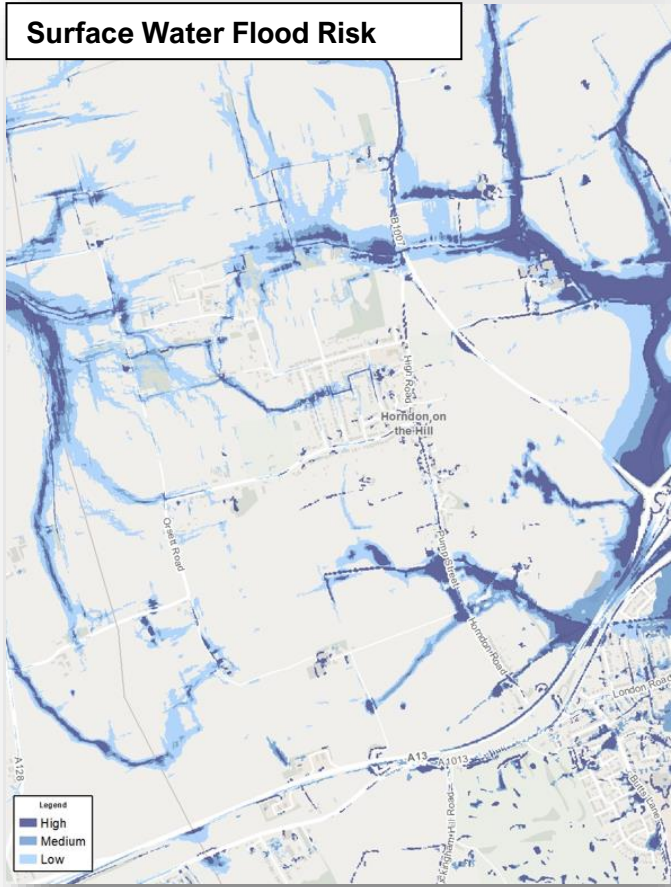


Designations and constraints

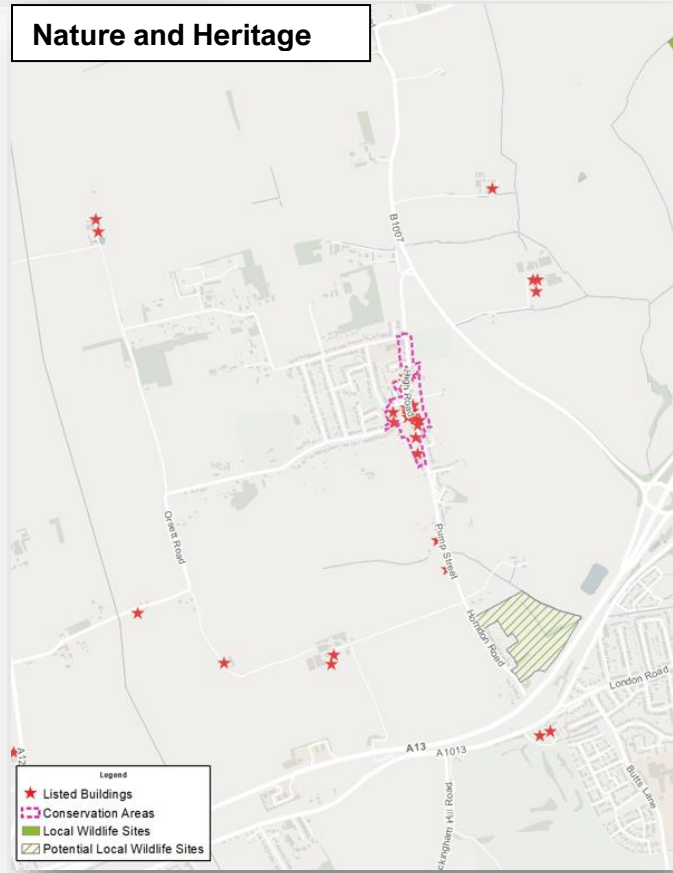
Every settlement in the borough has been shaped in some way by a range of physical features, designations and planning constraints. These have influenced where and how development has come forward in an area in the past and will continue to influence how places change in the future. In Horndon on the Hill, the main features, designations and constraints within and around the settlement are:

- Flooding: surface water flooding affects the areas to the south of the village towards the A13 where the land is low but also areas of the main village due to the drainage network of the upper reaches of the Mardyke catchment.
- Heritage: the Horndon on the Hill has a Conservation Area along High Street and around its historic core. This designation incorporates some 16 listed buildings including the Old Market Hall.
- NSIPs: the National Grid Norwich to Tilbury pylon route is currently proposed to run to the west of the village, before turning east to run around the south the village.

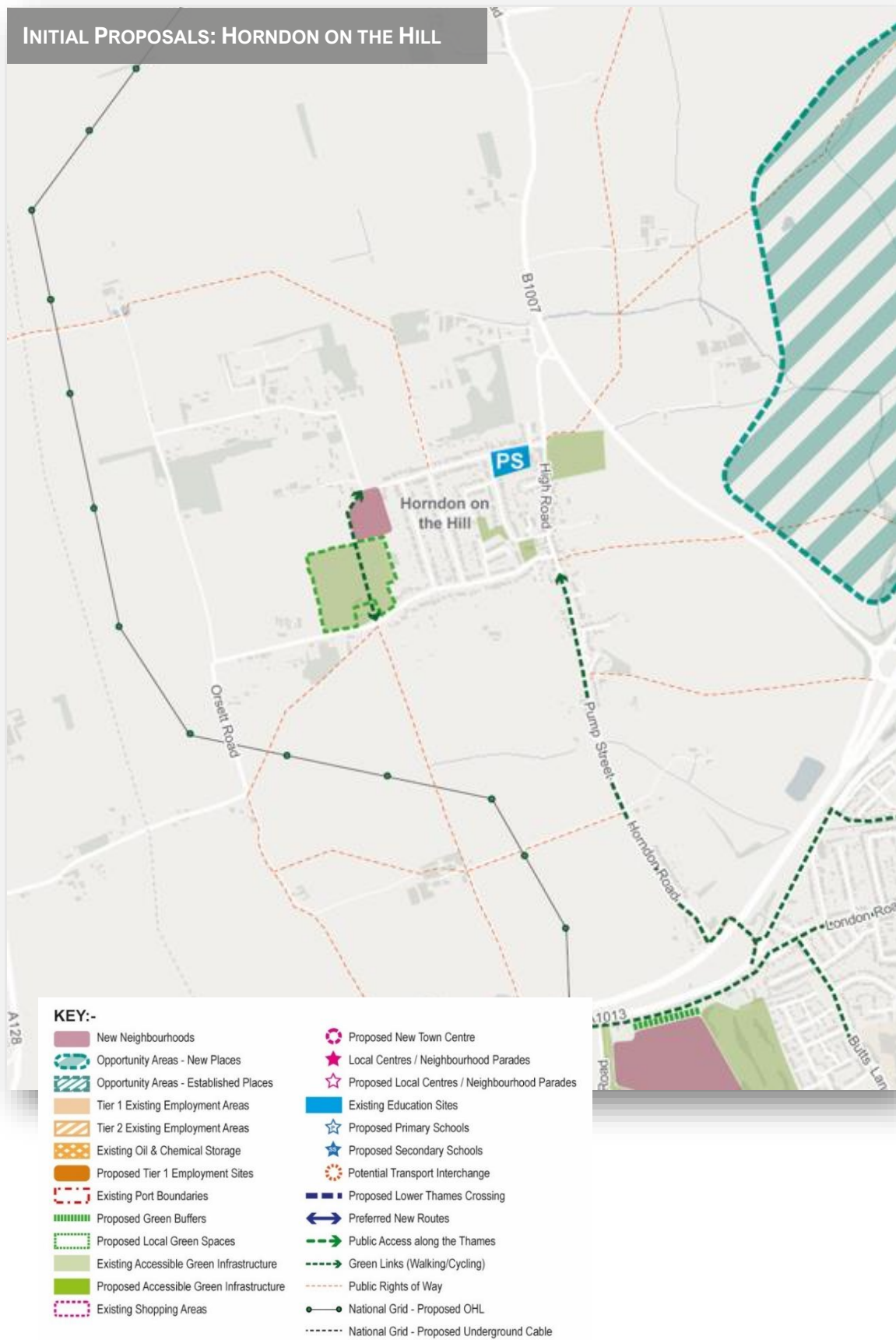
Surface Water Flood Risk



Nature and Heritage



Initial proposals



Our initial proposal for Horndon on the Hill proposes an area of growth to the west of the village which has the potential to deliver 40-50 homes, of which 35% would be affordable housing. It would include a mix of homes in terms of size and type, with a particular focus on smaller homes for first time buyers and homes suitable for older people to downsize into. All new homes would be zero carbon.

The development would also deliver:

- New walking and cycling routes into, and enhancements to Horndon on the Hill Recreation Ground; and
- 20% biodiversity net gain.

In addition, there will be a review of the Green Belt boundary around Horndon on the Hill which may result in minor changes to the area which is currently designated as Green Belt land. Any land/dwellings within the area inset from the Green Belt would have more flexibility and planning freedoms, which could result in more homes coming forward on small infill or back land development sites.

It should be noted however that the overall number of new homes being delivered would still be relatively low so there wouldn't be much opportunity to secure meaningful improvements to local services in infrastructure.

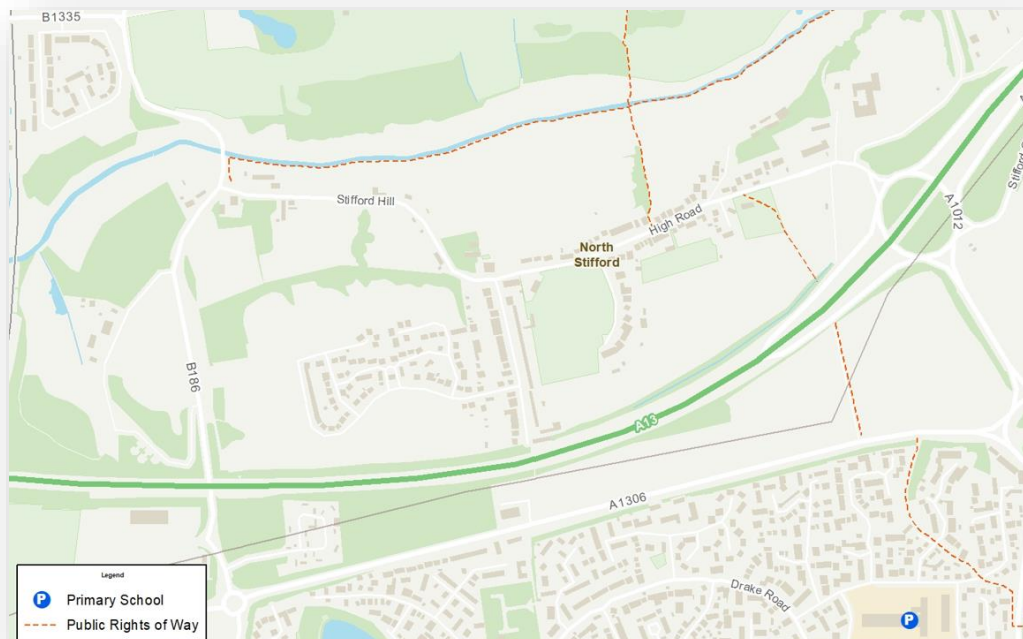
We are also proposing 18 Local Green Spaces across the borough and one of them is the Horndon on the Hill Recreation Ground. These green spaces were nominated by the public and are recognised as having particular importance to their local communities. Their designation as Local Green Spaces through the Local Plan would give them a significant level of protection.

Alternative option

There are no materially different growth scenarios being considered for Horndon on the Hill. However, a no green belt release scenario is being considered at a borough wide level.

North Stifford

About North Stifford



North Stifford is a linear village following the Mardyke, which is to the north. The spine road connects North Grays with South Ockendon and suffers capacity issues. North Stifford contains a high percentage of historic properties including thatched cottages. More modern development encloses the village cricket ground. The village benefits from a family pub and off-license on the western end but relies on the adjacent towns for facilities including schools.

What you told us

We haven't undertaken any formal or informal engagement activity within North Stifford itself – which means we don't have a steer from people who live and visit there about how they would like to see it grow, change, and adapt in the future.

At other events across the borough there are a number of general issues that get raised time and time again including availability of doctors and schools; concerns about traffic congestion and air quality; and the need improve and enhance open/natural places – in the absence of a more local steer we have assumed that people that live in and visit North Stifford would have similar views.

If you live here and want to tell us a bit more about what the place is like and how you would want to see it improved, please write into us using the comments form linked to this document.

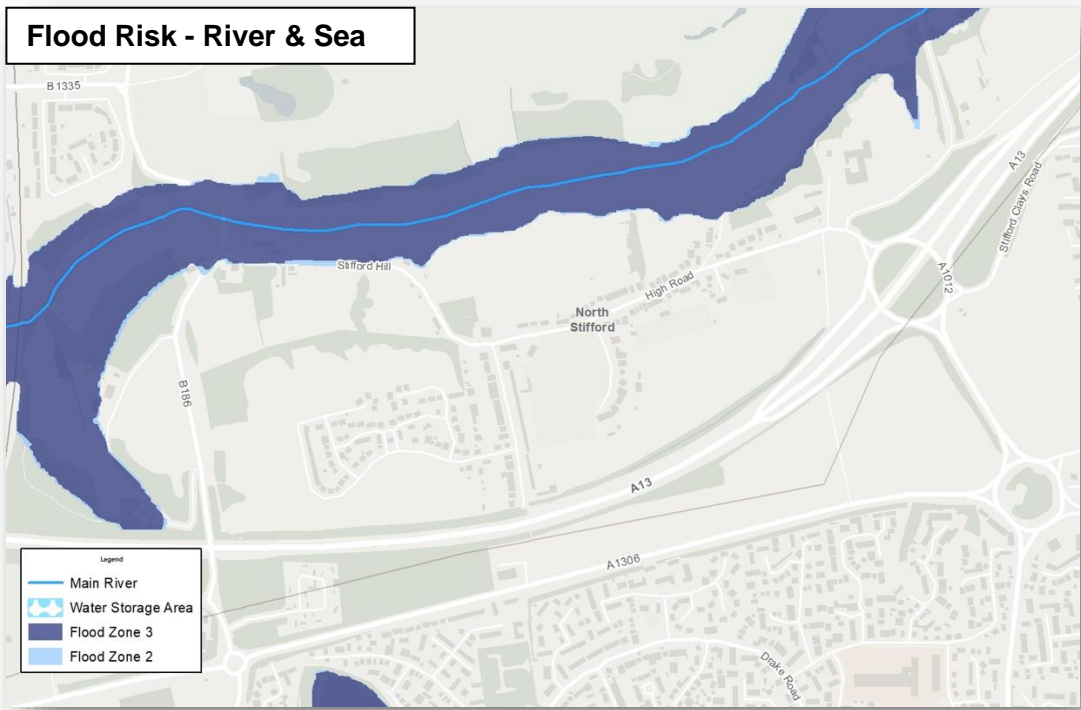
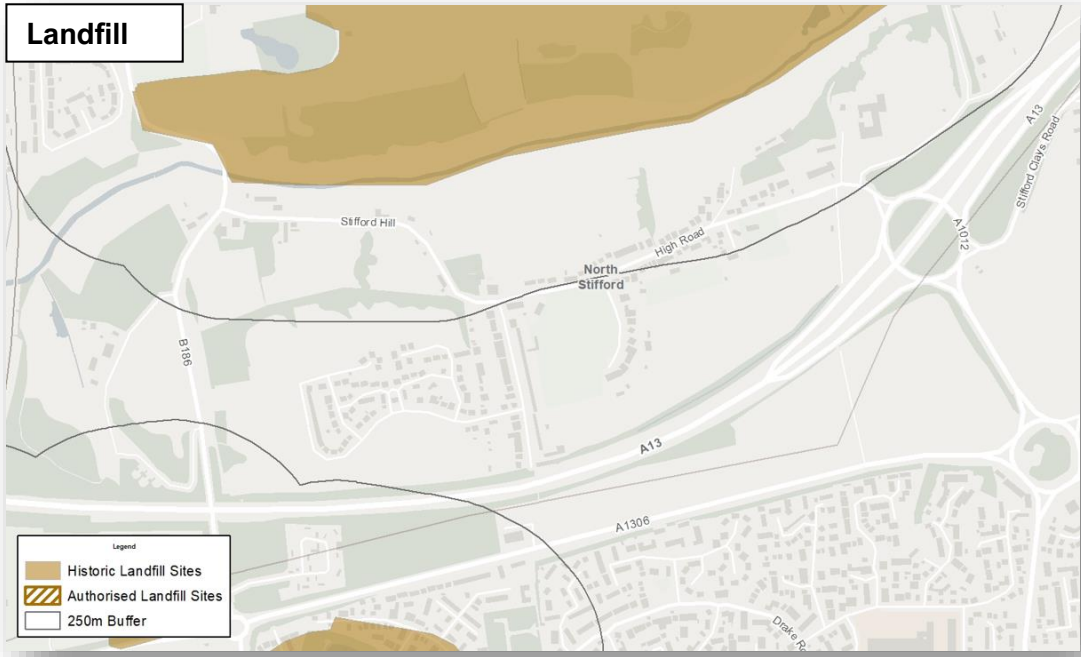
Designations and constraints

Every settlement in the borough has been shaped in some way by a range of physical features, designations and planning constraints. These have influenced where and how

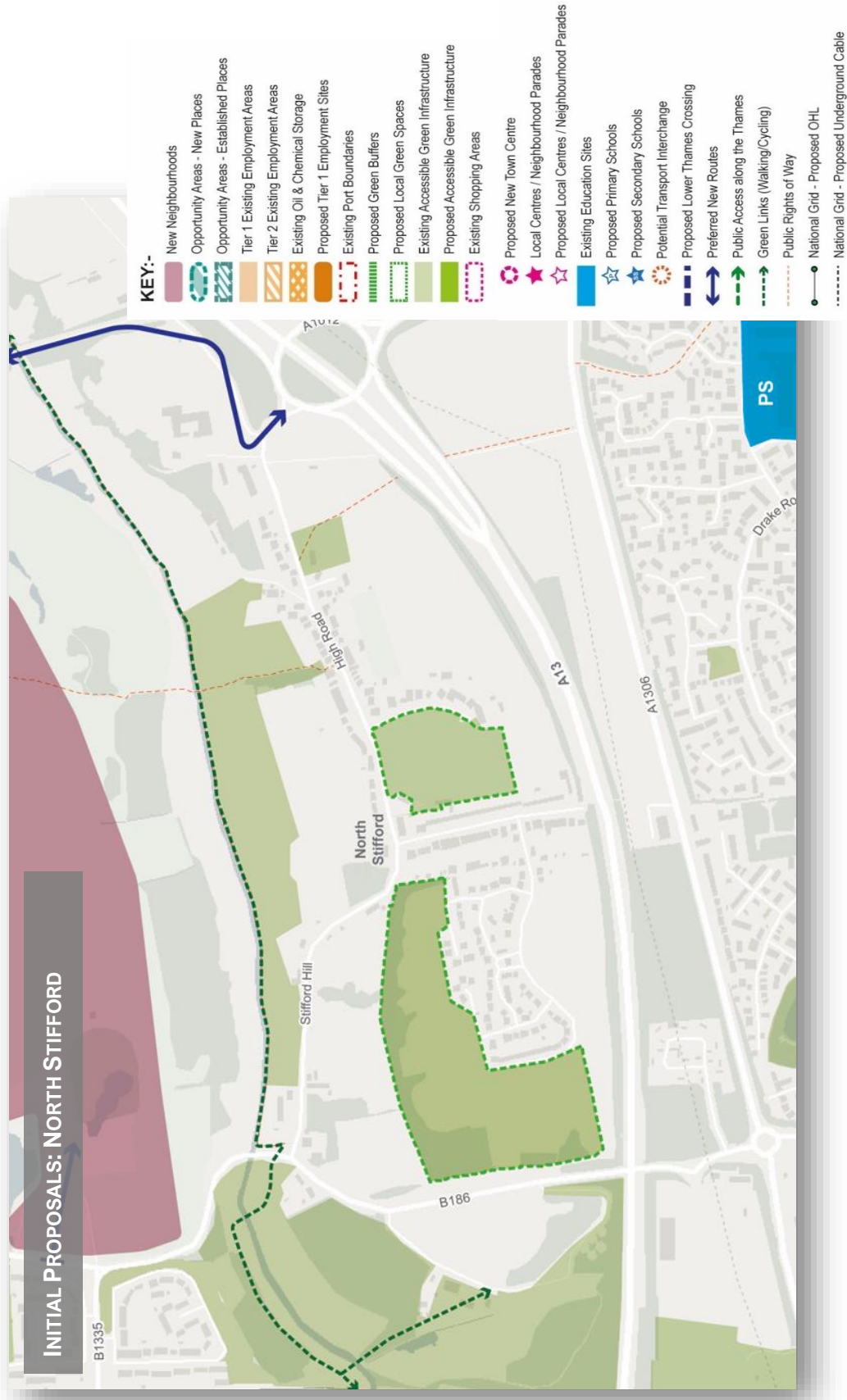
development has come forward in an area in the past and will continue to influence how places change in the future. In North Stifford, the main features, designations and constraints within and around the settlement are:

- Heritage: although not a Conservation Area, North Stifford boasts some 13 listed buildings stretched along the High Road. This includes the Grade I listed Church of St Mary the Virgin.
- Nature: most of the undeveloped land to the north and west of the village is designated as a Local Wildlife Site, in relation to its proximity and interaction with the Mardyke.
- Landfill: the golf course to the north of North Stifford has been subject to historic landfill, but there are no historic or current landfill sites known within the village itself.
- Flooding: the Mardyke river creates a Flood Zone 3 hazard along the northernmost boundary of the village.





Initial Proposal



Our initial proposal for North Stifford is for it to continue to remain within the Green Belt with a policy approach similar to the one that currently exists allowing for new dwellings on genuine infill plots, the replacement of existing dwellings and the sympathetic extension of existing dwellings.

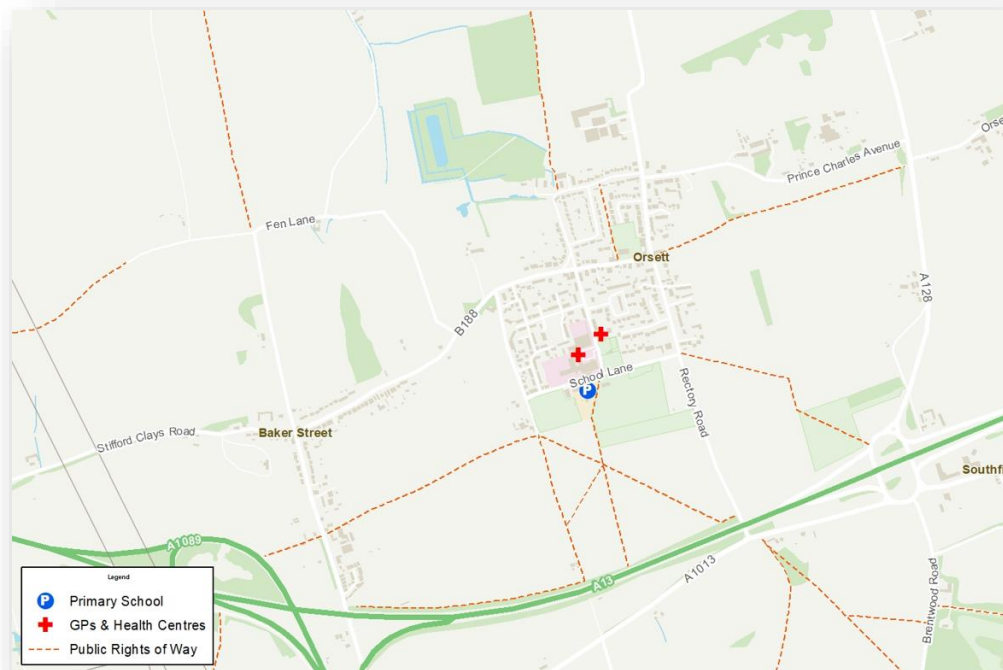
We are proposing 18 Local Green Spaces across the borough which includes Harrington Crescent and North Stifford Green. These green spaces were nominated by the public and are recognised as having particular importance to their local communities. Their designation as Local Green Spaces through the Local Plan would give them a significant level of protection.

Alternative option

The alternative option we are considering for North Stifford is to inset the village from the Green Belt. This option would give dwellings within the inset area more flexibility and planning freedoms – which could result in more homes coming forward on infill or back land development sites. It should be noted however that overall number of new homes being delivered would still be relatively low so there wouldn't be much opportunity to secure meaningful improvements to local services and facilities.

Orsett

About Orsett



Orsett is a compact rural village notable for several prehistoric archaeological findings. In modern times it is best known for Orsett Hospital, the partly decommissioned NHS site, and the Orsett Showground. The village benefits from a Church of England primary school which is near capacity, sports facilities, allotments, several pubs and a local shop just west of centre.

Baker Street, to the west, also takes advantage of Orsett's facilities (although they have their own pub) although the school and shop are not "walkable" (within 500m).

Access in and out of Baker Street is likely to be impacted by the construction phase of the Lower Thames Crossing if the proposal goes ahead as currently described.

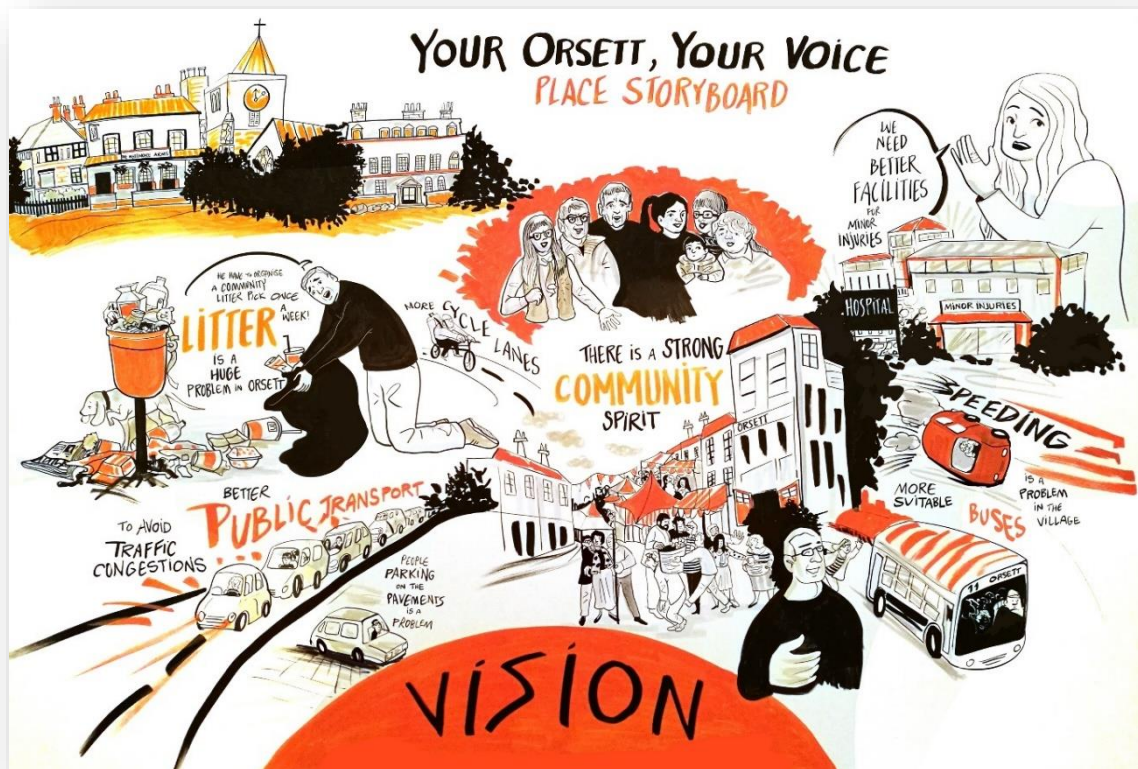
What you told us

Over the years we have undertaken several informal and formal engagement activities in Orsett. At these events we spoke to a range of different people who live, work, and visit in the area. The biggest issues raised over the last few years were:

- People are concerned about the closure of Orsett Hospital. They are worried that they will not be able to access health care with the same range easily. People would welcome new facilities alongside retention of Orsett Hospital but fear a reduction of medical services. This has been raised as an issue not only by residents of Orsett but by residents across the borough who rely on the hospital for care.
- Some have also commented negatively on the character of the housing recently built on part of the hospital site.

- There are significant concerns that the bus service – which is already considered to be sub-optimal in terms of regularity and cost – will become less reliable and less frequent once the hospital closes completely.
- Entering or exiting the village using the A128 is dangerous; traffic is too fast to allow cars to enter or cross. Speeding is also an issue on School Lane. Congestion is a big issue as are HGV movements through the village.
- There is great concern over the impacts of the Lower Thames Crossing, both on the open countryside and on the accessibility of the village during construction. The majority of residents feel open / natural spaces need better protection.
- Residents are concerned about air quality and would like to see more trees and easier recycling to help combat climate change. This area is considered important for nature conservation and provision of strategic green space.
- Only about a third of residents think there is enough affordable space for local businesses. Residents see an opportunity for incubator or start-up units.
- Residents see an opportunity for a new primary school and would like to see better maintenance of play areas. Residents feel the school is oversubscribed, underfunded, and not sufficient for special needs.
- People report that there are good cycle links to shops but poor to employment.
- Orsett is a tight-knit community, and most want to stay in the village as they age. The village character is enhanced by local buildings and should be preserved.
- Residents suggest that using the river to move goods could have a positive impact on traffic.

If you live here and want to tell us a bit more about what the place is like and how you would want to see it improved, please write into us using the comments form linked to this document.

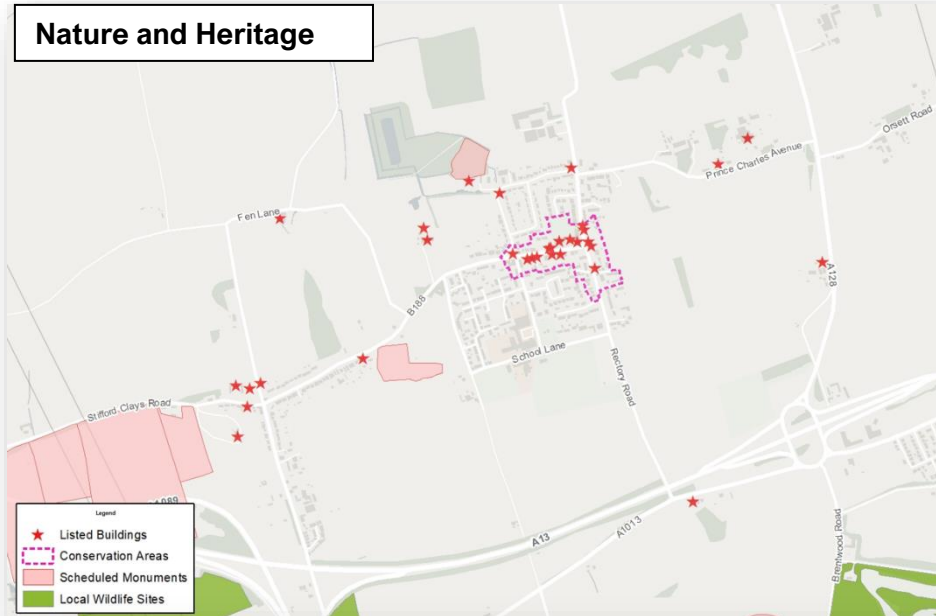


Designations and constraints

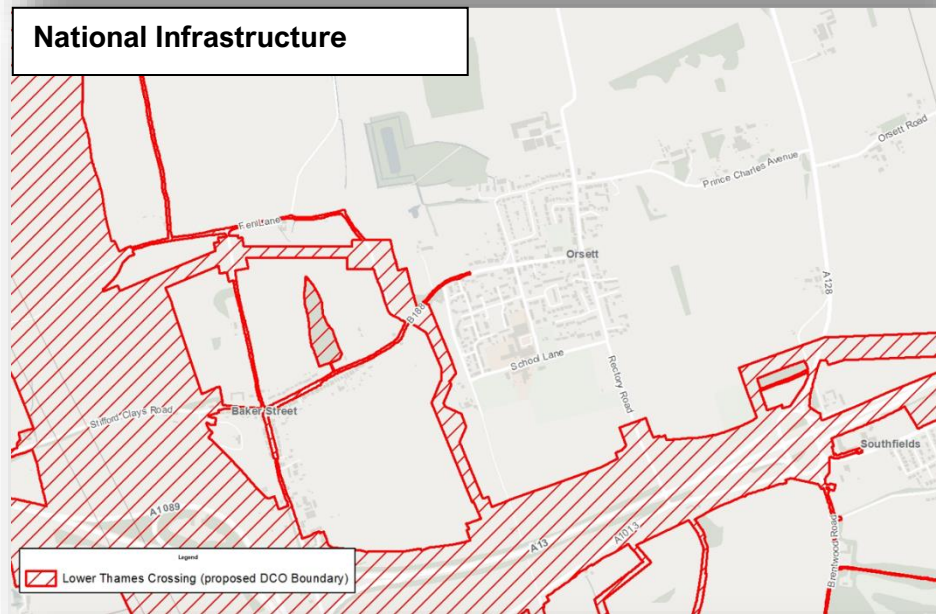
Every settlement in the borough has been shaped in some way by a range of physical features, designations and planning constraints. These have influenced where and how development has come forward in an area in the past and will continue to influence how places change in the future. In Orsett, the main features, designations and constraints within and around the settlement are:

- Heritage: part of Orsett is designated a Conservation Area which incorporates some 17 listed buildings. Additional listed buildings are dotted elsewhere within and near the village. The village is also the site of evidence of an extensive cropmark complex, a designated Scheduled Monument, amongst other archaeological remains.
- Flooding: surface water flooding affects some areas throughout the village due to the drainage network of the upper reaches of the Mardyke catchment.
- NSIPs: The proposed path of the Lower Thames Crossing is shown running to the south-west of the village, but the wider expected land take (both permanent and temporary) covers a much broader area in the vicinity which would have short- and long-term impacts on land around the village.

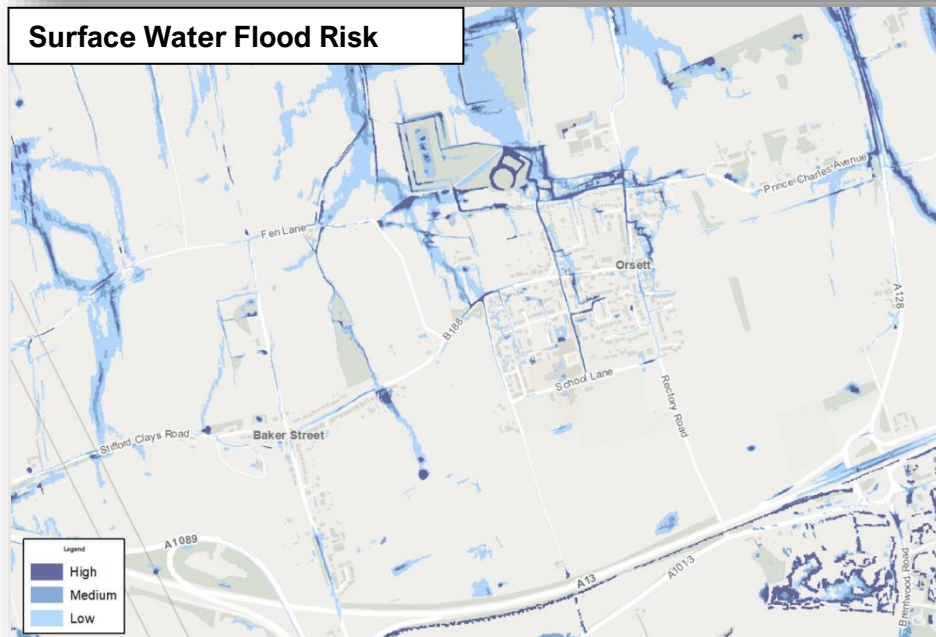
Nature and Heritage



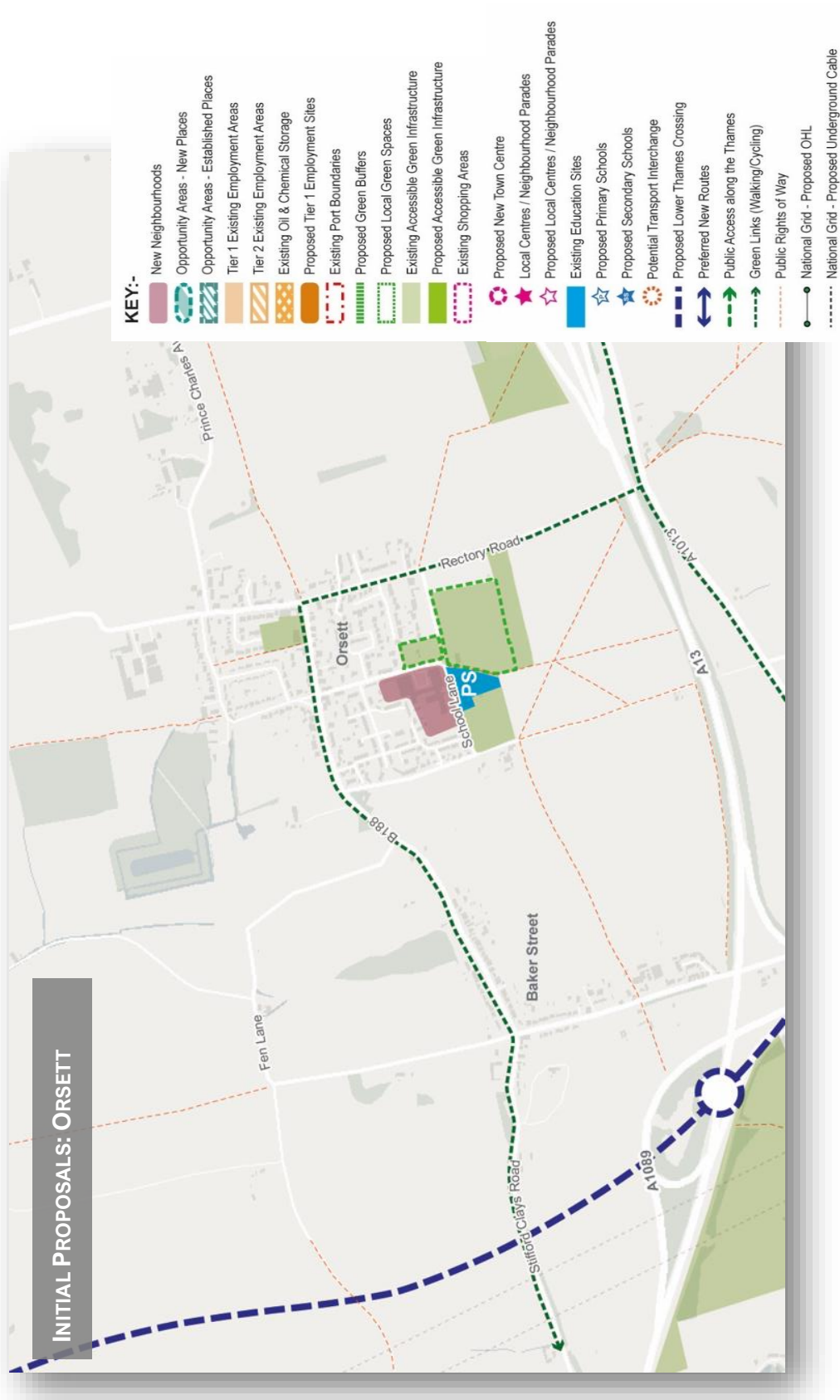
National Infrastructure



Surface Water Flood Risk



Initial proposals



Our initial proposal for Orsett proposes the redevelopment of the Orsett Hospital site which has the potential to deliver 90 to 110 homes, of which 35% would be affordable housing. It would include a mix of homes in terms of size and type, with a particular focus on smaller homes for first time buyers and homes suitable for older people to downsize into. All new homes would be zero carbon.

The development would also deliver:

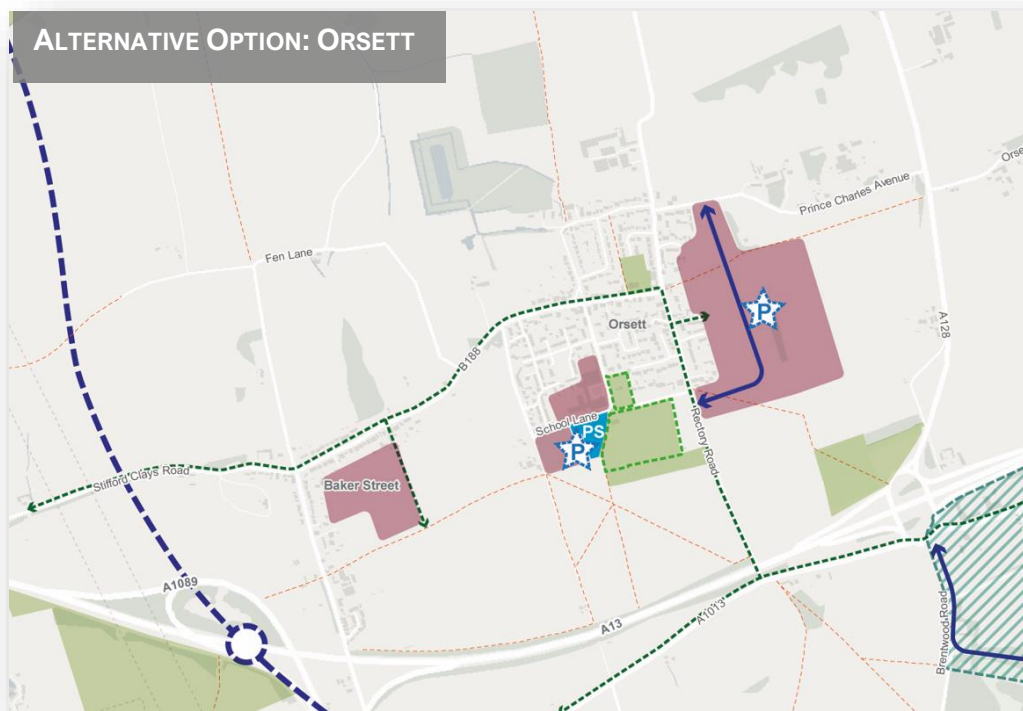
- Potential for enhancement of existing community facilities; and
- 20% biodiversity net gain.

In addition, there will be a review of the Green Belt boundary around Orsett which may result in minor changes to the area which is currently designated as Green Belt land. Any land/dwellings within the area inset from the Green Belt would have more flexibility and planning freedoms, which could result in more homes coming forward on small infill or back land development sites.

It should be noted however that the overall number of new homes being delivered would still be relatively low so there wouldn't be much opportunity to secure meaningful improvements to local services in infrastructure.

We are also proposing 18 Local Green Spaces across the borough which includes the Orsett Recreation Ground and the Orsett Bowling Green. These green spaces were nominated by the public and are recognised as having particular importance to their local communities. Their designation as Local Green Spaces through the Local Plan would give them a significant level of protection.

Alternative option



There is an alternative option for Orsett which proposes a higher level of growth compared to the initial proposal.

In addition to the development proposals set out in the initial proposal, this option proposes an additional new neighbourhood to the east of Orsett, along with a small level of growth south of School Lane and at Baker Street. Taken together, the proposed growth has the potential to deliver in the range of 550 to 650 new homes, of which 35% would be affordable housing. It would include a mix of homes in terms of size and type, with a particular focus on smaller homes for first time buyers and homes suitable for older people to downsize into. All new homes would be zero carbon.

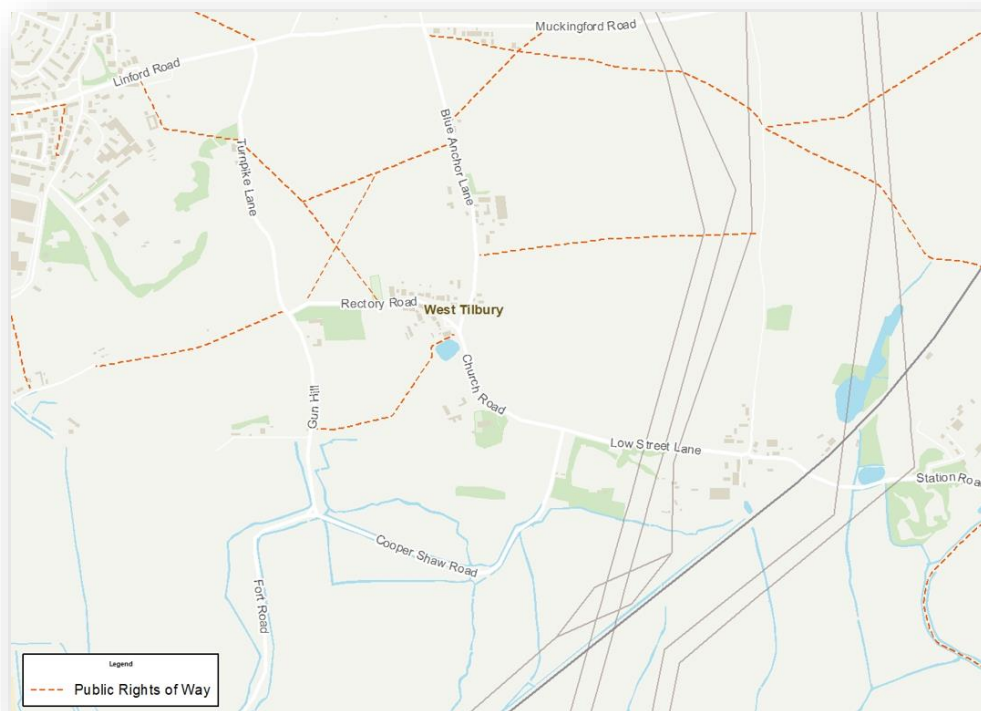
The development would also deliver:

- 1FE primary school with early years childcare provision and potentially onsite SEN provision to the east of the village, or the potential extension of the existing primary to a 2FE school;
- New road link between Rectory Road and Prince Charles Avenue;
- Enhanced local/neighbourhood centre providing floorspace suitable for things like shops, cafe, community facilities, and creche;
- Provision of enhanced sports facilities on Orsett Recreation Ground;
- New walking and cycling routes between Baker Street and Orsett; and
- 20% biodiversity net gain.

In addition, there will be a review of the Green Belt boundary around Orsett which may result in minor changes to the area which is currently designated as Green Belt land. Any land/dwellings within the area inset from the Green Belt would have more flexibility and planning freedoms, which could result in more homes coming forward on small infill or back land development sites.

West Tilbury

About West Tilbury



West Tilbury is an historic hamlet with no facilities of its own. Buildings that were in non-residential use, like the King’s Head pub, bakery, and schoolhouse, have been converted into homes.

What you told us

We haven’t undertaken any formal or informal engagement activity within West Tilbury itself – which means we don’t have a steer from people who live and visit there about how they would like to see it grow, change, and adapt in the future.

At other events across the borough there are a number of general issues that get raised time and time again including availability of doctors and schools; concerns about traffic congestion and air quality; and the need improve and enhance open/natural places – in the absence of a more local steer we have assumed that people that live in and visit West Tilbury would have similar views.

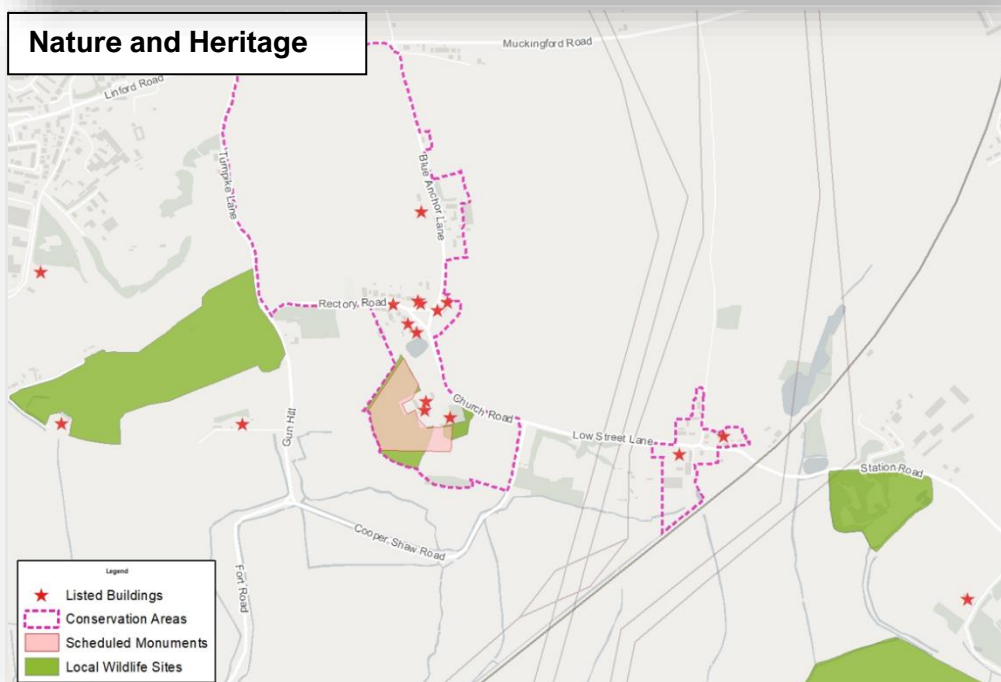
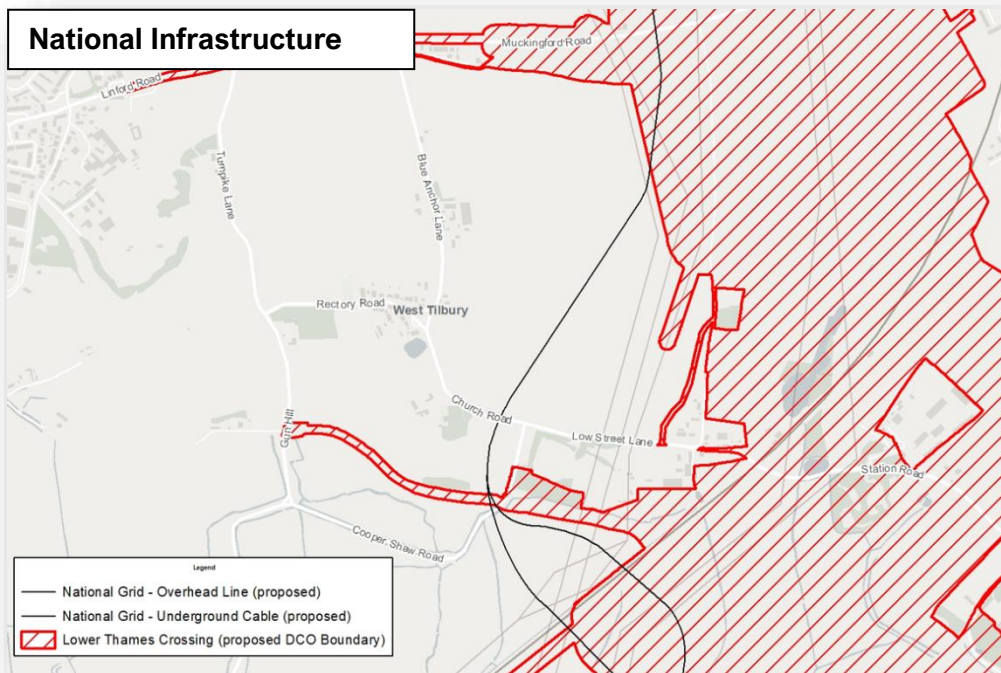
If you live here and want to tell us a bit more about what the place is like and how you would want to see it improved, please write into us using the comments form linked to this document.

Designations and constraints

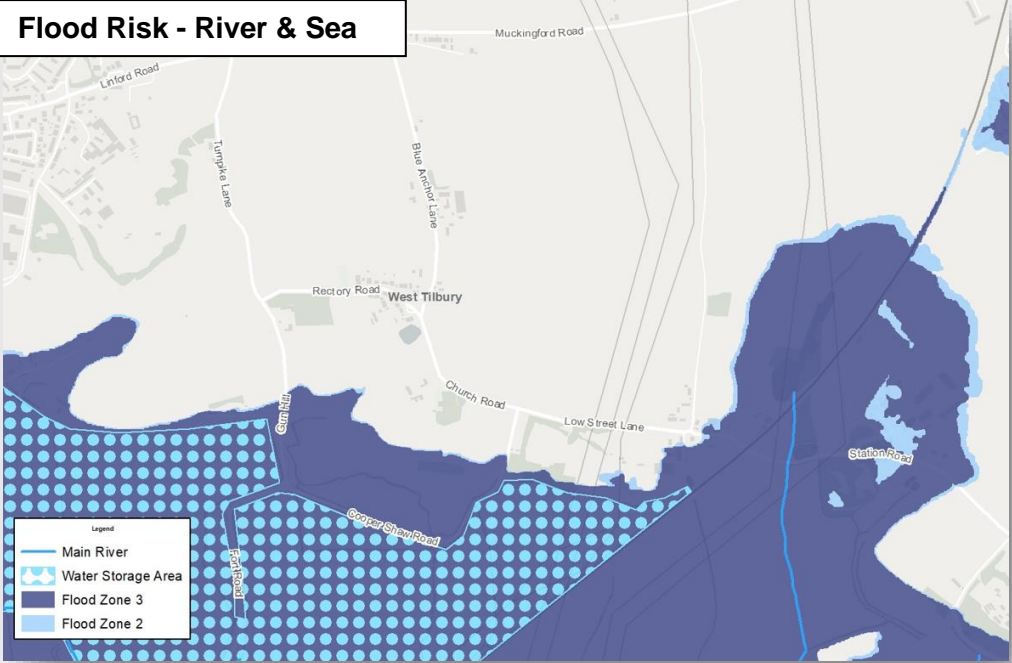
Every settlement in the borough has been shaped in some way by a range of physical features, designations and planning constraints. These have influenced where and how development has come forward in an area in the past and will continue to influence how

places change in the future. In West Tilbury, the main features, designations and constraints within and around the settlement are:

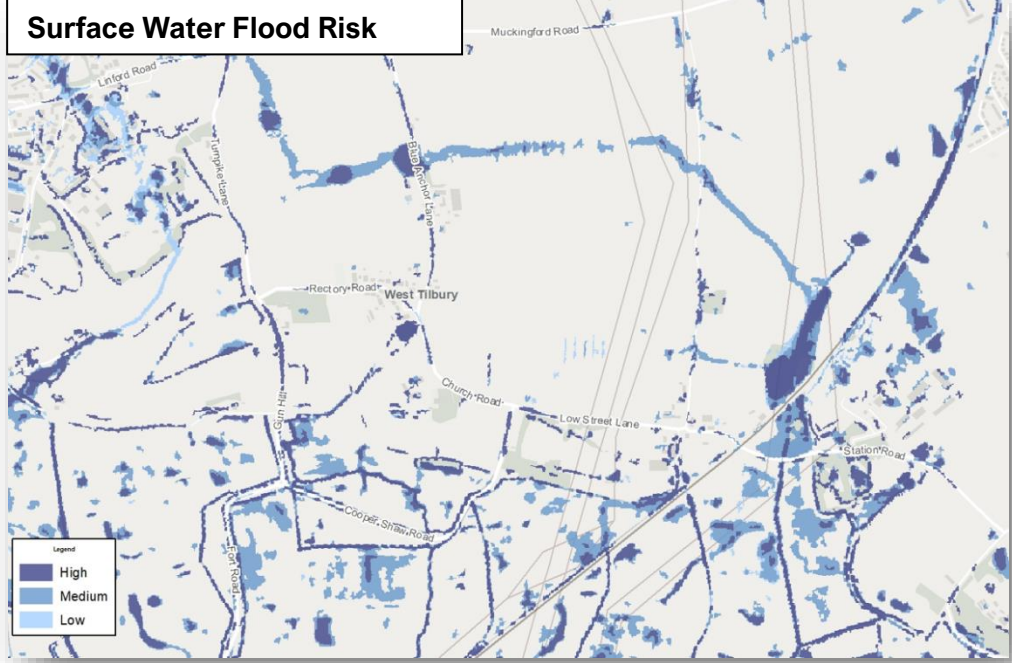
- National Infrastructure: the Lower Thames Crossing (LTC) route passes near the village to the east with potential impact to the tranquillity and setting of the village.
- Heritage: although small, West Tilbury comprises an important Conservation Areas split over two locales, including 13 listed buildings and a designated Scheduled Monument within the centre of the village.
- Nature: two Local Wildlife Sites sit in the centre of the village.
- Flooding: there is some risk of surface water flooding, particularly near the Well House. Flood zones 2 and 3 from the Thames come quite near the village and the land to the south is a flood storage area.



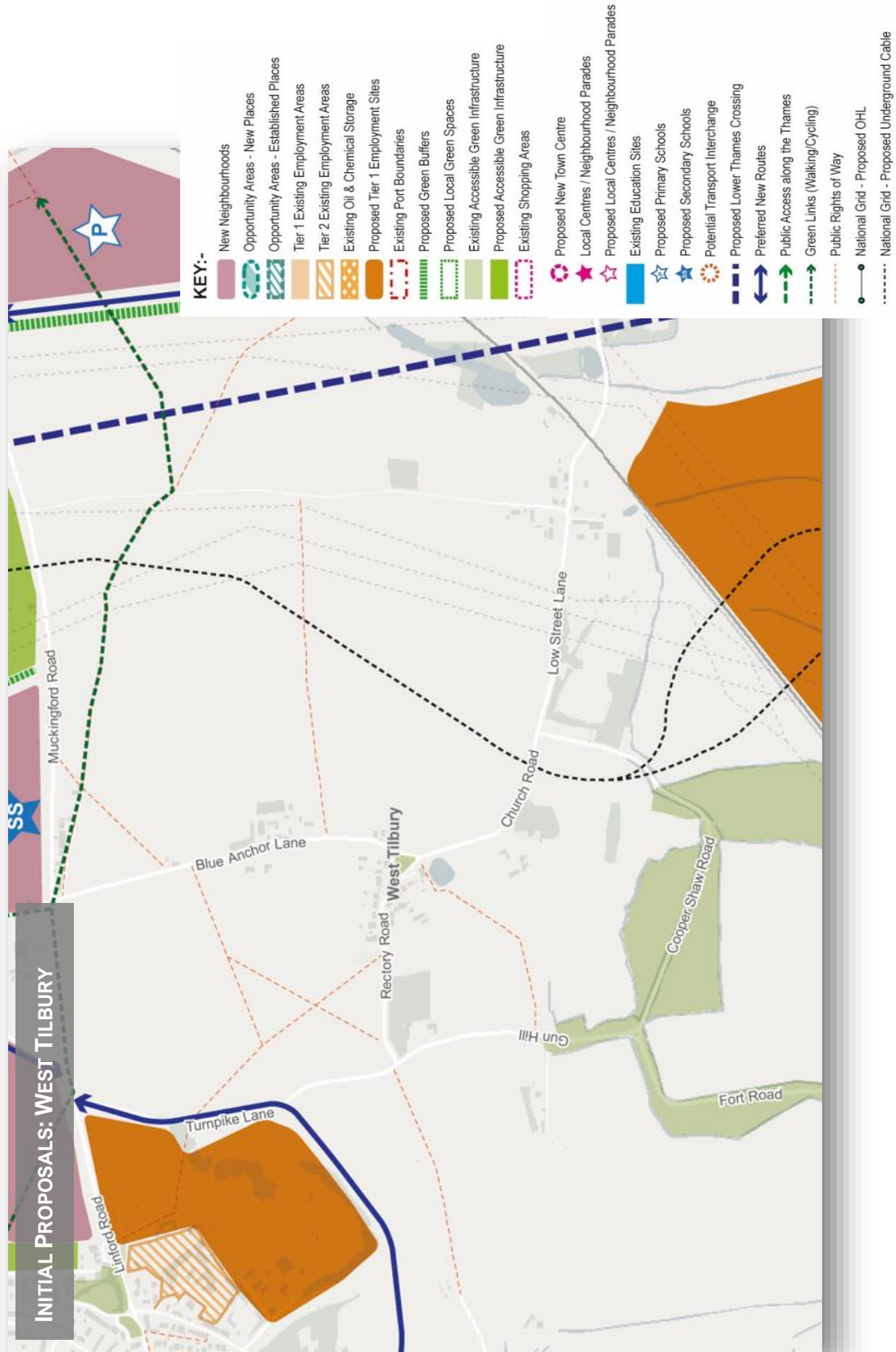
Flood Risk - River & Sea



Surface Water Flood Risk



Initial proposals



Our initial proposal for West Tilbury is for it to continue to remain within the Green Belt with a policy approach similar to the one that currently exists allowing for new dwellings on genuine infill plots, the replacement of existing dwellings and the sympathetic extension of existing dwellings.

Alternative options

The alternative option we are considering for West Tilbury is to inset the village from the Green Belt. This option would give dwellings within the inset area more flexibility and planning freedoms – which could result in more homes coming forward on infill or back land development sites. It should be noted however that overall number of new homes being delivered would still be relatively low so there would not be much opportunity to secure meaningful improvements to local services and facilities.

Section 7: New Place Opportunity Areas

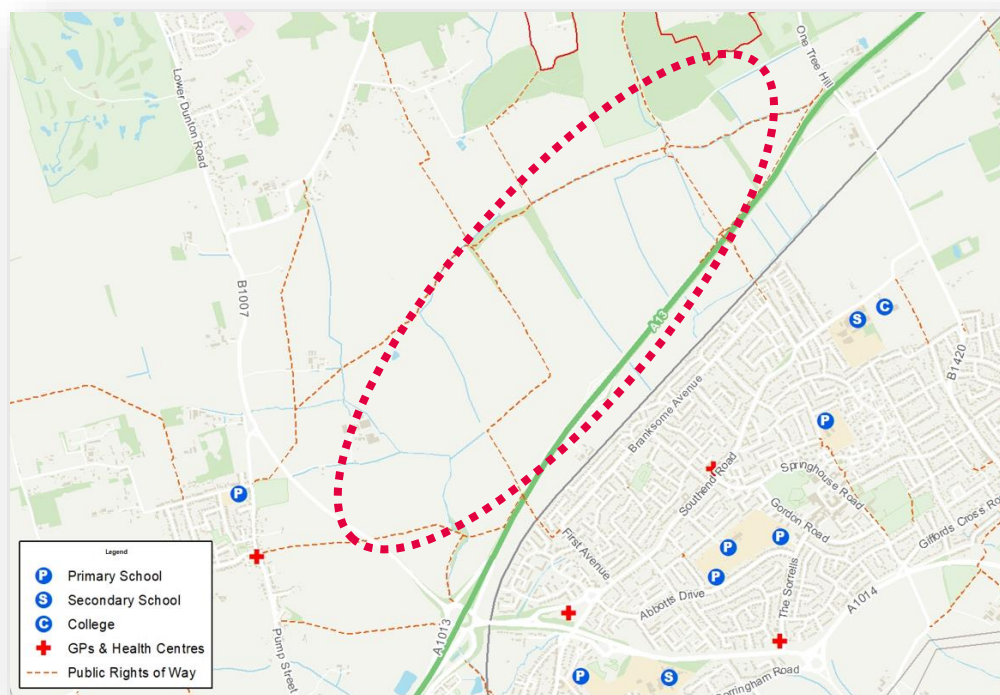
This section sets out information relating to new places that could come forward in the borough at some point in the future – potentially commencing within this plan period but being built out over a longer time frame.

There is still a lot of work that needs to be undertaken to check the suitability and deliverability of these places including the stage 2 greenbelt assessment, detailed transport modelling and engaging with key infrastructure providers.

Your views and the views of other stakeholders are essential to helping us work out whether or not we should be allocating either of these new places in the new Local Plan.

Lower Langdon

About Lower Langdon



The site is Green Belt farmland to the north of the A13, opposite Stanford le Hope/Corringham and extends from the B1007 in the west to One Tree Hill in the east. There are no existing facilities.

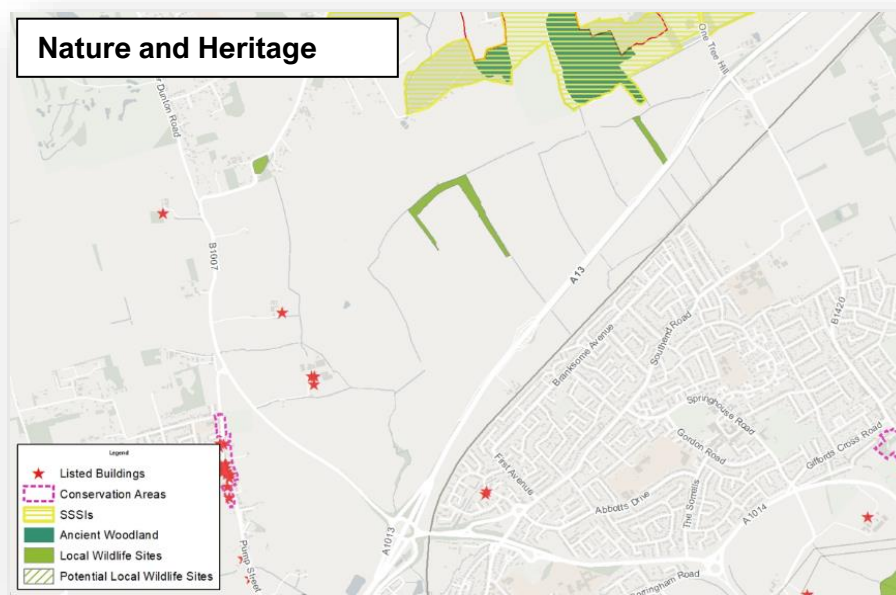
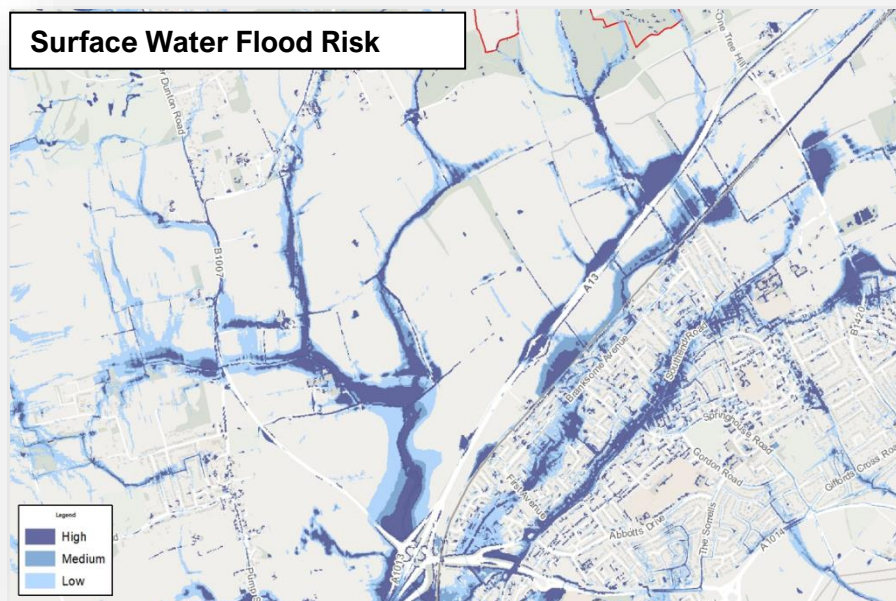
Designations and constraints

In Lower Langdon the main constraints that affect the settlement are:

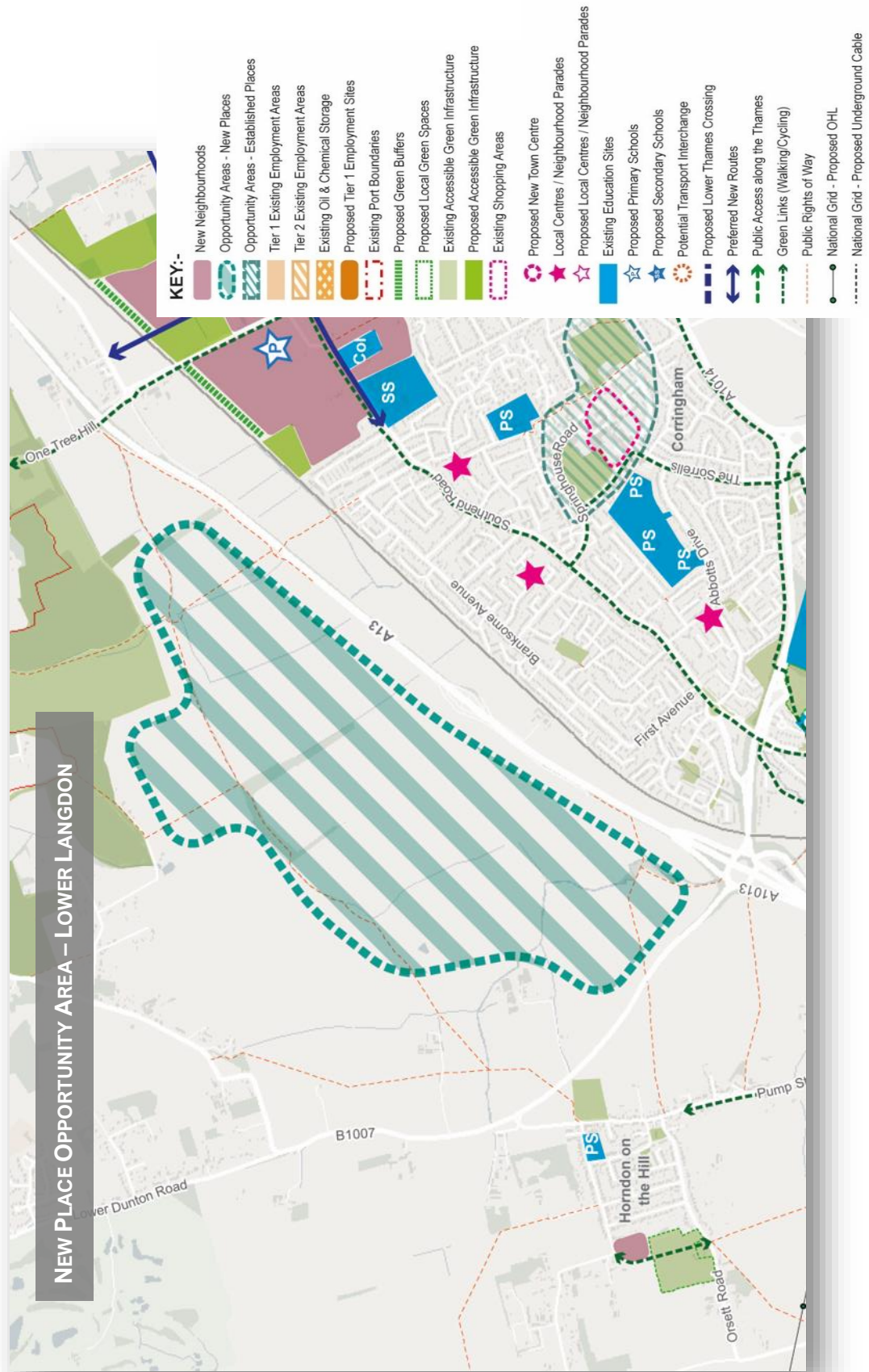
- Highways: land that is too close to main roads is potentially unsuitable for some uses because of noise and air pollution issues. Main roads can also create points of

severance. The proximity of this site to the A13 will limit the developable area of the site as well trigger the need to consider ways to reduce the impact noise could have on future residents.

- Flooding: surface water runoff from the far southwestern corner of the site affects flooding in of Stanford le Hope. This is a constraint for development in the area but there may be opportunities for new development to help reduce existing issues if appropriate water storage can be designed in at the start of certain flow paths.
- Nature: there are a number of Local Wildlife Sites as well as Langdon Ridge SSSI in close proximity to the site.



New Place Opportunity Area



At this stage we do not have enough information to be able to include this new place as part of our initial proposals, but we still think that it is important to have a conversation with local communities and other stakeholders about what this site could deliver if potential development constraints can be overcome.

In the future, Lower Langdon has the potential to become a vibrant new settlement with 4,000 to 5,500 new homes, along with a significant amount of supporting infrastructure including roads and sustainable transport provision, schools, local/neighbourhood centres, health centres, local employment opportunities and public open space.

Given its proximity to Corringham/Stanford le Hope and Basildon, residents of Lower Langdon would have access to substantial employment opportunities at the major employment areas located in these settlements. Likewise, any new facilities and services located in Lower Langdon would also be used by people living in nearby settlements so the creation of a series of active and sustainable travel routes will be of high importance.

Development in Lower Langdon would be expected to provide a mix of housing sizes, types, and tenures. As a result of Lower Langdon's proximity to Basildon Hospital, the area would be expected to provide much needed key worker housing as well as homes for young families, older people and people wanting to build their own home.

A wide range of small and larger scale transport interventions would be required to ensure that development could come forward without causing an unacceptable impact on congestion in surrounding towns and villages, as well as the wider highway network. Sustainable transport measures would include new bus services, connecting to Basildon, Horndon on the Hill, and Corringham and Stanford le Hope. In addition, development in this location could help improve transport connectivity across the wider area by helping to create a critical mass that can support the creation of a new railway facility and transport interchange at Corringham.

Any development in this location would need to be of high-quality design and sensitively integrated visually in the wider context of the surrounding landscape. Development would also need to ensure that important habitats are protected from any negative effects of development, and that a 20% biodiversity net gain is achieved. A Sustainable Drainage network would need to be integrated into development proposals to facilitate drainage and manage water flows and retention in the catchment to prevent the risk of flooding downstream.

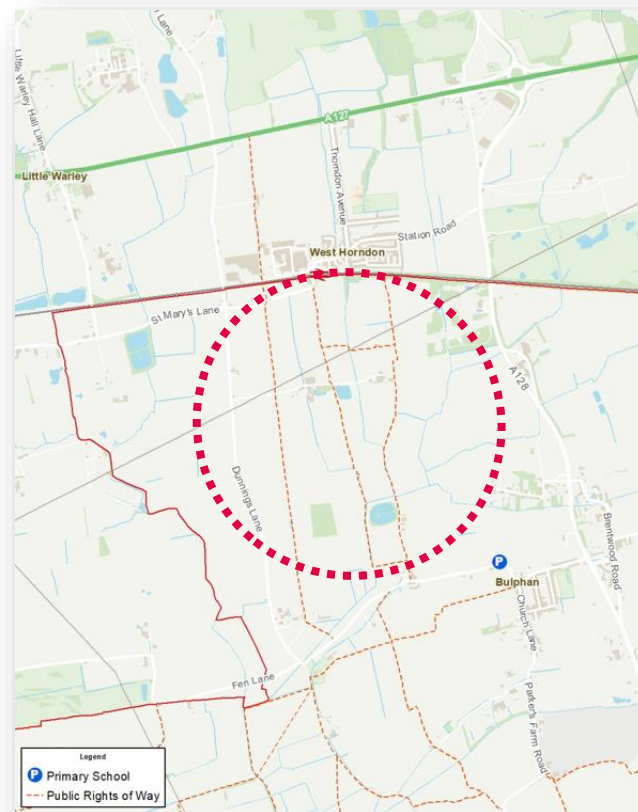
Further technical work and community and stakeholder engagement will need to be undertaken prior to the next stage of the Local Plan to understand the feasibility of delivery of a settlement of a minimum scale of 4,000 homes, as this is the minimum scale of development considered necessary to deliver on-site and off-site supporting infrastructure. Of particular importance to the Lower Langdon New Place Opportunity Area are:

- Transport modelling
- Infrastructure delivery
- Green Belt Stage 2 Assessment
- Strategic Flood Risk Assessment
- Stakeholder engagement with National Rail and C2C

The new Local Plan will seek to set out principles for the development of these areas with more detailed guidance produced as standalone documents i.e., development frameworks, masterplans, or design codes.

West Horndon

About West Horndon



West Horndon is an existing village in Brentwood on the border with Thurrock. It benefits from a railway station on the London Fenchurch Street to Southend line, employment at Horndon Industrial Park, a village hall, an appropriate level of retail and a small primary school which is at capacity.

What you told us

We have not undertaken any formal or informal engagement activity within West Horndon itself – which means we do not have a steer from people who live and visit there about how they would like to see it grow, change, and adapt in the future.

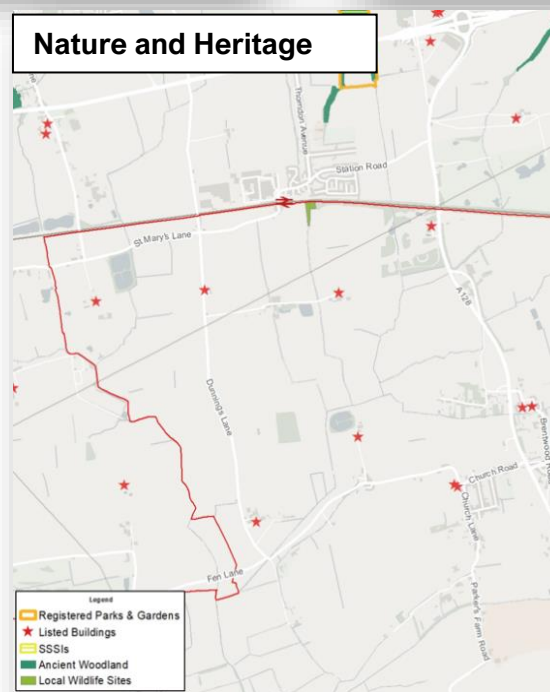
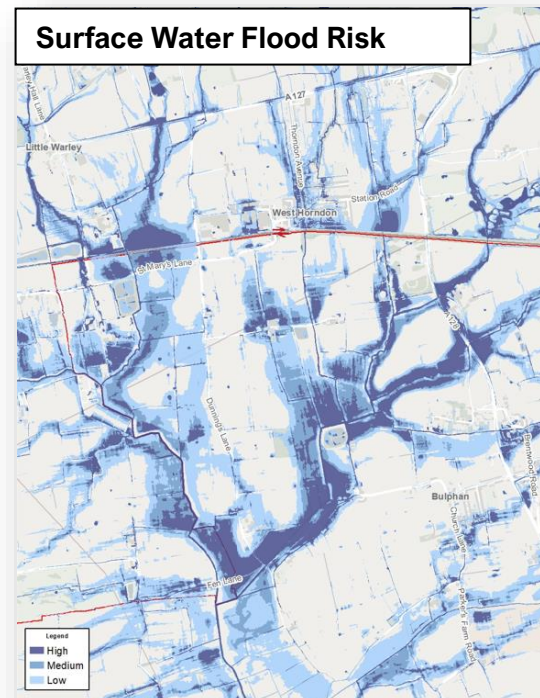
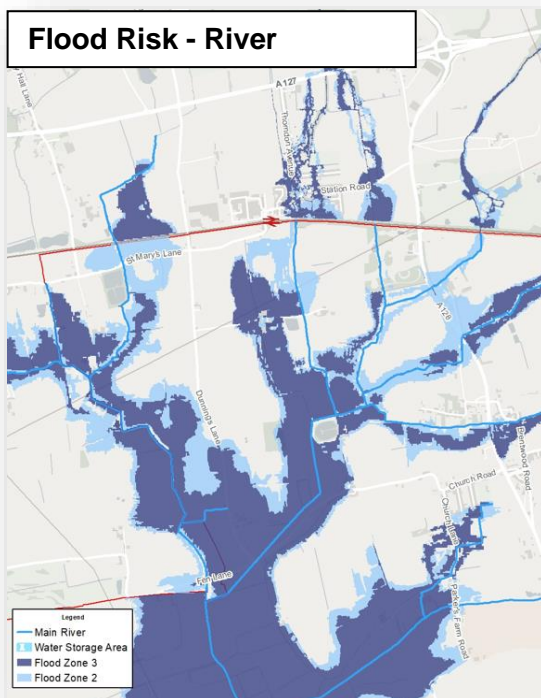
However, the possibility of a new settlement at West Horndon was raised during the Issues and Options (Stage 2) consultation. Overall, there were concerns over impact to the Green Belt, capacity at the station, proximity to the Lower Thames Crossing route, and that by extending a village which sits in Brentwood, it would not be serving the needs of Thurrock residents. Some respondents were supportive of the principal of a new settlement. However, there were not a large number of responses to the consultation, and these cannot be demonstrated as representative of the views of the whole borough.

If you live here and want to tell us a bit more about what the place is like and how you would want to see it improved, please write into us using the comments form linked to this document.

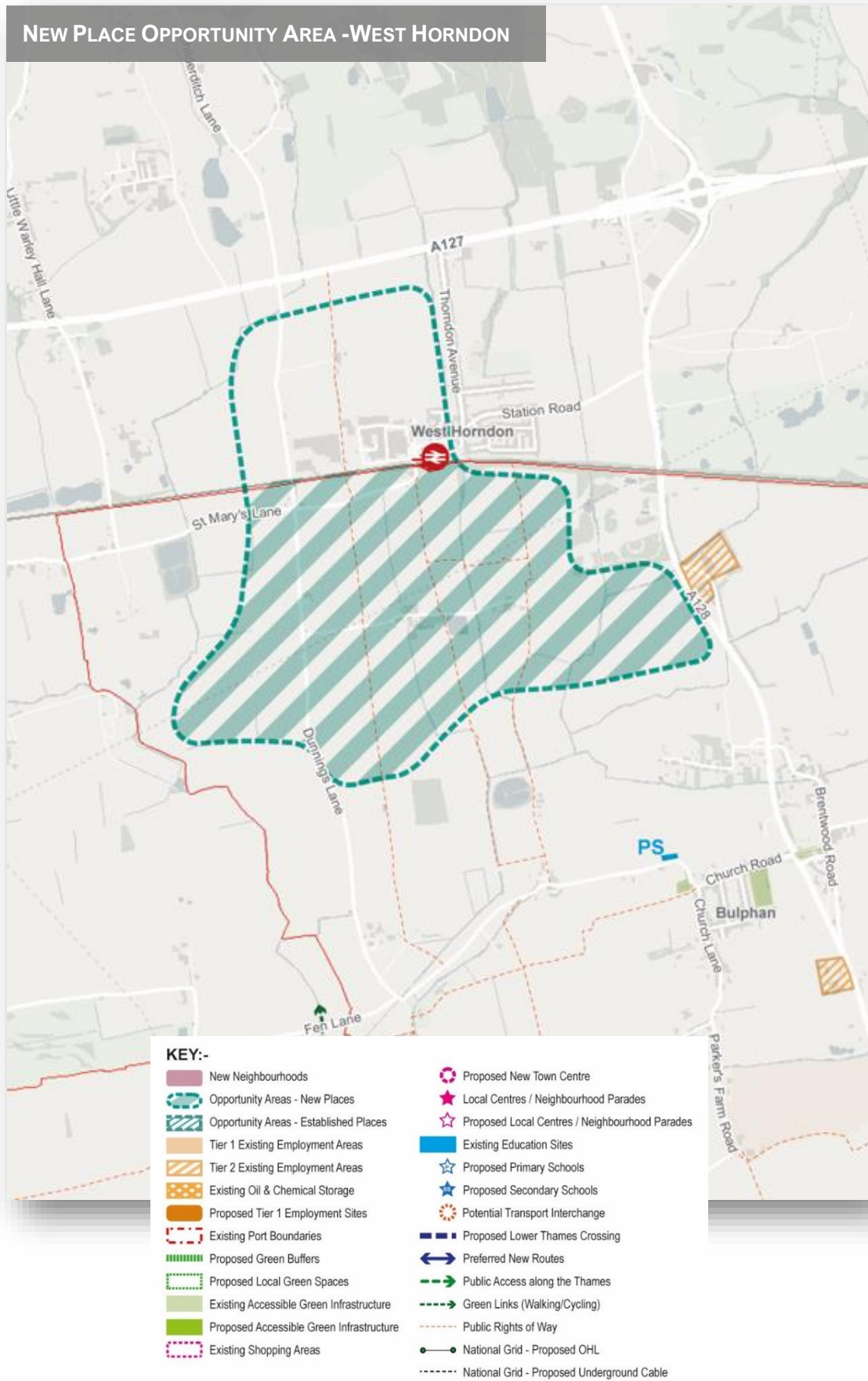
Designations and constraints

Every settlement in the borough is affected in some way by a range of planning/development constraints that either limit the type, or amount of development that can come forward in an area. In West Horndon the main constraints that affect the settlement are:

- **Flooding:** much of the land south of the village of West Horndon is in Flood Zones 2 and/or 3, creating significant constraints to development in the area. There are also significant risks around surface water flooding associated with the Mardyke catchment. This creates a range of different flooding constraints that would need to be carefully mitigated and managed.
- **Heritage:** there are occasional listed buildings in the countryside south of West Horndon.



New Place Opportunity Area



At this stage we do not have enough information to be able to include this new place as part of our initial proposals, but we still think that it is important to have a conversation with local communities and other stakeholders about what this site could deliver if potential development constraints can be overcome.

There are two options for growth around West Horndon. The first option includes an urban extension to the south of West Horndon within the Thurrock administrative boundary, which has the potential to deliver around 2,000 new homes. This scale of growth could be increased through the potential development of land within the Brentwood administrative boundary to the west and north of West Horndon, which has the potential to deliver around 3,000 new homes.

The second option includes the urban extension to West Horndon, but also includes a series of interconnected neighbourhoods which stretch to Bulphan to the south and the A128 to the east. These additional development parcels have the potential to deliver a further 5,000 new homes within Thurrock.

Taken together, there is the potential for up to 7,000 new homes in Thurrock and up to 3,000 within Brentwood.

Any development proposals would require a significant amount of supporting infrastructure including roads and sustainable transport provision, schools, local/neighbourhood centres, health centres, local employment opportunities and public open space.

Given its proximity to the railway station, residents of West Horndon have good access to employment opportunities outside of Thurrock in locations which can be reached by train. However, the creation of a series of active and sustainable travel routes to access the substantial employment opportunities within Thurrock would be required as part of any new development proposals.

Development in West Horndon would be expected to provide a mix of housing sizes, types, and tenures, including provision for older people, people wanting to build their own home and to meet the specialist accommodation needs of Gypsy and Travellers and Travelling Showpeople.

A wide range of small and larger scale transport interventions would be required to ensure that development could come forward without causing an unacceptable impact on congestion in surrounding towns and villages, as well as the wider highway network. Sustainable transport measures would include new bus services, connecting to Shenfield, Brentwood, Basildon, Grays and Lakeside, amongst other destinations.

Any development in this location would need to be of high-quality design and sensitively integrated visually in the wider context of the surrounding landscape. Development would also need to ensure that important habitats are protected from any negative effects of development, and that a 20% biodiversity net gain is achieved. A Sustainable Drainage network would need to be integrated into development proposals to facilitate drainage and manage water flows and retention in the catchment to prevent the risk of flooding downstream.

Further technical work and community and stakeholder engagement will need to be undertaken prior to the next stage of the Local Plan to understand the feasibility of growth within Thurrock of between 2,000 and 7,000 homes. In addition, cross boundary discussions will need to be held with Brentwood Council to understand their aspirations for how the settlement should grow in the future. It is important that if new development takes place at

West Horndon it is comprehensively planned, taking account of development proposals outside of Thurrock, so that the infrastructure needed to support growth of this scale is provided when and where it is needed. In terms of further work, of particular importance to the West Horndon New Place Opportunity Area are:

- Transport modelling
- Infrastructure delivery
- Green Belt Stage 2 Assessment
- Strategic Flood Risk Assessment
- Engagement with Brentwood Council
- Stakeholder engagement with National Rail and C2C

The new Local Plan will seek to set out principles for the development of these areas with more detailed guidance produced as standalone documents i.e., development frameworks, masterplans, or design codes.

