

# TILBURY DEVELOPMENT FRAMEWORK



OCTOBER 2017



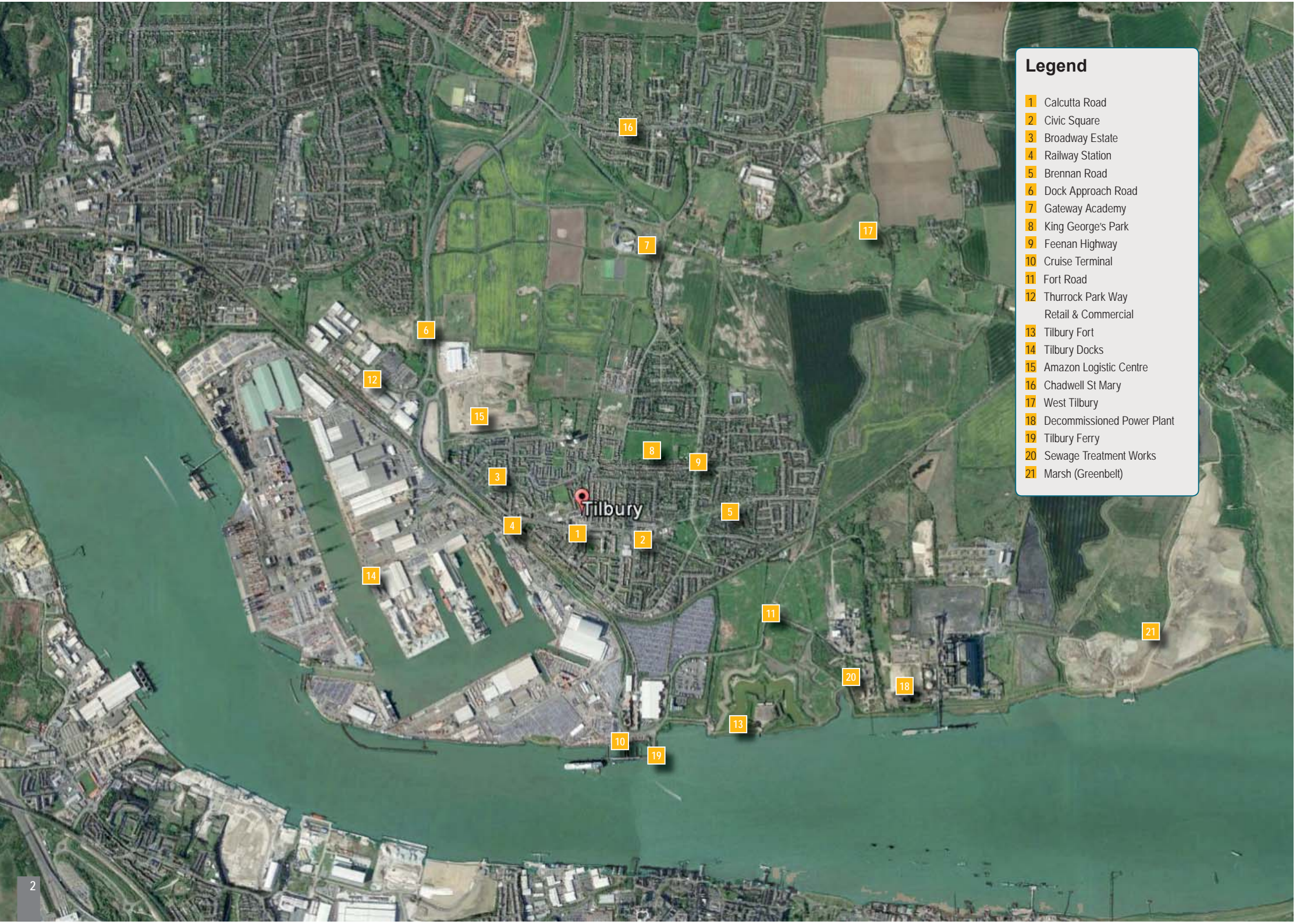
# TILBURY DEVELOPMENT FRAMEWORK

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PLANNING AND GROWTH



- ### Legend
- 1 Calcutta Road
  - 2 Civic Square
  - 3 Broadway Estate
  - 4 Railway Station
  - 5 Brennan Road
  - 6 Dock Approach Road
  - 7 Gateway Academy
  - 8 King George's Park
  - 9 Feenan Highway
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  - 11 Fort Road
  - 12 Thurrock Park Way Retail & Commercial
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  - 14 Tilbury Docks
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  - 17 West Tilbury
  - 18 Decommissioned Power Plant
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  - 20 Sewage Treatment Works
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# 01 INTRODUCTION

## ABOUT THIS PROJECT

This Masterplan Framework is developed jointly by Thurrock Council's Planning and Regeneration to provide a platform for discussion and engagement on the key elements of change that will drive placemaking in Tilbury.

The Masterplan sets out a vision and key principles for maximising advantages offered by the location, assets and existing infrastructure as well as emerging proposals. In addition, it also contains a range of possible initiatives and the anticipated public realm improvements through indicative layouts, implementation approach, recognising that ultimately this will be determined by the market and new Local Plan.

The Masterplan has been devised based on the best information to date in a fast changing environment. It will continue to be developed in liaison with both internal and external stakeholders such as the residents, Tilbury Programme Board, Port of Tilbury, Highways England, Historic England and a number of other key consultees, not least in connection with the development of the Local Plan work that is informing the Masterplan.

## MASTERPLAN PURPOSE

The purpose of the Masterplan is to stimulate positive outcomes, facilitate and ultimately coordinate on-going regeneration and the associated intermediate interventions in Tilbury for creating a better living and working environment. The Masterplan also serves as a stepping stone to more detailed work on the identification of potential cumulative impacts, mitigation where necessary, and of issues relating to the delivery of public realm improvement, estate regeneration and mitigation of impacts of the future developments and flood risk.

## MASTERPLAN STATUS

The Planning, Transport, Regeneration Overview and Scrutiny Committee meeting held on 4 July 2017 established the following:

- There is a need for a wider vision to guide the future interventions because many activities have happened without real integration and coordination in the past;
- The concern over the combined impacts of developments such as the proposed Lower Thames Crossing(LTC) and Tilbury Port extension;
- The community aspiration to improve Tilbury's Waterfront area.

It is important to note that the Masterplan itself is not intended to constitute part of the statutory Development Plan for Thurrock, and will not be formally adopted as a Supplementary Planning Document (SPD). It is anticipated, however, that upon completion the Masterplan will represent a robust spatial structure to coordinate on-going projects whilst the Local Plan is being developed. It is noteworthy that the new Thurrock Local Plan is underway, and that this document, and its associated background studies, will provide an important part of the evidence base for the Local Plan.

Whilst not a policy-driven document, the Masterplan Framework serves to better integrate the on-going regeneration and developments in Tilbury maximising advantages offered by the location, assets and existing infrastructure as well as industrial and logistics uses.



External shot of Tilbury Fort

# 02 OUR VISION

Tilbury possesses a once in a lifetime opportunity for inward investment, job creation and environmental transformation in the light of emerging proposals of multiple significant projects. Our vision intends to maximise advantages offered by the location, assets and existing infrastructure as well as emerging proposals.

**We want Tilbury to be:**

*A renewed arc of growth that offers a range of exciting opportunities to live, work and invest.*

*Councillor Mark Coxshall*  
Portfolio Holder for Regeneration



A PLACE WHERE THE ENVIRONMENT IS

**ATTRACTIVE**

A PLACE WHERE PEOPLE CAN ACHIEVE THEIR

**POTENTIAL**



A PLACE WHERE PEOPLE  
CAN HAVE

**FUN**



A PLACE WHERE PEOPLE  
CAN LIVE A

**HEALTHY** LIFE



A PLACE WHERE PEOPLE  
FEEL

**SAFE**



A PLACE WHERE THE  
ECONOMY IS

**VIBRANT**

# 03 THE FRAMEWORK

CONTEXT ANALYSIS

The Masterplan Framework provides a spatial platform for coordinating the key elements of change that will drive placemaking in Tilbury.

OPPORTUNITY CORRIDORS

Recognising the highly dynamic and ever-changing environment, the framework provides a robust indicative structure that can be used for the purpose of discussion and engagement on the key elements of change that will drive placemaking in Tilbury as well as coordination of various public interventions.

There have been multiple interventions across Tilbury spatially. Future actions need to be well phased and coordinated so that precious public and private resources can be used in the most effective way to improve Tilbury. The framework proposes to first focus various strands of efforts along a strategic arc (shown by the pink arrow in the following page), where the improvement is most likely to form a transformative foundation for later actions based on the key principles of the place-making led approach. The spatial strategy in the map indicate the community aspiration linking the key spine of Tilbury to the waterfront assets. More detailed layers and options are explained in the following chapters. The framework consists of the following four elements to support the ambitious place-making vision for Tilbury:

1. context analysis
2. opportunity corridors
3. transport and movement
4. public realm and open space

TRANSPORT & MOVEMENT

## STRATEGIC OBJECTIVES

The framework intends to achieve 6 strategic objectives identified as the following:

### INTEGRATE PROJECTS TO DELIVER PLACE

To provide an integrated spatial framework for Tilbury regeneration proposals and other intermediate public interventions in a cohesive and coordinated manner which is fundamental for delivering high-quality place.

### ENHANCE PUBLIC REALM

To establish key design principles for the provision, enhancement and management of open space, heritage and ecological assets in order to create an attractive place to work, live and play as well as to protect historical and ecological resources.

### FACILITATE EMPLOYMENT AND SKILLS

To create the right circumstances for reinstatement of Tilbury as a major employment hub, with associated job opportunities for local people, and access to training and skills development to service the needs of key sectors specified in the developing Masterplan;

### IMPROVE ACCESS AND MOVEMENT

To ensure that the spatial framework identifies a strategy for improving walkability and connectivity from Tilbury to waterfront area including provision of appropriate access arrangements in respect of highway capacity, whilst seeking to maximise advantages offered by the existing multi-modal infrastructure and encourage sustainable modes of travel;

### BALANCE DEVELOPMENT AND ENVIRONMENT

To ensure an appropriately balanced approach towards development needs, prioritising the delivery of jobs and economic benefit, alongside consideration of social and environmental issues.

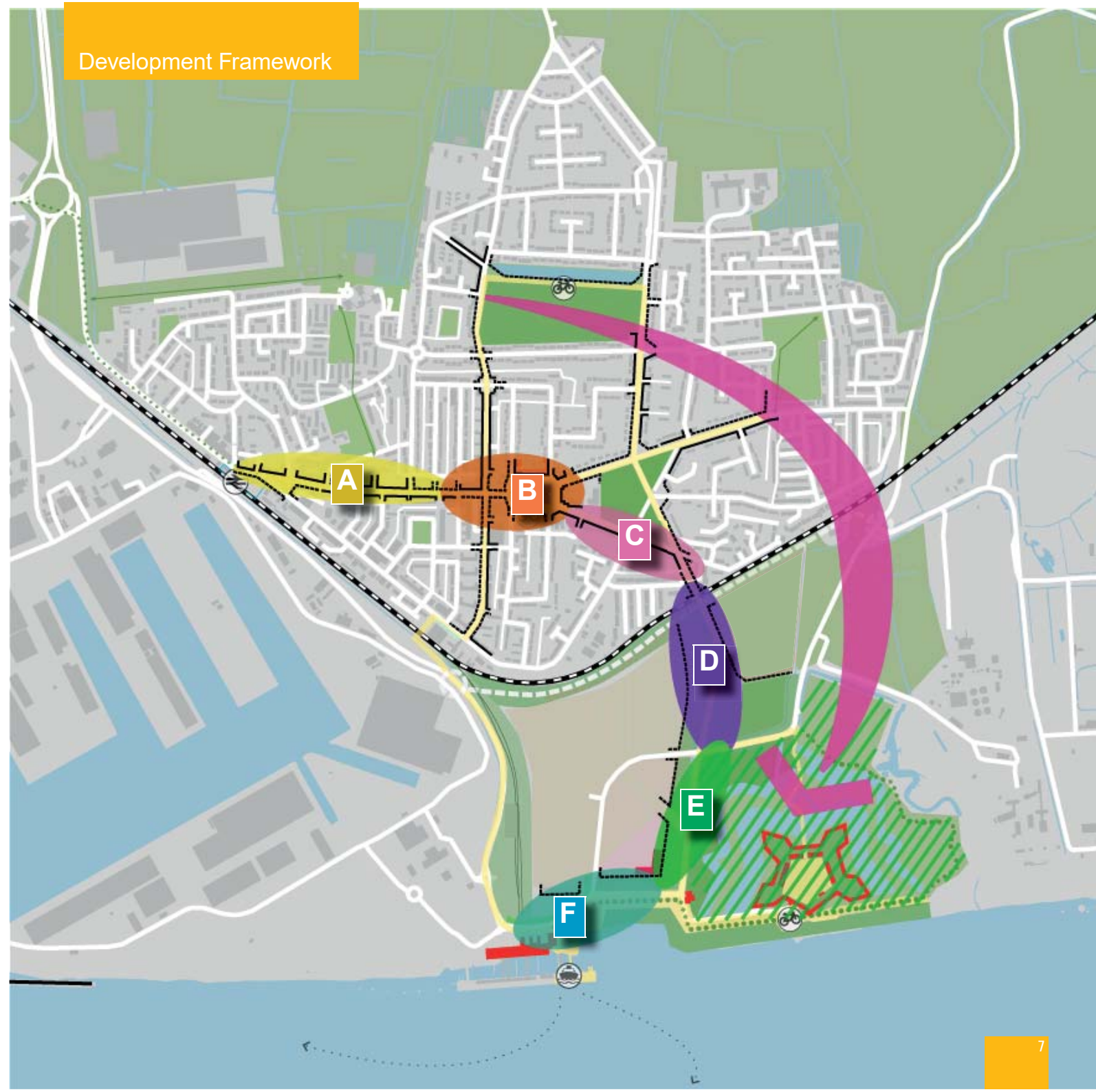
PUBLIC REALM & OPEN SPACE





## Development Framework

- A** **Calcutta Mixed Use Spine**  
Featuring the enhanced station gateway, streetscape, community retail and medium density residential
- B** **Civic Square**  
Featuring high quality civic and community uses anchored by the historical peace memorial and new health facility
- C** **Anchor Fields**  
Featuring life-style retail uses with high-quality residential above linking the town centre with the river
- D** **Fort North**  
Featuring a new park with sports and hospitality uses
- E** **Fort West**  
Featuring raised ground-level bars, restaurants and recreational uses with unobstructed views into the historical Fort
- F** **Ferry Square**  
Ambitious public realm transformation anchored by cultural and recreational uses that enhances Tilbury's waterfront setting



# 04 CONTEXT & ANALYSIS

LANDSCAPE

The following Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis is drawn from a number of studies that have been carried out in the past for various projects covering all key topic areas informing the Masterplan.

HERITAGE ASSETS

## STRENGTHS

Tilbury is a planned settlement with a strong and legible structure. The backbone of Tilbury is a number of wide boulevards including Calcutta Road and Feenan Avenue, which link Tilbury Civic Square to important locations.

Tilbury Town centre has a good mix of land uses within the town centre. These include community, employment, retail and residential uses.

Tilbury is known for a few distinctive heritage assets including the Civic Square landmark peace memorial and Tilbury Fort.

Tilbury grew in the early 20th Century as a response to the jobs created at Tilbury Docks. It is well served by a variety of transport modes including the train, buses and ferry despite the town being isolated geographically.

ECONOMIC DRIVE

## WEAKNESSES

Surrounded by flat Green Belt and Mucking Marshes, the tall dock and power grid infrastructure has become the pronounced landscape, which is regarded as at odds with Tilbury's heritage assets particularly the Tilbury Fort.

The importance of Port and other associated logistic uses in Tilbury make the attraction to any alternative uses challenging unless significant place-making measures are taken.

Although the overall quantity of facilities is adequate for the area, the quality of provision is variable and needs to be addressed.

Over half of the adults in Tilbury have no educational qualifications, which is significantly higher than the national average of 35%.

NEW HOUSING

Most Greenbelt surrounding Tilbury serves a strategic flood attenuation function which restricts Tilbury from growing towards the areas that are not used by industrial functions.

## OPPORTUNITIES

Being a planned town, the Council owns a great deal of assets. This provides the Council a unique position to capture and grow the land value through pushing for a more ambitious and holistic regeneration agenda.

Since 2015, a range of higher order facilities within the town have been explored which mean that residents don't have to travel to the larger centres when they are in need of such services.

One of most unexploited visual assets for Tilbury waterfront is the panorama of Gravesend on the South bank of the Thames. It is a quarter of a mile walk between Tilbury Fort and the ferry terminal from which a regular Ferry service operates Monday to Saturday. Gravesend New Town Pier, one of Gravesend's most important historic structures can be clearly observed at the forefront of the Gravesend's historical skyline.

It's recognised the health facilities need improving in Tilbury and some steps are being taken to develop a new integrated medical centre.

If carefully managed, the Tilbury Port II offers an opportunity to renew the regional transport network and improve the link between the town and its waterfront.

## THREATS

The southern part of Tilbury town and waterfront area is identified as flood risk zone II if the flood defence fails. The flood prevention and mitigation cannot be delivered in a piecemeal fashion and the scale of the affected area is broadly the most valuable land for Tilbury, all of which points to the need of a systematic engineering intervention in the entire area. This requires significant upfront investment.

The existing links from town centre to waterfront are poor. Securing the provision of potential links need to be carefully considered alongside the need for the future growth.

The environmental impacts of LTC such as emissions, noise and potential visual impact form a threat to the environment of Tilbury which needs to be addressed.

The available funding mechanism is not supporting a holistic quality-led approach to solve the issues in Tilbury. This forms the roots of the problem.

## PLANNING POLICY

### National

National Planning Policy Framework 2012 represents guidance for local planning authorities. The twelve core planning principles are identified at Para 17.

### Regional

The Thames Strategy East (2005) provides some tools enabling the regeneration of the Thames waterfront.

### Local

The saved policies of the Thurrock Borough Local Plan (Adopted 1997) not yet explicitly replaced by policies of the Local Development Framework (LDF);

The Thurrock LDF Core Strategy and Policies for Management of Development DPD (Adopted 2011). Its consistency with National Planning Policy Framework Focused Review was adopted by the Council on the 28th February 2015.

Strategic Flood Attenuation/Green Belt



Core

200M (20minutes) Walk

Riverfront Walk

Heritage Assets

Port of Tilbury

Industrial Landscape

Riverfront



UNDERCROFT PARKING



BETTER CYCLE LANES



BETTER STREETS



BETTER PUBLIC REALM

# 05 OPPORTUNITY CORRIDORS

## OBJECTIVES

Tilbury is one of five 'hubs' for job growth in the borough. As a result of the economic growth, Tilbury should be supported with new homes, community facilities and infrastructure. This Masterplan identifies a range of development and regeneration sites focusing on a few strategic corridors that helps to maximise the opportunities that Tilbury stands to offer at this current time.

## INITIATIVES

### A Calcutta Road

- The regeneration focus of Calcutta Road is to inject character and identity through improving the interface between the building uses and the road. For example, the school buildings on Calcutta Road are highly introverted and do not contribute to the gateway streetscape or active street life. This might offer an opportunity to enhance and expand one of these schools (one of the optional locations has been visualised on the map.)
- To the east of Calcutta Road next to the former market place is the core of the town's retail activity. There are a series of four to five storey mixed use retail and residential buildings. Some of the buildings are in poor condition and could be redeveloped.

### B Civic Square

- The civic hub redevelopment will offer the opportunity to change the unattractive and inactive frontages around the peace memorial. Strategically speaking, the redevelopment is composed of mainly public buildings providing recreational, community, health and learning facilities to the community. The redevelopment can also rationalise and consolidate retail and community use activities, and ensure that land uses complement each another.

### C Montreal Road - Housing Estate

- This corridor is composed of three to four storey council flat buildings. Montreal Road is an important road which connects the Civic Square and Dock Road to the south. Redeveloping this corridor provides an opportunity to change the spatial configuration by better utilising the underused corner space.

### D Anchor Fields Park Gateway

- The largest and most important green open space in the town centre is Anchor Fields Park. It forms an important social space for the community and is surrounded by two storey post war semi-detached houses. Redevelopment should be pursued to improve the living condition of the houses to the south of the park on London Road along with the urban drainage issue identified in the area.
- The new development in this corridor also provides opportunities to intensify the park frontage which is an effective way to better define the interface between the civic hub and Anchor Fields Park.

### E King George's Fields

- The residential neighbourhood around King George's Field, is predominantly composed of post war semi detached suburban houses. Most of the houses are only 2 storey where the rear fence of the properties back onto the park. The Masterplan proposes to develop a row of medium-rise town houses to the north of the Park in order to provide at least one continuous active frontage to this largest open space in Tilbury. This development can also provide an east-west shared surface through the park which make the park safer and more permeable.
- Other intensification opportunities can also include the east and west frontage of the park where better quality housing may take advantage of the environmental capacity of Kings George's field.

### F Dock Road/Hume Road

- There are a range of basic dated industrial / warehouse and yard premises sandwiched between the railway line and Dock Road / Hume Road, from which no recent transactions have been reported. This offers the opportunity to redevelop alongside with the provision of the new North south linkage from the core of Tilbury to Waterfront.

### G Fort West

- Fortress Distribution Park provides the best location for a meaningful transformation at the waterfront being a brownfield site mostly non-built. This site can stitch the ferry terminal and the heritage asset together by presenting a friendly hospitality recreational cluster.

### H Fort North

- To the north of the Tilbury Fort is common land that has been kept empty for years. This area could be used to establish a pedestrian friendly corridor with formal landscape linking the Core of Tilbury town to the waterfront. The key for this corridor is the creation of vertical landscape that are able to form an attractive foreground for the Fort so that the large-scale industrial landscape at the background would appear less dominant.
- For the long-term, it is envisaged the open storage area owned by the Port between the common land and Ferry Road will be redeveloped, if not totally, at least along the edge where the new North-south Linkage is proposed.

# Opportunity Corridors

## Legend

- Key Anchor
- Proposed for Health Care
- Opportunity for Hospitality & Recreational
- Opportunity for Commercial
- Opportunity for Residential
- Opportunity for Mixed uses
- Potential Sites for Residential
- Potential Sites for Educational
- Open Space/ Green Space



# 06 TRANSPORT AND MOVEMENT

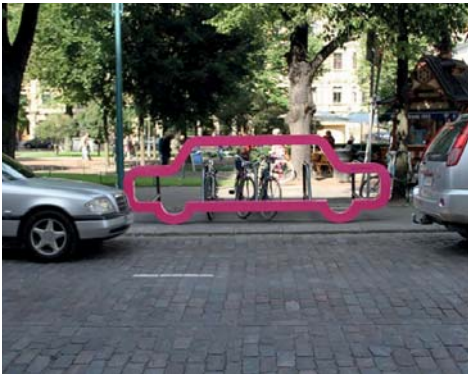
UNDERCROFT PARKING



LANDSCAPED CYCLE PATH



BETTER STREETS



WIDENED WALKWAY



## OBJECTIVES

This Masterplan proposes a number of ambitious interventions which aim to:

- balance the local and Port-related traffic whilst facilitating public realm transformation
- apply a holistic approach to infrastructure that considers the wider role of street space, its relationship to adjacent development and the regenerative impact
- improve the connection between the core of Tilbury town and riverfront.
- enhance the quality of the streetscape to support walking and cycling

## STREET NETWORK

To achieve these objectives the Framework proposes the following changes to the street network:

### A Calcutta Road

- Discourage vehicles from using Calcutta Road as a through movement route across Tilbury by diverting such traffic to Dock Road and St Andrews Road
- Provide formal pedestrian facilities at key junctions and a street design that encourages low travel speed and enables safe informal crossing
- Change the car park at adjoining Montreal Road to onstreet parking to support more continuous retail configuration

### B Civic Square Circular

- Reintroduce two way at the north of Civic Square circular to increase the legibility of the town, reduce journey time and lessen the traffic impact of vehicles on the central space and adjacent uses

### C King George's Fields

- Provide a shared surface, connecting Feenan Highway and St Chads Road through the park

## NEW LINK OPTIONS TO WATERFRONT

It is envisaged that a potential corridor directly from the core of Tilbury to the riverfront could offer transformative connectivity and development benefits given the other two existing routes are indirect and dominated by industrial features.

Although this framework only visualised a best scenario corridor, the new link can be created in either of the following optional places subject to further discussion and study.

### D Feenan Avenue Extension

If Feenan Avenue (currently called Feenan Highway) is extended further south through Anchor Fields then across the railway line, a strong north-south linkage can be created by using the existing available space. The advantage of this corridor also includes being the strongest visual link to Tilbury Fort compared to the other optional places, and a simple cross junction on Brennan Road.

### E London Road

A section of London Road near the railway line offers opportunity of direct connection from the Civic Square to the Riverfront without any disruption to the existing properties.

### F Dock Road and Hume Avenue

The bending section of between Dock Road and Hume Avenue offers a couple of potential connecting points to the Riverfront over a footbridge.

## EXISTING LINK TO WATERFRONT

### G Fort Road

- Remove any logistic movement from a section of Fort Road if the proposed road along the railway line is constructed.
- Make Fort Road more pedestrian and cyclist friendly through implementing suitable traffic management.

### H Ferry Road

- Remove any logistic movement from a section of Ferry Road and make it more pedestrian and cyclist friendly.

## PUBLIC TRANSPORT

### I Rail Ferry Interchange

Tilbury is well connected to strategic public transport with Tilbury Town Station being within a 10 minute walk of the heart of the Town Centre but the waterfront destinations such as ferry terminal are still far from the core of Tilbury and railway station. This can be improved by:

- reducing the Ferry Rail interchange time through adopting more direct bus/cycling route proposed in this framework

### J Ferry Service

Following the recent replacement of the old ferry boat, better ferry service including water based link to both Grays and London could be pursued to support the other waterfront regeneration ambitions.

## CYCLING NETWORK








To encourage cycling across the town the Council has started to provide the cycle path and toucan crossing along Thurrock Park Way, Dock Road, Calcutta Road and Brennan Road (Civic Square to Fort Road)

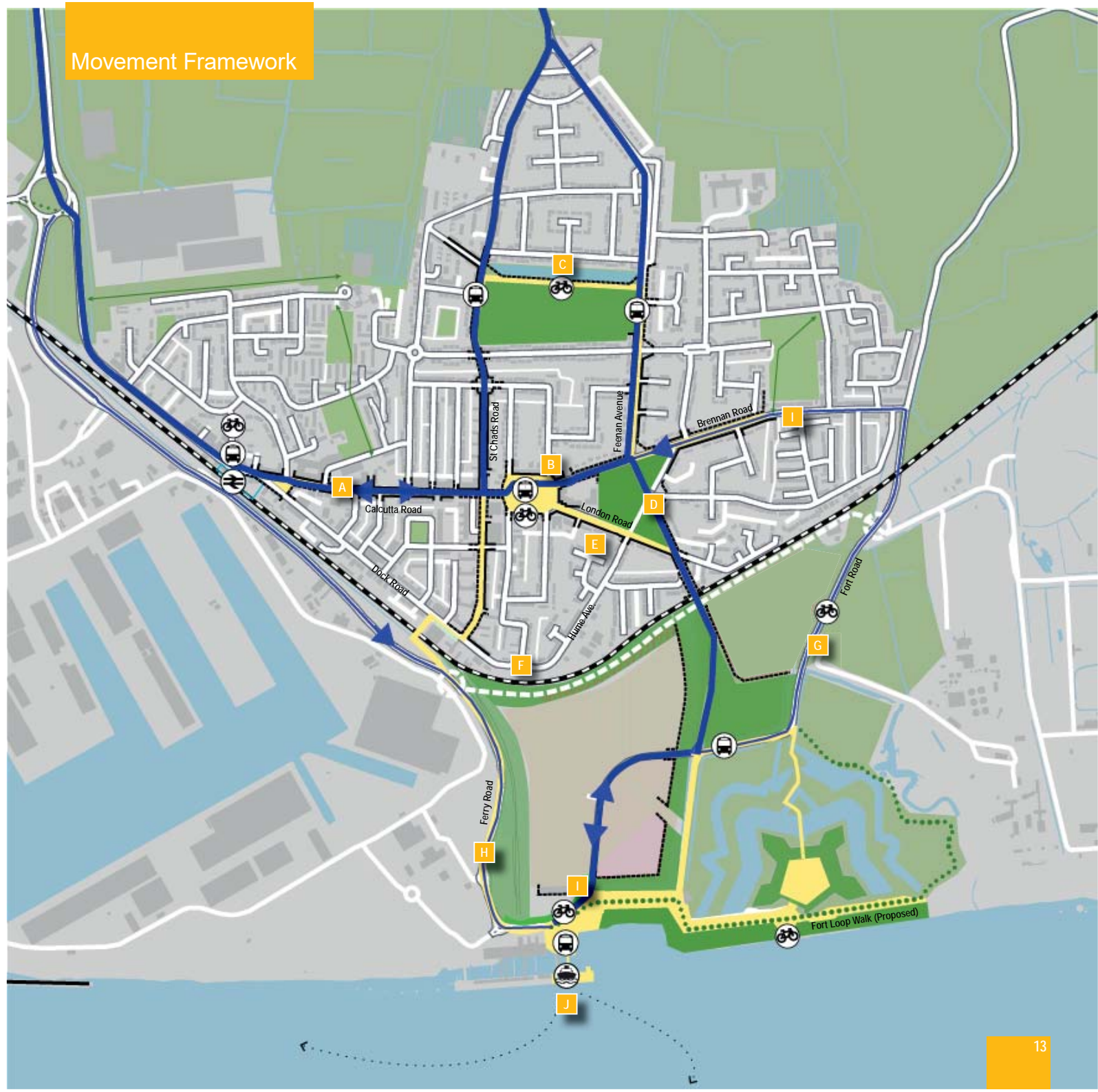
In addition to above, the Masterplan recommend the following:

- shared cycle path and bicycle storage on Civic Square
- cycle path from the Civic Square towards the waterfront along one of the proposed links over the railway line.
- the cycling facility along the proposed Fort Loop Walk.

# Movement Framework

## Legend

-  Existing & proposed Improvements including bidirectional bus services
-  Street Improvements including circular bus services
-  Street Improvements including drainage, parking
-  Pedestrian & cyclists scenic path
-  Existing & proposed water-based transport service
-  Existing & proposed hard surface
-  Potential new road



# 07 PUBLIC REALM AND OPEN SPACES



PUBLIC SPACES

## ISSUES & OBJECTIVES

Although Tilbury has the most structured open space and parks both in the centre and residential neighbourhoods, the public realm is lacking a sense of enclosure which is essential for active street life. To ensure a consistent and high quality public realm along the strategic corridors identified in the framework, the following priority interventions are suggested:

- enhancing the landscape along the new shared surface and two edges along the street
- improving the play equipment in the park

### C CIVIC SQUARE

A concept design and set of public realm principles was created for the Civic Square in 2015. To deliver consistent high quality public realm in Tilbury town centre, other projects should coordinate with its public realm strategy at least in:

- provision of continuous building frontage to better define the square
- provision of a coherent palette of materials and consistent suite of public realm furniture and lighting
- high quality architectural design with robust ground floor space for a range of activities

### D LINKAGE TO WATERFRONT

To enhance physical and visual links between Tilbury town and the River Thames, a new north south corridor should be established along with the enhancement of two existing linkages.

The northern part of the new link should

- be animated by active ground floor uses along the London Road
- help to guide people from the Calcutta Road towards the Waterfront

The southern part of the new link should

- maintain the visual link to the Fort and integrate with the setting of Tilbury Fort
- create a new railway bridge and support pedestrian routes from the bridge to the riverfront and to the Fort entrance.
- provide possibilities for a new concentration of restaurant and café uses overlooking the Fort and the River Thames.

### E ENVIRONMENTAL MITIGATION

If the proposed road alongside the railway line is to be constructed, a wide landscape strip should be provided as public right of way and green buffer.

A green corridor with structured landscape should be provided along the Ferry Road where the railway sidings are to be relocated.

### F FERRY SQUARE

The public space outside the ferry terminal should be enhanced to radically change the experience for passengers arriving by ferry. Its design should:

- provide a high quality staging area for both leaving and arriving by ferry
- mitigate the industrial edge opposite to the Ferry entrance through multiple layers of vertical landscape or change of building uses
- integrate way finding strategy leading people towards Tilbury Fort

### G TILBURY FORT LOOP WALK

Creating a loop walk around Tilbury Fort can both enhance the setting of the Tilbury Fort itself and make the hidden Fort a real focus of local interest. The design of the loop walk should

- creatively respond to the industrial setting in design
- integrate the flood defence and historical Fort composition
- provide high quality spaces to support various activities along the loop
- enable raised and unobstructed views to the river and hidden Fort structure
- connect to other open spaces, the Ferry Square and the proposed Fort Park



WATERFRONT PROMENADE

## INITIATIVES & GUIDANCE

### A MIXED USE CORRIDORS

The main boulevards and routes into Tilbury need a makeover that includes:

- the improved street drainage for flood prevention
- higher level of enclosure by more continuous street-facing frontages with active uses at the ground floor
- the provision of a consistent set of modern street furniture including benches, bins and cycle stands, new planting and resurfacing of tired areas
- the narrowing of the carriageway, widening of footways and provision of cycle lanes to encourage walking and cycling
- more structured tree-planting and landscaping of the street

### B KING GEORGE'S FIELD

Like a couple of other green spaces in Tilbury, this under-used Park between two main boulevards is defined by the back of houses, they could be transformed by:

- changing the car-oriented nature of Feenan 'Highway' to a treelined 'avenue'.
- establishing an active south-facing frontages along the northern back fences to animate the space



IMPROVED HIGH ST.













PEDESTRIAN ZONE



# Public Realm Framework

## Legend

-  Key public realm anchors
-  Strong frontage (existing)
-  Weak frontage to be improved
-  Pedestrian-friendliness to be improved
-  Hardscape to be improved
-  Existing & Proposed Formal Parks
-  Improved Semi-natural or natural open space
-  Transport Corridor buffer green
-  Protected Visual Corridor
-  Improve community green's visibility & permeability



Planning and Growth