

Thurrock Local Plan update

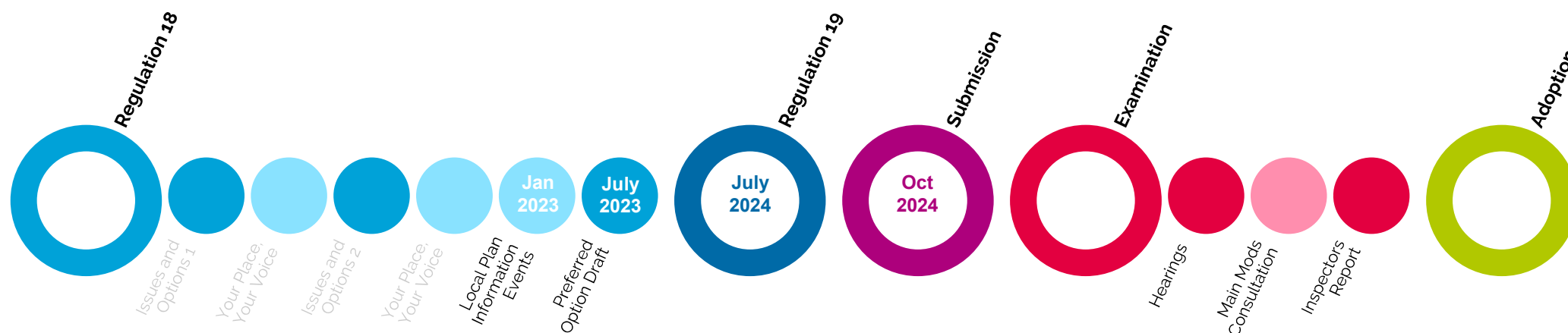
Kirsty Paul

Local Plan Manager

Thurrock Council

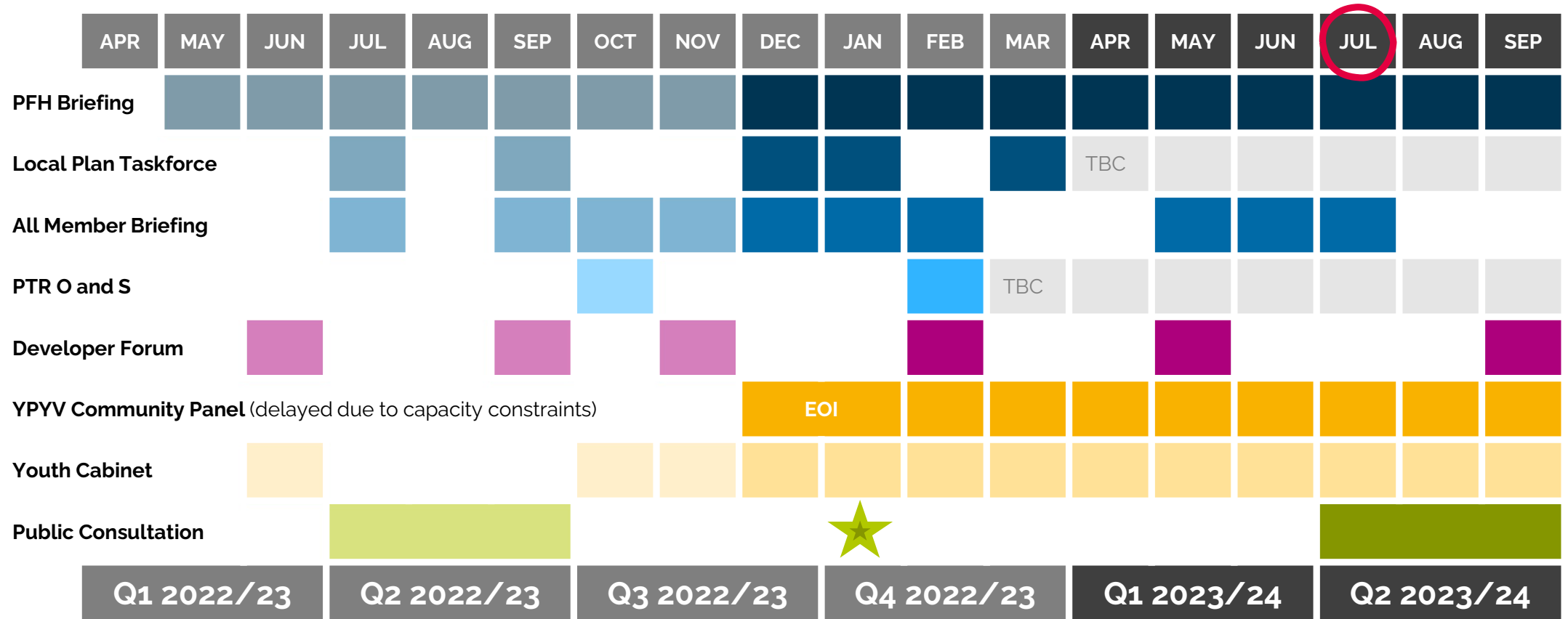
Plan making process

- ❑ Preparing a robust evidence base inc. Economic Development Needs Assessment; Strategic Transport Model; Climate Change Strategy and Spatial Area Development Frameworks
- ❑ Joining up with other council services to ensure that the emerging plan is reacting and responding to wider council priorities
- ❑ Identifying and assessing potential development sites – supported by Local Plan PPA process and our emerging Placemaker tool
- ❑ Engaging with Members; Statutory Stakeholders; Businesses; Local Stakeholders; Site Promoters and Residents to sense check emerging evidence and policy directions



Stakeholder Engagement

Stakeholder Engagement



Member briefings

Placemaking and Site Selection Process	Mon 10 October
Potential Development Sites (Drop In)	Wed 19 October
Growth (how much do we need and where will it go)	Thurs 3 November
Homes and Social Infrastructure	Mon 21 November
Transport	Mon 5 December 5.30-6.30pm
Jobs and Centres	Tues 20 December 6-7pm
Climate Change (inc. energy and waste)	Thurs 19 January 6-7pm
Viability and Planning Obligations	Mon 6 February 6-7pm
Natural and Historic Environment	Thurs 16 February 6-7pm
Water Supply and Management	Tues 28 February 5.30-6.30pm



YPYV Community Planning Days

- ❑ Place based 'informal' consultation on key thematic areas – information gathered would be used by a number of services not just planning
- ❑ Most sessions piggybacked on existing events with a couple of events specifically organised as YPYV events – Chadwell, Horndon etc.
- ❑ Attendance in some locations was better than others but for the most part the people we engaged had not previously engaged in the plan making process before



Summer
2022
July - September



YPYV Headlines (boroughwide sentiment)

- ❑ Disconnect between new development and infrastructure improvements – biggest concerns were health infrastructure and transport/connectivity issues
- ❑ Concerns regarding anti-social behaviour – teenagers and young adults – suggested that this was linked to a lack of activities and spaces targeted at those groups
- ❑ Supermarkets – distribution and competition – lots of communities talked about a need for better access (Aveley, Purfleet, Chadwell)
- ❑ Rural settlements more concerned about growth and the impact it may have on a settlements character
- ❑ Demand for specific types of housing, older persons and ‘affordable’ for young couples/families – increased hidden homelessness
- ❑ Concern regarding cuts to bus routes and potential costs – we spoke to lots of people who didn’t have regular access to a car

Aveley

- Good community spirit in the village
- Not adverse to new development but don't want too much development that damages natural environment
- Need more infrastructure (doctors, dentists) before housing
- You can get everything you need in the local area – but we need some competition to Co-Op
- Roads not safe for children
- Parking on street and on pavements prevalent
- Commuters go to Purfleet train station
- Park in Kennington is poorly equipped and needs refurbishment
- Some residents go to South Ockendon, Upminster and Grays for parks. These have better play facilities.

Bulphan

- Flooding is a major concern. The road floods from China Lane to Fenn Lane. Flood from Mar Dyke to behind the Church. Church Lane becomes impassable
- There are no slip roads from industrial areas onto A128. This is considered dangerous and could cause accidents
- Lorries park overnight on road (Brentwood Rd) leading to Peartree Lane
- No safe walking route to the village school
- No play facilities for older children. Play equipment for young children has been damaged and not replaced.
- New homes should be in keeping with the character of the village.
- Bulphan should stay as a special rural area
- One resident didn't want affordable housing but another resident feels there is a need for affordable housing in the village
- Development on the site of the airfield was not considered appropriate

Chadwell

- Prioritise building on brownfield sites
- More consideration of wildlife when allocating sites
- Already struggling with the amount of traffic, education and health provision.
- New development doesn't fit into the character of the local area
- Nothing for families to do in the village
- No proper village centre – no bank or supermarket
- A new by-pass is needed south and east of the cross -keys junction
- Two new schools built, one not finished and not enough school places. Orsett Heath school not taking on year 7 pupils.
- Development north of the village would have less impact on existing roads
- Need to encourage new construction skills within the area

Corringham

- ❑ Evening and after dark the parks attract anti-social behaviour such as taking drugs and drug dealing
- ❑ Swimming pool is a good facility
- ❑ A 15-year-old resident felt there was nothing for teenagers to do. The schools do not offer after school clubs and no opportunity to stay behind with friends to socialise. Tend to meet up with friends at their houses or walk around the town / park, but if in a large group (10+) are stopped and questioned by the police
- ❑ Shuttle bus around the town but buses are not as reliable as those in Southend
- ❑ A couple of partially sighted /blind residents gave some input on services/ideas for improving resources for the blind in Corringham
- ❑ Some concerns with the closure of local police station
- ❑ A resident was looking to downsize her Council Home. Felt the process could be made easier for people wishing to free up family housing (i.e. avoid bidding)

East Tilbury

- New residents finding it difficult to make links with the community
- Extend opening hours of the library
- Like the youth facilities at Bata Sports Field more than the onsite youth facility at Tilbury
- To date new development has not provided any benefits for the locality
- Poor bus service. Only every 90 minutes and between 7am and 7pm
- School bus goes to St. Cleres but doesn't run for afterschool club. Pupils that remain at school for an extra year are not allowed on the school bus
- Not a safe walking route to Coalhouse Fort. Road too narrow
- Walking or cycling to Tilbury is not safe because of the restrictive width of the road and traffic speed
- Level crossing causes congestion
- No fast fibre broadband in the village
- Maybe a need for a supermarket

Fobbing

- ❑ Blocking access and re-routing of public footpaths a concern. Iron Latch footpath terminates at Manor Farm. No signage for Wheelers Lane which has public access
- ❑ Like the walks in surrounding countryside
- ❑ Safety concerns relating to overhanging hedge on the High Road (north of the Avenue opposite Copeland House) that narrows the carriageway
- ❑ Route through Fobbing is a rat run to DP world and the Gateway. HGVs ignore weight restrictions
- ❑ More bungalows required in the area
- ❑ Need more affordable housing
- ❑ Many older vulnerable persons living in the village
- ❑ Fence required around children's play equipment

Grays

- ❑ Need to keep shops to serve community
- ❑ Need the infrastructure before housing
- ❑ Grays had had enough new development. Development needs to be more dispersed in the district
- ❑ Replacing shops with housing will reduce the number of local jobs and will kill town centre
- ❑ Need more trees / plants and less space for buildings/ cars to benefit environment and address impacts of climate change.
- ❑ Travel from Tilbury to Grays for big shop
- ❑ Demographics has changed. Need facilities to bring different communities together.
- ❑ The 'State' building should be reused for community/recreational uses.
- ❑ Very little for adults and young people to do. Suggest an adult soft play facility in the town
- ❑ Extend the oyster card (or Tap and Pay) beyond Grays to Tilbury
- ❑ Anti-social behaviour a real concern. Young and older people afraid of being attacked.

Horndon on the Hill

- ❑ Buses have to be more frequent and reliable. There are no buses on Saturday. Taxis won't come out to Horndon on the Hill
- ❑ The amount of traffic through the village is a major concern. There is gridlock on the local roads when issues arise on the A13
- ❑ More areas for recreation are required. Children's area in recreation ground should be fenced to prevent dog fouling
- ❑ Accepted by some residents that small scale development might be acceptable such as south of Orsett Rd (Pig Farm and land adjacent between Orsett Rd and Black bush. Ribbon development along Pump Street
- ❑ Some residents thought that if there was new development that it should provide bungalows/ older persons housing and 2 bed first time buyers homes. A concern was voiced that 2 bed houses affordable housing won't be built – it will all be large executive housing.
- ❑ The visual impact of new development south of the village should be considered

Purfleet on Thames

- Biggest fear of growth/regeneration would be losing the green in front of Heritage Centre. It is well used by the community for picnics and play
- More play facilities required for children
- A new convenience store in Purfleet should be a priority. Existing local shop has a poor supply of goods, most of its fridges are not working and it is expensive.
- Can Purfleet have a 'Community Fridge' as found at Hardie Park?
- Cost of buses is prohibitive for some parents on low income-£15 for adult with 4 children to visit Grays.
- HGVs to/from Greys using London Rd rather than Devonshire Rd to/from A13. Can anything be done to prevent this?
- More houses – not flats, are needed. No four-bed council housing available

South Ockendon

- Need more facilities for young persons -a youth centre, skatepark, basket ball
- Many residents are unaware of the footpath / cycle route to Belhus Park and the leisure centre. This route could be promoted
- Used to be a diabetic eye screening clinic in the library. This now takes place in Stifford Hall Hotel which is not accessible by public transport.
- Not enough support for children. Additional funding needed as lots of language barriers.
- A special needs school is needed
- Flower Estate poorly maintained. Local community would be prepared to maintain and tidy estate but feel that they are prevented by the Council
- Delivery of services lag too far behind house building. Not sufficient services even for existing population.

Stanford le Hope

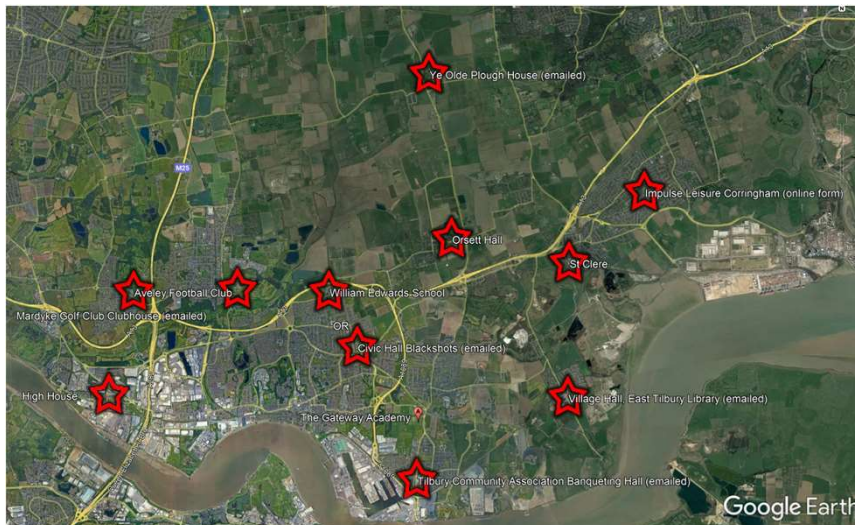
- ❑ Parks are well valued but maintenance of play equipment is an issue. Hardie Park – zip line broken for 4 years. Why has the cycle hub gone? Stanford Park – sandpit not repaired
- ❑ There should be more facilities for young people. Young people don't want youth club
- ❑ Is there going to be a 'Hub' in Stanford?
- ❑ Crime and anti-social behaviour in Stanford not seen as being more of an issue than other areas though quads bikes are seen on Recreation ground
- ❑ Concern that with new growth that the required infrastructure would not come forward
- ❑ One resident thought the footpath network is good but others thought that the lack of footways made it dangerous to walk from East Tilbury to Stanford and Linford to Stanford. Butt Lane is also not considered suitable for walking / cycling
- ❑ Not much parking for Stanford train station
- ❑ New pump housing at bottom of Wharf Rd (under railway line) cannot deal with flooding

Tilbury

- Apart from Community Centre there are no social gathering places for adults. Need to provide places to meet to promote integration between different ethnic groups and other groups
- No day care centre for elderly residents
- King Georges Field aka Daisy Field is good park – can bike around. Not so good for young children
- Tilbury Fort is an asset to the area. Tilbury Fort is not promoted enough. Regeneration of the area will bring people in to Tilbury with Pop-up cafes on the riverside.
- Lower income residents do not have the spend power to improve the area.
- Need better job opportunities. Low expectations a problem
- A number of residents felt that the area wasn't safe
- Noise a problem from HGV's/ scooters on Dock Rd

Local Plan Community Information Event

These will be a series of marketplace style events where residents and other local stakeholders can find out more about the plan making process and ask questions about emerging evidence.



Events were originally scheduled for November but there have been issues securing venues and elements of the evidence base have been delayed.

We are now hoping to run these events in January.

Technical Evidence

Regulation 18 Evidence (due to be published by Christmas 2022)

Housing and Economy

- ❑ South Essex Strategic Housing Market Assessment
- ❑ Thurrock Housing Land Availability Assessment 2022
- ❑ Thurrock Economic Development Needs Assessment
- ❑ Thurrock Employment Land Availability Assessment Update

Transport and Infrastructure

- ❑ Infrastructure Baseline
- ❑ Draft Thurrock Transport Strategy
- ❑ Thurrock 2050 - Vision for Movement

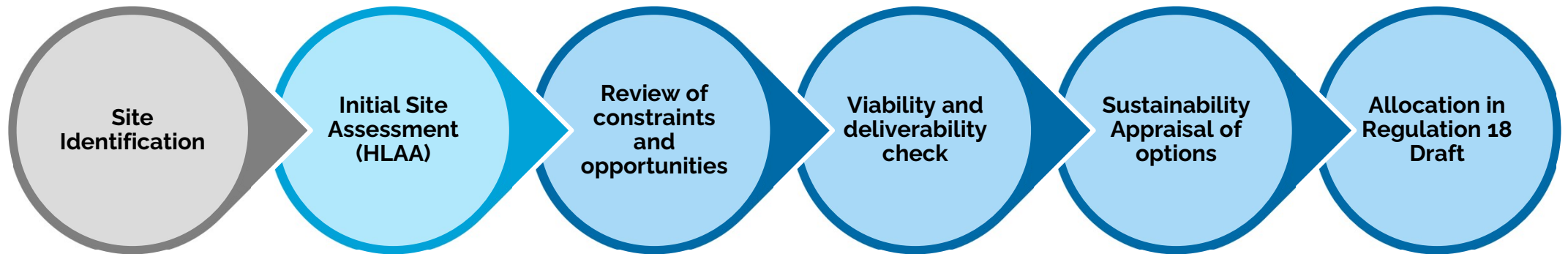
Environment and Place Making

- ❑ Landscape Character Assessment
- ❑ Princes Foundation – Design Charette Outcomes Report
- ❑ Thurrock Green and Blue Infrastructure Strategy
- ❑ Thurrock Climate Change Strategy

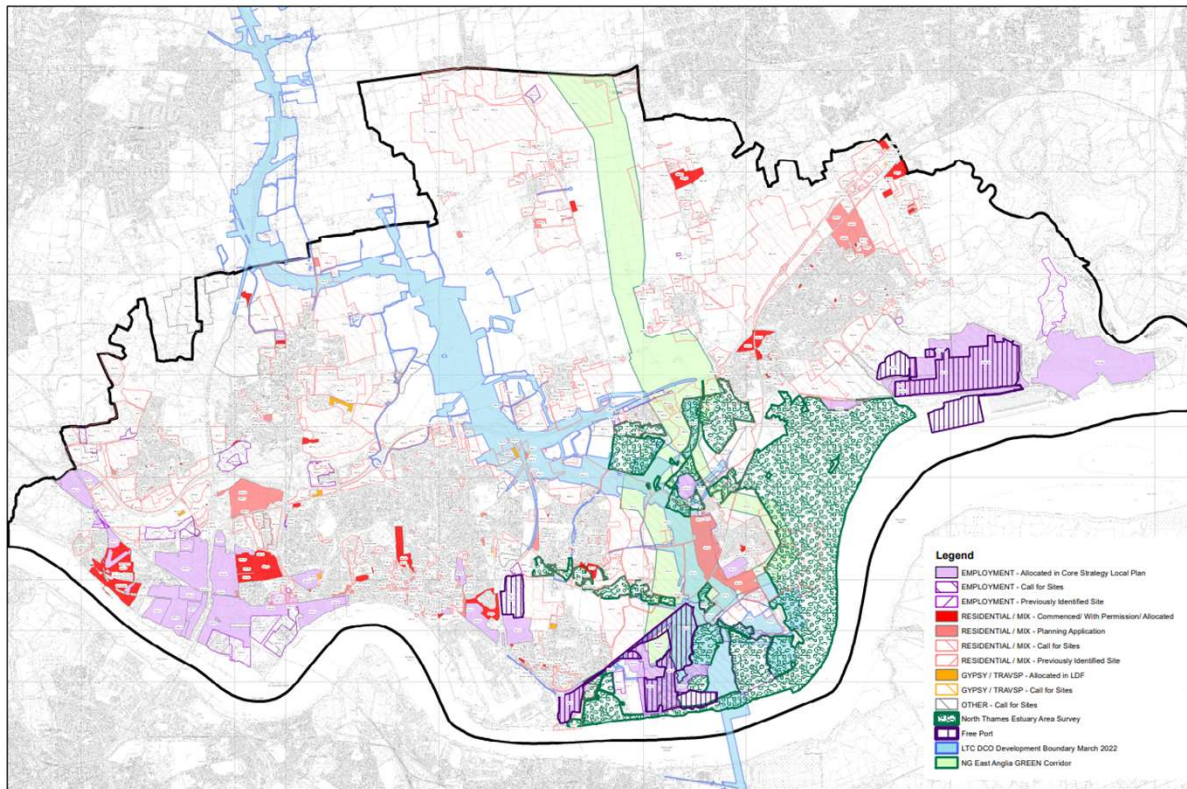
Strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability.

NPPF Paragraph 68

Site selection process



Site Identification



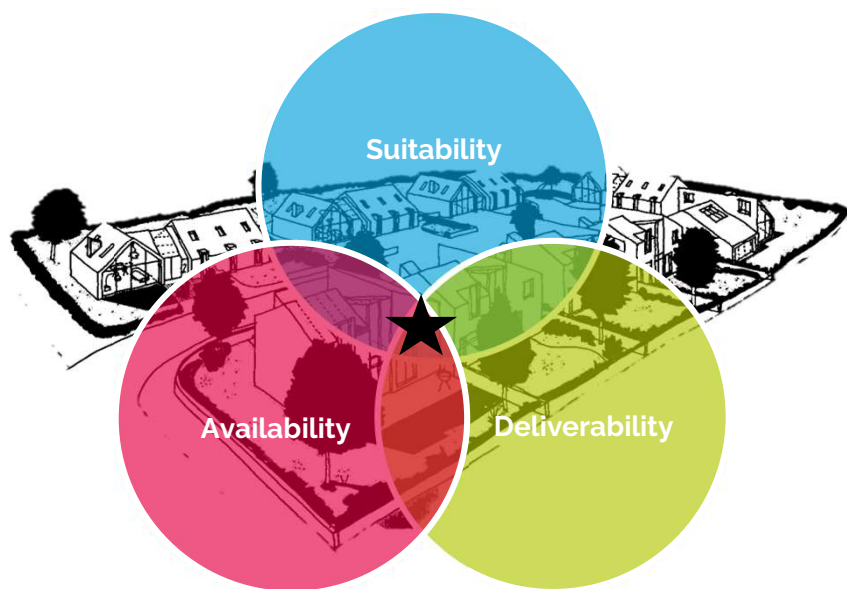
- Sites previously considered in earlier plan reviews
- Sites with planning permission
- Sites on the brownfield land register
- Sites that have had pre-application discussions or applications previously refused
- Council owned sites
- Sites submitted as part of a call for sites process (currently an ongoing process)

Urban Intelligence - Placemaker

- ❑ Geo-spatial site database (suitability, availability, achievability) – linked to live GIS datasets where available
- ❑ Undertakes a high level assessment of every land parcel in the borough not just call for sites submission
- ❑ During the build we can feed in relevant local assumptions that will be used in the automated assessment process
- ❑ Data can be easily filtered i.e. only show council owned sites less than 0.25 hectares
- ❑ All the data in the model will belong to us and can moved to a different platform in the future if needed



Initial Site Assessment

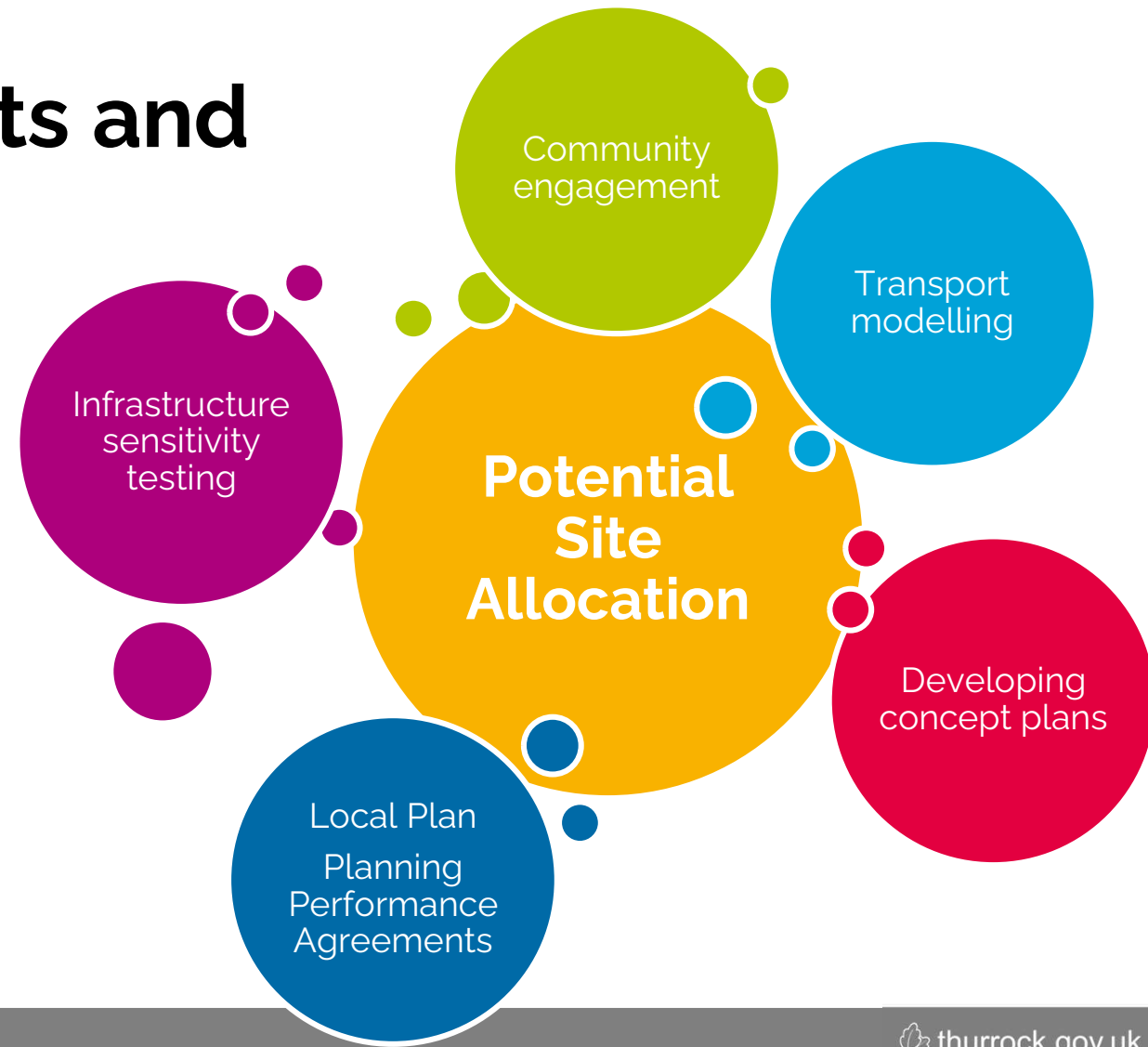


- High level site suitability and availability assessment:
 - **Environmental and policy constraints** – potential impacts on landscape, townscape, nature and heritage conservation
 - **Physical limitations** – access, infrastructure capacity, ground conditions, hazardous risks, air quality
 - **Site availability and market interest** in the site

If we haven't identified enough land we need to look at how potential constraints can be overcome

Review of constraints and opportunities

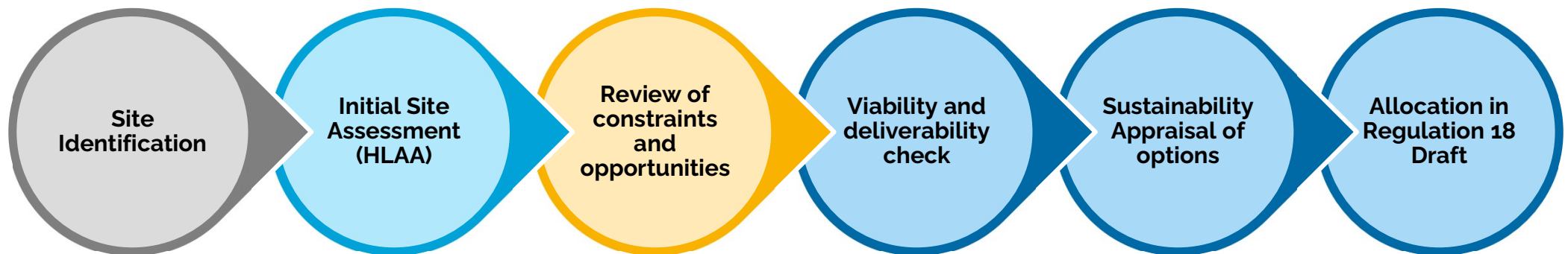
- ❑ Considering potential constraints on sites listed as amber or red in the initial assessment to see if these can be overcome
- ❑ Figuring out which sites deliver the most in terms of local and wider priorities – infrastructure delivery, local housing needs, open space and public realm enhancements, improvements to the highways network etc.



Spatial options (constraints and opportunities)

To understand potential impacts of growth we need to look beyond settlement boundaries, looking at the impact on neighbouring settlements and the wider borough. This testing feeds into the review of constraints and opportunities part of the site assessment process.

Within larger urban extensions there will be an expectation for town centre uses/retail and employment uses



Proposed Spatial Options

These options will be tested through a range of different studies looking at sustainability, infrastructure, transport/movement and also centre hierarchy/catchments. We are anticipating that this high level analysis will be complete by Spring 23.

Focus on locations that are currently the most connected

- Existing commitments and brownfield sites in the urban area
- High growth in settlements with good connectivity – rail and bus
- Urban extension at West Horndon
- Low growth in all other areas

Increased development in locations that have direct access to key services and facilities

- Existing commitments and brownfield sites in the urban area
- High growth in well serviced settlements and those with good connectivity
- Low growth in the smaller villages and W.Horndon

Increased development in the smaller villages

- Existing commitments and brownfield sites in the urban area
- High growth in small village locations – inc. Fobbing, Southfields and North Stifford
- Medium growth in all other areas – Low growth W.Horndon

New town at West Horndon

- Existing commitments and brownfield sites in the urban area
- New town at West Horndon
- Medium/low growth in settlements that are well serviced and/or have good connectivity
- Low growth in the smaller villages

New towns at 'West Horndon' and 'North Stanford'

- Existing commitments and brownfield sites in the urban area
- New town at West Horndon
- New town at 'North Stanford'
- Low growth in all other areas

These figures are based on 'available' sites and do not reflect any form of suitability assessment

31,326

39,776

32,061

30,976

24,226

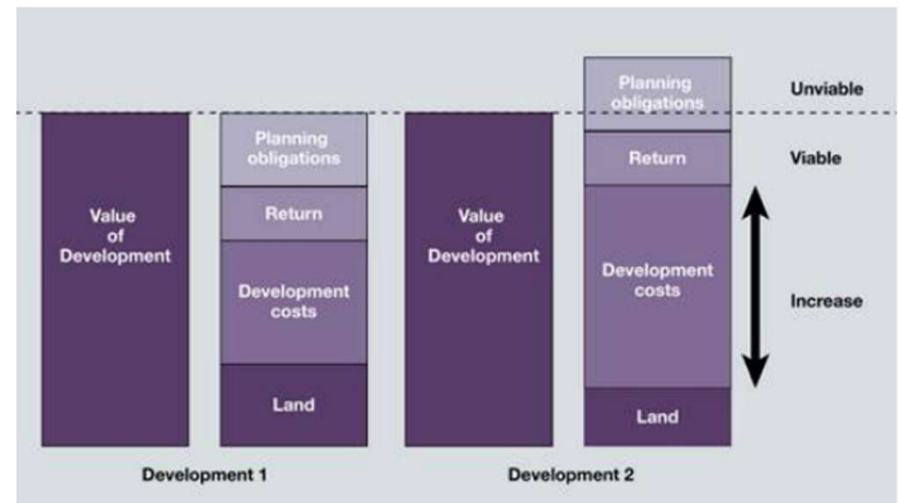
SPA	Type	Settlement	Baseline (commitments)	Baseline + Low	Baseline + Medium	Baseline + High
1	B	Aveley	19	1000 ● ●	2000 ● ●	2700 ●
2	C	Bulphan	2	50 ● ● ● ●	450	2500 ●
4	B	Chadwell St Mary	123	1500 ● ●	3500 ● ●	5500 ●
3	B	Corringham	62	750 ● ●	2500 ● ●	5000 ●
4	A	East Tilbury (and Linford)	217*	700 ●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

High Level Spatial Option Testing numbers will change, and no consideration has been given to phasing and lead in times at this point

*Available sites are sites that are being or have been actively promoted in the last couple of years

Viability and deliverability

- ❑ Viability assessment – takes into consideration land values; development costs; profit and potential policy costs (planning obligations)
- ❑ Typology driven – i.e. Developments of 150 family homes at 35dph
- ❑ More focussed assessment will be undertaken for strategic sites



Sustainability Appraisal

The purpose of the sustainability appraisal process is to appraise the **social, environmental and economic** effects of a plan from the outset. In doing so it will help ensure that decisions are made that contribute to achieving sustainable development.

The sustainability appraisal is integral to the plan making process. It performs a key role in providing a sound evidence base for the plan and forms an integrated part of the plan preparation process. The sustainability appraisal informs the decision making process by facilitating the evaluation of alternatives. It should also help demonstrate that the plan is the most appropriate given the reasonable alternatives.

Sustainability Objectives																					
Policy or topic option	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
	✓	✗	✗	✓	✗	✓	✗	✓	?	?	✗	✓	✓	?	✓	✓	✓	✗	?	✓	
Summary of the policy or topic option																					
Description of key adverse effects that require mitigation																					
Description of key positive effects that require a policy safeguard																					
Potential monitoring indicators																					
Key																					
Will help achieve this objective	Will help achieve this objective with mitigation	Neutral effect on this objective	Neutral effect on this objective with mitigation	Will prevent the delivery of this objective but mitigation measures can reduce the harm	Will prevent the delivery of this objective and no mitigation measures will offset the harm																
✓	✓ ?	—	— ?	✗ ?	✗																

Site Allocation in the Regulation 18 draft

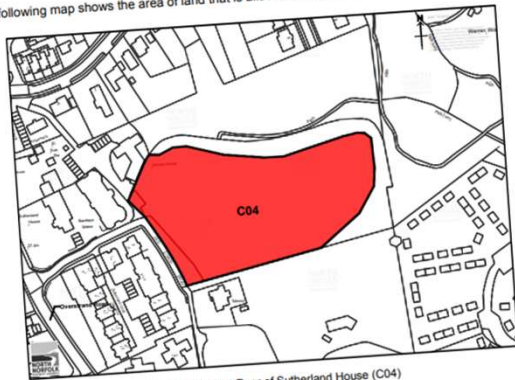
Policy C04
Land at Rear of Sutherland House, Overstrand Road

Land amounting to 1.4 hectares is allocated for residential development of approximately 60 dwellings. Development will be subject to compliance with adopted Core Strategy policies including on-site provision of the required proportion of affordable housing (currently 45%) and contributions towards infrastructure, services and other community needs as required and:

- Provision of improved highways access to Overstrand Road;
- improvement of pedestrian and cycle routes to the sea front and town centre;
- provision of pedestrian routes through the site to the woodland and beyond;
- provision of a significant landscaped buffer between the woodland to the north and the developed part of the site and other wildlife mitigation and improvement;
- archaeological investigation if required;
- demonstration that there is adequate capacity in sewage treatment works and the foul sewerage network and that proposals have regard to water quality standards; and,
- prior approval of a scheme of mitigation to minimise potential impacts on the North Norfolk Coast SAC / SPA and Ramsar site arising as a result of increased visitor pressure, and on-going monitoring of such measures.

This site is within the Norfolk Coast AONB, and development proposals should be informed by, and be sympathetic to, the special landscape character of this protected area. Proposals should also be informed by Development Control Policies EN1 and EN2.

Site Map
The following map shows the area of land that is allocated for development.



Example from North Norfolk

- More than just a red line!
- Allocation policies are our opportunity to proactively plan for development sites – setting out clearly what our expectations are.
- Planning applications for allocated sites will need to take the policy wording into account alongside other policies in the Plan.

What happens after consultation on the Regulation 18 draft?

- Consider any responses received
- Revise assessments based on new evidence and undertake further testing
- Assess new sites
- Work with stakeholders to resolve outstanding matters and/or remove sites from the Plan if issues cannot be resolved
- Keep a record of all the changes we have made and why to help aid the examination process.

