

Thurrock Settlement Hierarchy Study

Thurrock Council

Final report

Prepared by LUC

November 2025



Version	Status	Prepared	Checked	Approved	Date
1	Draft	R. Finnigan K. Moroney	K. Moroney	P. Smith	09.05.2025
2	Updated final draft	R. Finnigan K. Moroney	K. Moroney	P. Smith	27.08.2025
3	Final report	R. Finnigan K. Moroney	K. Moroney	P. Smith	17.11.2025

Contents

Glossary of terms	5
Chapter 1	9
Introduction	9
Introduction	9
Overview of the study	9
Overview of the plan area	10
Chapter 2	13
Study scope and purpose	13
Policy context	13
Scope of the study	16
Chapter 3	17
Methodology	17
Introduction	17
Difficulties and limitations	32
Chapter 4	34
Analysis of candidate settlements	34
Introduction	34
Population, housing tenure and economic activity	34
Services and facilities	39
Connectivity	46
Quantitative ranking of candidate settlements	52
Chapter 5	56
Recommended settlement hierarchy	56
Proposed tiers in the hierarchy	56

Appendix A	61
Detailed settlement proformas	61
Appendix B	161
Review of good practice from other recent settlement hierarchy studies undertaken in Essex	161
References	177

Glossary of terms

This section provides a definition of key terms used in the study. Each term presented is followed by a concise definition to aid with the understanding of the study.

- Settlement hierarchy – The identification and grouping of settlements that perform similar roles in the plan area. Settlements are ranked in terms of the roles they play in terms of meeting the needs of residents and those in the surrounding areas.
- Rural area - A location that is characterised an open swathe of land that has few buildings.
- Urban area - A developed location.
- Built-up area - An area with urban characteristics encompassing settlements including villages, towns and cities.
- Large built-up area – The Green Belt Planning Practice Guidance (PPG) [\[See reference 1\]](#) sets out that villages should not be considered large built-up areas. For the purposes of this study a large built-up area was considered to be any settlement larger than a village (i.e. towns and cities).
- Candidate settlement – A location that was identified for the purposes of the study for assessment and evaluation to identify:
 - whether it should be included within the final proposed settlement hierarchy; and
 - what settlement ranking it occupies.i.e. all settlements identified for assessment by the study.
- Candidate settlement assessment area – A draft boundary area defined for the purposed of this study to show the limits of a candidate settlement.
- Dispersed settlement – A settlement with many gaps between its buildings, with no built core and little if any built pattern which makes it challenging to define the settlement's boundaries.
- Linear settlement – A settlement comprising a string like form of development that follows a linear feature such as a road.
- Nucleated settlement – A settlement characterised by a relatively compact built form, with development concentrated around a central point such as a road junction.

- Village – A settlement, usually located in a rural area, that is smaller than a town containing residential and associated development.
- Town – A settlement that is larger than a village but smaller than a city, containing numerous homes, shops and places of work, etc.
- Sustainable settlement – A settlement that contains a necessary range of services and facilities to limit the need for residents to have to travel longer distances regularly to meet their day-to-day needs. A sustainable settlement also contains a population that is adequate to support the existing level of service provision within the settlement. It will also have a clearly defined settlement boundary.

This definition of a sustainable settlement informed the criteria used to assess the candidate settlements and the definitions included for the list of proposed settlement tiers to determine the position of candidate settlements in the settlement hierarchy.

There is no definition included in the National Planning Policy Framework (NPPF) [See reference 2] of what a sustainable settlement should be planned to achieved. However, it identifies core principles and important aspects of sustainability that are relevant to consider for this definition. The most relevant parts of the NPPF relating to what types of services and facilities sustainable settlements should provide access to are:

- Paragraph 98 (a): “To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.”
- Paragraph 100: “It is important that a sufficient choice of early years, school and post-16 places are available to meet the needs of existing and new communities.”
- Paragraph 103: “Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities.”
- Paragraph 110: “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary

between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

- Paragraph 111: “Planning policies should: a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.”
- Sustainable location – The study considers that the Borough’s sustainable locations are those that fall within, or adjoin, identified sustainable settlements as defined by this study. These locations are considered to be more sustainable in the context of the Borough given the range of services and facilities that will be accessible from these locations and the likelihood that residents will have a more limited need to travel longer distances from these locations.

The NPPF (paragraphs 110, 115 and 155) sets out several considerations that site allocations and development proposals should seek to achieve in the context of what is considered to be a sustainable location. These have been considered as part of the study’s definition of what constitutes a sustainable location and relate to:

- limiting the need to travel and offering a genuine choice of transport modes;
 - prioritising sustainable transport;
 - ensuring safe and suitable access for all users;
 - ensuring that the design of transport elements reflects current national guidance; and
 - ensuring that significant impacts from the development on the transport network can be mitigated.
- Thurrock Core Urban Area (2008) – The Revoked East of England Plan (2008) defined the Thurrock Urban Area as the area running from Purfleet-on-Thames in the west of the Borough to Tilbury/Chadwell St Mary in the east. This definition was carried forward in the Thurrock Core Strategy and Policies for Management of Development (2015). The definition is questionable not least because it appears to include Chadwell St Mary within the Core Urban Area despite this settlement enjoying its own physical separation from the main urban area by a designated Green Belt which to this day continues to define the urban forms of adjoining settlements.
 - New Thurrock Core Urban Area (2025) / Grays Urban Area - This study took a fresh look at the settlement hierarchy of Thurrock including how the Thurrock Core Urban Area is defined. This study defined the Thurrock Core Urban Area as the area comprising the settlement of Grays and its community areas of

Lakeside, West Thurrock, Chafford Hundred, Little Thurrock, Grays town centre, South Stifford and Blackshots. To avoid confusion with the Thurrock Core Urban Area as defined in the Revoked East of England Plan (2008), this study referred to the area in question as the Gray Urban Area. The change to the name of the area acknowledges the presence of the various community areas that form part of the Grays Urban Area.

For clarity the areas of Purfleet-on-Thames, Tilbury and Chadwell St Mary were not included in the definition of the Grays Urban Area in this study. The study recognises the status of these areas as individual settlements in their own right. Purfleet-on-Thames is separated from the Grays Urban Area by the presence of the A282 which acts as a strong defensible boundary at its eastern settlement edge. Chadwell St Mary is separated from the Grays Urban Area by areas of Green Belt to the west. This is also the case for much of Tilbury to the north west and west of the settlement, with further separation provided between Tilbury and the Grays Urban Area towards Tilbury Docks area by existing watercourses.

Chapter 1

Introduction

Introduction

1.1 LUC has been commissioned by Thurrock Council to undertake a Settlement Hierarchy Study to support the emerging Local Plan.

1.2 For the purposes of the Local Plan, the defined settlements (or candidate settlements as referred to in this study) — as set out in the Local Plan spatial strategy — should be considered the formal basis for policy development, site selection and spatial planning. These Local Plan settlements represent the Borough's agreed settlement structure and will guide how growth, infrastructure, and investment are distributed.

1.3 The candidate settlements listed in this Settlement Hierarchy Study are used for analytical and classification purposes only. They reflect the spatial units and community areas assessed as part of the evidence base to inform the hierarchy.

Overview of the study

1.4 Establishing a settlement hierarchy for Thurrock is an important part of evidence for the preparation of the new Local Plan to ensure that development aligns with sustainable growth objectives. Over time, the availability and accessibility of facilities and services within settlements may change, potentially altering their role within the hierarchy. The hierarchy will help to ensure that planned development supports the principles of sustainable development, in line with Section 39(2) of the Planning and Compulsory Purchase Act 2004 and paragraph 8 of the NPPF [\[See reference 3\]](#).

1.5 Paragraph 15 of the NPPF states that local plans should set out a positive vision for the future of each area. They should establish a framework that meets housing needs while balancing economic, social and environmental priorities, providing a platform for local communities to shape their surroundings. To this end, the study seeks to understand the existing role and function of settlements in Thurrock to provide a basis for planning their future development.

1.6 The hierarchy provides a ranking of Thurrock's settlements based on a range of criteria that contribute to sustainable communities, including their size, economic function and the availability of services and facilities. Typically, settlements positioned higher in the hierarchy are considered more sustainable and may have

greater potential to accommodate new development, given that they offer a wider range of services and amenities that are more accessible to residents.

1.7 The sensitivities of settlements in relation to biodiversity, landscape and the historic environment and other considerations will also inform decision making about the appropriateness of settlements to accommodate new development. These considerations are beyond the scope of this study.

1.8 The study is structured as follows:

- **Chapter 1** (this chapter) introduces the study and provides an overview of the plan area.
- **Chapter 2** describes the scope of study including the criteria used for the analysis set out in the report and also describes the policy context that has informed its preparation.
- **Chapter 3** sets out the detailed methodology used to undertake the analysis presented in the study.
- **Chapter 4** sets out the analysis of the settlements included in the study in relation to each of the individual criteria considered.
- **Chapter 5** sets out the proposed settlement hierarchy for Thurrock considering the individual criteria in the round.

1.9 The study is also supported by two appendices:

- **Appendix A** provides detailed settlement proformas for each candidate settlement considered in the study. This provides more detailed information about the demographic make-up, built form and services and facilities offered at each settlement. Each proforma includes mapping for the candidate settlement in question.
- **Appendix B** sets out a review of recently undertaken settlement hierarchy studies for other local authorities in Essex.

Overview of the plan area

1.10 Thurrock is a unitary authority in southeast England, positioned along the north bank of the River Thames, approximately 30km east of Central London. Covering an area of 165km², the Borough covers a range of land uses. The western and eastern sections of the riverfront are highly urbanised, featuring commercial, industrial and residential development, while the central stretch remains less developed, characterised by significant natural and semi-natural landscapes. Over half of

Thurrock's land is designated as Green Belt and it incorporates around 30km of Thames riverfront.

1.11 Thurrock forms part of the Thames Gateway – one of the Government's major growth areas, initially identified in the Communities Plan. This is due to its broad areas of former industrial land available for redevelopment, its proximity to London and its strong transport links [\[See reference 4\]](#).

1.12 The larger settlements in Thurrock are concentrated in the southern part of the Borough, stretching eastwards along the north bank of the River Thames. In contrast, the northern part of Thurrock remains largely rural, comprising a network of smaller settlements. These settlements have historical roots in administrative divisions such as The Orsett Hundred and later, The Orsett Union, which governed the area under the Thurrock Urban District [\[See reference 5\]](#).

1.13 Much of Thurrock's urban area, particularly in the west, shares strong physical and functional ties with neighbouring East London boroughs. However, other parts of Thurrock retain a distinctly rural character. The Borough's riverside communities have historically been linked to London through river trade and the associated docks, including Tilbury Docks. Following the Second World War, the former London County Council facilitated significant housing development in Thurrock to accommodate London's growing population. More recently, the construction of Chafford Hundred from 1988, along with ongoing housing developments, has further reinforced the Borough's urban character.

1.14 The Borough benefits from numerous areas designated for their importance in terms of heritage value. The following settlements contain Conservation Areas:

- Corringham
- East Tilbury
- Fobbing
- Horndon on the Hill
- Orsett
- Purfleet-on-Thames
- West Tilbury

1.15 These parts of Thurrock contain the highest concentrations of Listed Buildings in the Borough, with notable concentrations of designated heritage assets also present at High Road in North Stifford and High Street in Aveley. Character appraisals have been prepared by the Council to identify the special interest and significance of each

of the Conservation Areas in Thurrock. Management plans have also been prepared for Corringham and East Tilbury Conservation Areas to inform future development and design in these areas.

1.16 The Thurrock Spatial Vision for 2026 is set out in the Core Strategy and Policies for Management of Development (2015) [\[See reference 6\]](#). The Core Strategy was originally adopted in December 2011 and was updated in January 2015 following independent examination of the Core Strategy focused review document, on consistency with the NPPF.

1.17 The Core Strategy seeks to focus regeneration efforts on five key areas: Purfleet, Lakeside/West Thurrock, Grays, Tilbury and London Gateway (for employment only). The strategy seeks to replace the Borough's historically fragmented land-use patterns with a network of distinct, well-defined communities. As a result, much of the recent new housing, employment and associated development in Thurrock has been directed towards the Lakeside/West Thurrock Regeneration Area.

1.18 This area forms part of the wider Thurrock Urban Area to the south west of the Borough. Policy CSSP1 (Sustainable Housing and Locations) of the adopted Core Strategy defines this area as comprising Purfleet, West Thurrock/Lakeside Basin, Grays, Tilbury and Chadwell St Mary.

Chapter 2

Study scope and purpose

Policy context

National policy

2.1 Paragraph 9 of the NPPF [See reference 7] supports a spatial strategy that directs development to sustainable locations. It states that *"planning policies...should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area."*

2.2 While the NPPF does not explicitly require local planning authorities (LPAs) to develop a settlement hierarchy, it provides a policy framework that supports its development, reinforcing the need for a locally tailored approach to guide development to the right places, rather than a one-size-fits-all strategy. This idea is reinforced in paragraph 61, which requires Local Plans to identify sufficient land for housing based on need and deliverability. Furthermore, paragraphs 82 to 84 of the Framework demonstrate a requirement for a balanced approach to rural development, ensuring that housing and service growth occurs in a way that meets local needs.

2.3 Additionally, Paragraph 110 of the NPPF promotes planning policies that encourage development in well-connected locations with access to sustainable transport, reducing reliance on private vehicles. The NPPF also requires development to respect environmental constraints, including protected landscapes, heritage assets and biodiversity. This further reinforces the need for a strategic, sustainability-led approach to directing growth to the most appropriate locations.

2.4 The PPG provides detailed guidance on implementing the policies set out in the NPPF. It is designed to help local authorities, developers and communities interpret and apply national planning policy in decision-making and plan-making.

2.5 Although the PPG, like the NPPF, does not explicitly require the development of a settlement hierarchy, it sets out an approach that reinforces the principles set out in the NPPF. The PPG on Plan-Making [See reference 8], most recently updated in June 2025, suggests that Local Plans should establish a vision and provide a framework for the future development of their area. The content and focus of each Local Plan will naturally vary depending on the specific characteristics of the locality

and the issues that need to be addressed. As such, Local Plans should be informed by an understanding of local circumstances, with local planning authorities required to identify the most appropriate approach to meeting the needs of their area.

Local policy

The adopted Local Plan

2.6 Thurrock Council began work on its Local Plan under the previous Local Development Framework (LDF) system in 2005. This work culminated in the adoption of the Thurrock Core Strategy and Policies for Management of Development (the Core Strategy) in December 2011. The document was subject to a review to ensure consistency with the NPPF and the Focused Review: Consistency with National Planning Policy Framework was subsequently adopted in January 2015 [See reference 9], [See reference 10]. The Core Strategy and the focused review together set out the spatial vision, strategy and planning policies for Thurrock up to and beyond 2026.

2.7 The Core Strategy is the statutory planning document for the Borough that sets out planning policies to cover a variety of topic areas including housing, employment, Green Belt, community facilities, education and health, sports and leisure, open space, climate change, minerals and waste.

2.8 The Core Strategy's policies set out specific requirements for development across various settlements in the Borough. Policies CSSP1 (Sustainable Housing and Locations), CSSP2 (Sustainable Employment Growth) and CSSP3 (Sustainable Infrastructure) focus growth to the most sustainable settlements across Thurrock. Additionally, Chapter 3 – 'The Future of Thurrock' identifies Thurrock's main settlements as Grays, Stanford-le-Hope, Corringham, South Ockendon and Tilbury, together with several villages within the Green Belt.

2.9 The Core Strategy does not include specific reference to a settlement hierarchy for the Borough. However, the text of Policy CSSP1 (Sustainable Housing and Locations) effectively sets out the existing hierarchy as follows:

- Thurrock Urban Area (Purfleet, West Thurrock/Lakeside Basin, Grays, Tilbury and Chadwell St Mary);
- Outlying settlements (South Ockendon, Aveley, Corringham, Stanford-le-Hope and East Tilbury);
- Other built-up areas (Bulphan, Orsett, Horndon-on-the-Hill and Southfields); and

- Other built-up areas (undefined Green Belt settlements – e.g. Mucking, West Tilbury and North Stifford).

2.10 The approach to the existing hierarchy in the adopted Core Strategy is aligned with the approach set out in the now revoked Regional Spatial Strategy for the East of England Plan [\[See reference 11\]](#). Most importantly this includes the identification in the East of England Plan of the Thurrock Urban Area (stretching from Purfleet-on-Thames in the west to Tilbury and Chadwell St Mary in the East) as a key centre for development and change.

2.11 The existing settlement hierarchy forms the starting point for the development of the new settlement hierarchy for the Borough, as presented in this study. The study departs from the approach of the existing study to separate the larger Thurrock Urban Area into the smaller Grays Urban Area and candidate settlements of Purfleet-on-Thames, Tilbury and Chadwell St Mary. This approach reflects the separate character of these candidate settlements and defensible boundaries and Green Belt land lying between them. As such the study considers the candidate settlement of Grays Urban Area in its own right. It also considers the roles of its community areas of Lakeside, West Thurrock, Chafford Hundred, Little Thurrock, Grays town centre, South Stifford and Blackshots as part of the larger Grays Urban Area.

The new Local Plan

2.12 In 2014 Thurrock Council started work on a new Local Plan for the Borough, to replace the Core Strategy. The first consultation (Issues and Options (Stage 1)), held by the Council between February and April 2016, focused on identifying the key challenges facing the borough and exploring broad policy themes [\[See reference 12\]](#).

2.13 The second consultation (Issues and Options (Stage 2)) took place between December 2018 and March 2019 [\[See reference 13\]](#). It examined in more detail the future needs of Thurrock and presented more specific policy options for public consideration.

2.14 More recently, from December 2023 to February 2024, the Council consulted on its Initial Proposals for the Local Plan [\[See reference 14\]](#). This document set out emerging ideas on how the Borough might grow and what the new Local Plan could look like.

2.15 Building on these stages, the Council is now working to prepare its Publication Draft Local Plan. This will incorporate updated evidence and public consultation, and will set out a vision, strategy and planning policies for managing growth and

development across Thurrock to 2044. The Publication Draft Local Plan will be subject to further consultation before its submission for examination.

Scope of the study

2.16 As set out in the section above, although the adopted Core Strategy does not explicitly identify a settlement hierarchy for the Borough, Policy CSSP1 effectively sets out this out for Thurrock.

2.17 Given the relevant national and local policy context, the study seeks to update the settlement hierarchy in light of updated evidence about measurable factors such as candidate settlement population and the services and facilities in the candidate settlements. The study will form part of the evidence base for the emerging Local Plan.

2.18 Further information about the identification of the settlements for inclusion in the settlement hierarchy and the analysis criteria that have informed the development of the settlement hierarchy is set out in **Chapter 3**.

Chapter 3

Methodology

Introduction

3.1 The study provides an ‘audit’ of services and facilities contained in the candidate settlements within Thurrock. It also explores the built form and demographic make-up of the candidate settlements. The consideration of these various criteria allows for a ranking of candidate settlements in tiers of the settlement hierarchy.

3.2 The study is largely desk-based, making use of existing evidence and readily-available data which has been analysed using Geographic Information Systems (GIS). Information obtained from GIS sources was checked making use of online satellite and street view imagery. Verification was also undertaken making use of official service provider websites (such as the NHS and individual school websites).

3.3 The detailed methodology followed for the various stages of study is set out below.

Stage 1: Review of policy context and good practice to inform the study approach

3.4 As set out in **Chapter 2**, there is no explicit requirement for LPAs to produce a settlement hierarchy and there is no nationally recognised methodology for assessing local facilities and services and determining a settlement hierarchy. As such, it is for individual LPAs to decide on the purpose of a settlement hierarchy for their area and the methodology to be employed in preparing one.

3.5 The definition of the different tiers in a settlement hierarchy (e.g. town, village), and other relevant key terms, is an important part of the methodology. This is therefore supported by a glossary of key terms. This includes the definition of a sustainable settlement against which candidate settlements considered through the study are compared to determine their position in the hierarchy.

3.6 A review of the NPPF helped to identify services and facilities that residents are likely to require access to on a regular basis for a location to be considered sustainable. Further information about the services and facilities considered through the study is set out below.

3.7 The study approach was refined through engagement with the Council's officers and a review of settlement studies recently undertaken by LPAs within Essex (see **Appendix B**). The key findings of this review included:

- In addition to the inclusion of a glossary of key terms, the study should include a description of thresholds that candidate settlements must achieve to be classified as a certain tier in the hierarchy. The thresholds can be relatively high level and non-perspective but should allow for the grouping of settlements that perform similar roles in the plan area.
- The study should consider settlement population and form. The proposed hierarchy will also be informed by the presence and accessibility of services and facilities at each settlement.
- Settlement hierarchies can form part of evidence to inform the undertaking of a separate Green Belt Assessment, given that the purposes of Green Belts included in the NPPF refer to 'large built-up areas', towns, villages etc.
- Mapping of settlements and essential services and facilities within them is likely to be helpful.

Stage 2: Identifying the settlements for consideration through the study

3.8 To identify settlements for inclusion in the study (i.e. the candidate settlements), a review of the settlements identified in the Thurrock Local Plan Initial Proposals document [\[See reference 15\]](#) and the Rural Settlements Study [\[See reference 16\]](#) was undertaken. Officer engagement identified additional locations for assessment.

3.9 This was supplemented by a review of the Ordnance Survey built-up areas dataset which presents the main developed areas of Great Britain and a review of satellite imagery for the Borough. This allowed for the review of existing patterns of development in the plan area and preparation of an initial list of settlements for inclusion in the study. The list of candidate settlements was provided to the Council officers for comment.

3.10 The candidate settlements identified for inclusion in the study are as follows:

- Aveley
- Baker Street
- Bulphan
- Chadwell St Mary

- Corringham
- East Tilbury and Linford
- Fobbing
- Horndon on the Hill
- Langdon Hills
- Mucking
- North Stifford
- Purfleet-on-Thames
- South Ockendon
- Southfields
- Orsett
- Stanford-le-Hope
- Grays Urban Area (including Grays and its associated community areas)
- Tilbury
- West Tilbury

3.11 Following the identification of the settlements for inclusion in the study an initial, high level characterisation of the candidate settlements and the settlement form of each was undertaken. This was supplemented by a review of demographic information for each settlement. Further detail about the characteristics, settlement form and key demographic information of each candidate settlement is provided in the individual candidate settlement proformas in **Appendix A** of this study.

Stage 3: Data collection

3.12 For the purposes of determining what services and facilities each candidate settlement contained through analysing relevant datasets through GIS, it was necessary to identify an assessment area for each settlement. These areas are effectively the extent of the developed area of each candidate settlement. The settlement assessment areas were identified by reviewing the Ordnance Survey built-up areas dataset which presents the main developed areas of Great Britain. This was supplemented by a review of satellite imagery for the Borough to identify any anomalies in the dataset and in acknowledgement that some of the smaller candidate settlements (e.g. West Tilbury and Mucking) are not included in the built-up areas

dataset. The fact that these smaller settlements are not identified on the Ordnance Survey built-up areas dataset suggests they are not of a sufficient scale or lack the necessary form (i.e. they do not have a defined nucleus and/or relatively dispersed) to be considered settlements for inclusion in the higher tiers of the hierarchy.

3.13 The indicative candidate settlement assessment areas are presented in the candidate settlement proformas in Appendix A, which includes a map for each candidate settlement. It should be noted that the boundaries identified are for the purposes of this study only and it will be a matter for the LPA to draft settlement boundaries for the purposes of planning policy.

3.14 In addition to allowing for the analysis of services and facilities in each candidate settlement, the drawing of candidate settlement assessment area also allowed for data from the 2021 Census relating to population, housing tenure and economic activity to be considered for each candidate settlement. Data from the Census findings relating to the lowest level of geographical area for statistical outputs (i.e. the Output Areas) was used as part of the study [\[See reference 17\]](#), [\[See reference 18\]](#).

3.15 The review of policy context and good practice undertaken in stage 1 allowed for the list of service and facility criteria against which each candidate settlement should be considered. For each criterion, relevant datasets were gathered so that an analysis of services and facilities related to each criterion could be undertaken. For each of the services and facilities considered for the analysis criteria, a classification of key/strategic or local/other was assigned. While the NPPF includes policy relating to the provision and retention of community facilities, there is no definitive planning policy that classifies services and facilities in terms of their potential importance to a community. Therefore, this study has taken the approach of classifying identified facility types and the offer they provide residents as key/strategic or local/other.

3.16 The table below sets out the criteria considered for each candidate settlement and the related data sources. Where relevant, the table also shows where services and facilities are classified as key/strategic or local/other.

Table 3.1: Settlement assessment criteria applied to each candidate settlement

Criteria	Data source	Service/facility considered	Classification and rationale
1. Population: Total based on 2021 Census.	Office for National Statistics population data from Census 2021.	N/A	N/A
2. Housing tenure: Percentage of social and market housing.	Office for National Statistics housing tenure data from Census 2021.	N/A	N/A
3. Employment: Commuting and economic activity data from 2021 Census.	Office for National Statistics commuting and employment activity data from Census 2021.	N/A	N/A
Presence/ absence of employment areas.	Thurrock Council data showing primary and secondary employment areas and employment broad locations.	Primary employment area	Key/strategic: Important employment sites in the Borough supporting economic growth in areas that have good access to the strategic/principal road network.
		Employment broad location	
		Secondary employment area	Local/other: Source of local jobs for residents.

Criteria	Data source	Service/facility considered	Classification and rationale
4. Healthcare: Presence/ absence of services and facilities.	Overpass OpenStreetMap data showing hospitals, GP surgeries/healthcare centres, pharmacies and dentists.	Hospital	Key/strategic: Provide for access to essential and specialist healthcare procedures that will not be available elsewhere.
		GP surgery or healthcare centre	Key/strategic: Provide for a range of medical services that residents may need to access on a regular basis. Will often allow for residents to benefit from urgent GP appointments.
		Pharmacy	Key/strategic: Provide for a range of services including advice relating to minor illnesses and urgent/repeat medicine supply. Help to alleviate pressures on GP surgeries and healthcare centres.
		Dentist	Local/other: Provide for healthcare services that residents may not need access to frequently. While the services provided are of importance for public health some may be less urgent than those provided by other primary healthcare providers.

Criteria	Data source	Service/facility considered	Classification and rationale
5. Retail: Presence/ absence of services and facilities.	Thurrock Council data showing regional, town, district and local centres and neighbourhood shopping parades; web searches for branded supermarkets/grocery stores and Overpass OpenStreetMap data showing convenience stores and village shops.	Town centre/regional centre	Key/strategic: The main focus for retail and commercial uses in the Borough.
		Branded supermarket/grocery store	Key/strategic: Provide access to a wide range of shopping items. Residents will be inclined to travel longer distances to these locations given that the range of items they offer is known with more certainty.
		District/local centre	Local/other: Provide access to retail uses but at a more limited scale than what is found within the town centre and regional centre.
		Neighbourhood shopping parade	
		Convenience store (including village shop)	Local/other: Provide access to a limited range of shopping items.
6. Public transport: Presence/absence of railway stations. Frequency of bus services.	Thurrock Council data showing bus stops and railway stations and frequency of services.	Railway station	Key/strategic: All railway stations in Thurrock lie on the c2c line which provides frequent connections to London Fenchurch Street and in the direction of Southend Central/Pitsea/Shoeburyness. Trains are often faster and provide more comfort for passengers particularly over longer distances and in areas experiencing traffic congestion. The greater perceived quality or

Criteria	Data source	Service/facility considered	Classification and rationale
			importance of rail services is reflected in research that shows people will generally walk further to access to rail services than buses [See reference 19] .
		Bus stop	Local/other: Bus stops in Thurrock provide access to locations within the Borough and surrounding areas. The wide distribution of bus stops means they are often used for shorter journeys. The differing frequency of bus services across the plan area has been reflected in the scoring applied to the candidate settlements and is discussed in the text below this table.
7. Education: Presence/ absence of services and facilities.	Gov.uk data available under the Open Government Licence v3.0 showing higher education, primary schools, secondary schools, Special Educational Needs and Disabilities (SEND) schools and nursery/early years facilities.	High education facilities	Strategic/key: Supports the long term educational attainment of population. Provides access to specialist research facilities. Some facilities may be accessible to the wider public. Residents will often be willing to travel longer distances to access these facilities.
		Primary schools:	Strategic/key: Essential for the education attainment of population.

Criteria	Data source	Service/facility considered	Classification and rationale
		Secondary schools: key/strategic	Strategic/key: Essential for the education attainment of population.
		SEND schools	Strategic/key: Essential to ensure that all members of the local community can access education facilities.
		Nursery/early years facilities	Strategic/key: Supports younger children's access to the education system and improved educational attainment in the longer term.
8. Green infrastructure: Presence/ absence of elements of green infrastructure. Scores recorded have been reduced by 1 where the assessment of green infrastructure in relation to their condition and functionality in the emerging open space study work	Data taken from the emerging open space assessment work being undertaken to inform the new Thurrock Local Plan relating to parks and gardens, allotments, cemeteries, civic spaces, green corridors, amenity greenspaces and semi/natural greenspaces.	Parks and garden	Key/strategic: Provide opportunities for informal recreation and play, organised sports and other activities. More multi-functional than other open space with a range of habitats and facilities for visitors; offering space for quiet relaxation and a range of amenities.
		Allotment	Key/strategic: Provide opportunities for the community to garden grow their own produce with benefits for health and wellbeing.

Criteria	Data source	Service/facility considered	Classification and rationale
shows that they are of low value.		Cemetery	Key/strategic: Provide space for important community and religious activities.
		Civic Space	Key/strategic: Generally located around key community hubs and areas of activity, providing landscaped areas to for members of the community meet, sit, benefit from shade and areas of quiet within the built environment.
		Green corridor	Local/other: Provide links between areas of open space. These areas have importance for biodiversity and climate change but are less likely to be a destination for residents.
		Amenity greenspace	Local/other: Provide opportunities for informal activities close to where people live or work. Provides a less formal green space experience than park sites, generally with fewer amenities and facilities, and lower biodiversity value.
		Semi / Natural greenspace	Local/other: A primary function of providing access to nature, wildlife conservation,

Criteria	Data source	Service/facility considered	Classification and rationale
			management for biodiversity and environmental education.
9. Community: Presence/ absence of services and facilities.	Thurrock Council data showing libraries, leisure centres and community centres; and Overpass OpenStreetMap data showing public houses, places of worship, post offices and banks.	Library	Key/strategic: Potential to function as gathering points for residents and to support community events.
		Leisure centre	
		Public house	
		Community centre / village hall	
		Place of worship	
		Post office	Local/other: Recognised to play a role for residents including older people and those in receipt of benefits, however, their importance is reduced by the availability of internet services.
		Bank	
10. Connectivity: Determination of whether or not the majority of settlement is within 20 minute or 20-40 minute walking distance of	The datasets in cells above relating services and facilities considered most essential to day to day living. These are supermarkets, primary schools, secondary schools, GP	N/A	N/A

Criteria	Data source	Service/facility considered	Classification and rationale
essential services and facilities.	surgeries/healthcare centres, pharmacies, hospitals and primary or secondary employment sites or employment broad locations.		

3.17 To ensure that the settlement hierarchy remains relevant and is underpinned by robust and up-to-date evidence, future iterations of this report will incorporate the following approaches:

- Expanding the evidence base with relevant datasets, including housing data from ONS (e.g. mid-year population estimates, household projections), planning permissions, completions, service capacity metrics (e.g. GP list sizes, school enrolment), and deprivation indices to better reflect current and emerging settlement dynamics.
- Reflecting the Borough's strategic growth context by referencing regeneration programmes, major developments, Nationally Significant Infrastructure Projects (NSIPs), and town centre studies to capture evolving settlement roles.
- Establishing a dynamic monitoring framework with automated data refreshes, dashboard triggers, and clear update protocols to ensure the hierarchy remains accurate, responsive, and policy compliant.

Stage 4: Analysis of settlements

3.18 The simplest type of settlement hierarchy is a ranking from largest to smallest in terms of population size. This provided an initial indication of the likely hierarchy of Thurrock's candidate settlements. Consideration of the housing mix of each settlement provided insight into housing affordability and housing 'accessibility'. However, given the complexities of each candidate settlement and the potential for the services and facilities present within its built-up area to play a greater role in terms of its importance for residents, settlement size and housing mix were not assigned a score as part of the determination of the settlement hierarchy. Instead, these criteria formed part of the context for the determination of the hierarchy.

3.19 For most of the criteria relating to services and facilities analysis, a score of 2 was assigned to settlements that contain a key/strategic service/facility and a score of 1 was assigned to those that contain local/other service/facility. Candidate settlements that do not contain these types of services and facilities were assigned a score of 0. The analysis considered whether each candidate settlement contains or does not contain each service type.

3.20 The exception to this is for the consideration of bus services. For this criterion a score of between 0 and 4 was applied to reflect the frequency of bus services accessible across the candidate settlements. For this criterion the following scoring was assigned:

- Very frequent bus services (once every 15 mins or better): 4

- Relatively frequent bus services (once every 20 mins - 30 mins): 3
- Moderately frequent bus services (once every 45 minutes to hourly): 2
- Infrequent bus services (2 hourly or more): 1
- No bus services: 0

3.21 The analysis of the distribution of services and facilities across all settlements was considered through the connectivity criteria. Where a candidate settlement contains a higher number and wider distribution of essential services and facilities these are generally within walking distance of a higher proportion of residents within the settlement. This includes where services and facilities are located outside of the candidate settlement assessment area and services and facilities are effectively 'shared' between settlements.

3.22 These criteria applied the principles of the 20-minute neighbourhood, to identify more 'liveable neighbourhoods' in the plan area [\[See reference 20\]](#). The connectivity criteria considered the proportion of each candidate settlement that is within a 20-minute walk and the proportion that is within a 20-40 minute walk of each type of essential service/facility considered.

3.23 The essential services/facilities considered as part of the connectivity criteria were:

- Supermarkets
- Primary schools
- Secondary schools
- GP surgeries
- Pharmacies
- Hospitals
- Primary/secondary employment sites

3.24 Increased weighting was applied to the connectivity analysis scoring. This reflects the importance of the services considered through these criteria for the successful functioning of a sustainable settlement. The services considered are those necessary for regular food shopping, education and healthcare and those that could support local employment opportunities.

3.25 The connectivity criterion also helped to identify situations where gaps in services provided within the boundaries of the candidate settlements themselves are addressed by services provided outside of those candidate settlements.

3.26 The scoring for the connectivity criteria was assigned as follows:

- The majority of a candidate settlement is within a 20-minute walk of the essential service considered: 4.
- The majority of a candidate settlement is within a 20-40 minute walk of the essential service considered: 2.
- The majority of a candidate is not within a 40 minute walk of the essential service considered: 0.

3.27 For each services and facilities criteria and the connectivity criteria, the scores for each candidate settlement were totalled and the candidate settlements were ranked. This effectively presents a quantitative ranking of the settlements in Thurrock in terms of their likely overall sustainability.

Stage 5: Recommended settlement hierarchy

3.28 The quantitative ranking of settlements provided the starting point for the proposed settlement hierarchy. Based on the more detailed information set out the settlement proformas, each settlement was subsequently considered against the definition of the various settlement types to determine its position within the settlement hierarchy. The definitions provide a broad definition of settlement types and were worked up based on the study's definition of a sustainable settlement as set out in the glossary of terms included earlier in this study. Further detail about the definition of settlement types is set out in **Chapter 5** of this report.

3.29 This approach allowed for a more nuanced consideration of the degree to which each candidate settlement meets the study's definition of a sustainable settlement. This included a consideration of settlement population and settlement form as well as where gaps in service provision at particular settlements might be addressed through shared service provision within a nearby settlement.

3.30 Where changes were proposed to the existing settlement hierarchy as a result of the assessment, this has been identified and justified by the study.

3.31 The candidate settlements were subsequently ranked in the proposed settlement hierarchy as follows:

- Principal urban area (Tier 1)
- Towns (Tier 2)

- Larger villages (Tier 3)
- Smaller villages (Tier 4)
- Rural settlements (Tier 5)

3.32 Each tier in the hierarchy was also considered in relation to whether it constitutes a large built-up area (as defined in the glossary of terms included in this study).

Difficulties and limitations

3.33 A number of difficulties and limitations arose in the course of the preparation of the study. These are outlined below.

- The study drew on GIS data showing service provision available from Council sources and freely available national datasets. GIS datasets had to be checked using satellite and street view imagery and information available about the status of services and facilities (such as the NHS and schools' websites). The mapping of services and facilities was also reviewed in light of work that is currently being undertaken for its Infrastructure Delivery Plan.
- The Census 2021 figures relating to population, housing tenure and economic activity reported for some of the smaller candidate settlements are caveated. At some of these candidate settlements (most notably Fobbing, Langdon Hills, Baker Street and West Tilbury) the population reported is based on substantially larger undeveloped rural areas reflecting in the case of Langdon Hills and Fobbing the loose knit form of built development encompassed by larger sprawling Census Output Areas. While a review of satellite imagery indicates that much of the Output Area outside of the built-up areas of these candidate settlements is free of housing and other types of development, the figures reported should be considered in light of this information. As such there is potential for a degree of variance in relation to this element of the reporting.
- Some of the data reported in 2021 Census was affected by the UK Government's response to the Covid-19 pandemic. The pandemic impacted the location of where many people could work, with many being required to work from home for a period of time. The study does not make use of data relating to commuting and as such the findings reported are considered unlikely to be affected by these circumstances.
- The connectivity analysis undertaken as part of the study made use of GIS. It considered access by all mapped roads and PRowS. Best efforts were made to use satellite imagery to identify areas where roads do not benefit from safe

footways. Where this is the case, it was recorded in the relevant settlement proformas. However, given the number of roads that provide access to many of the candidate settlements and the length of the roads in question it was not possible to check whether safe footways were provided in all instances. As such there may be certain instances where safe footways are not available for those seeking to walk to services and facilities identified as lying within walking a reasonable distance of a candidate settlement.

Chapter 4

Analysis of candidate settlements

Introduction

4.1 This chapter analyses the settlements in relation to the criteria set out in **Chapter 3**. Further detail and mapping for each candidate settlement is provided in **Appendix A**.

4.2 The findings for each settlement are presented in summary tables grouped by population, housing tenure and economic activity, services and facilities and connectivity. This allows for broad themes and trends to be identified across the candidate settlements.

4.3 The table of findings relating to the grouped criteria is followed by a brief description of the results presented.

Population, housing tenure and economic activity

4.4 Table 4.1 sets out the total population of each candidate settlement, as well as a percentage breakdown of population by household tenure and economic activity.

4.5 The table ranks the candidate settlements in order of largest to smallest population. Population size can be an indicator as to the diversity and complexity of a particular settlement's role(s) and function(s). This provides an initial indication of the likely hierarchy of the candidate settlements.

4.6 The housing mix of candidate settlements can provide an insight into housing affordability and housing 'accessibility'. Settlements with a higher proportion of affordable homes may meet the needs of a range of residents, including those from less affluent backgrounds. Conversely, those with a high proportion of properties that are owned outright or with a mortgage may indicate an established population with longer term homeownership. While this does not directly imply reduced access to housing for new buyers, it could suggest lower housing turnover which may contribute to challenges in accessing suitable housing.

4.7 Settlements with a higher proportion of economically active residents will contain more residents in employment or residents who are unemployed but are looking for or waiting to start a new job. On the other hand, settlements with a lower proportion of economically active residents are likely to include more retired people, students,

people looking after family and people affected by long-term sickness or disability. This will have implications for the range of services and facilities that will be needed to support the local population and for the range of services and facilities that the population will be able to support.

4.8 However, a certain population level, housing mix or demographic make up does not necessarily guarantee a particular degree of functionality. The function of settlements can be affected by spatial issues, such as its proximity to neighbouring settlements and access to services and facilities and transport. For this reason, unlike the analysis of services and facilities and connectivity of candidate settlements, scoring has not been assigned to the candidate settlements in relation to population, housing tenure and economic activity. Instead, where relevant, this information was used as part of determining which of the settlement type definitions (as set out in **Chapter 5**) is most applicable to each candidate settlement.

Table 4.1: Summary of candidate settlement population, housing tenure and economic activity

Candidate settlement	Population (approx.)	Percentage of population by housing tenure			Percentage of population that is economically active	
		Owned	Socially rented	Privately rented	In employment	Unemployed
Grays Urban Area	Relatively large (66,000)	64.0%	12.6%	23.4%	66.1%	3.7%
Corringham	Medium (22,000)	78.5%	10.4%	11.2%	56.8%	2.7%
South Ockendon	Medium (22,000)	59.0%	28.8%	12.2%	62.7%	4.3%
Tilbury	Medium (15,000)	40.6%	37.5%	21.9%	59.1%	5.5%
Chadwell St Mary	Medium (11,000)	55.6%	34.5%	9.90%	55.9%	4.1%
Aveley	Medium (10,000)	55.9%	22.2%	11.9%	63.7%	3.8%
Stanford-le-Hope	Medium (7,500)	68.4%	12.3%	19.3%	64.7%	3.3%
East Tilbury and Linford	Medium (7,000)	73.1%	9.0%	17.9%	66.1%	3.5%
Purfleet-on-Thames	Medium (7,000)	49.5%	16.3%	34.3%	71.1%	4.9%
Horndon on the Hill	Relatively small (1,500)	84.7%	6.4%	9.0%	55.3%	3.0%
Orsett	Relatively small (1,500)	75.9%	7.7%	16.4%	58.5%	3.9%
Southfields	Relatively small (1,000)	86.3%	0.2%	13.5%	72.6%	2.3%

Candidate settlement	Population (approx.)	Percentage of population by housing tenure			Percentage of population that is economically active	
		Owned	Socially rented	Privately rented	In employment	Unemployed
Bulphan	Relatively small (800)	93.3%	2.2%	4.5%	56.6%	3.8%
Fobbing	Relatively small (700)	87.4%	4.6%	8.0%	58.0%	0.9%
North Stifford	Relatively small (700)	86.3%	6.1%	7.6%	63.1%	2.1%
Baker Street	Relatively small (500)	61.0%	20.7%	18.3%	47.8%	2.0%
Langdon Hills	Relatively small (300)	84.1%	2.7%	13.3%	62.6%	1.6%
West Tilbury	Relatively small (300)	66.0%	1.1%	33.0%	62.6%	4.8%
Mucking	Relatively small (200)	N/A	N/A	N/A	N/A	N/A

Summary of population, housing tenure and economic activity analysis

4.9 With a population of 66,000, Grays Urban Area is clearly the largest settlement in the plan area. There are eight medium sized settlements with a population of between 22,000 and 7,000. Below this, there are numerous smaller sized candidate settlements with up to 1,500 residents.

4.10 There are no clear patterns observed across the candidate settlements in relation to population household tenure or economic activity. However, it is notable that there are higher levels of socially rented housing (over 20%) in the medium sized candidate settlements of South Ockendon, Tilbury, Chadwell St Mary and Aveley as well as the relatively small candidate settlement of Baker Street.

4.11 At least 50% of the population of all candidate settlements are economically active, with the exception of Baker Street. The candidate settlements with the highest proportion of population that is economically active (over 70%) are Purfleet-on-Thames and Southfields.

Services and facilities

4.12 Table 4.2 provides a summary of employment, services and facilities and public transport within each of the candidate settlements. As shown in the table, the service and facilities are categorised as key/ strategic or other/ local. A count of the services and facilities was undertaken within the candidate settlement assessment area. The table allows for a comparison of services and facilities accessible within each candidate settlement.

4.13 Settlements that contain the largest number of services and facilities and benefit from the best public transport links (i.e. railway stations and frequent bus services) are likely to be the most sustainable and fulfil the needs of a larger number of residents. The approach to scoring set out in **Chapter 3** was applied considering the services and facilities that lie within each candidate settlement assessment area. The scoring is set out later in this chapter.

Table 4.2: Summary of employment, services and facilities and public transport within each candidate settlement

Candidate settlement	Employment		Retail					Healthcare				Public transport	Education					Green infrastructure							Community							
	Key/ strategic	Other/ local	Key/ strategic		Other/ local			Key/ strategic		Other/ local	Key/ strategic					Key/ strategic				Other/ local			Key/ strategic					Other/ local				
	Primary employment	Secondary employment/broad location	Town centre/ regional centre	Supermarket	District/ local centre	Neighbourhood Shopping Parade	Convenience store (including village shops)	Hospital	GP surgery	Pharmacy	Dentist	Railway	Most frequent bus service	Primary school	Secondary school	SEND school	Nursey/ early years	Further education	Parks and garden	Allotment	Cemetery	Civic Space	Green corridor	Amenity greenspace	Semi / Natural greenspace	Library	Leisure centre	Public house	Community centre/village hall	Place of worship	Post office	Bank
Aveley	0	0	0	1	1	1	6	0	1	2	1	0	Every 15 mins	2	1	2	3	0	High	Low	Low	No	Low	High	High	1	1	4	1	2	2	0
Baker Street	0	0	0	0	0	0	0	0	0	0	0	0	Hourly	0	0	0	0	0	No	No	No	No	No	No	No	0	0	1	0	0	0	0
Bulphan	0	0	0	0	0	0	1	0	0	0	0	0	Every 45 mins	1	0	0	0	0	High	No	Low	No	No	Low	No	0	0	1	1	1	1	0
Chadwell St Mary	0	2	0	2	0	2	6	0	2	2	1	0	Every: 30 mins	2	0	0	3	0	High	Low	Low	No	No	High	No	1	0	1	1	3	2	0
Corringham	0	0	0	4	1	5	3	0	4	4	3	0	Every 20 mins	5	1	1	5	1	High	Low	Low	Low	Low	High	Low	1	1	1	3	4	2	1
East Tilbury and Linford	0	3	0	1	0	2	3	0	3	1	0	1	Every 2 hours	1	0	1	2	0	High	Low	Low	No	No	Low	Low	1	0	2	2	3	1	0
Fobbing	0	0	0	0	0	0	1	0	0	0	0	0	Infrequent	0	0	0	1	0	High	No	High	No	No	No	Low	0	0	1	0	1	0	0
Grays Urban Area	3	17	2	16	1	5	20	1	12	12	6	2	Every 10 mins	13	6	8	17	2	High	High	High	High	High	High	High	2	2	12	7	21	7	5
Horndon on the Hill	0	0	0	0	0	0	1	0	1	0	0	0	Every two hours	1	0	0	1	0	High	Low	High	No	No	No	No	0	0	1	2	1	1	0
Langdon Hills	0	0	0	0	0	0	0	0	0	0	0	0	No provision	0	0	0	0	0	No	No	No	No	Low	No	High	0	0	0	0	0	0	0
Mucking	0	0	0	0	0	0	0	0	0	0	0	0	No provision	0	0	0	0	0	No	No	Low	No	No	No	High	0	0	0	0	1	0	0
North Stifford	0	0	0	0	0	0	1	0	0	0	0	0	Infrequent	0	0	0	0	0	High	Low	Low	No	No	High	Low	0	0	1	1	1	0	0
Orsett	0	0	0	0	0	0	1	1	1	0	0	0	Hourly	1	0	0	1	0	High	Low	Low	No	No	Low	No	0	0	2	1	1	1	0

Candidate settlement	Employment		Retail					Healthcare				Public transport		Education					Green infrastructure							Community							
	Key/ strategic	Other/ local	Key/ strategic		Other/ local			Key/ strategic		Other/ local	Key/ strategic					Key/ strategic				Other/ local			Key/ strategic					Other/ local					
	Primary employment	Secondary employment/broad location	Town centre/ regional centre	Supermarket	District/ local centre	Neighbourhood Shopping Parade	Convenience store (including village shops)	Hospital	GP surgery	Pharmacy	Dentist	Railway	Most frequent bus service	Primary school	Secondary school	SEND school	Nursey/ early years	Further education	Parks and garden	Allotment	Cemetery	Civic Space	Green corridor	Amenity greenspace	Semi / Natural greenspace	Library	Leisure centre	Public house	Community centre/village hall	Place of worship	Post office	Bank	
Purfleet-on-Thames	5	14	0	0	0	1	2	0	1	1	1	1	Every 30 mins	1	1	0	2	0	High	No	Low	No	Low	High	High	1	0	2	1	1	1	0	
South Ockendon	0	1	0	3	1	5	12	0	4	3	2	1	Every 10 mins	6	1	2	6	0	High	Low	Low	Low	Low	High	High	1	0	4	4	5	3	0	
Southfields	0	0	0	0	0	0	0	0	0	0	0	0	Every 20 mins	0	0	0	0	0	No	No	No	No	No	No	High	0	0	0	0	0	0	0	
Stanford-le-Hope	0	1	0	2	1	1	5	0	2	1	1	1	Every 20 mins	2	2	2	7	0	High	Low	Low	No	No	Low	High	1	0	5	2	7	1	0	
Tilbury	4	4	0	3	1	1	12	0	4	3	2	1	Every 30 mins	4	2	1	5	0	High	Low	No	No	No	High	No	1	0	1	1	3	1	0	
West Tilbury	0	0	0	0	0	0	0	0	0	0	0	0	Every 2 hours	0	0	0	0	0	No	No	No	No	No	No	No	0	0	0	1	1	0	0	

Summary of services and facilities analysis

4.14 The analysis of services and facilities across the candidate settlements showed that the Grays Urban Area provides access to the largest number and widest range of services and facilities in the plan area. It is the only settlement that contains all types of services and facilities considered in the study. It is also the focus of more strategic services and facilities in the plan area. Thurrock contains only two further education and hospital facilities and the Grays Urban Area contains one of each of these types of facility.

4.15 The medium sized settlements of Aveley, Chadwell St Mary, Corringham, East Tilbury and Linford, Purfleet-on-Thames, South Ockendon, Stanford-le-Hope and Tilbury provide access to a reasonable number and range of services and facilities. Each of these settlements contains a primary school, GP surgery and pharmacy. Furthermore, with the exception of East Tilbury and Linford, they all also contain a secondary school. The railway stations at South Ockendon, Tilbury, East Tilbury and Linford and Purfleet-on-Thames increase access to services and facilities further afield.

4.16 The relatively small settlements range from those that contain some services and facilities to those with limited or no provision. Provision at Bulphan, Horndon on the Hill, Orsett and North Stifford includes retail (limited to convenience stores or village shops) and community facilities (including public houses, village halls, places of worship and/or post offices). Bulphan, Horndon on the Hill and Orsett also provide access to education in the form of primary schools and/or nursery schools.

4.17 Horndon on the Hill and Orsett benefit from healthcare in the form of GP surgeries (and Orsett Hospital within Orsett). In contrast, Southfields, West Tilbury, Mucking and Langdon Hills have limited or no service provision.

4.18 Provision within Southfields and Langdon Hills is noted to be particularly poor within neither candidate settlement benefiting from any type of retail, healthcare, education or community services or facilities.

4.19 The relatively frequent bus services accessible at Southfields are likely to help mitigate the lack of immediate access to services and facilities for residents at this candidate settlement.

Consideration of services and facilities within the Grays Urban Area

4.20 The review of services and facilities within the settlements in the Borough was supplemented by an analysis of the individual community areas of the Grays Urban Area in terms of service provision.

4.21 This presentation of the analysis for the Grays Urban Area is included given its importance as the focus for service provision in the Borough. The consideration of the provision of services and facilities focussed at the Urban Area level reflects the merging that has occurred between community areas and the lack of definitive boundaries between them. The close proximity of community areas means there is potential for the sharing of services and facilities between these areas.

4.22 The community areas considered were:

- Blackshots and Stifford Clays;
- Chafford Hundred;
- Grays town centre;
- Lakeside;
- Little Thurrock;
- West Thurrock; and
- South Stifford.

4.23 The Grays Urban Area benefits from primary and secondary employment areas interspersed within its built-up area. These are mainly focussed to the south and west towards West Thurrock and Lakeside. Residents in the more residential areas of Chafford Hundred, South Stifford and Little Thurrock also benefit from nearby employment areas although these are classified as secondary areas. This is also the case for Grays town centre. Blackshots and Stifford Clays is comparatively isolated from existing employment areas given its location within the north east of the Grays Urban Area.

4.24 Healthcare facilities are also well distributed across the residential parts of the Grays Urban Area. The west of the conurbation (West Thurrock and Lakeside) contains only pharmacies reflecting its more retail and employment focussed role within the conurbation. Provision within South Stifford is also more limited than at other parts of the conurbation. The more westerly portion of this community is served by a GP surgery; however, this area is reliant on pharmacy provision within other

parts of the Grays Urban Area. Grays town centre contains the largest concentration of pharmacies and GP surgeries within the Urban Area to the west of South Stifford.

4.25 The Grays Urban Area benefits from the most important retail areas in the District at Lakeside (a regionally important centre) and Grays town centre. These areas provide the rest of the Core Urban Area with relatively good access to higher order retail provisions. Furthermore, Little Thurrock benefits from the presence of Socketts Heath Local Centre.

4.26 There are also neighbourhood shopping parades in Chafford Hundred, Blackshots and Stifford Clays and to the east of Grays town centre. South Stifford is less well provided for in relation to retail in this regard, although it is relatively close to Grays town centre. Supermarket provision is focussed within the West Thurrock, Lakeside and Grays town centre areas. There are also individual supermarkets accessible within or close to Chafford Hundred, Little Thurrock and Blackshots.

4.27 Public transport provision in the Grays Urban Area is strongest around the railway stations, at Chafford Hundred and Grays town centre. The Chafford Hundred railway station is positioned to also serve the West Thurrock and Lakeside areas with pedestrian access provided across the busy A126 that lies between these areas. The conurbation benefits from a wide distribution of bus stops that are located along the main routes through the residential areas.

4.28 The main bus stations in the Grays Urban Area are located in Lakeside and Grays town centre. Lakeside bus station provides access to services as far east as Basildon via South Stifford, Grays town centre and Little Thurrock within the Grays Urban Area Grays. It also provides access to services that travel as far north as Upminster and Romford which residents in Chafford Hundred might access. Grays bus station provides access to services as far north as Brentwood and Blackmore via Blackshots and Stifford Clays within the Grays Urban Area. It also allows for access to services that travel to all other neighbourhood areas in the Urban Area. All neighbourhood areas benefit from bus stops that are served at least once every hour on weekdays.

4.29 The main residential areas of Chafford Hundred, South Stifford, Little Thurrock, Blackshots and Stifford Clays and Grays town centre all benefit from nearby access to at least one primary school. Secondary schools are less well distributed across the conurbation.

4.30 Blackshots and Stifford Clays and Little Thurrock benefit from at least one secondary school within their immediate surroundings. Harris Academy Chafford Hundred provides secondary school access to pupils within Chafford Hundred and South Stifford while those in Grays town centre are served by Grays Convent High

School towards the north of this community area. Given their character as a focus for more retail and employment development it is unsurprising that West Thurrock and Lakeside contain only a primary school within the residential portion of West Thurrock.

4.31 The east of the conurbation is best served by library and leisure centre provision. Blackshots and Stifford Clays benefits from a library and leisure centre and Grays town centre and Little Thurrock are both relatively well related to facilities of these types that serve both areas.

4.32 Access to library and leisure centre facilities is comparatively weaker in the west of the conurbation. However, most parts of the conurbation benefit from a community centre. The exception to this is within Little Thurrock and the most westerly part of Chafford Hundred, although there is potential for residents in this area to make use of facilities within the eastern part of Chafford Hundred or South Stifford.

4.33 Access to community centres is weakest within the northern parts of Lakeside, reflecting its role as a focus for retail and employment development.

Connectivity

4.34 Table 4.3 sets out the connectivity of each candidate settlement in relation to a range of essential services and facilities that are considered most necessary to promote sustainability. The analysis considered whether the majority of each candidate settlement is within a 20-minute walk or within a 21-40 minute walk of each type of service/facility.

4.35 This element of the analysis considered services and facilities both within and beyond the candidate settlement assessment area. This approach helped to identify where the sustainability of a candidate settlement is supported by good access to services and facilities at a neighbouring settlement and where services and facilities that lie within the candidate settlement may not be within easy walking distance of some parts of that settlement.

4.36 As with the services and facilities analysis, the approach to scoring set out in **Chapter 3** was applied considering whether the majority of each candidate settlement is within reasonable walking distance of the relevant essential services and facilities. The scoring is set out later in this chapter.

Table 4.3: Summary of connectivity to essential services and facilities at each candidate settlement

Candidate settlement	Supermarket	Primary school	Secondary school	GP surgery	Pharmacy	Hospital	Employment site
Aveley	Within 20 minutes	Within 20 minutes	Within 20 minutes	Within 20 minutes	Within 20 minutes	Not with 40 minutes	Within 21 - 40 minutes
Baker Street	Within 21 - 40 minutes	Within 20 minutes	Within 21 - 40 minutes	Within 20 minutes	Within 21 - 40 minutes	Within 20 minutes	Not with 40 minutes
Bulphan	Not with 40 minutes	Within 20 minutes	Not with 40 minutes	Not with 40 minutes	Not with 40 minutes	Not with 40 minutes	Not with 40 minutes
Chadwell St Mary	Within 20 minutes	Within 20 minutes	Within 20 minutes	Within 20 minutes	Within 20 minutes	Not with 40 minutes	Within 20 minutes
Corringham	Within 20 minutes	Within 20 minutes	Within 20 minutes	Within 20 minutes	Within 20 minutes	Not with 40 minutes	Within 21 - 40 minutes
East Tilbury and Linford	Within 20 minutes	Within 20 minutes	Not with 40 minutes	Within 20 minutes	Within 20 minutes	Not with 40 minutes	Within 20 minutes
Fobbing	Not with 40 minutes	Within 21 - 40 minutes	Not with 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Not with 40 minutes	Not with 40 minutes

Candidate settlement	Supermarket	Primary school	Secondary school	GP surgery	Pharmacy	Hospital	Employment site
Grays Urban Area	Within 20 minutes	Within 20 minutes	Within 20 minutes	Within 20 minutes	Within 20 minutes	Within 21 - 40 minutes	Within 20 minutes
Horndon on the Hill	Within 21 - 40 minutes	Within 20 minutes	Within 21 - 40 minutes	Within 20 minutes	Within 21 - 40 minutes	Not with 40 minutes	Within 21 - 40 minutes
Langdon Hills	Not with 40 minutes	Within 21 - 40 minutes	Not with 40 minutes	Within 21 - 40 minutes	Not with 40 minutes	Not with 40 minutes	Not with 40 minutes
Mucking	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Not with 40 minutes	Within 21 - 40 minutes
North Stifford	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes
Orsett	Not with 40 minutes	Within 20 minutes	Not with 40 minutes	Within 20 minutes	Not with 40 minutes	Within 20 minutes	Not with 40 minutes
Purfleet-on-Thames	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 20 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Not with 40 minutes	Within 20 minutes
South Ockendon	Within 20 minutes	Within 20 minutes	Within 21 - 40 minutes	Within 20 minutes	Within 20 minutes	Not with 40 minutes	Within 20 minutes

Candidate settlement	Supermarket	Primary school	Secondary school	GP surgery	Pharmacy	Hospital	Employment site
Southfields	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes
Stanford-le-Hope	Within 20 minutes	Within 20 minutes	Within 20 minutes	Within 20 minutes	Within 20 minutes	Not with 40 minutes	Within 20 minutes
Tilbury	Within 20 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Not with 40 minutes	Within 20 minutes
West Tilbury	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Within 21 - 40 minutes	Not with 40 minutes	Within 20 minutes

Summary of connectivity analysis

4.37 The range and distribution of services and facilities within the Grays Urban Area makes it the best performing settlement in terms of access to essential services and facilities. The majority of the settlement area falls within a 20 minute walking distance of all types of services.

4.38 The exception to this is hospital services. While it includes Thurrock Hospital, the relatively large area covered by the Grays Urban Area means that parts of the settlement are only within a 21-40 minute walk of the hospital.

4.39 Of the medium sized candidate settlements (with populations between 22,000 and 7,000), the majority of Aveley, Chadwell St Mary, Corringham, East Tilbury and Linford, South Ockendon and Stanford-le-Hope are within 20 minute walking distance of most of the services and facilities considered.

4.40 However, this is not the case for Purfleet-on-Thames and Tilbury. The majority of these two settlements are within a 20 minute walking distance of at least one employment site and a secondary school or supermarket. However, the majority of both settlements are within a 21-40 minute walk of most other types of services and facilities considered.

4.41 Purfleet-on-Thames includes a GP surgery, pharmacy and primary school. However, the location of these services and facilities within the west of the candidate settlement mean that they are less accessible from its eastern areas. Tilbury also includes these types of services and facilities, as well as a secondary school. However, the extension of the settlement to the north towards Chadwell St Mary and the presence of areas of dockland to the south which are not well served by roads and PRowS, means that access to these types of services and facilities from certain areas falls within a 21-40 minute walking time.

4.42 Connectivity in the relatively small candidate settlements is notably poorer. The relatively isolated location of Bulphan and Langdon Hills away from the larger candidate settlements where there are higher concentrations of services and facilities, means that these candidate settlements perform the least well in this regard.

4.43 However, while the smaller settlements of Mucking, North Stifford, Southfields, West Tilbury and most notably Baker Street lack many services and facilities within the relevant candidate settlement assessment area, their proximity to larger

settlements mean that some residents could walk to access certain types of services and facilities.

4.44 At Baker Street there is potential for residents to walk to the larger settlements of Chadwell St Mary and the Grays Urban Area, as well as to the nearby settlement of Orsett which provides access to a GP surgery and primary school.

Quantitative ranking of candidate settlements

4.45 Table 4.4 sets out the scoring for each candidate settlement applying the approach to scoring set out in **Chapter 3** of this report. It brings together the analysis relating to services and facilities and connectivity presented earlier in this chapter. An overall score is provided for each candidate settlement considered.

4.46 This initial quantitative ranking of candidate settlements allowed for the candidate settlements to be considered against the definition of the various settlement types identified in **Chapter 3**. This further analysis determined the position of each candidate settlement within the settlement hierarchy and is set out in **Chapter 5**.

Table 4.4: Summary score for each candidate settlement

Candidate settlement	Employment	Retail	Healthcare	Public transport: rail	Public transport: bus	Education	Green infrastructure	Community	Connectivity	Total
Grays Urban Area	3	7	7	2	4	10	11	12	26	82
Corringham	0	5	5	0	3	10	6	12	22	63
South Ockendon	1	5	5	2	4	8	7	9	22	63
Aveley	0	5	5	0	4	8	6	11	22	61
Stanford-le-Hope	1	5	5	0	4	8	5	9	24	61
Chadwell St Mary	1	4	5	0	3	4	5	9	24	55
Tilbury	3	5	5	2	3	8	4	9	16	55

Candidate settlement	Employment	Retail	Healthcare	Public transport: rail	Public transport: bus	Education	Green infrastructure	Community	Connectivity	Total
East Tilbury and Linford	1	4	4	2	1	6	4	9	20	51
Purfleet-on-Thames	3	2	5	2	3	6	5	9	16	51
Horndon on the Hill	0	1	2	0	1	4	5	7	16	36
Orsett	0	1	4	0	2	4	4	7	12	34
North Stifford	0	1	0	0	1	0	5	6	14	27
Baker Street	0	0	0	0	2	0	0	2	18	22
Bulphan	0	1	0	0	2	2	3	7	4	19
Southfields	0	0	0	0	4	0	1	0	14	19
West Tilbury	0	0	0	0	1	0	0	4	14	19

Candidate settlement	Employment	Retail	Healthcare	Public transport: rail	Public transport: bus	Education	Green infrastructure	Community	Connectivity	Total
Fobbing	0	1	0	0	1	2	4	4	6	18
Mucking	0	0	0	0	0	0	2	2	12	16
Langdon Hills	0	0	0	0	0	0	1	0	4	5

Chapter 5

Recommended settlement hierarchy

5.1 Following the assessment of services and facilities in **Chapter 4**, this final chapter recommends the settlement hierarchy.

Proposed tiers in the hierarchy

5.2 The settlement assessment criteria provided the starting point for the classification of candidate settlements into tiers of the hierarchy. Each settlement was considered against the definitions of the various tiers/ settlement types to determine its position in the hierarchy.

5.3 This approach allows for a more nuanced consideration of each candidate settlement to help understand the degree to which each can be considered to comprise a sustainable settlement. Settlement population and urban form were considered as part of the assessment.

5.4 In developing the settlement hierarchy, consideration was also given to where gaps in service provision in certain candidate settlements might be addressed through existing services within other nearby settlements.

5.5 The definition of each tier of the hierarchy/ settlement type is as follows:

- **Tier 1 (Principal urban area)** – The largest urban area in the Borough, containing the main town centre. It contains the widest range of services and facilities in the Borough, including all those needed to ensure that the settlement is sustainable. Residents would have little need to travel beyond this area to meet most of their day-to-day needs.
- **Tier 2 (Towns)** – Medium sized settlements with a population of at least 5,000, which contain, or have within walking distance, a primary school, primary healthcare facility, employment land, branded supermarket, town/local/district centre or neighbourhood shopping parade and benefit from frequent public transport services. These settlements generally contain or are within walking distance of a secondary school.
- **Tier 3 (Larger villages)** – These settlements contain, or have within walking distance, a more limited range of services and facilities. However, they have a primary school and a reasonable level of public transport.

- **Tier 4 (Smaller villages)** – Settlements with a relatively limited level of service provision. They lack nearby access to certain types of essential services and residents will often need to drive from these locations to meet their day-to-day needs.
- **Tier 5 (Rural settlements)** – These are small settlements comprising solely housing and/or agricultural uses. Their dispersed settlement pattern means that settlement assessment area is difficult to define. Access to essential services from these locations is the most limited in the Borough.

5.6 Table 5.1 and Figure 5.1 later in this chapter, show the recommended settlement hierarchy. The middle column of the table indicates the recommended classification of each settlement reflecting the tier of the hierarchy and settlement type it best meets.

5.7 The final column sets out whether the candidate settlement is identified as a large built-up area as per the study definition included in the glossary of terms. This information is provided in the study so that it might be used to help inform any separate Green Belt Assessment that might be undertaken for the plan area, given that the purposes of Green Belts included in the NPPF refer to large built-up areas.

Table 5.1: Recommended settlement hierarchy based on settlement assessment criteria and settlement type definitions

Candidate settlement	Classification	Is it part of the large built-up area?
Grays Urban Area	Tier 1 (Principal urban area)	Yes
Corringham	Tier 2 (Towns)	Yes
South Ockendon		Yes
Aveley		Yes
Stanford-le-Hope		Yes
Chadwell St Mary		Yes
Tilbury		Yes

Candidate settlement	Classification	Is it part of the large built-up area?
East Tilbury and Linford		Yes
Purfleet-on-Thames		Yes
Horndon on the Hill	Tier 3 (Larger villages)	No
Orsett		No
Bulphan		No
North Stifford	Tier 4 (Smaller villages)	No
Baker Street		No
Southfields		No
Fobbing	Tier 5 (Rural settlements)	No
West Tilbury		No
Mucking		No
Langdon Hills		No

5.8 The recommended settlement hierarchy broadly follows the quantitative ranking of candidate settlements set out in Chapter 4, reflecting the range of services and facilities at these locations.

5.9 However, when considering the candidate settlements in relation to the definitions of the various tiers/ settlement types in the hierarchy, a small number amendments were made to the recommended settlement hierarchy when compared to the quantitative ranking. These changes were described below.

5.10 North Stifford and Baker Street performed marginally better in the quantitative ranking than Bulphan. However, North Stifford and Baker Street were classified as smaller villages, whereas Bulphan was classified as a larger village.

5.11 Bulphan is located some distance from Thurrock's larger settlements, meaning that it performs less favourably than North Stifford and Baker Street terms of access

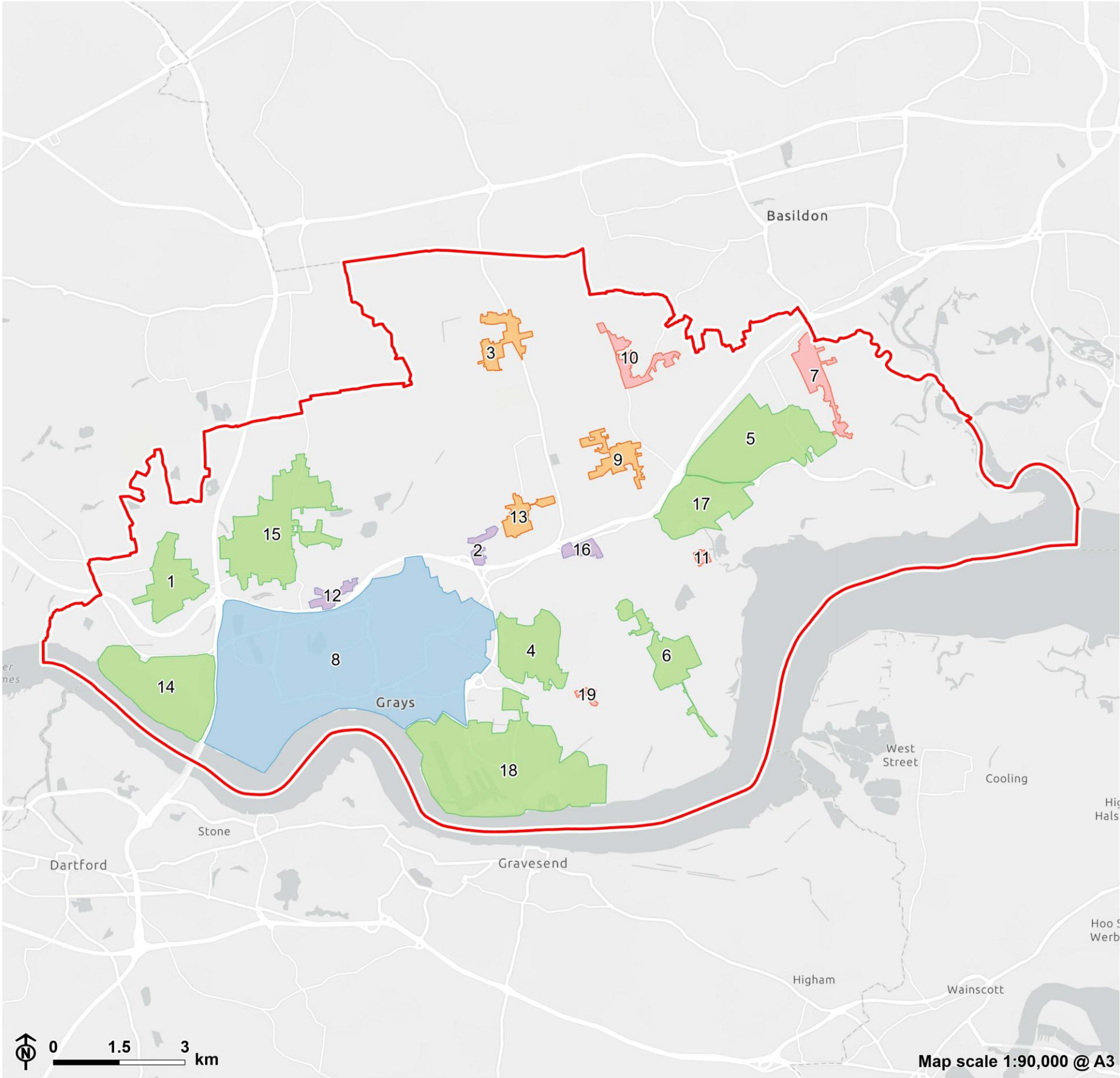
to services and facilities that are within a 20 minute or 21-40 minute walking distance of the majority of the settlement. Baker Street in particular is noted to be within walking distance of some services and facilities within Orsett as well as Chadwell St Mary and the Grays Urban Area which helps to address gaps in service provision within its candidate settlement assessment area and contributes to its classification as a smaller village. However, North Stifford and Baker Street do not contain a primary school and Bulphan contains this type of facility. Bulphan also benefits from more frequent bus services than North Stifford and Baker Street.

5.12 Bulphan, Southfields, West Tilbury and Fobbing performed similarly in the quantitative ranking of candidate settlements. However, the range of services within Bulphan's settlement assessment area is great than the other settlements. Given the stronger service provision within Bulphan, it was considered appropriate for this candidate settlement to be classified alongside Horndon on the Hill and Orsett as a larger village.

5.13 West Tilbury and Fobbing have smaller populations and their settlement form is more dispersed than both Bulphan and Southfields. Therefore, West Tibury and Fobbing were classified as rural settlements.

Figure 5.1: Proposed settlement hierarchy

- Thurrock Local Authority boundary
- Settlement classification**
- Tier 1 (Principal urban area)
 - 8 - Grays Urban Area
 - Tier 2 (Towns)
 - 1 - Aveley
 - 4 - Chadwell St Mary
 - 5 - Corringham
 - 6 - East Tilbury and Linford
 - 14 - Purfleet-on-Thames
 - 15 - South Ockendon
 - 17 - Stanford-le-Hope
 - 18 - Tilbury
 - Tier 3 (Larger villages)
 - 3 - Bulphan
 - 9 - Horndon on the Hill
 - 13 - Orsett
 - Tier 4 (Smaller villages)
 - 2 - Baker Street
 - 12 - North Stifford
 - 16 - Southfields
 - Tier 5 (Rural settlements)
 - 7 - Fobbing
 - 10 - Langdon Hills
 - 11 - Mucking
 - 19 - West Tilbury



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Office for National Statistics licensed under the Open Government Licence v.3.0, Contains Ordnance Survey data © Crown copyright and database right 2025

Appendix A

Detailed settlement proformas

A.1 This appendix sets out information about each of the candidate settlements considered in the Settlement Hierarchy Study. The settlement proformas are presented in alphabetical order.

A.2 For each candidate settlement mapping showing the candidate settlement assessment area is provided, reflecting the developed area of the settlement. The boundary shown has been prepared for use in this study only.

A.3 The boundaries have been used to gain an understanding of each settlement's population and demographic baseline and the total area covered by each. They have also been used to determine the services and facilities present within each settlement. The boundaries shown do not reflect those that Thurrock Council may choose to identify for planning policy purposes and to aid with development management decision making.

A.4 Identifying the candidate settlement assessment area for each candidate settlement has allowed the Density Index of each to be worked out **[See reference 21]**. This provides a measure of how built-up each settlement is. A higher Density Index indicates a more built-up area.

A.5 The mapping provided for each candidate settlement also shows the location of services and facilities considered more essential to help make locations sustainable:

- Supermarkets
- Primary schools
- Secondary schools
- GP surgeries
- Pharmacies
- Hospitals

- Primary and secondary employment sites

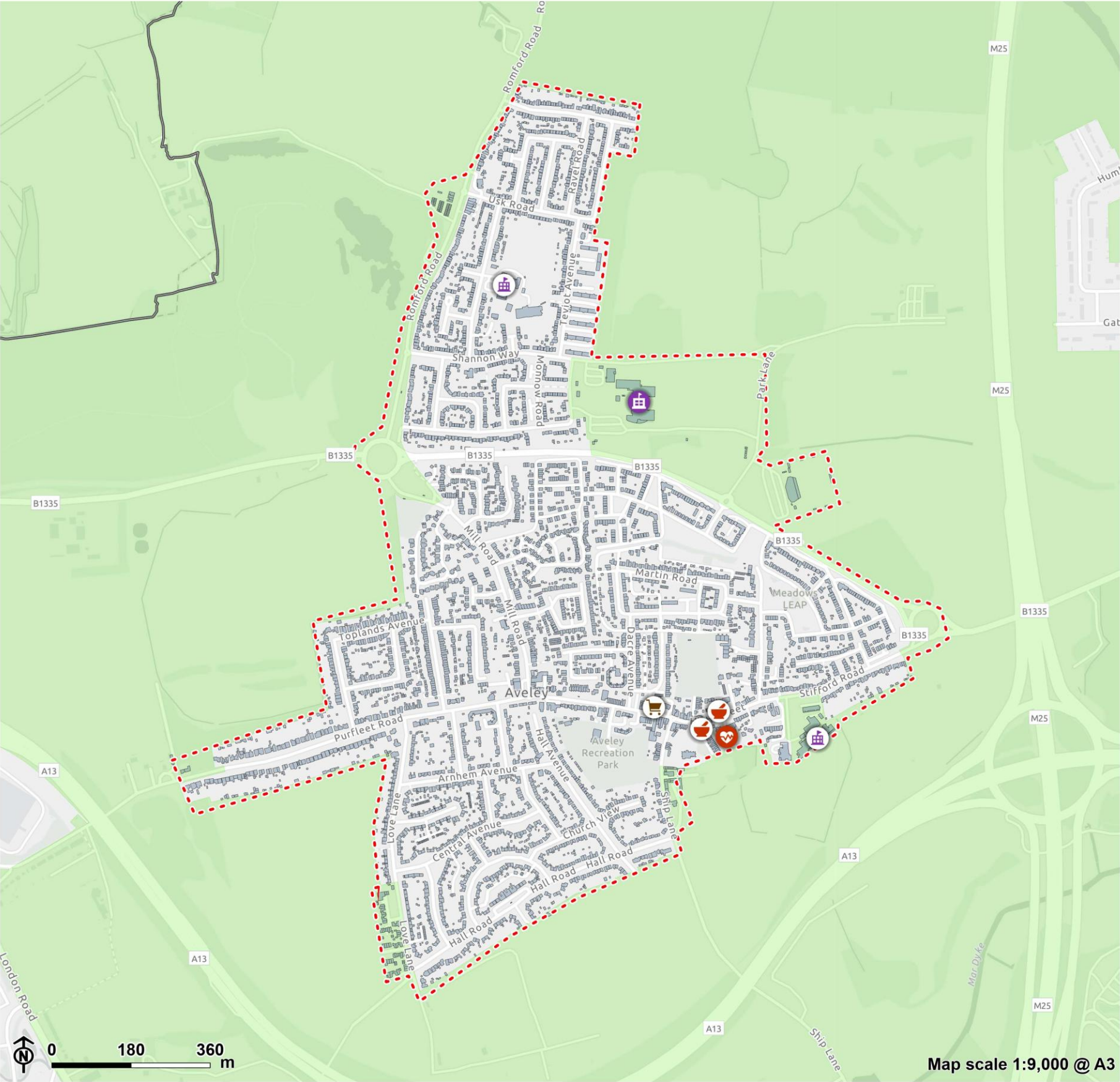
Aveley



Figure A.1: Aveley

- Thurrock Local Authority boundary
- Candidate Settlement Assessment Area
- Green Belt
- OS MasterMap buildings
- Supermarket
- Primary school
- Secondary school
- GP surgery
- Pharmacy
- Hospital
- Primary employment site
- Secondary employment site

Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



Settlement characteristics	Summary
Estimated Population (based on 2021 Census Output Areas)	Approximately 10,000
Estimated Area encompassed by Settlement Boundary	Approximately 1.45km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Approximately 0.64m ³ of built area per m ² of the settlement. Relatively high Density Index – This is indicative of a relatively compact and well-developed settlement.
Age profile	Under 25 years old: 14.9% Aged 25 to 39 years: 22.9% Aged 40 to 59 years: 26.1% Aged 60 years and over: 17.1%
Economic activity status	Economically active – in employment: 63.7% Economically active – unemployed: 3.8% Economically inactive: 32.5%
Number of households	Approximately 3,500
Accommodation type	Whole house or bungalow: 84.2% Flat, maisonette or apartment: 15.4% Caravan or other mobile or temporary structure: 0.5%
Tenure household	Owns outright: 22.7% Owns with a mortgage or loan or shared ownership: 43.2% Social rented: 22.2% Private rented or lives rent free: 11.9%
Settlement overview	Aveley is located in the west of the Borough. It lies directly to the north of Purfleet-on-Thames with a substantial area of Green Belt land and the A13 lying between these settlements. The settlement is characterised by mostly residential development with a local centre present at High Street. Much of the settlement comprises linear

Settlement characteristics	Summary
	development along Romford Road and Mill Road with numerous residential developments accessible from these roads. The settlement benefits from nearby access to the A13 and M25 via Ship Lane at Junction 30.
Settlement form	Nucleated settlement
Relationship to the Green Belt	Aveley is inset from the surrounding Green Belt.
Employment overview	Primary employment sites: 0 Secondary employment sites: 0
Retail overview	Town / regional centres: 0 Branded supermarkets: 1 District / local centres: 1 Neighbourhood shopping parades: 1 Convenience Stores (including village shops): 6
Public transport overview	Aveley is served by the 22 and 372 bus services. The 22 service operates once every 15 minutes Monday to Friday, once every 30 minutes on Saturday and once an hour on Sunday. The 372 service operates once every 20 minutes Monday to Sunday. Both services run from Aveley to Lakeside, although the 22 service is via South Ockendon.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 1 Pharmacies: 2 Dentists: 1
Education facilities overview	Higher education facilities: 0 Secondary schools: 1 SEND schools: 2 Primary schools: 2 Nurseries/early years: 3

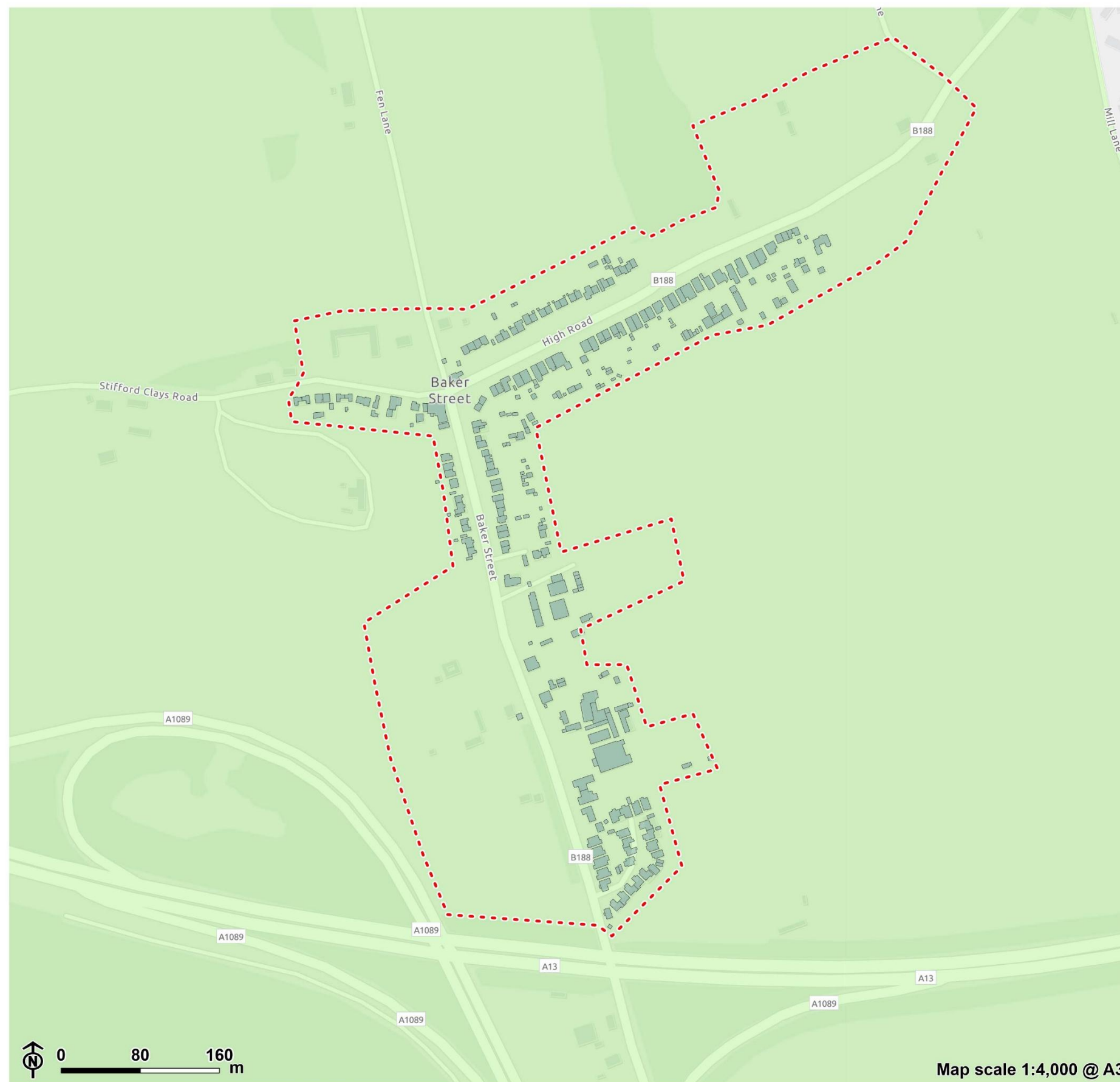
Settlement characteristics	Summary
Green infrastructure overview	Parks and Gardens: Best provision in settlement is of high value. Allotments: Best provision in settlement is of low value. Cemeteries: Best provision in settlement is of low value. Civic Spaces: None. Green Corridors: Best provision in settlement is of low value. Amenity Greenspaces: Best provision in settlement is of high value. Semi / Natural Greenspaces: Best provision in settlement is of high value.
Community facilities overview	Libraries: 1 Leisure centres: 1 Public houses: 4 Community centres / village halls: 1 Places of worship: 2 Post offices: 2 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	Aveley does not contain a hospital or a primary or secondary employment site. However, the majority of the settlement area is within a 21-40 minute walk of a primary employment site located to the north west of Purfleet-on-Thames at Purfleet Road. The settlement is not within a reasonable walking distance of a hospital.

Baker Street

Figure A.2: Baker Street

-  Thurrock Local Authority boundary
-  Candidate Settlement Assessment Area
-  Green Belt
-  OS MasterMap buildings
-  Supermarket
-  Primary school
-  Secondary school
-  GP surgery
-  Pharmacy
-  Hospital
-  Primary employment site
-  Secondary employment site

Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 500
Estimated area covered by Candidate Settlement Assessment Area	Approximately 0.14km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Information is not available to calculate the Density Index for Baker Street. However, satellite imagery and views from the main streets in Baker Street show that it is relatively dispersed in places with many properties well spaced from each other and relatively large gardens present. Many properties are semi-detached and most are limited to two storeys in height, with bungalows also present in the settlement.
Age profile	Under 25 years old: 27.3% Aged 25 to 39 years: 14.5% Aged 40 to 59 years: 23.1% Aged 60 years and over: 35.0%
Economic activity status	Economically active – in employment: 47.8% Economically active – unemployed: 2.0% Economically inactive: 50.2%
Number of households	Approximately 160
Accommodation type	Whole house or bungalow: 90.8% Flat, maisonette or apartment: 1.2% Caravan or other mobile or temporary structure: 8.0%
Tenure household	Owns outright: 36.0% Owns with a mortgage or loan or shared ownership: 25.0% Social rented: 20.7% Private rented or lives rent free: 18.3%
Settlement overview	Centrally located within the Borough, Baker Street lies directly to the west of Orsett. It is connected to Orsett via the

Settlement characteristics	Summary
	B188 along which a footway lies. Baker Street comprises relatively low-density residential development that is washed over by the Green Belt. The village is effectively bounded by the A13 to the south which allows for good access to the strategic road network.
Settlement form	Linear settlement
Relationship to the Green Belt	Baker Street is washed over by the Green Belt.
Employment overview	Primary employment sites: 0 Secondary employment sites: 0
Retail overview	Town / regional centres: 0 Branded supermarkets: 0 District / local centres: 0 Neighbourhood shopping parades: 0 Convenience stores (including village shops): 0
Public transport overview	Baker Street is served by the 200 bus service which runs hourly Monday to Saturday between Grays and Basildon. It does not have a railway station.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 0 Pharmacies: 0 Dentists: 0
Education facilities overview	Higher education facilities: 0 Secondary schools: 0 SEND schools: 0 Primary schools: 0 Nurseries/early years: 0
Green infrastructure overview	Parks and Gardens: None Allotments: None Cemeteries: None Civic Spaces: None

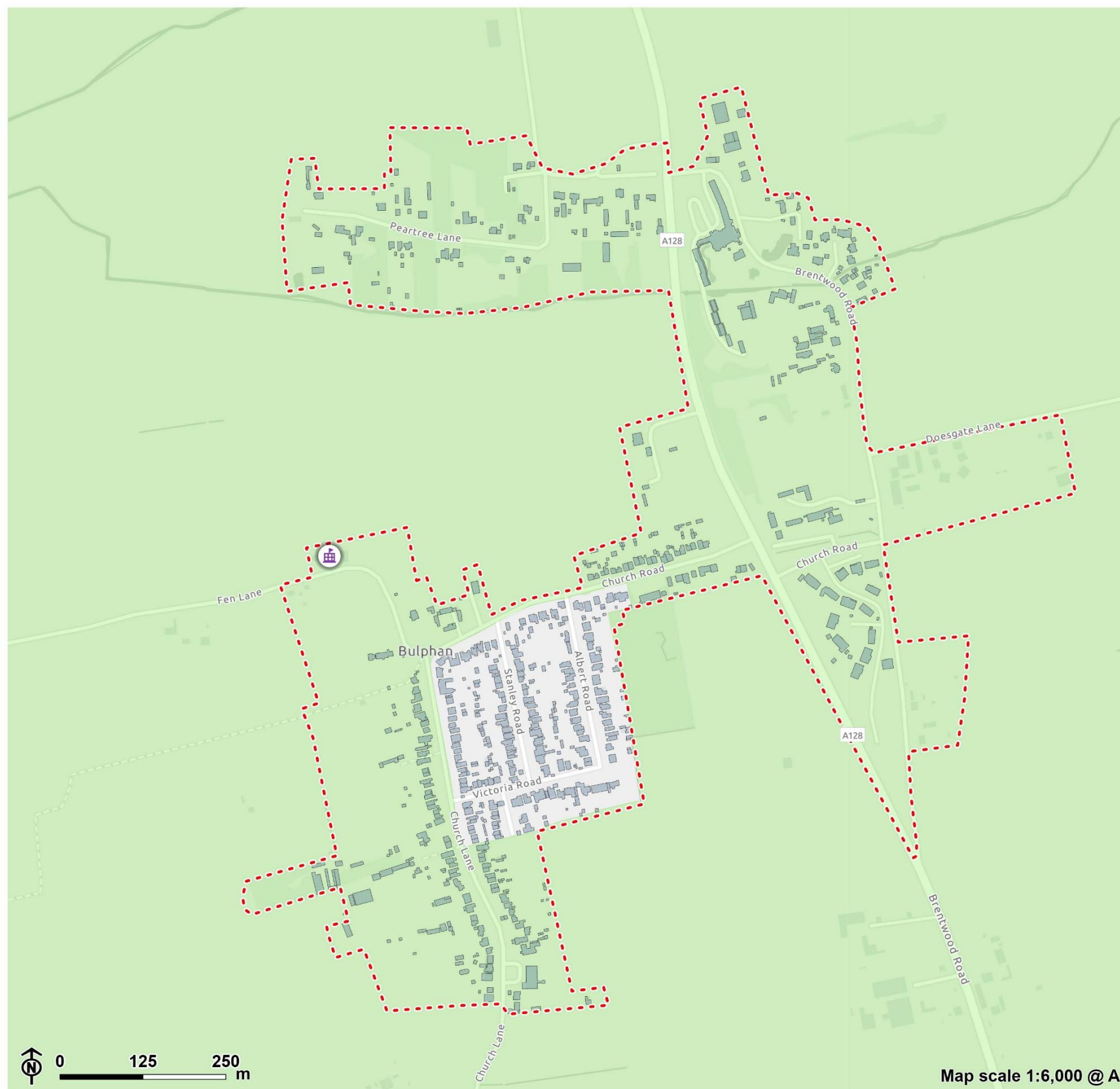
Settlement characteristics	Summary
	Green Corridors: None Amenity Greenspaces: None Semi / Natural Greenspaces: None
Community facilities overview	Libraries: 0 Leisure centres: 0 Public houses: 1 Community centres / village halls: 0 Places of worship: 0 Post offices: 0 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	Baker Street does not contain a supermarket, primary school, secondary school, GP surgery, pharmacy, hospital, or a primary or secondary employment site. However, it is within a 20 minute walk of several services within Orsett, including a primary school, GP surgery and hospital. It is also within a 21-40 minute walk of a supermarket and a pharmacy within Chadwell St Mary and a secondary school within Blackshots. There are no employment sites within a reasonable walking distance of the settlement.

Bulphan

Figure A.3: Bulphan

-  Thurrock Local Authority boundary
-  Candidate Settlement Assessment Area
-  Green Belt
-  OS MasterMap buildings
-  Supermarket
-  Primary school
-  Secondary school
-  GP surgery
-  Pharmacy
-  Hospital
-  Primary employment site
-  Secondary employment site

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 800
Estimated area covered by Candidate Settlement Assessment Area	Approximately 0.56km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Information is not available to calculate the Density Index for Bulphan. However, satellite imagery and views from the main streets in Bulphan show that it is relatively dispersed in places with many properties well-spaced from each other and relatively large gardens present. Many properties are semi-detached and most are limited to two storeys in height. There are also several bungalows present in the settlement.
Age profile	Under 25 years old: 27.7% Aged 25 to 39 years: 13.7% Aged 40 to 59 years: 29.7% Aged 60 years and over: 29.2%
Economic activity status	Economically active – in employment: 56.6% Economically active – unemployed: 3.8% Economically inactive: 39.6%
Number of households	Approximately 270
Accommodation type	Whole house or bungalow: 99.3% Flat, maisonette or apartment: 0.4% Caravan or other mobile or temporary structure: 0.4%
Tenure household	Owns outright: 48.9% Owns with a mortgage or loan or shared ownership: 44.4% Social rented: 2.2% Private rented or lives rent free: 4.5%
Settlement overview	Located in the north of the Borough, Bulphan comprises relatively low-density residential development, the

Settlement characteristics	Summary
	core of which is inset from the wider Green Belt. The settlement is connected to the wider area by the A128, which runs through the eastern portion of village southerly to the A13.
Settlement form	Nucleated settlement
Relationship to the Green Belt	Bulphan is inset from the surrounding Green Belt.
Employment overview	Primary employment sites: 0 Secondary employment sites: 0
Retail overview	Town / regional centres: 0 Branded supermarkets: 0 District / local centres: 0 Neighbourhood shopping parades: 0 Convenience stores (including village shops): 1
Public transport overview	Bulphan is served by the 565 bus service. This service runs every 45 minutes from Monday to Friday north towards Brentwood. Bulphan does not have a railway station.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 0 Pharmacies: 0 Dentists: 0
Education facilities overview	Higher education facilities: 0 Secondary schools: 0 SEND schools: 0 Primary schools: 1 Nurseries/early years: 0
Green infrastructure overview	Parks and Gardens: Best provision in settlement is of high value Allotments: None Cemeteries: Best provision in settlement is of low value Civic Spaces: None

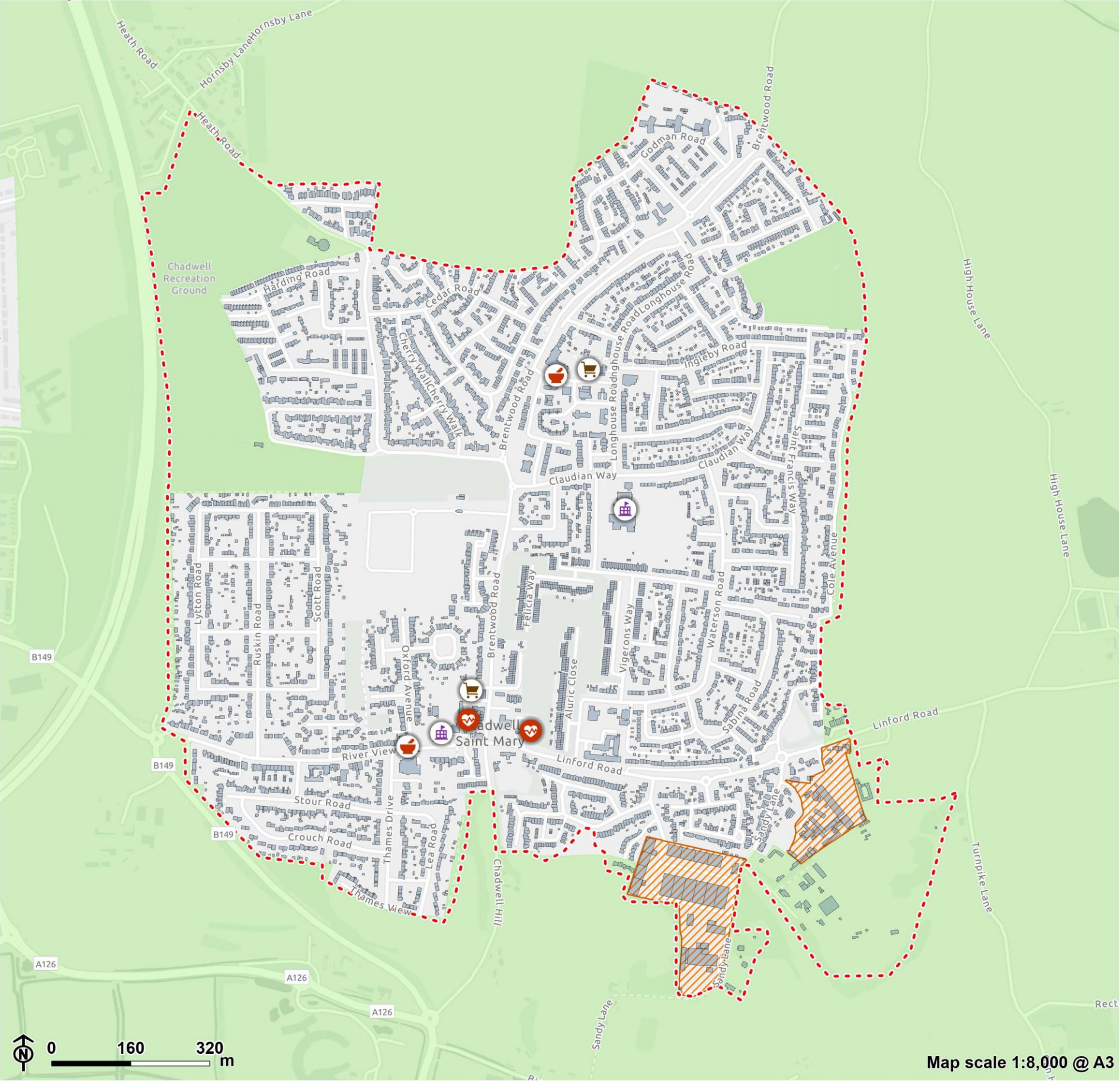
Settlement characteristics	Summary
	Green Corridors: None Amenity Greenspaces: Best provision in settlement is of low value Semi / Natural Greenspaces: None
Community facilities overview	Libraries: 0 Leisure centres: 0 Public houses: 1 Community centres / village halls: 1 Places of worship: 1 Post offices: 1 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	Bulphan does not contain a supermarket, secondary school, GP surgery, pharmacy, hospital or a primary or secondary employment site. There is no supermarket, secondary school, GP surgery, pharmacy, hospital or employment site within Thurrock within a reasonable walking distance of the settlement.

Chadwell St Mary

Figure A.4: Chadwell St Mary

- Thurrock Local Authority boundary
- Candidate Settlement Assessment Area
- Green Belt
- OS MasterMap buildings
- Supermarket
- Primary school
- Secondary school
- GP surgery
- Pharmacy
- Hospital
- Primary employment site
- Secondary employment site

Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 11,000
Estimated area covered by Candidate Settlement Assessment Area	Approximately 1.97km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Approximately 0.03m³ of built area per m² of the settlement. Low Density Index - This is indicative of a relatively dispersed settlement set across a large area of land with lower building heights mostly present.
Age profile	Under 25 years old: 34.5% Aged 25 to 39 years: 19.4% Aged 40 to 59 years: 24.0% Aged 60 years and over: 22.1%
Economic activity status	Economically active – in employment: 55.9% Economically active – unemployed: 4.1% Economically inactive: 40.0%
Number of households	Approximately 4,000
Accommodation type	Whole house or bungalow: 82.6% Flat, maisonette or apartment: 17.1% Caravan or other mobile or temporary structure: 0.2%
Tenure household	Owns outright: 25.2% Owns with a mortgage or loan or shared ownership: 30.4% Social rented: 34.5% Private rented or lives rent free: 9.9%
Settlement overview	Chadwell St Mary is located to the east of the Grays Urban Area, with the A1089 providing separation between the two areas. To the north, the A13 lies within 1km and is easily accessible from the settlement and provides access to M25 to the west. The settlement is predominately residential with a small

Settlement characteristics	Summary
	concentration of employment uses located towards the south east. The settlement also benefits from a small number of neighbourhood shopping parades at Defoe Parade and River View.
Settlement form	Nucleated settlement
Relationship to the Green Belt	Chadwell St Mary is inset from the surrounding Green Belt.
Employment overview	Primary employment sites: 0 Secondary employment sites: 2
Retail overview	Town / regional centres: 0 Branded supermarkets: 2 District / local centres: 0 Neighbourhood shopping parades: 2 Convenience stores (including village shops): 6
Public transport overview	Chadwell St Mary is served by the 66, 73, 83 and 375 bus services. The 73 and 83 services operate most frequently at once every 30 minutes Monday to Sunday and Monday to Saturday, respectively. Both services run towards Grays. The other less frequently operating services in the settlement allow for access between Hordon on the Hill and Grays via Stanford-le-Hope as well as towards Grays via Tilbury.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 2 Pharmacies: 2 Dentists: 1
Education facilities overview	Higher education facilities: 0 Secondary schools: 0 SEND schools: 0 Primary schools: 2

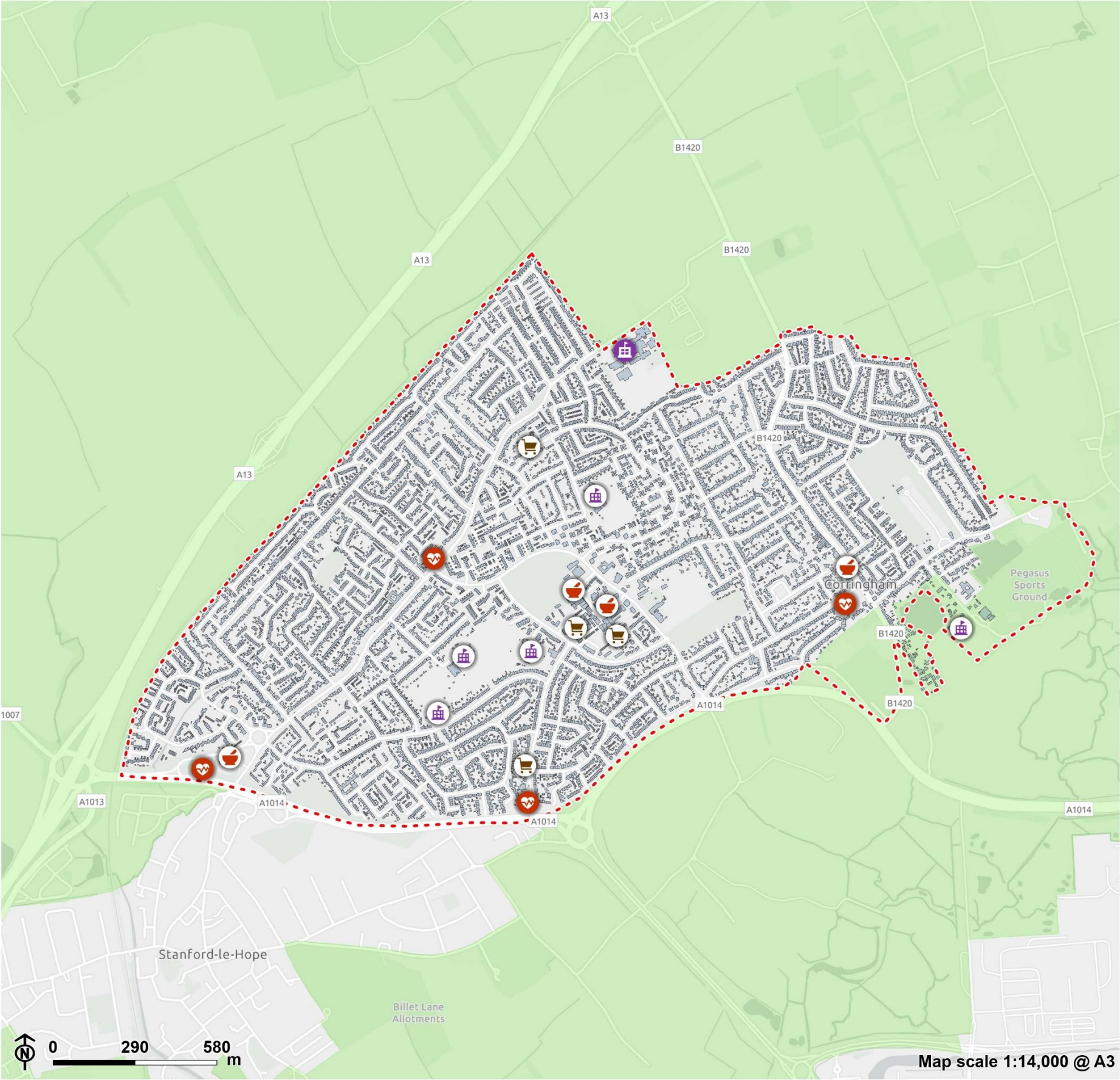
Settlement characteristics	Summary
	Nurseries/early years: 3
Green infrastructure overview	Parks and Gardens: Best provision in settlement is of high value. Allotments: Best provision in settlement is of low value. Cemeteries: Best provision in settlement is of low value. Civic Spaces: None. Green Corridors: None. Amenity Greenspaces: Best provision in settlement is of high value. Semi / Natural Greenspaces: None.
Community facilities overview	Libraries: 1 Leisure centres: 0 Public houses: 1 Community centres / village halls: 1 Places of worship: 3 Post offices: 2 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	Chadwell St Mary does not contain a secondary school or hospital. However, the majority of the settlement area is within a 20 minute walk of a secondary school in either Little Thurrock or Tilbury. The settlement is not within a reasonable walking distance of a hospital.

Corringham

Figure A.5: Corringham

- Thurrock Local Authority boundary
- Candidate Settlement Assessment Area
- Green Belt
- OS MasterMap buildings
- Supermarket
- Primary school
- Secondary school
- GP surgery
- Pharmacy
- Hospital
- Primary employment site
- Secondary employment site

Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 22,000
Estimated area covered by Candidate Settlement Assessment Area	Approximately 3.63km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Approximately 0.73m ³ of built area per m ² of the settlement. Relatively high Density Index – This is indicative of a relatively compact and well-developed settlement.
Age profile	Under 25 years old: 28.8% Aged 25 to 39 years: 17.5% Aged 40 to 59 years: 25.4% Aged 60 years and over: 28.5%
Economic activity status	Economically active – in employment: 56.8% Economically active – unemployed: 2.7% Economically inactive: 40.5%
Number of households	Approximately 8,700
Accommodation type	Whole house or bungalow: 88.9% Flat, maisonette or apartment: 10.7% Caravan or other mobile or temporary structure: 0.3%
Tenure household	Owns outright: 41.3% Owns with a mortgage or loan or shared ownership: 37.2% Social rented: 10.4% Private rented or lives rent free: 11.2%
Settlement overview	Corringham is located in the east of the Borough, adjacent to Stanford-le-Hope which is directly to the south. The A1014 separates these settlements as well as forming the southern boundary of Corringham. The settlement is bounded to the north by the A13 which provides strategic road access. Corringham and Stanford-le-Hope are both well related

Settlement characteristics	Summary
	to DP World London Gateway Port which lies to the south east, along the River Thames and provides substantial employment opportunities. Corringham is mostly residential in character and benefits from a local centre focussed towards Springhouse Road. There is also a neighbourhood shopping parade at Lampits Hill.
Settlement form	Nucleated settlement
Relationship to the Green Belt	Corringham is inset from the surrounding Green Belt.
Employment overview	Primary employment sites: 0 Secondary employment sites: 0
Retail overview	Town / regional centres: 0 Branded supermarkets: 4 District / local centres: 1 Neighbourhood shopping parades: 5 Convenience stores (including village shops): 3
Public transport overview	Corringham is served by multiple bus services. This includes the 100, 200, 201 and 375 services. The 100 is the most frequent service accessible in the settlement. This service operates once every 20 minutes Monday to Saturday and once every 30 minutes on Sundays running between Lakeside and Basildon. The other services accessible in the settlement provide access to Grays and Basildon via alternative and less direct routes. Corringham does not have a railway station.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 4 Pharmacies: 4

Settlement characteristics	Summary
	Dentists: 3
Education facilities overview	Higher education facilities: 1 Secondary schools: 1 SEND schools: 1 Primary schools: 5 Nurseries/early years: 5
Green infrastructure overview	Parks and Gardens: Best provision in settlement is of high value. Allotments: Best provision in settlement is of low value. Cemeteries: Best provision in settlement is of low value. Civic Spaces: Best provision in settlement is of low value. Green Corridors: Best provision in settlement is of low value. Amenity Greenspaces: Best provision in settlement is of high value. Semi / Natural Greenspaces: Best provision in settlement is of low value.
Community facilities overview	Libraries: 1 Leisure centres: 1 Public houses: 1 Community centres / village halls: 3 Places of worship: 4 Post offices: 2 Banks: 1
Essential services and facilities not present within the settlement but within an acceptable walking distance	Corringham does not contain a hospital or primary or secondary employment site. However, the majority of the settlement area is within a 21-40 minute walk of employment sites in Stanford-le-Hope and DP World London Gateway Port. The settlement is not within a reasonable walking distance of a hospital.

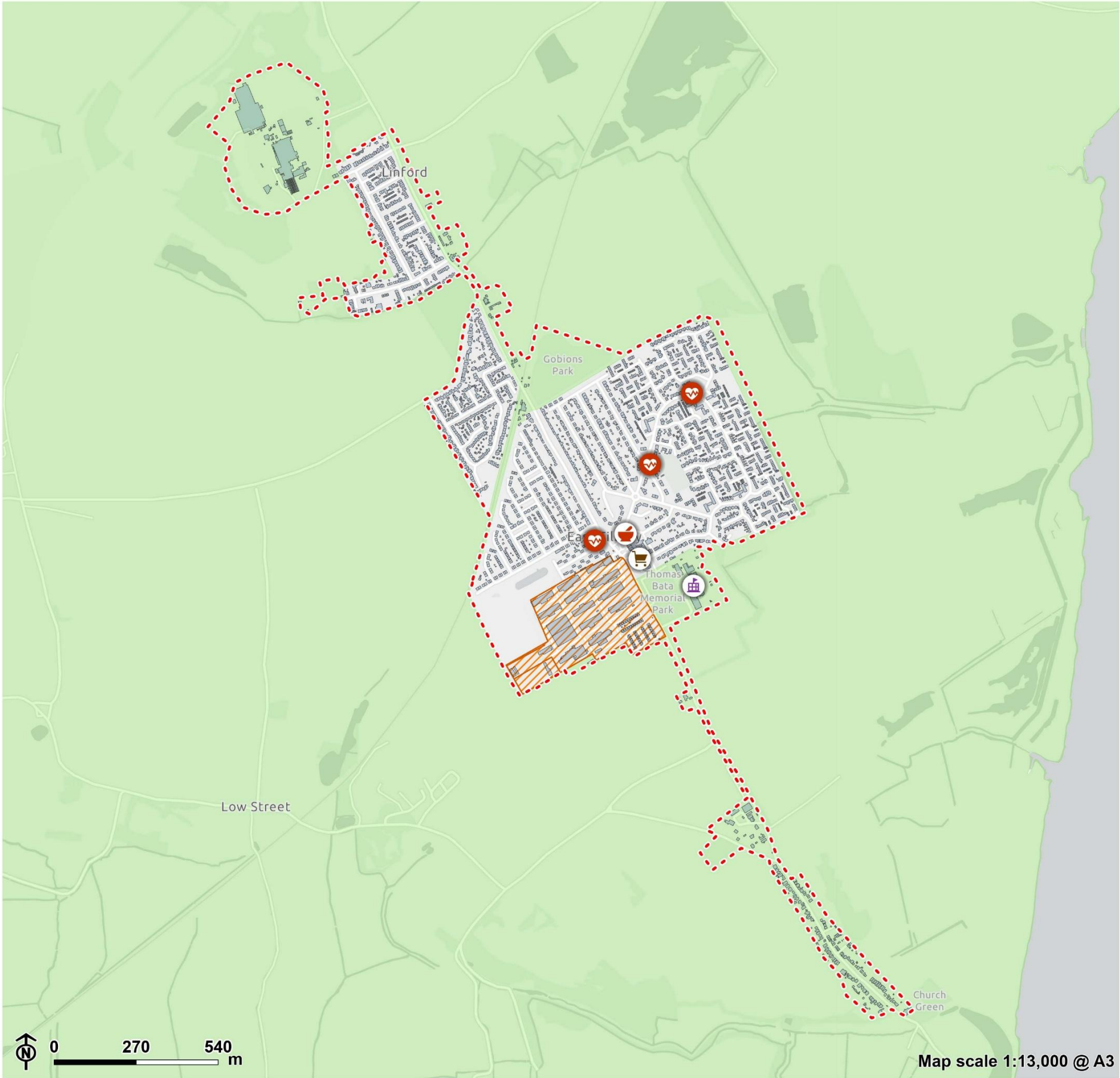
East Tilbury and Linford



Figure A.6: East Tilbury and Linford

- Thurrock Local Authority boundary
- Candidate Settlement Assessment Area
- Green Belt
- OS MasterMap buildings
- Supermarket
- Primary school
- Secondary school
- GP surgery
- Pharmacy
- Hospital
- Primary employment site
- Secondary employment site

Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 7,000
Estimated area covered by Candidate Settlement Assessment Area	Approximately 1.59km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Approximately 0.49m ³ of built area per m ² of the settlement. Relatively low Density Index – This is indicative of a lower density settlement.
Age profile	Under 25 years old: 34.3% Aged 25 to 39 years: 23.9% Aged 40 to 59 years: 23.6% Aged 60 years and over: 18.1%
Economic activity status	Economically active – in employment: 66.1% Economically active – unemployed: 3.5% Economically inactive: 30.4%
Number of households	Approximately 2,600
Accommodation type	Whole house or bungalow: 84.9% Flat, maisonette or apartment: 15.1% Caravan or other mobile or temporary structure: 0%
Tenure household	Owns outright: 28.9% Owns with a mortgage or loan or shared ownership: 44.2% Social rented: 9.0% Private rented or lives rent free: 17.9%
Settlement overview	East Tilbury and Linford lies in the south of Thurrock. The area of East Tilbury along Princess Margaret Road towards the River Thames comprises linear development that is washed over by the Green Belt. The more northerly extents of the settlement are inset from the Green Belt. The settlement is largely residential, although a concentration of employment land is located to the west

Settlement characteristics	Summary
	of Princess Margaret Road. The northern edge of the settlement is characterised in part by the presence of a large quarry. The settlement provides access to the c2c railway service, however, it lacks strong connections to the strategic road network.
Settlement form	Comprises areas of linear development to the south of Love Lane becoming nucleated to the north of this road.
Relationship to the Green Belt	East Tilbury and Linford is inset from the surrounding Green Belt.
Employment overview	Primary employment sites: 0 Secondary employment sites: 3
Retail overview	Town / regional centres: 0 Branded supermarkets: 1 District / local centres: 0 Neighbourhood shopping parades: 2 Convenience stores (including village shops): 3
Public transport overview	East Tilbury and Linford is served by the 375 bus service. This service operates once every 2 hours Monday to Friday. The 375 service runs between Horndon on the Hill and Grays. The settlement is also served by East Tilbury railway station which provides access to frequent c2c services (up to once every half an hour) to London Fenchurch Street and Southend Central.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 3 Pharmacies: 1 Dentists: 0
Education facilities overview	Higher education facilities: 0 Secondary schools: 0 SEND schools: 1

Settlement characteristics	Summary
	Primary schools: 1 Nurseries/early years: 2
Green infrastructure overview	Parks and Gardens: Best provision in settlement is of high value. Allotments: Best provision in settlement is of low value. Cemeteries: Best provision in settlement is of low value. Civic Spaces: None Green Corridors: None Amenity Greenspaces: Best provision in settlement is of low value. Semi / Natural Greenspaces: Best provision in settlement is of low value.
Community facilities overview	Libraries: 1 Leisure centres: 0 Public houses: 2 Community centres / village halls: 2 Places of worship: 3 Post offices: 1 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	East Tilbury and Linford does not contain a secondary school or hospital. It is not within a reasonable walking distance of either of these types of services outside of the settlement.

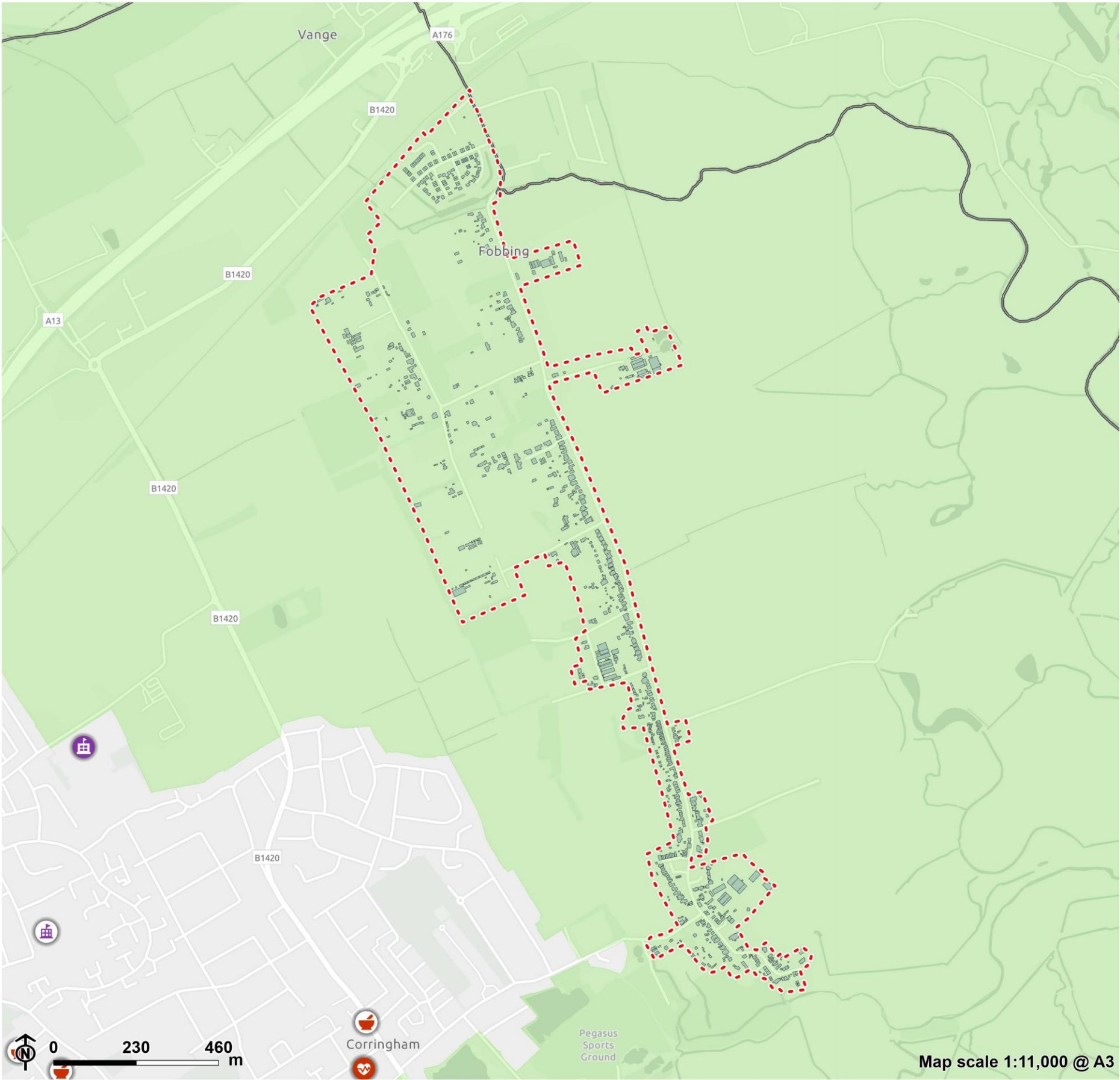
Fobbing



Figure A.7: Fobbing

- Thurrock Local Authority boundary
- Candidate Settlement Assessment Area
- Green Belt
- OS MasterMap buildings
- Supermarket
- Primary school
- Secondary school
- GP surgery
- Pharmacy
- Hospital
- Primary employment site
- Secondary employment site

Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 700
Estimated area covered by Candidate Settlement Assessment Area	Approximately 1.15km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Approximately 0.09m³ of built area per m² of settlement. Low Density Index – This is indicative of a less development settlement dispersed over a relatively large area of land.
Age profile	Under 25 years old: 20.4% Aged 25 to 39 years: 16.8% Aged 40 to 59 years: 25.9% Aged 60 years and over: 36.9%
Economic activity status	Economically active – in employment: 58.0% Economically active – unemployed: 0.9% Economically inactive: 41.1%
Number of households	Approximately 260
Accommodation type	Whole house or bungalow: 96.2% Flat, maisonette or apartment: 3.4% Caravan or other mobile or temporary structure: 0.4%
Tenure household	Owns outright: 50.2% Owns with a mortgage or loan or shared ownership: 37.2% Social rented: 4.6% Private rented or lives rent free: 8.0%
Settlement overview	Fobbing is located in the east of the Borough and comprises low-density residential development that is washed over by the Green Belt. The settlement consists of linear development along High Road with several smaller residential roads accessible from this road. Fobbing is connected to the wider

Settlement characteristics	Summary
	area by the A13, which is accessible via High Road at its northern edge.
Settlement form	Dispersed settlement with a linear historic core.
Relationship to the Green Belt	Fobbing is washed over by the Green Belt.
Employment overview	Primary employment sites: 0 Secondary employment sites: 0
Retail overview	Town / regional centres: 0 Branded supermarkets: 0 District / local centres: 0 Neighbourhood shopping parades: 0 Convenience stores (including village shops): 1
Public transport overview	Fobbing is served by the 201 bus service. The 201 service operates occasionally from Monday to Friday and runs between Basildon and Stanford-le-Hope.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 0 Pharmacies: 0 Dentists: 0
Education facilities overview	Higher education facilities: 0 Secondary schools: 0 SEND schools: 0 Primary schools: 0 Nurseries/early years: 1
Green infrastructure overview	Parks and Gardens: Best provision in settlement is of high value. Allotments: 0 Cemeteries: Best provision in settlement is of high value. Civic Spaces: None Green Corridors: None

Settlement characteristics	Summary
	Amenity Greenspaces: None Semi / Natural Greenspaces: Best provision in settlement is of low value.
Community facilities overview	Libraries: 0 Leisure centres: 0 Public houses: 1 Community centres / village halls: 0 Places of worship: 1 Post offices: 0 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	Fobbing does not contain a supermarket, primary school, secondary school, GP surgery, pharmacy, hospital, or a primary or secondary employment site. However, the majority of the settlement area is within a 21-40 minute walk of a primary school, GP surgery and pharmacy within Corringham. The settlement is not within a reasonable walking distance of a supermarket, secondary school or hospital.

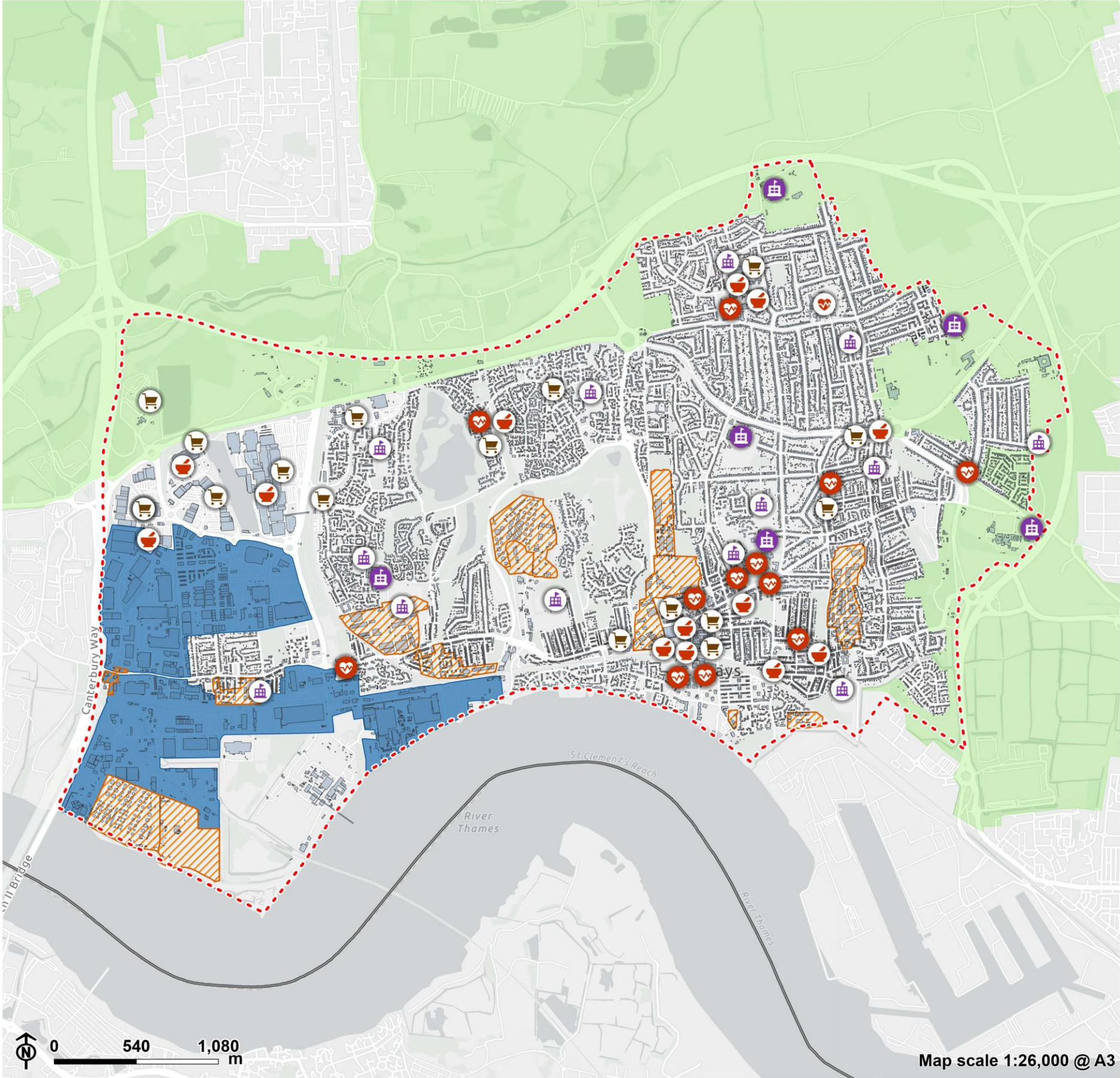
Grays Urban Area



Figure A.8: Grays Urban Area

- Thurrock Local Authority boundary
- Candidate Settlement Assessment Area
- Green Belt
- OS MasterMap buildings
- Supermarket
- Primary school
- Secondary school
- GP surgery
- Pharmacy
- Hospital
- Primary employment site
- Secondary employment site

Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 66,000
Estimated area covered by Candidate Settlement Assessment Area	Approximately 18.0 km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Approximately 0.99m ³ of built area per m ² of settlement. High Density Index – This is indicative of a dense urban form within the settlement.
Age profile	Under 25 years old: 32.3% Aged 25 to 39 years: 23.5% Aged 40 to 59 years: 27.8% Aged 60 years and over: 16.3%
Economic activity status	Economically active – in employment: 66.1% Economically active – unemployed: 3.7% Economically inactive: 30.1%
Number of households	Approximately 24,700
Accommodation type	Whole house or bungalow: 71.5% Flat, maisonette or apartment: 28.4% Caravan or other mobile or temporary structure: 0.0%
Tenure household	Owns outright: 23.1% Owns with a mortgage or loan or shared ownership: 40.9% Social rented: 12.6% Private rented or lives rent free: 23.4%
Settlement overview	Lying in the southern part of the Borough, the Grays Urban Area, comprises several merged but distinct community areas. These are Grays, Blackshots, Chafford Hundred, South Stifford, West Thurrock and Little Thurrock, as well as the Lakeside Shopping Centre which is of regional importance. Given the complex nature

Settlement characteristics	Summary
	of the Thurrock Core Urban Area, the lack of distinct boundaries between the individual community areas and the strong relationship them, the study considers the Grays Urban Area together. However, as part of its conclusions it also presents commentary on the varying strengths and weaknesses of each of these areas. The area is characterised by industrial and retail development to the south and west with residential development dominating the north and east. It benefits from good transport links with nearby access to the M25 as well as rail connections at Grays and Chafford Hundred stations. These railway stations provide access to c2c services which allow for access to London and Southend. The area also contains the main town centre of the Thurrock within Grays and the main shopping offer at Lakeside. The south of the area borders the River Thames. The area is bounded strongly by the A13, A282 and A1089, to the north, west and east, respectively.
Settlement form	Nucleated settlement
Relationship to the Green Belt	Gray's Urban Area is not located within the Green Belt.
Employment overview	Primary employment sites: 3 Secondary employment sites: 17
Retail overview	Town / regional centres: 2 Branded supermarkets: 16 District / local centres: 1 Neighbourhood shopping parades: 5 Convenience stores (including village shops): 20

Settlement characteristics	Summary
Public transport overview	Gray's Urban Area is served by several bus services, notably due to the presence of the bus station on Crown Road. This includes the 22, 33, 44, 73, 83, 88, 100, 200 269, 370 and 375 bus services. The most frequent of these services are the 22, 100 and 370. The 22 service operates once every 15 minutes Monday to Friday and once every 30 minutes and once every hour on Saturday and Sunday, respectively. The 100 service runs once every 20 minutes Monday to Saturday and once every 30 minutes on Sunday. The 370 service runs once every 10 minutes Monday to Friday and once every 10 minutes and every 15 minutes on Saturday and Sunday, respectively. The 22 service provides access to Aveley via South Ockendon while the 100 service provides access to Basildon via Stanford-le-Hope. The 370 service provides connections between Lakeside and South Ockendon and onwards towards Upminster and Romford. Additional services accessible within the Grays Urban Area also allow for journeys to East Tilbury and Linford, Purfleet-on-Thames and Brentwood and Blackmore. Grays Urban Area has two railway stations, Grays and Chafford Hundred. Both stations provide access to frequent c2c services (up to once every 30 minutes) to London Fenchurch and Southend Central/Pitsea.
Healthcare facilities overview	Hospitals: 1 GP Surgeries: 12 Pharmacies: 12

Settlement characteristics	Summary
	Dentists: 6
Education facilities overview	Higher education facilities: 2 Secondary schools: 6 SEND schools: 8 Primary schools: 13 Nurseries/early years: 17
Green infrastructure overview	Parks and Gardens: Best provision in settlement is of high value. Allotments: Best provision in settlement is of high value. Cemeteries: Best provision in settlement is of high value. Civic Spaces: Best provision in settlement is of high value. Green Corridors: Best provision in settlement is of high value. Amenity Greenspaces: Best provision in settlement is of high value. Semi / Natural Greenspaces: Best provision in settlement is of high value.
Community facilities overview	Libraries: 2 Leisure centres: 2 Public houses: 12 Community centres / village halls: 7 Places of worship: 21 Post offices: 7 Banks: 5
Essential services and facilities not present within the settlement but within an acceptable walking distance	The Grays' Urban Area contains all essential services and facilities. This includes at least one supermarket, primary school, secondary school, GP surgery, pharmacy, hospital, and a primary and secondary employment site.

Horndon on the Hill

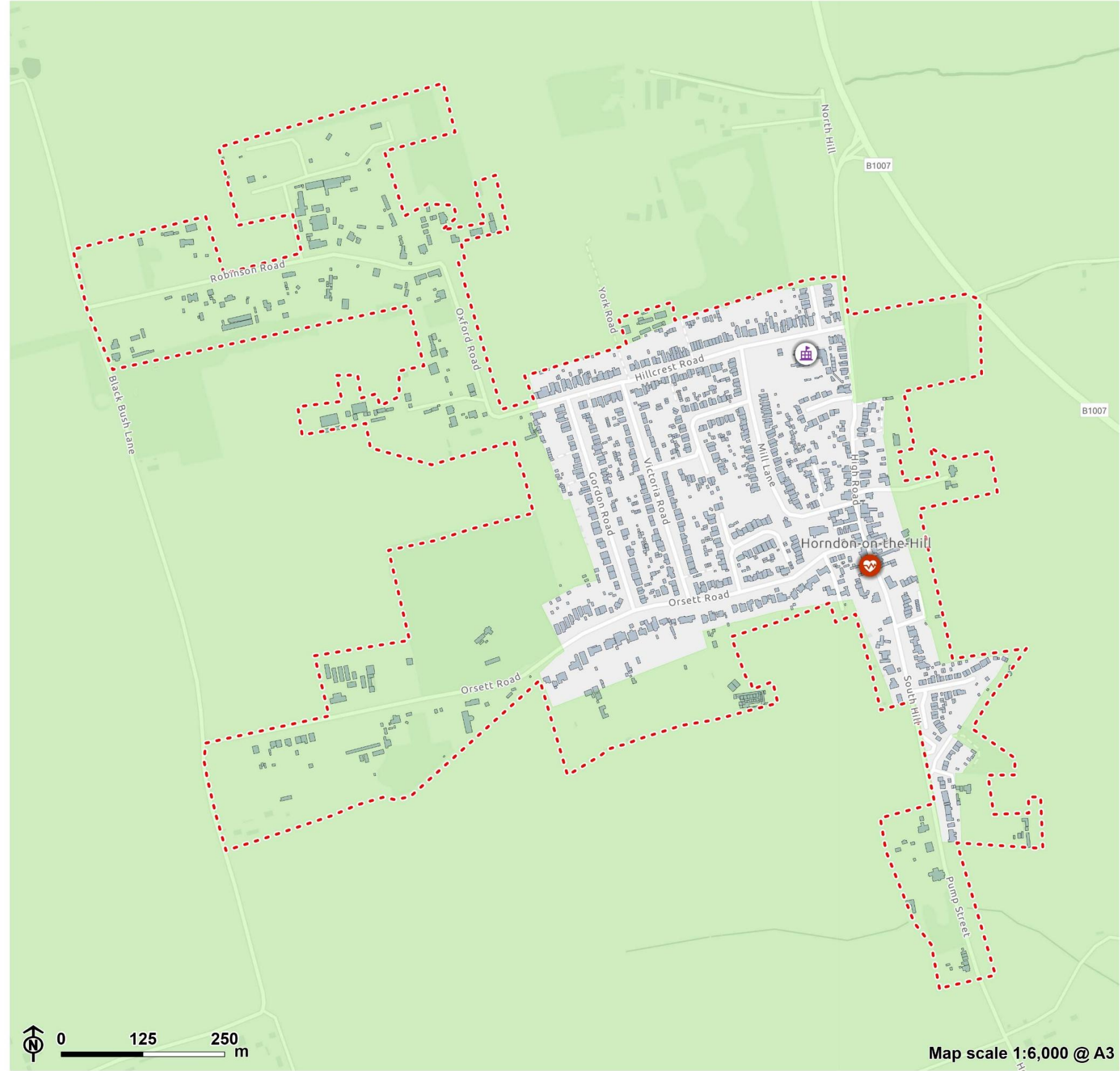


Figure A.9: Horndon on the Hill

- Thurrock Local Authority boundary
- Candidate Settlement Assessment Area
- Green Belt
- OS MasterMap buildings
- Supermarket
- Primary school
- Secondary school
- GP surgery
- Pharmacy
- Hospital
- Primary employment site
- Secondary employment site

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.

Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 1,500
Estimated area covered by Candidate Settlement Assessment Area	Approximately 0.67km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Information is not available to calculate the Density Index for Horndon on the Hill. However, satellite imagery and views from the main streets in Horndon on the Hill show that it is relatively dispersed in places with many properties well-spaced from each other. The settlement contains a mix of detached, semi-detached and terraced properties. Many properties have front gardens or driveway space.
Age profile	Under 25 years old: 25.0% Aged 25 to 39 years: 14.0% Aged 40 to 59 years: 24.1% Aged 60 years and over: 36.9%
Economic activity status	Economically active – in employment: 55.3% Economically active – unemployed: 3.0% Economically inactive: 41.7%
Number of households	Approximately 610
Accommodation type	Whole house or bungalow: 94.0% Flat, maisonette or apartment: 6.0% Caravan or other mobile or temporary structure: 0.0%
Tenure household	Owns outright: 50.7% Owns with a mortgage or loan or shared ownership: 34.0% Social rented: 6.4% Private rented or lives rent free: 9.0%
Settlement overview	Located in the eastern part of the Borough, Horndon on the Hill comprises

Settlement characteristics	Summary
	nucleated mostly residential development to the west of High Road which is inset from the wider Green Belt. The B1007 provides access to the south east to the strategic road network at the A13 as well to the settlements of Stanford-le-Hope and Corringham.
Settlement form	Nucleated settlement
Relationship to the Green Belt	Horndon on the Hill is inset from the surrounding Green Belt.
Employment overview	Primary employment sites: 0 Secondary employment sites: 0
Retail overview	Town / regional centres: 0 Branded supermarkets: 0 District / local centres: 0 Neighbourhood shopping parades: 0 Convenience stores (including village shops): 1
Public transport overview	Horndon on the Hill is served by the 375 bus service. The 375 service runs every two hours Monday to Friday providing access to Grays via Stanford-le-Hope. Horndon on the Hill does not have a railway station.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 1 Pharmacies: 0 Dentists: 0
Education facilities overview	Higher education facilities: 0 Secondary schools: 0 SEND schools: 0 Primary schools: 1 Nurseries/early years: 1
Green infrastructure overview	Parks and Gardens: Best provision in settlement is of high value.

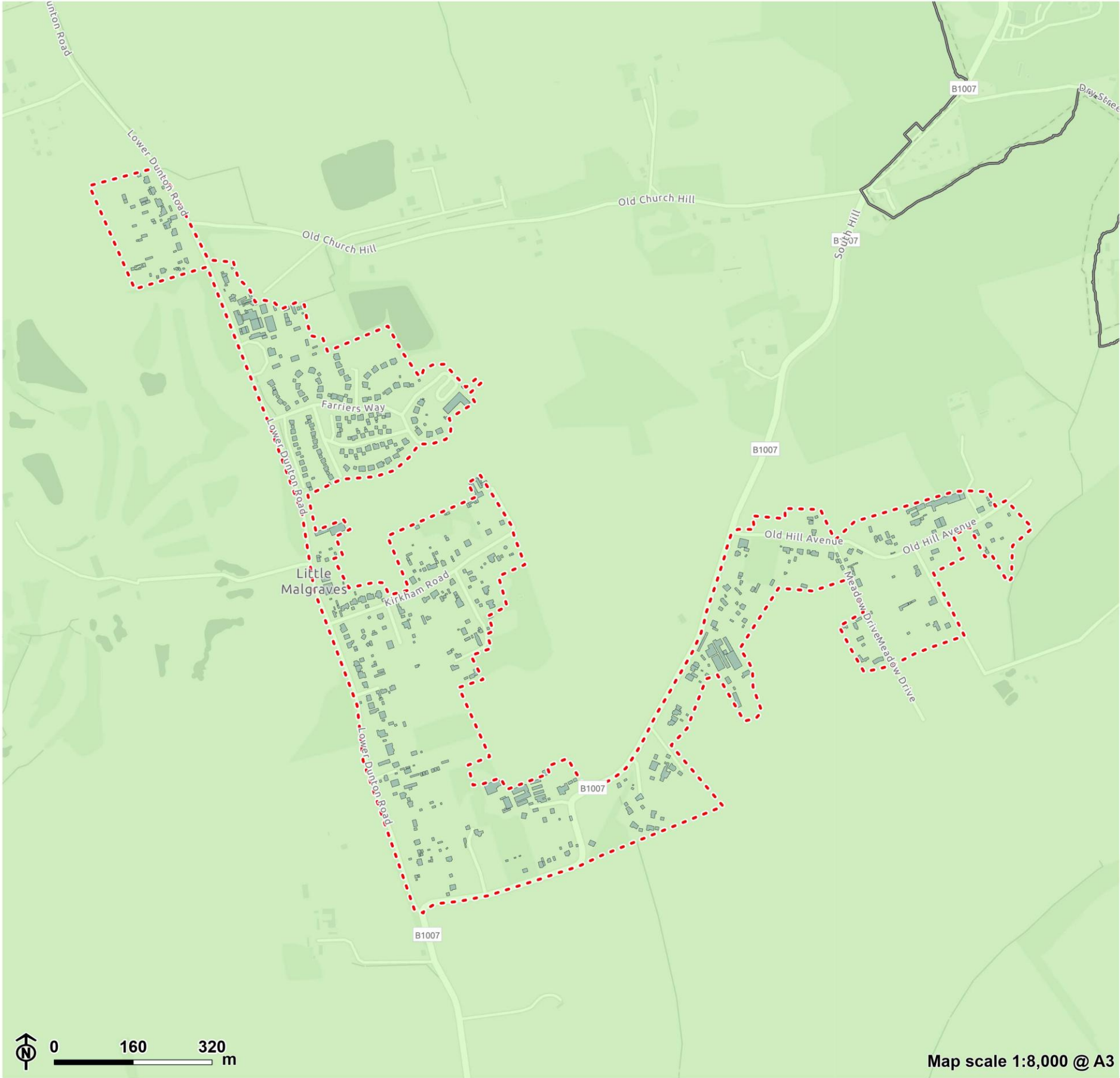
Settlement characteristics	Summary
	Allotments: Best provision in settlement is of low value. Cemeteries: Best provision in settlement is of high value. Civic Spaces: None Green Corridors: None Amenity Greenspaces: None Semi / Natural Greenspaces: None
Community facilities overview	Libraries: 0 Leisure centres: 0 Public houses: 1 (and one beyond the candidate settlement assessment area) Community centres / village halls: 2 Places of worship: 1 Post offices: 1 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	Horndon on the Hill does not contain a supermarket, secondary school, pharmacy, hospital or a primary or secondary employment site. However, it is within 21 and 40 minute walk time of a supermarket, secondary school, pharmacy and a secondary employment site within Stanford-le-Hope. The settlement is not within a reasonable walking distance of a hospital.

Langdon Hills

Figure A.10: Langdon Hills

- Thurrock Local Authority boundary
- Candidate Settlement Assessment Area
- Green Belt
- OS MasterMap buildings
- Supermarket
- Primary school
- Secondary school
- GP surgery
- Pharmacy
- Hospital
- Primary employment site
- Secondary employment site

Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 300
Estimated area covered by Candidate Settlement Assessment Area	Approximately 0.60km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Information is not available to calculate the Density Index for Langdon Hills. However, satellite imagery and views from the main streets in Langdon Hills show that it is relatively dispersed. Many properties are relatively large in size and are well spaced from each other set within relatively large gardens. Many properties are detached and there are no properties taller than two storeys in height.
Age profile	Under 25 years old: 20.7% Aged 25 to 39 years: 15.9% Aged 40 to 59 years: 30.1% Aged 60 years and over: 33.4%
Economic activity status	Economically active – in employment: 62.6% Economically active – unemployed: 1.6% Economically inactive: 35.8%
Number of households	Approximately 110
Accommodation type	Whole house or bungalow: 97.3% Flat, maisonette or apartment: 2.7% Caravan or other mobile or temporary structure: 0.0%
Tenure household	Owns outright: 42.5% Owns with a mortgage or loan or shared ownership: 41.6% Social rented: 2.7% Private rented or lives rent free: 13.3%

Settlement characteristics	Summary
Settlement overview	Langdon Hills lies primarily within Basildon District; however, part of the settlement lies within Thurrock. Located in the north of Thurrock close to the Basildon boundary. It lies directly to the west of Langdon Hills Golf Course. The settlement consists of low-density residential development that is washed-over by the Green Belt. The settlement lies along the B1007 allowing for relatively good access to the strategic road network at the A13.
Settlement form	Dispersed settlement
Relationship to the Green Belt	Langdon Hills is washed over by the Green Belt.
Employment overview	Primary employment sites: 0 Secondary employment sites: 0
Retail overview	Town / regional centres: 0 Branded supermarkets: 0 District / local centres: 0 Neighbourhood shopping parades: 0 Convenience stores (including village shops): 0
Public transport overview	Langdon Hills is not served by any existing bus services. It does not have a railway station.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 0 Pharmacies: 0 Dentists: 0
Education facilities overview	Higher education facilities: 0 Secondary schools: 0 SEND schools: 0 Primary schools: 0 Nurseries/early years: 0
Green infrastructure overview	Parks and Gardens: None.

Settlement characteristics	Summary
	Allotments: None. Cemeteries: None. Civic Spaces: None Green Corridors: Best provision in settlement is of low value. Amenity Greenspaces: None. Semi / Natural Greenspaces: Best provision in settlement is of high value.
Community facilities overview	Libraries: 0 Leisure centres: 0 Public houses: 0 Community centres / village halls: 0 Places of worship: 0 Post offices: 0 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	Langdon Hills does not contain a supermarket, primary school, secondary school, GP surgery, pharmacy, hospital, or a primary or secondary employment site. However, it is within a 21-40 minute walk of a primary school and GP surgery within Horndon-on-the-Hill. It is notable that road out of Langdon Hills towards Horndon-on-the-Hill does not benefit from a footway. The settlement is not within a reasonable walking distance of a supermarket, secondary school, pharmacy, hospital, or employment site. The part of Langdon Hills within Thurrock is some distance from the part of Langdon Hills within Basildon (approximately 2.4km settlement edge to settlement edge) Furthermore, much of the B1007 which provides the most direct access between these areas lacks a footway in many places.

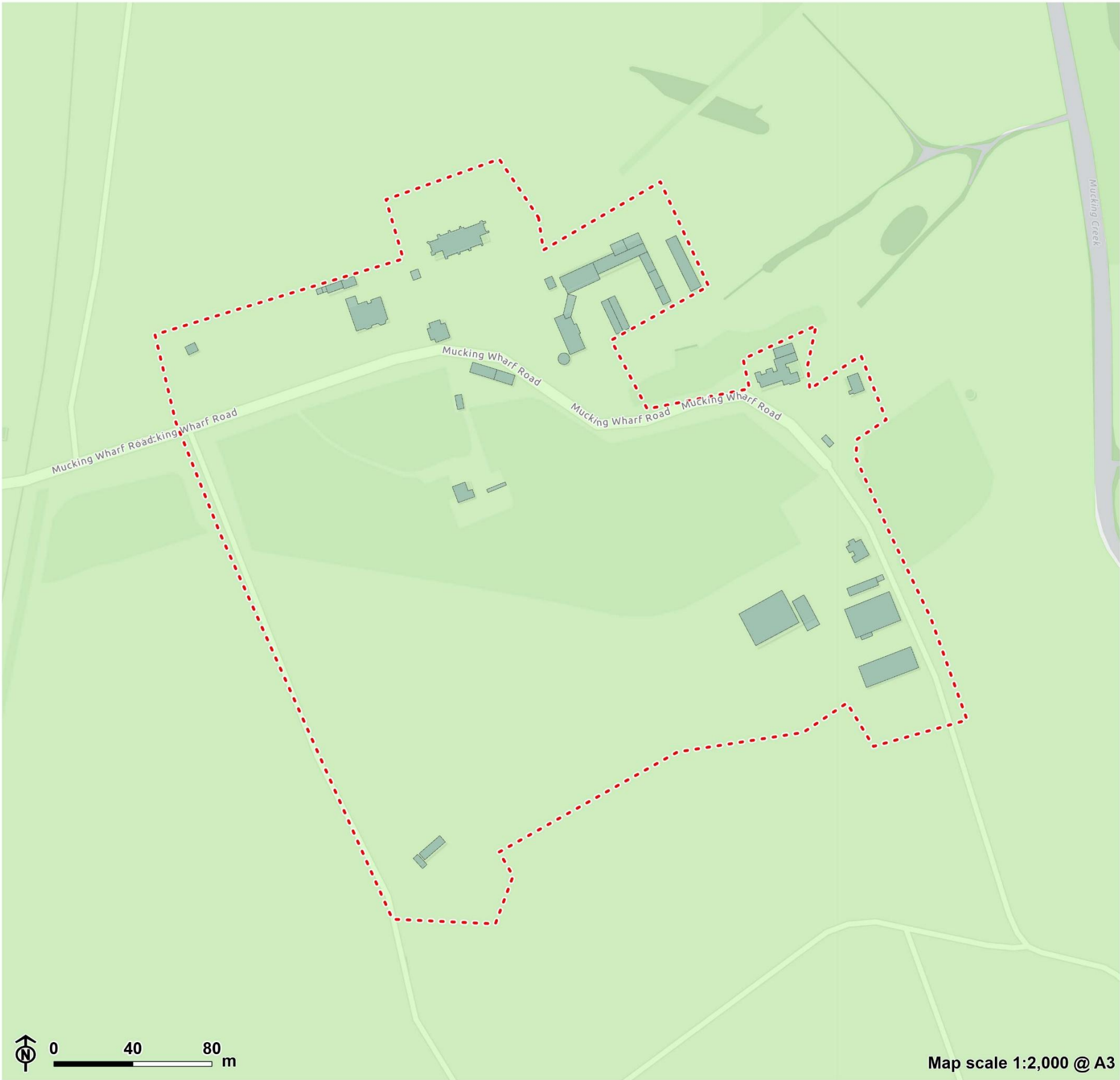
Mucking



Figure A.11: Mucking

- Thurrock Local Authority boundary
- Candidate Settlement Assessment Area
- Green Belt
- OS MasterMap buildings
- Supermarket
- Primary school
- Secondary school
- GP surgery
- Pharmacy
- Hospital
- Primary employment site
- Secondary employment site

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 200
Estimated area covered by Candidate Settlement Assessment Area	Approximately 0.09km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Approximately 0.20m ³ of built area per m ² of settlement. Relatively low Density Index – This is indicative of a relatively dispersed and less developed settlement.
Age profile	Information is not available about the age profile of the population in Mucking.
Economic activity status	Information is not available about the economic activity status of the population in Mucking.
Number of households	Information is not available about the number of households in Mucking.
Accommodation type	Information is not available about the types of accommodation in Mucking.
Tenure household	Information is not available about the tenures of households in Mucking.
Settlement overview	Mucking is located in the east of the Borough, between Stanford-le-Hope and the River Thames. The settlement comprises a small number of residential properties and farm buildings along Mucking Wharf Road and is washed over by the Green Belt. The village is not well-connected to the strategic road network and the road that runs through it is a single track in places.
Settlement form	Dispersed settlement
Relationship to the Green Belt	Mucking is washed over by the Green Belt.
Employment overview	Primary employment sites: 0 Secondary employment sites: 0
Retail overview	Town / regional centres: 0 Branded supermarkets: 0

Settlement characteristics	Summary
	District / local centres: 0 Neighbourhood shopping parades: 0 Convenience stores (including village shops): 0
Public transport overview	Mucking is not served by any existing bus services. It does not have a railway station.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 0 Pharmacies: 0 Dentists: 0
Education facilities overview	Higher education facilities: 0 Secondary schools: 0 SEND schools: 0 Primary schools: 0 Nurseries/early years: 0
Green infrastructure overview	Parks and Gardens: None. Allotments: None. Cemeteries: Best provision in settlement is of low value. Civic Spaces: None Green Corridors: None Amenity Greenspaces: None. Semi / Natural Greenspaces: Best provision in settlement is of high value.
Community facilities overview	Libraries: 0 Leisure centres: 0 Public houses: 0 Community centres / village halls: 0 Places of worship: 1 Post offices: 0 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	Mucking does not contain a supermarket, primary school, secondary school, GP surgery, pharmacy, hospital,

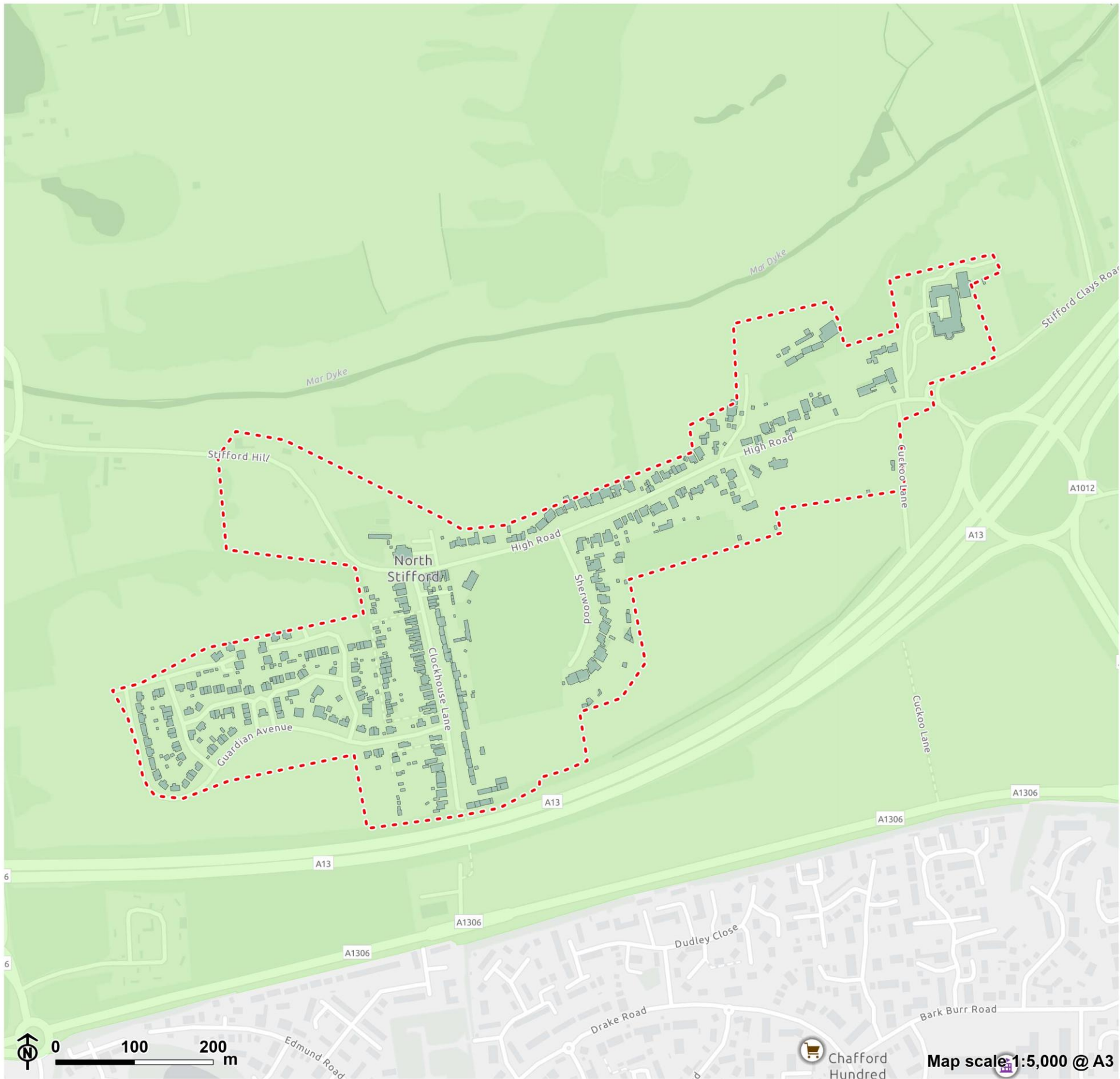
Settlement characteristics	Summary
	or a primary or secondary employment site. However, it is within a 20 minute walk of a secondary school and within a 21-40 minute walk of a supermarket, primary school, GP surgery, pharmacy and secondary employment site within Stanford-le-Hope. It is notable that roads out of Mucking are single tracks in places and do not benefit from a footway. The settlement is not within a reasonable walking distance of a hospital.

North Stifford

Figure A.12: North Stifford

- Thurrock Local Authority boundary
- Candidate Settlement Assessment Area
- Green Belt
- OS MasterMap buildings
- Supermarket
- Primary school
- Secondary school
- GP surgery
- Pharmacy
- Hospital
- Primary employment site
- Secondary employment site

Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 700
Estimated area covered by Candidate Settlement Assessment Area	Approximately 0.24km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Approximately 0.57m ³ of built area per m ² of settlement. Relatively low Density Index – This is indicative of a relatively dispersed and less developed settlement.
Age profile	Under 25 years old: 32.5% Aged 25 to 39 years: 19.0% Aged 40 to 59 years: 28.8% Aged 60 years and over: 19.6%
Economic activity status	Economically active – in employment: 63.1% Economically active – unemployed: 2.1% Economically inactive: 34.8%
Number of households	Approximately 260
Accommodation type	Whole house or bungalow: 92.7% Flat, maisonette or apartment: 5.0% Caravan or other mobile or temporary structure: 2.3%
Tenure household	Owns outright: 31.7% Owns with a mortgage or loan or shared ownership: 54.6% Social rented: 6.1% Private rented or lives rent free: 7.6%
Settlement overview	North Stifford is located to north of the Grays Urban Area and comprises relatively low density residential development focussed along High Road and Clockhouse Lane. It is adjacent to the A13 to the south, which provides separation from the Grays Urban Area. This part of the strategic road network is

Settlement characteristics	Summary
	accessible from the settlement via High Road. To the north, the settlement is bounded by the Mar Dyke river valley.
Settlement form	Linear settlement
Relationship to the Green Belt	North Stifford is washed over by the Green Belt.
Employment overview	Primary employment sites: 0 Secondary employment sites: 0
Retail overview	Town / regional centres: 0 Branded supermarkets: 0 District / local centres: 0 Neighbourhood shopping parades: 0 Convenience stores (including village shops): 1
Public transport overview	North Stifford is served by the 269 bus service. The 269 service runs very infrequently (less than once every 2 hours) between Brentwood and Blackmore and Grays via South Ockendon. North Stifford does not have a railway station.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 0 Pharmacies: 0 Dentists: 0
Education facilities overview	Higher education facilities: 0 Secondary schools: 0 SEND schools: 0 Primary schools: 0 Nurseries/early years: 0
Green infrastructure overview	Parks and Gardens: Best provision in settlement is of high value. Allotments: Best provision in settlement is of low value.

Settlement characteristics	Summary
	Cemeteries: Best provision in settlement is of low value. Civic Spaces: None Green Corridors: None Amenity Greenspaces: Best provision in settlement is of high value. Semi / Natural Greenspaces: Best provision in settlement is of low value.
Community facilities overview	Libraries: 0 Leisure centres: 0 Public houses: 1 Community centres / village halls: 1 Places of worship: 1 Post offices: 0 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	North Stifford does not contain a supermarket, primary school, secondary school, GP surgery, pharmacy, hospital, or a primary or secondary employment site. However, it is within a within a 21-40 minute walk of a supermarket, primary school, secondary school, GP surgery, pharmacy and hospital within Blackshots. It is also within a 21-40 minute walk of a secondary employment site in Chafford Hundred.

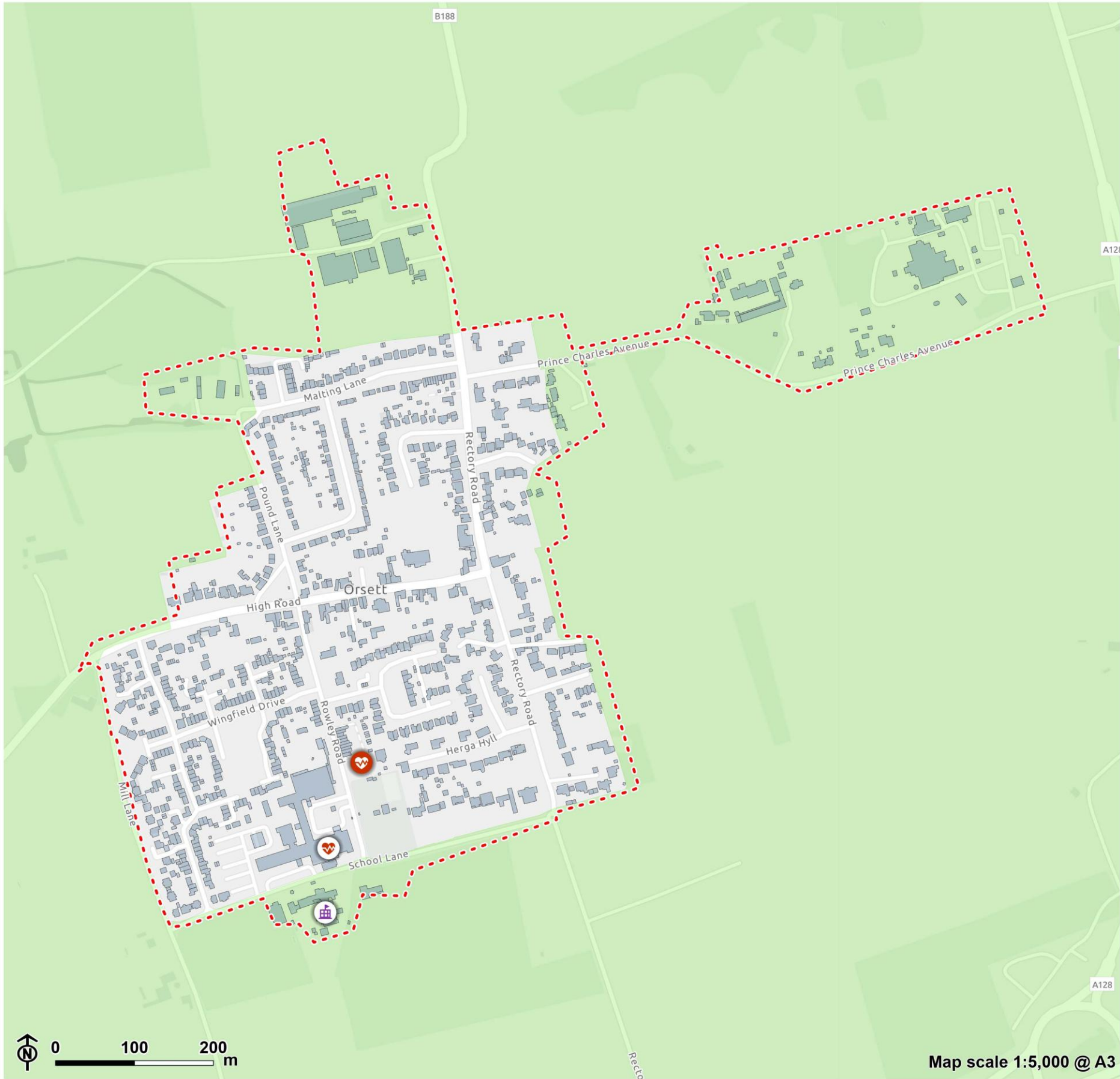
Orsett



Figure A.13: Orsett

- Thurrock Local Authority boundary
- Candidate Settlement Assessment Area
- Green Belt
- OS MasterMap buildings
- Supermarket
- Primary school
- Secondary school
- GP surgery
- Pharmacy
- Hospital
- Primary employment site
- Secondary employment site

Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



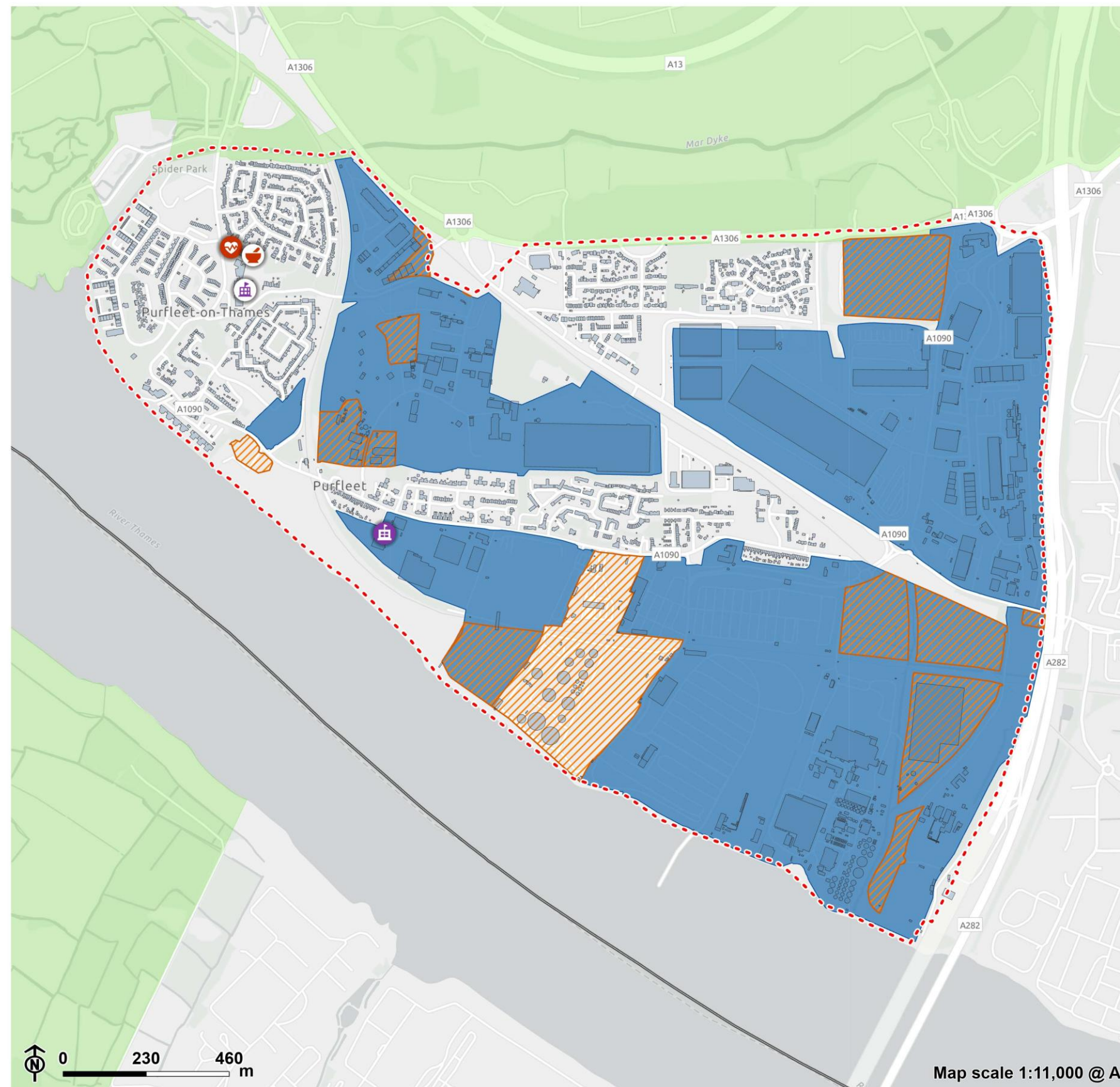
Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 1,500
Estimated area covered by Candidate Settlement Assessment Area	Approximately 0.52km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Information is not available to calculate the Density Index for Orsett. However, satellite imagery and views from the main streets in Orsett show that development is relatively dispersed with mostly semi-detached and detached properties present within modestly sized gardens. There are some areas of higher density development particularly in the more recently completed residential areas to the south and west of the settlement. With the exception of hospital building, buildings in the settlement are limited to two storeys in height.
Age profile	Under 25 years old: 25.7% Aged 25 to 39 years: 14.3% Aged 40 to 59 years: 29.9% Aged 60 years and over: 30.1%
Economic activity status	Economically active – in employment: 58.5% Economically active – unemployed: 3.9% Economically inactive: 37.7%
Number of households	Approximately 570
Accommodation type	Whole house or bungalow: 90.1% Flat, maisonette or apartment: 9.5% Caravan or other mobile or temporary structure: 0.4%
Tenure household	Owns outright: 38.3% Owns with a mortgage or loan or shared ownership: 37.6%

Settlement characteristics	Summary
	Social rented: 7.7% Private rented or lives rent free: 16.4%
Settlement overview	Located centrally within the Borough, Orsett comprises residential development which is inset within the wider Green Belt. It is located within a reasonable walking distance of Baker Street which is to the west. The B188 runs through Orsett and Baker Street. This road provides the focus for the nucleated development of Orsett. The A13 is accessible from Orsett via a relatively short drive making use of the B188 and A1013.
Settlement form	Nucleated settlement
Relationship to the Green Belt	Orsett is inset from the surrounding Green Belt.
Employment overview	Primary employment sites: 0 Secondary employment sites: 0
Retail overview	Town / regional centres: 0 Branded supermarkets: 0 District / local centres: 0 Neighbourhood shopping parades: 0 Convenience stores (including village shops): 1
Public transport overview	Orsett is served by the 200 bus service which runs hourly Monday to Saturday from Grays to Basildon. It does not have a railway station.
Healthcare facilities overview	Hospitals: 1 GP Surgeries: 1 Pharmacies: 0 Dentists: 0
Education facilities overview	Higher education facilities: 0 Secondary schools: 0 SEND schools: 0

Settlement characteristics	Summary
	Primary schools: 1 Nurseries/early years: 1
Green infrastructure overview	Parks and Gardens: Best provision in settlement is of high value. Allotments: Best provision in settlement is of low value. Cemeteries: Best provision in settlement is of low value. Civic Spaces: None Green Corridors: None Amenity Greenspaces: Best provision in settlement is of low value. Semi / Natural Greenspaces: None
Community facilities overview	Libraries: 0 Leisure centres: 0 Public houses: 2 Community centres / village halls: 1 Places of worship: 1 Post offices: 1 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	Orsett does not contain a supermarket, secondary school, pharmacy, or a primary or secondary employment site. There are no supermarkets, secondary schools, pharmacies or employment sites within a reasonable walking distance of the settlement.

Purfleet-on-Thames

Figure A.14: Purfleet-on-Thames



- Thurrock Local Authority boundary
- Candidate Settlement Assessment Area
- Green Belt
- OS MasterMap buildings
- Supermarket
- Primary school
- Secondary school
- GP surgery
- Pharmacy
- Hospital
- Primary employment site
- Secondary employment site

Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.

Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 7,000
Estimated area covered by Candidate Settlement Assessment Area	Approximately 3.46km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Approximately 1.43m ³ of built area per m ² of the settlement. High Density Index – This is indicative of a dense urban form within the settlement.
Age profile	Under 25 years old: 34.7% Aged 25 to 39 years: 29.3% Aged 40 to 59 years: 27.9% Aged 60 years and over: 8.1%
Economic activity status	Economically active – in employment: 71.1% Economically active – unemployed: 4.9% Economically inactive: 24.0%
Number of households	Approximately 2,900
Accommodation type	Whole house or bungalow: 44.9% Flat, maisonette or apartment: 55.0% Caravan or other mobile or temporary structure: 0.0%
Tenure household	Owns outright: 11.1% Owns with a mortgage or loan or shared ownership: 38.4% Social rented: 16.3% Private rented or lives rent free: 34.3%
Settlement overview	Purfleet-on-Thames is located in the south-west of Thurrock. It is adjacent to the Grays Urban Area, but is separated from this area by the A282 which acts as a strong boundary between the two areas. The settlement comprises a mix of residential and industrial uses and is an important employment location for the Borough. The Purfleet Industrial

Settlement characteristics	Summary
	Park employment area is beyond the main developed area of Purfleet-on-Thames. However, it is still well related to the settlement along the A1306 which acts as the northern boundary of the settlement. Residential areas of Purfleet-on-Thames are mainly confined to the west and north of the settlement. The A13 runs to the north of the settlement, providing access to strategic transport links including the M25 to the east. Purfleet-on-Thames also benefits from existing c2c rail access at Purfleet railway station, although the location of the station in the south west means that those in the north and east are not well related to this facility.
Settlement form	Nucleated settlement
Relationship to the Green Belt	Purfleet-on-Thames lies to the south the Green Belt within Thurrock.
Employment overview	Primary employment sites: 5 Secondary employment sites: 14
Retail overview	Town / regional centres: 0 Branded supermarkets: 0 District / local centres: 0 Neighbourhood shopping parades: 1 Convenience stores (including village shops): 2
Public transport overview	Purfleet-on-Thames is served by the 44 bus service. This service operates once every 30 minutes Monday to Saturday and once every hour on Sunday. The 44 service runs between Grays and Lakeside. The settlement is also served by Purfleet railway station which provides access to frequent c2c services (up to

Settlement characteristics	Summary
	once every half an hour) to London Fenchurch Street and Grays.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 1 Pharmacies: 1 Dentists: 1
Education facilities overview	Higher education facilities: 0 Secondary schools: 1 SEND schools: 0 Primary schools: 1 Nurseries/early years: 2
Green infrastructure overview	Parks and Gardens: Best provision in settlement is of high value. Allotments: None. Cemeteries: Best provision in settlement is of low value. Civic Spaces: None Green Corridors: Best provision in settlement is of low value. Amenity Greenspaces: Best provision in settlement is of high value. Semi / Natural Greenspaces: Best provision in settlement is of high value.
Community facilities overview	Libraries: 1 Leisure centres: 0 Public houses: 2 Community centres / village halls: 1 Places of worship: 1 Post offices: 1 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	Purfleet-on-Thames does not contain a supermarket or a hospital. However, the majority of the settlement area is within a 21-40 minute walk of a supermarket within Lakeside. It is not within a

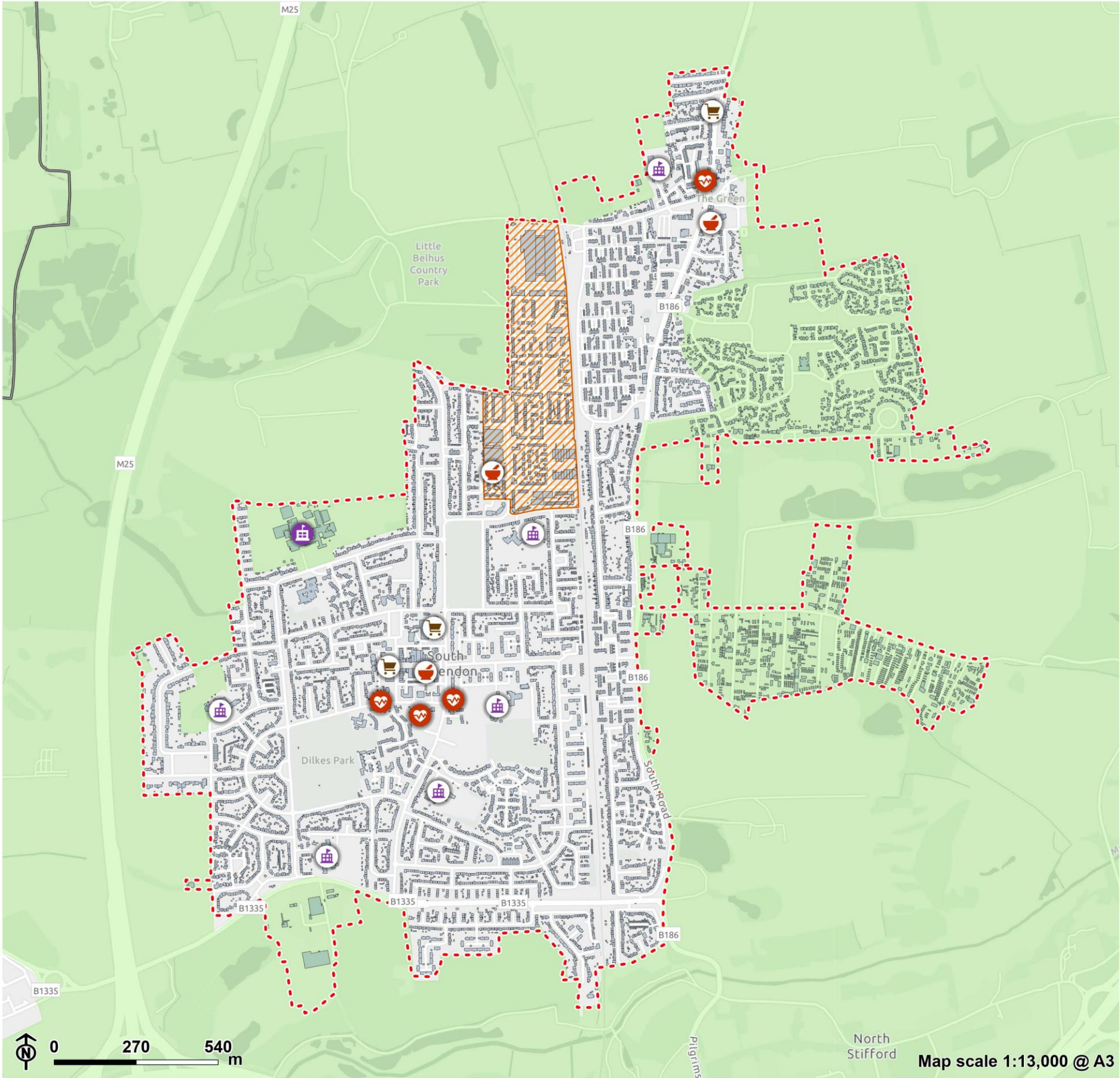
Settlement characteristics	Summary
	reasonable walking distance of a hospital.

South Ockendon

Figure A.15: South Ockendon

- Thurrock Local Authority boundary
- Candidate Settlement Assessment Area
- Green Belt
- OS MasterMap buildings
- Supermarket
- Primary school
- Secondary school
- GP surgery
- Pharmacy
- Hospital
- Primary employment site
- Secondary employment site

Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 22,000
Estimated area covered by Candidate Settlement Assessment Area	Approximately 4.14km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Approximately 0.02m³ of built area per m² of the settlement. Low Density Index – This is indicative of a relatively dispersed settlement within a large area of land with mostly smaller buildings present.
Age profile	Under 25 years old: 33.6% Aged 25 to 39 years: 22.9% Aged 40 to 59 years: 27.0% Aged 60 years and over: 16.4%
Economic activity status	Economically active – in employment: 62.7% Economically active – unemployed: 4.3% Economically inactive: 33.0%
Number of households	Approximately 8,500
Accommodation type	Whole house or bungalow: 73.1% Flat, maisonette or apartment: 25.7% Caravan or other mobile or temporary structure: 1.2%
Tenure household	Owns outright: 20.6% Owns with a mortgage or loan or shared ownership: 38.4% Social rented: 28.8% Private rented or lives rent free: 12.2%
Settlement overview	South Ockendon is located in the north west of the Thurrock. The settlement is mostly characterised by residential development with an area of employment land present at its northern edge towards West Road. The M25 acts as a strong boundary feature to the west of the settlement, whilst the A13 borders

Settlement characteristics	Summary
	the settlement to the south. The proximity of these strategic routes means connectivity by road is relatively good. South Ockendon also has a Local Centre, which is centred around Derry Avenue and Daiglen Drive. Ockendon railway station provides access to c2c services; however, it is located at the northern edge of the settlement meaning it is some distance from certain parts of the settlement.
Settlement form	Nucleated settlement.
Relationship to the Green Belt	South Ockendon is inset from the surrounding Green Belt
Employment overview	Primary employment sites: 0 Secondary employment sites: 1
Retail overview	Town / regional centres: 0 Branded supermarkets: 3 District / local centres: 1 Neighbourhood shopping parades: 5 Convenience stores (including village shops): 12
Public transport overview	South Ockendon is served by multiple bus services. This includes the 22, 269, 347 and 370 services. The 22 and 370 services are the most frequent services accessible in the settlement. These services operate once every 15 minutes and once every 10 minutes Monday to Friday, respectively. The 22 service operates a reduced schedule on Saturday (once every 30 minutes) and Sunday (once hourly). This is also the case for the 370 service on Sunday (once every 15 minutes). The 22 service runs between Aveley and Lakeside and the 370 service runs between Upminster and Romford and Lakeside. The other

Settlement characteristics	Summary
	services accessible in the settlement provide access to Brentwood and Blackmore and Grays. The settlement is also served by Ockendon railway station which provides access to frequent c2c services (up to once every half an hour) to London Fenchurch Street and Southend Central.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 4 Pharmacies: 3 Dentists: 2
Education facilities overview	Higher education facilities: 0 Secondary schools: 1 SEND schools: 2 Primary schools: 6 Nurseries/early years: 6
Green infrastructure overview	Parks and Gardens: Best provision in settlement is of high value. Allotments: Best provision in settlement is of low value. Cemeteries: Best provision in settlement is of low value. Civic Spaces: Best provision in settlement is of low value. Green Corridors: Best provision in settlement is of low value. Amenity Greenspaces: Best provision in settlement is of high value. Semi / Natural Greenspaces: Best provision in settlement is of high value.
Community facilities overview	Libraries: 1 Leisure centres: 0 Public houses: 4 Community centres / village halls: 4

Settlement characteristics	Summary
	Places of worship: 5 Post offices: 3 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	South Ockendon does not contain a hospital. It is also not within a reasonable walking distance of this type of facility outside of the settlement.

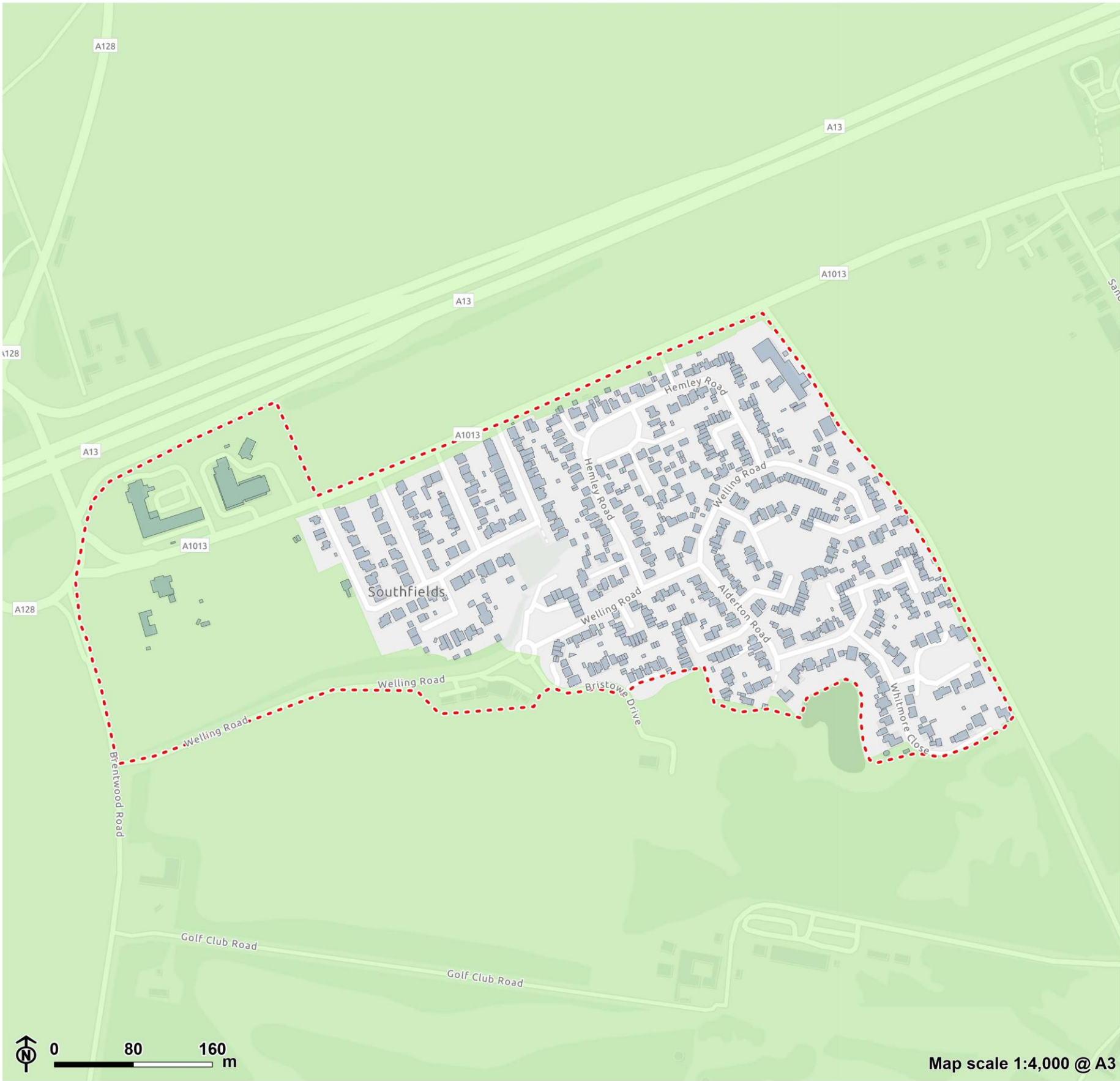
Southfields



Figure A.16: Southfields

- Thurrock Local Authority boundary
- Candidate Settlement Assessment Area
- Green Belt
- OS MasterMap buildings
- Supermarket
- Primary school
- Secondary school
- GP surgery
- Pharmacy
- Hospital
- Primary employment site
- Secondary employment site

Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 1,000
Estimated area covered by Candidate Settlement Assessment Area	Approximately 0.26km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Information is not available to calculate the Density Index for Southfields. However, satellite imagery and views from the main streets in Southfields show that development is relatively dispersed with mostly semi-detached and detached properties present within modestly sized gardens. Most properties have front gardens or have replaced these with parking spaces. Buildings in the settlement are limited to two storeys in height, with bungalows present in some areas.
Age profile	Under 25 years old: 30.6% Aged 25 to 39 years: 21.8% Aged 40 to 59 years: 29.9% Aged 60 years and over: 17.7%
Economic activity status	Economically active – in employment: 72.6% Economically active – unemployed: 2.3% Economically inactive: 25.1%
Number of households	Approximately 450
Accommodation type	Whole house or bungalow: 98.2% Flat, maisonette or apartment: 1.8% Caravan or other mobile or temporary structure: 0.0%
Tenure household	Owns outright: 32.1% Owns with a mortgage or loan or shared ownership: 54.2% Social rented: 0.2% Private rented or lives rent free: 13.5%

Settlement characteristics	Summary
Settlement overview	Located in the central part of the Borough, Southfields comprises relatively low-density residential development inset from the wider Green Belt. The A1013 provides access to the development at the settlement which is separated from the A13 to the north by open fields and Orsett Fire Station. The settlement benefits from good access to the strategic road network at the A13 via the A1013.
Settlement form	Nucleated settlement
Relationship to the Green Belt	Southfields is inset from the surrounding Green Belt.
Employment overview	Primary employment sites: 0 Secondary employment sites: 0
Retail overview	Town / regional centres: 0 Branded supermarkets: 0 District / local centres: 0 Neighbourhood shopping parades: 0 Convenience stores (including village shops): 0
Public transport overview	Southfields is served by the 100 and 200 bus services. The 100 service runs every 20 minutes Monday to Friday and every 30 minutes on Sunday from Lakeside to Basildon via Stanford-le-Hope. The 200 service runs hourly Monday to Saturday from Grays to Basildon. Southfields does not have a railway station.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 0 Pharmacies: 0 Dentists: 0
Education facilities overview	Higher education facilities: 0

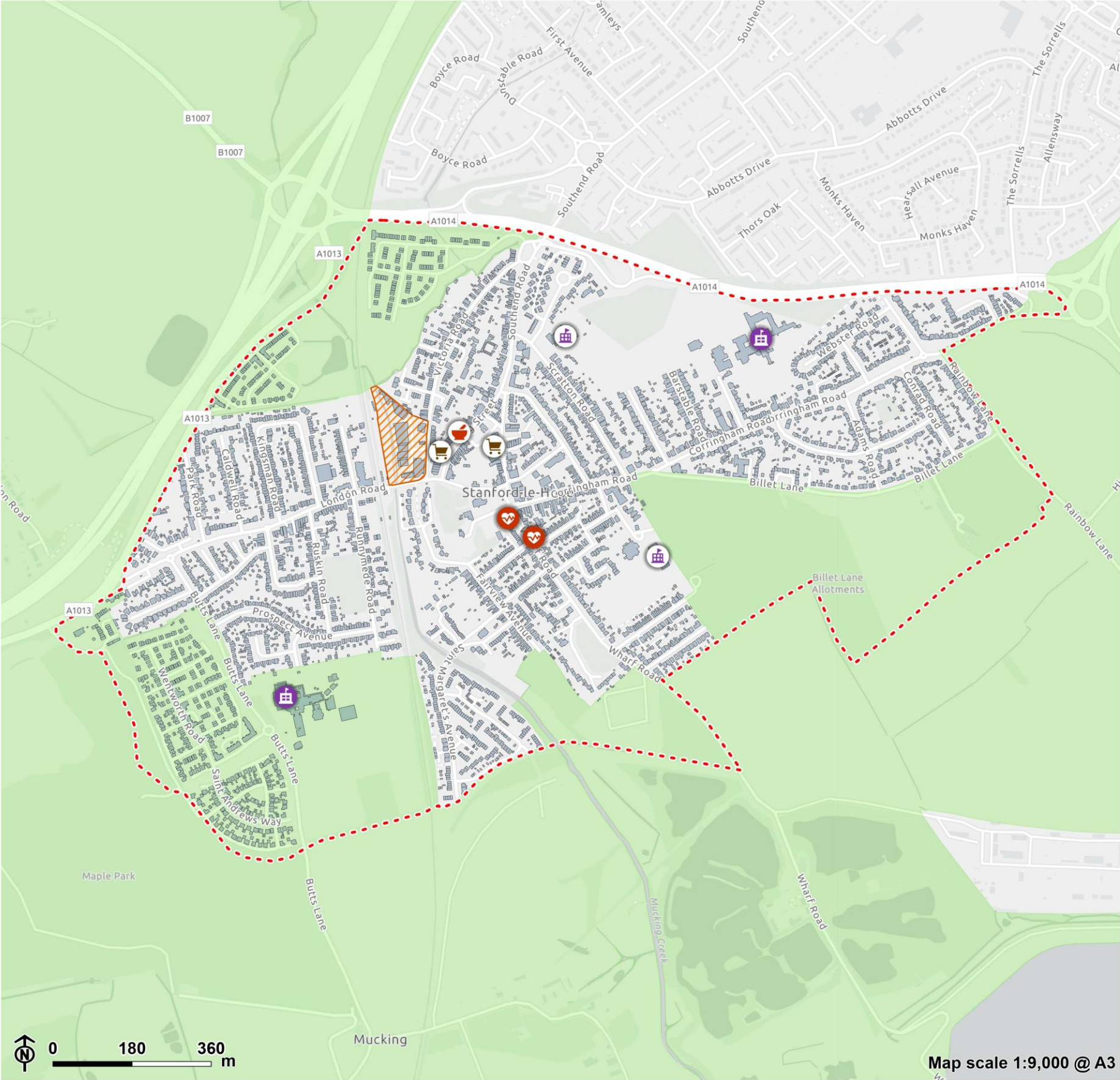
Settlement characteristics	Summary
	Secondary schools: 0 SEND schools: 0 Primary schools: 0 Nurseries/early years: 0
Green infrastructure overview	Parks and Gardens: None Allotments: None Cemeteries: None Civic Spaces: None Green Corridors: None Amenity Greenspaces: None Semi / Natural Greenspaces: Best provision in settlement is of high value
Community facilities overview	Libraries: 0 Leisure centres: 0 Public houses: 0 Community centres / village halls: 0 Places of worship: 0 Post offices: 0 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	Southfields does not contain a supermarket, primary school, secondary school, GP surgery, pharmacy, hospital, or a primary or secondary employment site. However, it is within a 21-40 minute walk of a supermarket and pharmacy within Chadwell St Mary, a primary school, GP surgery and hospital within Orsett and a secondary school and secondary employment site within Stanford-le-Hope.

Stanford-le-Hope

Figure A.17: Stanford-le-Hope

- Thurrock Local Authority boundary
- Candidate Settlement Assessment Area
- Green Belt
- OS MasterMap buildings
- Supermarket
- Primary school
- Secondary school
- GP surgery
- Pharmacy
- Hospital
- Primary employment site
- Secondary employment site

Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 7,500
Estimated area covered by Candidate Settlement Assessment Area	Approximately 1.66km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Approximately 0.60m ³ of built area per m ² of settlement. Relatively high Density Index – This is indicative of a relatively compact and well-developed settlement with areas of greenspace interspersed.
Age profile	Under 25 years old: 32.0% Aged 25 to 39 years: 23.6% Aged 40 to 59 years: 25.3% Aged 60 years and over: 19.1%
Economic activity status	Economically active – in employment: 64.7% Economically active – unemployed: 3.3% Economically inactive: 32.0%
Number of households	Approximately 3,100
Accommodation type	Whole house or bungalow: 77.9% Flat, maisonette or apartment: 22.1% Caravan or other mobile or temporary structure: 0.1%
Tenure household	Owns outright: 27.7% Owns with a mortgage or loan or shared ownership: 40.7% Social rented: 12.3% Private rented or lives rent free: 19.3%
Settlement overview	Stanford-le Hope is located in the east of the Borough. It is adjacent to Corringham with the A1014 providing separation between these settlements. The A13 acts as much of the northern settlement boundary also allowing for good access to the strategic road network from the settlement. The

Settlement characteristics	Summary
	settlement is mostly comprised of residential development with an area of employment land found towards Victoria Road. Like Corringham, Stanford-le-Hope is well related to DP World London Gateway Port which lies to the south east, along the River Thames. Stanford-le-Hope benefits from a local centre and neighbourhood shopping parade at High Street and Kings Street, respectively. The settlement also provides access to c2c rail services at Stanford-le-Hope railway station.
Settlement form	Nucleated settlement
Relationship to the Green Belt	Stanford-le-Hope is inset from the surrounding Green Belt
Employment overview	Primary employment sites: 0 Secondary employment sites: 1
Retail overview	Town / regional centres: 0 Branded supermarkets: 2 District / local centres: 1 Neighbourhood shopping parades: 1 Convenience stores (including village shops): 5
Public transport overview	Stanford-le-Hope is served by multiple bus services. This includes the 100, 200, 201 and 375 services. The 100 is the most frequent service accessible in the settlement. This service operates once every 20 minutes Monday to Saturday and once every 30 minutes on Sundays running between Lakeside and Basildon. The other services accessible in the settlement provide access to Grays and Basildon via alternative and less direct routes. The settlement is also served by Stanford-le-Hope railway station which

Settlement characteristics	Summary
	provides access to frequent c2c services (up to once every half an hour) to London Fenchurch Street and Southend Central.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 2 Pharmacies: 1 Dentists: 1
Education facilities overview	Higher education facilities: 0 Secondary schools: 2 SEND schools: 2 Primary schools: 2 Nurseries/early years: 7
Green infrastructure overview	Parks and Gardens: Best provision in settlement is of high value. Allotments: Best provision in settlement is of low value. Cemeteries: Best provision in settlement is of low value. Civic Spaces: None Green Corridors: None Amenity Greenspaces: Best provision in settlement is of low value. Semi / Natural Greenspaces: Best provision in settlement is of high value.
Community facilities overview	Libraries: 1 Leisure centres: 0 Public houses: 5 Community centres / village halls: 2 Places of worship: 7 Post offices: 1 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	Stanford-le-Hope does not contain a hospital. It is also not within a reasonable walking distance of this type of facility outside of the settlement.

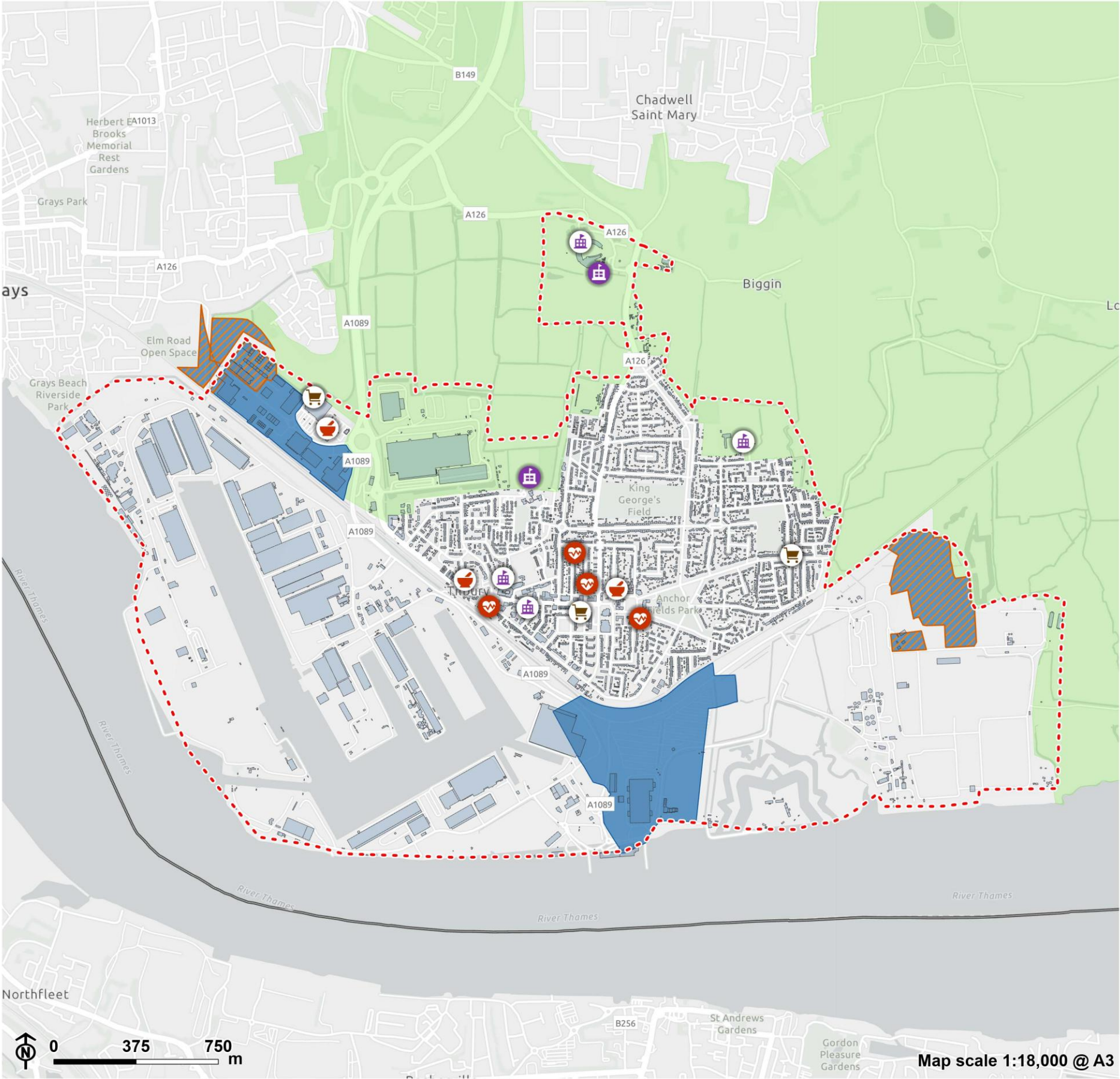
Tilbury



Figure A.18: Tilbury

- Thurrock Local Authority boundary
- Candidate Settlement Assessment Area
- Green Belt
- OS MasterMap buildings
- Supermarket
- Primary school
- Secondary school
- GP surgery
- Pharmacy
- Hospital
- Primary employment site
- Secondary employment site

Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 15,000
Estimated area covered by Candidate Settlement Assessment Area	Approximately 7.42km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Approximately 1.36m³ of built area per m² of settlement High Density Index – This is indicative of a dense urban form within the settlement.
Age profile	Under 25 years old: 39.6% Aged 25 to 39 years: 22.4% Aged 40 to 59 years: 24.2% Aged 60 years and over: 13.7%
Economic activity status	Economically active – in employment: 59.1% Economically active – unemployed: 5.5% Economically inactive: 35.4%
Number of households	Approximately 5,000
Accommodation type	Whole house or bungalow: 71.7% Flat, maisonette or apartment: 28.1% Caravan or other mobile or temporary structure: 0.3%
Tenure household	Owns outright: 14.3% Owns with a mortgage or loan or shared ownership: 26.3% Social rented: 37.5% Private rented or lives rent free: 21.9%
Settlement overview	Tilbury lies in the south-east of the Borough, to the east of the Grays Urban Area, with the A1089 acting to separate these areas. Chadwell St Mary is present to the north with only a small number of fields located between the developed areas of these settlements in

Settlement characteristics	Summary
	places. However, Chadwell St Mary is located on much higher ground than Tilbury. There are large areas of industrial and employment land to the south, west and south east of Tilbury. Some of this land is associated with Tilbury's deep-water port which forms part of the Port of London. Tilbury benefits from a local centre and railway station towards its south west edge.
Settlement form	Nucleated settlement
Relationship to the Green Belt	Tilbury is inset from the surrounding Green Belt.
Employment overview	Primary employment sites: 4 Secondary employment sites: 4
Retail overview	Town / regional centres: 0 Branded supermarkets: 3 District / local centres: 1 Neighbourhood shopping parades: 1 Convenience stores (including village shops): 12
Public transport overview	Tilbury is served by the 73 and 99 bus services. The 73 service operates once every 30 minutes Monday to Sunday and the 99 service operates once every 30 minutes Monday to Saturday. The 73 service provides access to Grays via Chadwell St Mary and the 99 is a circular route that runs within Tilbury providing access to the industrial dock area within the settlement to the south. Tilbury is also served by Tilbury Town railway station which provides access to frequent c2c services (up to once every half an hour) to London Fenchurch Street and Southend Central.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 4

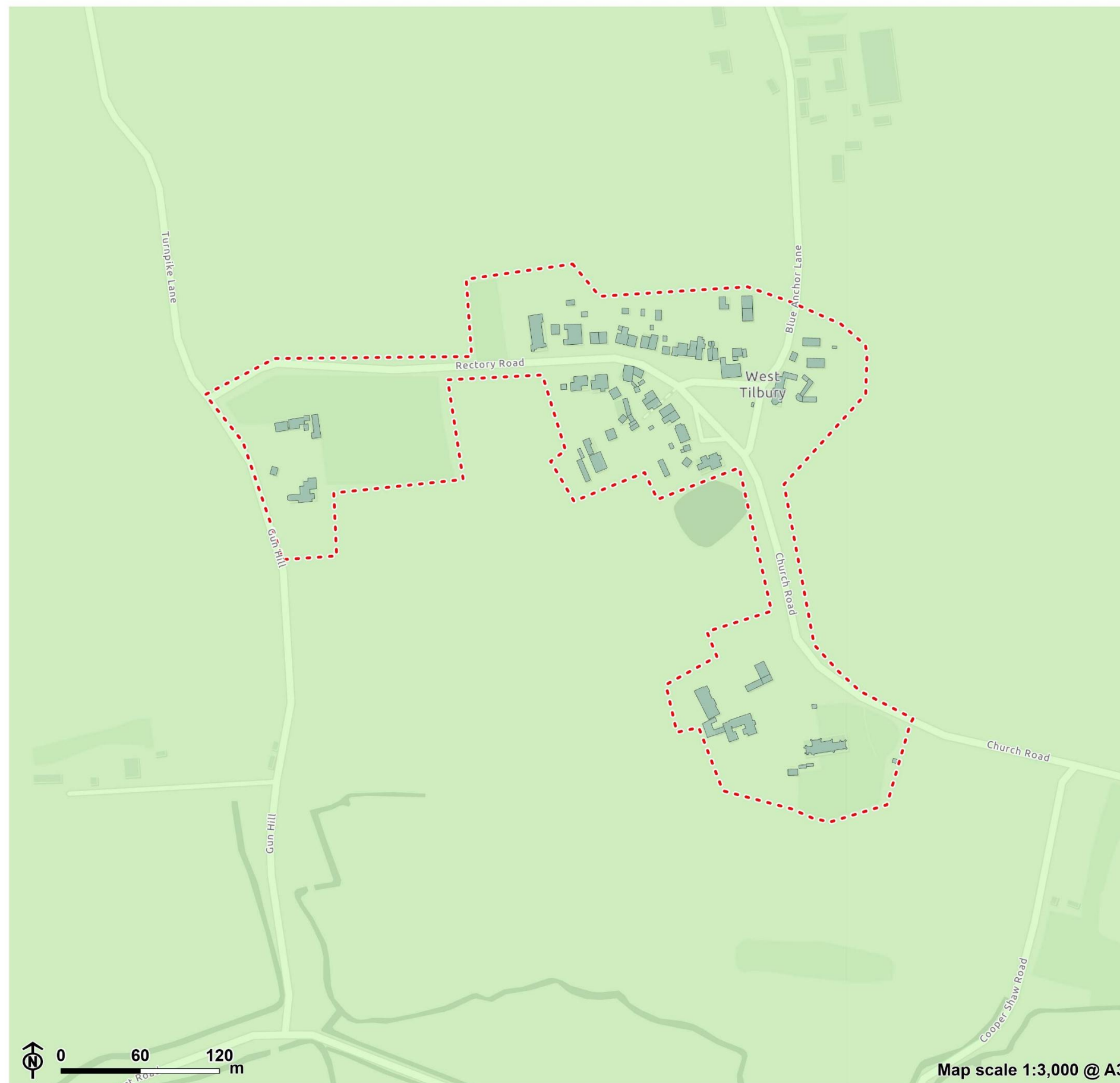
Settlement characteristics	Summary
	Pharmacies: 3 Dentists: 2
Education facilities overview	Higher education facilities: 0 Secondary schools: 2 SEND schools: 1 Primary schools: 4 Nurseries/early years: 5
Green infrastructure overview	Parks and Gardens: Best provision in settlement is of high value Allotments: Best provision in settlement is of low value Cemeteries: None Civic Spaces: None Green Corridors: None Amenity Greenspaces: Best provision in settlement is of high value Semi / Natural Greenspaces: None
Community facilities overview	Libraries: 1 Leisure centres: 0 Public houses: 1 Community centres / village halls: 1 Places of worship: 3 Post offices: 1 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	Tilbury does not contain a hospital. It is also not within a reasonable walking distance of this type of facility outside of the settlement.

West Tilbury

Figure A.19: West Tilbury

-  Thurrock Local Authority boundary
-  Candidate Settlement Assessment Area
-  Green Belt
-  OS MasterMap buildings
-  Supermarket
-  Primary school
-  Secondary school
-  GP surgery
-  Pharmacy
-  Hospital
-  Primary employment site
-  Secondary employment site

Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Contains public sector information licensed under the Open Government Licence v3.0. Source: Office for National Statistics; © MHCLG (2025); © Crown copyright and database rights 2025 Ordnance Survey AC0000819536.



Settlement characteristics	Summary
Estimated population (based on 2021 Census Output Areas)	Approximately 300
Estimated area covered by Candidate Settlement Assessment Area	Approximately 0.07km ²
Density Index (total building volume / area covered by Candidate Settlement Assessment Area)	Approximately 0.07m ³ of built area per m ² of settlement. Relatively low Density Index – This is indicative of a relatively dispersed and less developed settlement.
Age profile	Under 25 years old: 36.2% Aged 25 to 39 years: 16.0% Aged 40 to 59 years: 26.2% Aged 60 years and over: 21.1%
Economic activity status	Economically active – in employment: 62.6% Economically active – unemployed: 4.8% Economically inactive: 32.6%
Number of households	Approximately 90
Accommodation type	Whole house or bungalow: 97.8% Flat, maisonette or apartment: 2.2% Caravan or other mobile or temporary structure: 0.0%
Tenure household	Owns outright: 42.9% Owns with a mortgage or loan or shared ownership: 23.1% Social rented: 1.1% Private rented or lives rent free: 33.0%
Settlement overview	West Tilbury lies in the south of the Borough, between Chadwell St Mary and East Tilbury. The village comprises a small amount of low-density residential development focussed on the junction of Rectory Road, Blue Anchor Lane and Church Road at which a village green is formed. It is washed over by the Green Belt. The settlement

Settlement characteristics	Summary
	is not well-connected to the strategic road network, lying some distance from the main A-roads that run through the Borough.
Settlement form	Dispersed settlement
Relationship to the Green Belt	West Tilbury is washed over by the Green Belt.
Employment overview	Primary employment sites: 0 Secondary employment sites: 0
Retail overview	Town / regional centres: 0 Branded supermarkets: 0 District / local centres: 0 Neighbourhood shopping parades: 0 Convenience stores (including village shops): 0
Public transport overview	West Tilbury is served by the 375 bus service. The 375 service runs once every 2 hours between Stanford-le-Hope and Grays via East Tilbury and Chadwell St Mary. West Tilbury does not have a railway station.
Healthcare facilities overview	Hospitals: 0 GP Surgeries: 0 Pharmacies: 0 Dentists: 0
Education facilities overview	Higher education facilities: 0 Secondary schools: 0 SEND schools: 0 Primary schools: 0 Nurseries/early years: 0
Green infrastructure overview	Parks and Gardens: None. Allotments: None. Cemeteries: None. Civic Spaces: None

Settlement characteristics	Summary
	Green Corridors: None Amenity Greenspaces: None. Semi / Natural Greenspaces: None.
Community facilities overview	Libraries: 0 Leisure centres: 0 Public houses: 0 Community centres / village halls: 1 Places of worship: 1 Post offices: 0 Banks: 0
Essential services and facilities not present within the settlement but within an acceptable walking distance	West Tilbury does not contain a supermarket, primary school, secondary school, GP surgery, pharmacy, hospital, or a primary or secondary employment site. However, it is within a 20 minute walk of a secondary employment site within Chadwell St Mary. It is also within a 21-40 minute walk of a supermarket, primary school, GP surgery and pharmacy within Chadwell St Mary and a secondary school within Tilbury. It is notable that roads out of West Tilbury towards Chadwell St Mary and Tilbury do not benefit from a footway in places. The settlement is not within a reasonable walking distance of a hospital.

Appendix B

Review of good practice from other recent settlement hierarchy studies undertaken in Essex

B.1 This appendix sets out a review of recently undertaken settlement hierarchy studies for other local authorities in Essex.

Table B.1: Review of good practice of settlement hierarchy studies

Local Authority and relevant study	Includes definition of terms and/or minimum thresholds that settlements must achieve to be placed on a certain rung on the hierarchy (e.g. town, village, etc.)?	Is consideration given to aspects beyond services and facilities (e.g. population/settlement form/Green Belt)?	Are individual settlement proforma included?	Extent of any mapping included	Presentation of final hierarchy recommendation
Basildon Initial Settlement Hierarchy Review (2024)	Yes: partially - some definitions are included but extensive glossary of terms is not set out and high level thresholds for settlement types are included rather than prescriptive thresholds. The study refers to the 2018 the House of Commons library research briefing entitled “City and	Each settlement type includes an indicative population level that is expected to be reached for settlements to be placed on the related rung of the hierarchy. The methodology sets out that step two of the study was to determine the historic settlement patterns. This is covered at a high level in the report through a discussion of the	No. Overview table of services and facilities included within each settlement is set out. This is a simple yes or no count.	Limited to presenting the settlements included in the hierarchy in the 2015 study and those included in the 2024 study. Mapping is high level and limited to broad ‘circling’ of settlements. No mapping is included showing indicative settlement	Yes. Includes a final recommendation of changes to the hierarchy considering the findings of the 2015 study. The ‘Changes in classification’ section sets out only minor changes between the two studies.

Local Authority and relevant study	Includes definition of terms and/or minimum thresholds that settlements must achieve to be placed on a certain rung on the hierarchy (e.g. town, village, etc.)?	Is consideration given to aspects beyond services and facilities (e.g. population/settlement form/Green Belt)?	Are individual settlement proforma included?	Extent of any mapping included	Presentation of final hierarchy recommendation
	Town Classification of Constituencies and Local Authorities". This paper is used as the starting point to consider whether settlements fall within a number of categories based on population. These are the core city (the twelve major population and economic centres in the UK), other city (other settlements over 175,000 people), large town (between 60,000 and 174,999 people), medium	settlements as a whole with specific analysis relating to each settlement not included. Discussion of the Green Belt is limited to consideration of the designation at a district-wide level.		boundaries or the services and facilities within each settlement.	

Local Authority and relevant study	Includes definition of terms and/or minimum thresholds that settlements must achieve to be placed on a certain rung on the hierarchy (e.g. town, village, etc.)?	Is consideration given to aspects beyond services and facilities (e.g. population/settlement form/Green Belt)?	Are individual settlement proforma included?	Extent of any mapping included	Presentation of final hierarchy recommendation
	town (between 25,000 and 59,999 people), small town (between 7,500 and 24,999 people) or village/small community (less than 7,500 people) categories. The study also includes a review of the services and facilities that were considered to make a settlement sustainable as part of the 2015 Settlement Hierarchy review. This is supplemented by a review of NPPF				

Local Authority and relevant study	Includes definition of terms and/or minimum thresholds that settlements must achieve to be placed on a certain rung on the hierarchy (e.g. town, village, etc.)?	Is consideration given to aspects beyond services and facilities (e.g. population/settlement form/Green Belt)?	Are individual settlement proforma included?	Extent of any mapping included	Presentation of final hierarchy recommendation
	definitions that identify other features considered necessary to make a settlement sustainable. The initial settlement hierarchy sets out 'typical characteristics' that each settlement type will include rather than a prescriptive criteria, e.g: Major Urban Area are: - Main Town – wider than local role;				

Local Authority and relevant study	Includes definition of terms and/or minimum thresholds that settlements must achieve to be placed on a certain rung on the hierarchy (e.g. town, village, etc.)?	Is consideration given to aspects beyond services and facilities (e.g. population/settlement form/Green Belt)?	Are individual settlement proforma included?	Extent of any mapping included	Presentation of final hierarchy recommendation
	- Focal point for retail and commercial activities; etc. - A127 employment corridor... etc.				
Uttlesford Settlement Services and Facilities Topic Paper (2024)	Yes: partially - text on definitions included is very limited and high level thresholds for settlement types are included rather than prescriptive thresholds. Definition of terms used in the study is not set out. The	No.	No. Summary tables showing how each settlement has performed in relation to each service type and total service score (considering all types of services) are	Limited to presenting an overview of settlements included in the hierarchy with points showing the location of each settlement. No mapping is included showing settlement	Yes. Ranking of the settlements in the hierarchy is presented with particularly poor scoring settlements defined as 'open countryside' and

Local Authority and relevant study	Includes definition of terms and/or minimum thresholds that settlements must achieve to be placed on a certain rung on the hierarchy (e.g. town, village, etc.)?	Is consideration given to aspects beyond services and facilities (e.g. population/settlement form/Green Belt)?	Are individual settlement proforma included?	Extent of any mapping included	Presentation of final hierarchy recommendation
	review of policy context provided by the NPPF is limited to one paragraph. This sets out that the framework seeks to create sustainable development in in settlements that are well served by local facilities and services such as local shops, meeting places, sports venues, public houses, places of worship and cultural buildings as well as seeking to support development in the		instead presented. Differing scores have been provided for different service types and higher scores are provided where settlements include more than one service of type.	boundaries or the services and facilities within each settlement.	described as not considered suitable for any level of allocated development.

Local Authority and relevant study	Includes definition of terms and/or minimum thresholds that settlements must achieve to be placed on a certain rung on the hierarchy (e.g. town, village, etc.)?	Is consideration given to aspects beyond services and facilities (e.g. population/settlement form/Green Belt)?	Are individual settlement proforma included?	Extent of any mapping included	Presentation of final hierarchy recommendation
	more sustainable rural settlements. Approach taken is to assess and subsequently rank the settlements based on the access to services and facilities at each. Prescriptive minimum thresholds about what each settlement type (e.g. town, village, etc.) needs to include to achieve a certain rung in the hierarchy are not set out. However, a high level description of each tier and service				

Local Authority and relevant study	Includes definition of terms and/or minimum thresholds that settlements must achieve to be placed on a certain rung on the hierarchy (e.g. town, village, etc.)?	Is consideration given to aspects beyond services and facilities (e.g. population/settlement form/Green Belt)?	Are individual settlement proforma included?	Extent of any mapping included	Presentation of final hierarchy recommendation
	provision at each is included, e.g: Key Settlements are settlements that have the ability to support the most sustainable patterns of living within the district through their current levels of facilities, services and employment opportunities, etc.				
Southend and Rochford	Yes: partially – definition of sustainable development is set out but extensive glossary of terms is	The description of the suggested settlement hierarchy makes reference to population on some but not all tiers of hierarchy. The	Yes. Settlement profiles are included for all settlement assessed. This effectively	Mapping is included for each settlement showing accessibility to services and	Yes. Suggested tiered hierarchy for the study area with settlements ranked

Local Authority and relevant study	Includes definition of terms and/or minimum thresholds that settlements must achieve to be placed on a certain rung on the hierarchy (e.g. town, village, etc.)?	Is consideration given to aspects beyond services and facilities (e.g. population/settlement form/Green Belt)?	Are individual settlement proforma included?	Extent of any mapping included	Presentation of final hierarchy recommendation
Settlement Role and Hierarchy Study (2020)	not and high level description of what settlements assigned to a certain tier of the hierarchy include but prescriptive thresholds are not set out. Definition of sustainable development that is applied to the consideration of sustainable settlements in the study area is set out through a review of the NPPF and Government's Garden Communities	population of each settlement is included in the description of each, however, the study effectively presents a ranking of settlements by accessibility to services and facilities. Settlement form has been used to discount several settlements from the study where they are described as 'dispersed'. The settlement profiles included do not uniformly set out the	provides a review of the demographics of the settlement as well as access to day-to-day services and facilities. A summary table of these services and facilities for settlements across the study area is also provided. Public transport access to train stations, frequent bus services and less frequent bus services and to region-wide facilities is considered within summary tables that presents	facilities. Indicative settlement boundaries considered for the study are included.	by 'completeness' is set out. Separate settlement hierarchies for Southend and Rochford District are also provided. The study also makes recommendations for options for future growth strategies. It is considered that these recommendations go beyond the scope of

Local Authority and relevant study	Includes definition of terms and/or minimum thresholds that settlements must achieve to be placed on a certain rung on the hierarchy (e.g. town, village, etc.)?	Is consideration given to aspects beyond services and facilities (e.g. population/settlement form/Green Belt)?	Are individual settlement proforma included?	Extent of any mapping included	Presentation of final hierarchy recommendation
	prospectus as well as the UN Sustainable Development Goals and other international relevant sources. Approach taken is to rank settlements in order of their 'completeness'. This effectively provides a summary of the walkability of settlements to essential services and facilities, public transport coverage	settlement form of all those considered. Consideration of Green Belt is limited to providing the context for the overall study. Reference to Green Belt land is also included in the recommendations that discuss the potential for urban extensions in the study area and the need to consider the implications of land at the edge of settlements being	the related scoring for each settlement. The ranking of settlements is based on access to services and facilities.		a standard settlement hierarchy study.

Local Authority and relevant study	Includes definition of terms and/or minimum thresholds that settlements must achieve to be placed on a certain rung on the hierarchy (e.g. town, village, etc.)?	Is consideration given to aspects beyond services and facilities (e.g. population/settlement form/Green Belt)?	Are individual settlement proforma included?	Extent of any mapping included	Presentation of final hierarchy recommendation
	and access to services and facilities of city-wider/regional importance. The suggested settlement hierarchy includes a general description of what range of services and facilities are accessible within each tier of settlements. However, no prescriptive thresholds that settlements must achieve to be placed	covered by this designation.			

Local Authority and relevant study	Includes definition of terms and/or minimum thresholds that settlements must achieve to be placed on a certain rung on the hierarchy (e.g. town, village, etc.)?	Is consideration given to aspects beyond services and facilities (e.g. population/settlement form/Green Belt)?	Are individual settlement proforma included?	Extent of any mapping included	Presentation of final hierarchy recommendation
	on a certain rung in the hierarchy are included.				
Implications of review of studies	The study should include definitions of key terms used. This could take the form of a glossary. A description of thresholds that candidate settlements must achieve to be classified as a certain settlement type on a rung of the hierarchy should be included. This does not need to be overly prescriptive. This allows for	The consideration of settlement size can be helpful in the assessment of settlements, but the approach should not be overly prescriptive. Settlement form may be used to inform the position of settlements within the hierarchy. This is likely to be mostly limited to considering where a settlement does not have a definable	Settlement proforma can be used to clearly show the range of services and facilities within a settlement. A summary table of services and facilities by settlement allows for easy comparison of settlements covered by the study.	Limited mapping is required for a study of this type. However, mapping by settlement showing essential services and facilities is an effective way of showing accessibility at settlements across the plan area. The study will need to be clear that any	The study should set out a final recommended settlement hierarchy. This should include justification for the final position of settlements within the hierarchy. It may be appropriate for the hierarchy to recommend that no/limited development is set out in the Local Plan

Local Authority and relevant study	Includes definition of terms and/or minimum thresholds that settlements must achieve to be placed on a certain rung on the hierarchy (e.g. town, village, etc.)?	Is consideration given to aspects beyond services and facilities (e.g. population/settlement form/Green Belt)?	Are individual settlement proforma included?	Extent of any mapping included	Presentation of final hierarchy recommendation
	flexibility in the approach of the study where there are anomalies in the provision of services and facilities in certain settlements.	boundary and therefore can be excluded from the hierarchy. Any consideration of Green Belt as part of the study should be relatively limited. This is likely to include description the location of settlements within or outside of the Green Belt and if it is washed over by or inset within the Green Belt. Further consideration of the designation would be best addressed		settlement boundaries included are indicative and for the purposes of the study only.	for the lowest tier of settlements.

Local Authority and relevant study	Includes definition of terms and/or minimum thresholds that settlements must achieve to be placed on a certain rung on the hierarchy (e.g. town, village, etc.)?	Is consideration given to aspects beyond services and facilities (e.g. population/settlement form/Green Belt)?	Are individual settlement proforma included?	Extent of any mapping included	Presentation of final hierarchy recommendation
		through a Green Belt Assessment. The ranking of settlements will be most informed by the accessibility of services and facilities within the settlements. This ranking can consider the importance of services and facilities. For example, settlements that include more important services or those that can meet a range of needs for local people (e.g. supermarkets) may be given an increased			

Local Authority and relevant study	Includes definition of terms and/or minimum thresholds that settlements must achieve to be placed on a certain rung on the hierarchy (e.g. town, village, etc.)?	Is consideration given to aspects beyond services and facilities (e.g. population/settlement form/Green Belt)?	Are individual settlement proforma included?	Extent of any mapping included	Presentation of final hierarchy recommendation
		score over those that only include less important services (e.g. convenience stores/supermarkets). The assessment of access to services and facilities does not need to be limited to considering those within the area covered by each settlement but can also consider services and facilities that are accessible from the settlements.			

References

- 1 Ministry of Housing, Communities and Local Government (2025) Advice on the role of the Green Belt in the planning system (Paragraph: 004 Reference ID: 64-004-20250225) [online] Available at: <https://www.gov.uk/guidance/green-belt>
- 2 Ministry of Housing, Communities and Local Government (2024) National Planning Policy Framework [online] Available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>
- 3 Ibid.
- 4 Thurrock Council (2015) Thurrock Local Development Framework: Core Strategy and Policies for Management of Development [online] Available at: https://www.thurrock.gov.uk/sites/default/files/assets/documents/core_strategy_adopted_2011_amended_2015.pdf
- 5 Thurrock Council (no date) Borough and council history [online] Available at: <https://www.thurrock.gov.uk/borough-and-council-history/from-turroc-to-modern-thurrock>
- 6 Thurrock Council (2015) Thurrock Local Development Framework: Core Strategy and Policies for Management of Development [online] Available at: https://www.thurrock.gov.uk/sites/default/files/assets/documents/core_strategy_adopted_2011_amended_2015.pdf
- 7 Ministry of Housing, Communities & Local Government (2025) National Planning Policy Framework [online] Available at: https://assets.publishing.service.gov.uk/media/67aaf8f3b41f783cca46251/NPPF_December_2024.pdf
- 8 Ministry of Housing, Communities & Local Government (2018 to 2021), Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government (2025) Planning Practice Guidance: Plan-making [online] Available at: <https://www.gov.uk/guidance/plan-making>
- 9 Thurrock Council (2015) Thurrock Local Development Framework: Core Strategy and Policies for Management of Development [online] Available at:

-
- https://www.thurrock.gov.uk/sites/default/files/assets/documents/core_strategy_adopted_2011_amended_2015.pdf
- 10 Thurrock Council (2015) Focused Review – Consistency with National Planning Policy Framework Local Plan [online] Available at: <https://thurrock.moderngov.co.uk/documents/s2503/Appendix%201%20-%20Adoption%20of%20Thurrock%20Core%20Strategy%20and%20Policies%20for%20Management%20of%20Development.pdf>
 - 11 Department for Communities and Local Government (2008) East of England Regional Spatial Strategy
 - 12 Thurrock Council (2016) Thurrock Local Plan Issues and Options (Stage 1) [online] Available at: <https://consult.thurrock.gov.uk/io1>
 - 13 Thurrock Council (2018) Thurrock: Local Plan Issues and Options (Stage 2) [online] Available at: <https://consult.thurrock.gov.uk/io2>
 - 14 Thurrock Council (2023) Local Plan – Initial Proposals Document [online] Available at: <https://consult.thurrock.gov.uk/local-plan-initial-proposals>
 - 15 Thurrock Council (2023) Local Plan – Initial Proposals Document [online] Available at: <https://consult.thurrock.gov.uk/local-plan-initial-proposals>
 - 16 Thurrock Council (2023) Thurrock Rural Settlement Assessments [online] Available at: <https://www.thurrock.gov.uk/sites/default/files/assets/documents/ruralsettlementassessment-0summary-v01.pdf>
 - 17 Office for National Statistics (n.d) Statistical geographies [online] Available at: [https://www.ons.gov.uk/methodology/geography/ukgeographies/statisticalgeographies#:~:text=Output%20Areas%20\(OAs\)%20are%20the,and%20household%20changes%20since%202011](https://www.ons.gov.uk/methodology/geography/ukgeographies/statisticalgeographies#:~:text=Output%20Areas%20(OAs)%20are%20the,and%20household%20changes%20since%202011)
 - 18 Note that the Census Output Area do not directly align with the settlement boundaries used. In instances where only one settlement fell with an Output Area satellite imagery was used to review the area to determine whether additional houses outside of the settlement boundary fell within it. In most instances only a small number of additional houses outside of the settlement fell within these Output Areas. Given the strategic scale at which the study has been undertaken, in these instances any variation in housing numbers would not markedly affect the analysis findings. Where an output area contains two or more settlements, the population of that Output Area has been assigned to each settlement based on the proportion of the developed area that is associated with each settlement.

-
- 19** Chartered Institute for Highways and Transportation (2015) Planning for Walking [online] Available at:
https://www.ciht.org.uk/media/4465/planning_for_walking_-_long_-_april_2015.pdf
- 20** TCPA (2020) The 20-minute neighbourhood [online] Available at:
<https://www.tcpa.org.uk/collection/the-20-minute-neighbourhood/>
- 21** Density Index calculated making use of Building Heights Emu Analytics website. Available at: <https://buildingheights.emu-analytics.net/>