Thurrock Local Plan Integrated Impact Assessment

Local Plan Evidence Base

Thurrock Council

Final report

Prepared by LUC

July 2026

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Chapter 1
Introduction

1.1 Thurrock Council commissioned LUC in March 2022 to carry out an Integrated Impact Assessment (IIA), comprising Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA), a Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA) of the emerging Thurrock Local Plan. The HIA and EqIA are presented as part of the SA and references to the IIA should be taken as incorporating SA, SEA, HIA and EqIA. The HRA is being carried out and reported on separately, although its main findings are reflected in the IIA where relevant.

1.2 This IIA report relates to the Publication version of the Thurrock Local Plan document (hereafter referred to as the Publication version Local Plan) that is being published for Regulation 19 consultation **[See reference 1]**. Once adopted, the document will set out the planning framework for the Borough up to 2044 and will cover issues such as housing provision, the economy, retail and town centres, infrastructure provision and the environment. It will replace the current development plan for the Borough **[See reference 2]**.

The Local Plan area

1.3 Thurrock is located on the north bank of the Thames, approximately 30km east of central London (see **Figure 1.1**). Covering an area of 165km², the Borough covers a range of land uses and incorporates around 30km of Thames riverfront. The western and eastern sections of 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.

1.4 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 3]**.

1.5 The larger settlements in Thurrock are concentrated in the southern part of the Borough, 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 4]**.

1.6 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.

1.7 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

1.8 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.

1.9 The adopted 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.

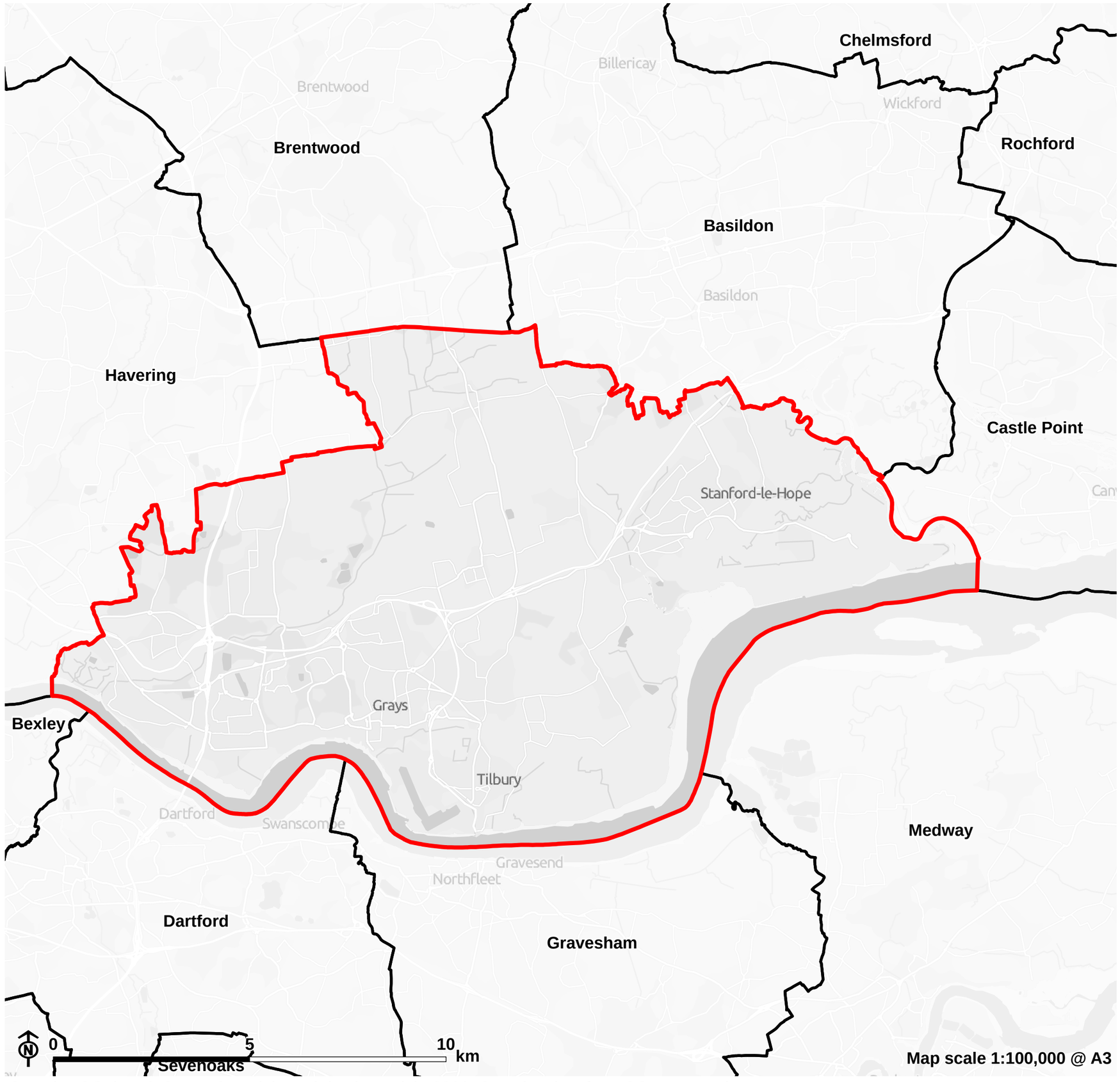
1.10 This area forms part of the wider Thurrock Urban Area to the south-west of the Borough. Policy CSSP1 (Sustainable Housing and Locations) of the adopted Core Strategy defines this area as comprising Purfleet, West Thurrock/Lakeside Basin, Grays, Tilbury and Chadwell St Mary.

1.11 National Highways is proposing to construct a major highway through Thurrock, namely the Lower Thames Crossing. The proposed construction of the Lower Thames Crossing is likely to significantly change the transport network in and around Thurrock. The project was granted permission through the Development Consent Order (DCO) process in March 2025. The scheme will involve the development of twin tunnels under the River Thames to connect Essex and Kent. It will comprise a 23km road linking the A2 and M2 in Kent with the A13 and M25 in Thurrock, Essex. The tunnel will emerge close to Tilbury in Essex and Gravesend in Kent.

Thurrock Local Plan SA
Thurrock Council

LUC

Figure 1.1: Location of Thurrock



Thurrock Council boundary
Neighbouring local authority

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Thurrock Local Plan

1.12 The Core Strategy and Policies for Management of Development (Core Strategy) is the main, currently adopted local plan document. It was originally adopted in 2011 and updated in 2015.

1.13 The Council commenced work on its new Local Plan in February 2014 in order to respond to a number of issues including:

- the need for a more up-to-date statutory planning framework to coordinate the delivery of the Council's ambitious growth strategy for Thurrock;
- the revocation of the East of England Plan and the requirement for local planning authorities to undertake a fresh assessment of their future development needs;
- the need for the Council to identify a deliverable five-year housing land supply and bring forward more sites for development to support economic growth; and
- a need to consider the possible impacts of the route and location of the proposed Lower Thames Crossing.

1.14 The first Local Plan Issues and Options document (Stage 1) was published for consultation in February 2016 **[See reference 5]** while the second Local Plan Issues and Options (Stage 2) consultation took place from December 2018 to March 2019 **[See reference 6]**. Following on from this consultation, the Council piloted the Prince's Foundation Design Charette in Aveley in late 2019. In early 2020, the Council rolled out this process to other locations to work with local stakeholders to build a better understanding of the need and opportunities for growth and investment throughout the Borough. This exercise was severely delayed as a result of the COVID-19 pandemic and was formally completed in March 2022.

1.15 Public consultation was undertaken by the Council on the Initial Proposals Local Plan document between December 2023 and February 2024. The Initial Proposals document set out information about the suggested structure of the emerging Local Plan. It also included information about the Council's initial proposals for how places in Thurrock might grow, change, and adapt in the future alongside a series of alternative options.

1.16 The Thurrock Design Charter was subject to consultation alongside the Initial Proposals document as a first step towards a Design Guide for the Borough. The Design Charter set out high-level design principles for all development in the Borough, including new homes, commercial development, public spaces and landscapes.

1.17 The Publication version Local Plan will be issued for consultation between 29 July and 23 September 2026 with the submission of the Local Plan to the Secretary of State for examination expected by the end of 2026.

1.18 The Publication version Local Plan 2024-2044 comprises the following main sections:

- A Spatial Vision for Thurrock, setting out an aspirational vision of how the Borough will look at the end of the plan period in 2044, and objectives outlining how the Council aims to deliver the Vision and administer the Local Plan policies.
- Strategic Policies that set the direction for how the Local Plan sees the places in Thurrock developing and changing.
- Development Management Policies that, alongside the Strategic Policies, will be used to guide and assess the detail of proposals requiring planning permission.
- Place Policies that set out the range of housing and employment provision and other land use considerations at settlements and other areas in the plan area. This includes the allocation of specific sites for development.

Sustainability Appraisal and Strategic Environmental Assessment

1.19 Under the Planning and Compulsory Purchase Act 2004, SA is mandatory for Development Plan Documents. For these documents it is also necessary to conduct an environmental assessment in accordance with The Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/1633), as amended by The Environmental Assessments and Miscellaneous Planning (Amendment) (EU Exit) Regulations 2018 (SI 2018/1232). The SA process involves appraising the likely social, environmental and economic effects of the policies and proposals within a plan from the outset of its development.

1.20 As set out in the explanatory Memorandum accompanying the Brexit amendments **[See reference 7]**, environmental assessment is also necessary to ensure that the law functions correctly following the UK's exit from the EU. No substantive changes were made by this instrument to the way the SEA regime operates. Therefore, the SEA Regulations remain in force and it is a legal requirement for the Thurrock Local Plan to be subject to SA and SEA throughout its preparation.

1.21 The requirements to carry out SA and SEA are distinct. The processes have similar aims and objectives. Simply put, SEA focuses on the likely environmental effects of a plan whilst SA includes a wider range of considerations, extending to social and economic impacts. It is possible to satisfy the requirement for both processes using a single approach to appraisal, as advocated in the Government's Planning Practice Guidance **[See reference 8]**, whereby users can comply with the requirements of the SEA Regulations through a single integrated SA process. This is the process that is being undertaken by Thurrock Council. This report fulfils also a number of purposes additional to SA, to more comprehensively address the topics of equalities (via an Equalities Impact Assessment – EqIA) and health (via a Health Impact Assessment – HIA), as described under the headings below. From here on, the term 'IIA' should therefore be taken to mean 'SA incorporating the requirements of the SEA Regulations, EqIA and HIA'.

1.22 The SA process comprises a number of stages as, shown below:

- Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope.
- Stage B: Developing and refining options and assessing effects.
- Stage C: Preparing the SA Report.
- Stage D: Consulting on the Local Plan and the SA Report.
- Stage E: Monitoring the significant effects of implementing the Local Plan.

Appraisal work undertaken to date

1.23 This IIA Report builds on the previous Integrated Sustainability Appraisal (ISA) of the emerging Thurrock Local Plan undertaken in 2016 (Scoping stage) and 2018 (Issues and Options stage). It also builds on the IIA undertaken for the Initial Proposals Consultation stage in 2023.

ISA Scoping

1.24 The ISA process began with the production of a Scoping Report for the Local Plan by Thurrock Council in December 2016. The ISA Scoping Report was published for consultation between February and April 2016 with the three statutory consultees (Natural England, the Environment Agency and Historic England) and other interested parties.

1.25 The ISA Scoping Report was reviewed by LUC in January 2017, resulting in changes to the ISA Framework (presented in Table 6.2 of the Scoping Report) in order to reflect examples of good practice and to ensure the appraisal questions were appropriate and took into account consultation comments received on the ISA Scoping Report. Generally, the changes consisted of clarified wording and additional appraisal guide questions, rather

than changes to the ISA objectives themselves. The updates to the objectives consisted primarily of merging objectives. The only deletion was of the deprivation topic, as it was considered that it was adequately addressed through other objectives that relate to specific types of deprivation. The review also resulted in changes to the Site Assessment Methodology (presented in Table 6.4 of the Scoping Report). These changes included removing the 'showstopper' criteria, as it was considered that such effects would render a site option unreasonable and therefore such sites need not be subject to ISA. The criteria were also amended to take account of the comments received as part of the consultation on the ISA Scoping Report, as well as taking account of the data that was available at the time to inform the assessments and reduce subjectivity of the assessments.

ISA of Issues and Options

Stage 1

1.26 In February 2016 the Council published an Issues and Options (Stage 1) Local Plan consultation document, setting out how the Local Plan would be prepared and what information would be used to inform the plan. This gave stakeholders and other interested parties a chance to comment on what they would like to see in the Local Plan, both in terms of a vision for the future of Thurrock and in relation to a number of key policy areas, including new homes, job creation and healthy and active communities. This document did not present any options per se, rather it asked open-ended and high-level questions about what consultees would like to see in the plan. As such, the document was not subject to ISA.

Stage 2

1.27 The ISA of the Issues and Options Stage 2 Local Plan appraised the vision, 20 strategic objectives, 10 policy principles, and the growth options for housing, employment, retail and leisure in the Borough. The ISA of the Issues

and Options (Stage 2) Report was published for public consultation from December 2018 to March 2019.

1.28 As detailed earlier in this chapter, following on from this consultation, the Council piloted the Prince's Foundation Design Charette in Aveley in late 2019. In early 2020, the Council rolled out this process to other locations to work with local stakeholders to build a better understanding of the need and opportunities for growth and investment throughout the Borough. This exercise was severely delayed as a result of the COVID-19 pandemic and was formally completed in March 2022. Due to the delay in the plan-making process, the Council decided to undertake two further rounds of consultation under the Regulation 18 stage before proceeding to Regulation 19 consultation. These subsequent stages of the Local Plan were subject to IIA using a revised and updated IIA Framework, as described in **Chapter 2**.

IIA Scoping

1.29 As set out in more detail in **Chapter 2**, an updated Scoping Report for the IIA of the Local Plan was prepared in May 2022. The new Scoping Report was issued for consultation in order to provide an updated economic, environmental and social policy context and baseline information, and to set out a refined method for the IIA, drawing on the ISA work carried out to date. The refined method is designed to strengthen the robustness of the IIA, and thereby the soundness of the Local Plan.

1.30 The updated Scoping Report was published for consultation with the three consultation bodies, namely Historic England, Natural England and the Environment Agency, from May to June 2022.

IIA of Initial Proposals

1.31 The IIA of the Initial Proposals Consultation appraised the six spatial strategy options, the vision, the 20 strategic priorities, and the 25 different

options for development in 13 settlements in Thurrock. This iteration of the IIA Report was published for public consultation alongside the Initial Proposals Consultation Document from December 2023 to February 2024.

Health Impact Assessment

1.32 Although not a statutory requirement, Health Impact Assessment (HIA) aims to ensure that health-related issues are integrated into the plan-making process. Sustainability objectives that address health issues have been included as part of the IIA process and in this way the HIA of the Thurrock Local Plan is being carried out as part of the SA.

Equalities Impact Assessment

1.33 The requirement to undertake formal Equalities Impact Assessment (EqIA) of development plans was introduced in the Equality Act 2010 but was abolished in 2012. Despite this, authorities are still required to have regard to the provisions of the Equality Act, namely the Public Sector Duty which requires public authorities to have due regard for equalities considerations when exercising their functions.

1.34 In fulfilling this duty, many authorities still find it useful to produce a written record of equality issues having been specifically considered. Therefore, an EqIA is presented in **Appendix H**, setting out how the Local Plan is likely to be compatible or incompatible with the requirements of the Equality Act 2010.

Habitats Regulations Assessment

1.35 The requirement to undertake HRA of development plans was confirmed by the amendments to the Habitats Regulations published for England and Wales in 2007 **[See reference** 9**]**. The currently applicable version is “The

Conservation of Habitats and Species Regulations 2017 (SI 2017/1012), as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 (SI 2019/579)" **[See reference** 10**]** (hereafter referred to as the "Habitats Regulations"). When preparing the Local Plan, the Council is therefore required by law to carry out an HRA. The Council can commission consultants to undertake HRA work on its behalf and this (the work documented in separate HRA reports) is then sent to and considered by the Council as the 'competent authority'. The Council will consider the HRA and may only progress the Local Plan if it considers that it will not adversely affect the integrity of any Habitats Sites or have a significant effect on qualifying habitats or species for which the Habitats Sites are designated for, or if Imperative Reasons of Overriding Public Interest (IROPI) are identified. The requirement for authorities to comply with the Habitats Regulations when preparing a Plan is also noted in the Government's online Planning Practice Guidance **[See reference** 11**]**.

1.36 The HRA is being undertaken separately but the findings have been taken into account in the IIA where relevant, for example to inform judgements about the likely effects of potential development locations on biodiversity.

Requirements of the SEA Regulations and where they are met in this report

1.37 The relevant sections of the IIA Report that are considered to meet the SEA Regulations requirements are signposted below.

Regulation 12 and Schedule 2

1.38 The SEA Regulations require the responsible authority to prepare, or secure the preparation of, an 'environmental report', which in this case comprises the IIA report. The environmental report must identify, describe and evaluate the likely significant effects on the environment of implementing the plan or programme and reasonable alternatives, taking into account the

objectives and geographical scope of the plan or programme (Regulation 12). The information required by Schedule 2 of the SEA Regulations is set out below, indicating which parts of the IIA Scoping Report provide that information:

- a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.
  - Covered in Chapter 1 and 3 and Appendix B.
- b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.
  - Covered in Chapter 3 and Appendix C.
- c) The environmental characteristics of areas likely to be significantly affected.
  - Covered in Chapter 3 and Appendix C.
- d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.
  - Covered in Chapter 3 and Appendix C.
- e) The environmental protection, objectives, established at international, community or national level, which are relevant to the plan or programme and the way those objectives and any environmental, considerations have been taken into account during its preparation.
  - Covered in Chapter 3 and Appendix B.
- f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.)
  - Covered in Chapters 4, 5, 6 and 7 and Appendices E and G.

- g) The measures envisaged to prevent, reduce and as fully possible offset any significant adverse effects on the environment of implementing the plan or programme.
  - Covered in Chapter 7.
- h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.
  - Covered in Chapter 2.
- i) A description of measures envisaged concerning monitoring in accordance with Reg. 17.
  - Covered in Chapter 8.
- j) A non-technical summary of the information provided under the above headings.
  - A separate non-technical summary has been prepared to support the full IIA Report.
- The report shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Reg. 12(3)).
  - Addressed throughout this IIA Report.

Consultation requirements

- When deciding on the scope and level of detail of the information which must be included in the environmental report, the responsible Authority shall consult the consultation bodies (Reg. 12(5)).

- Focussed consultation on the scope and level of detail of the IIA carried out with the Environment Agency, Historic England, and Natural England and other key stakeholders from 17th May to 21st June 2022.

Regulation 13

- Authorities with environmental responsibility and the public shall be given an effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Regulation 13).
  - Consultation on the Initial Proposal Submission Local Plan and accompanying IIA was carried with the public between 18th December 2023 and 19th February 2024. Consultation is being undertaken on the Publication version Local Plan from 29 July to 23 September2026. The consultation document is accompanied by this IIA Report.

Regulation 14

- Any relevant EU Member State must be consulted where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Regulation 14).
  - The Local Plan is not expected to have significant effects on other EU Member States.

Regulation 16

Provision of information on the decision: When the plan or programme is adopted, the public and any countries consulted under Reg. 14 must be informed and the following made available to those so informed:

- The plan or programme as adopted;

- A statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report, the opinions expressed, and the results of consultations entered into have been taken into account, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and
- The measures decided concerning monitoring.
  - To be addressed after the Thurrock Local Plan is adopted.

Regulation 17

- Monitoring of the significant environmental effects of the plan's or programme's implementation (Reg. 17).
  - To be addressed after the Thurrock Local Plan is adopted.

Quality assurance

- Environmental reports should be of a sufficient standard to meet the requirements of the SEA Regulations.
  - This report has been produced in line with current guidance and good practice for SEA/SA and this section demonstrates where the requirements of the SEA Regulations have been met.

Structure of the IIA Report

1.2 This chapter describes the background to the production of the Thurrock Local Plan, an overview of its contents and the requirement to undertake IIA and other assessment processes. The remainder of this IIA Report is structured as follows:

- **Chapter 2** describes the approach that is being taken to the IIA of the Thurrock Local Plan, including the process of developing and refining

options and assessing their effects and summaries of the Council's reasons for choosing the proposed approaches in light of alternatives.

- **Chapter 3** summarises information in Appendix B about the sustainability objectives set by other relevant policies, plans and programmes and information in Appendix C about the environmental, social and economic baseline in order to identify the key sustainability issues facing Thurrock Borough and their likely evolution without the Local Plan. Based on this information the sustainability objectives are set out, against which the IIA appraises the effects of the Local Plan and reasonable alternatives.
- **Chapter 4** presents the IIA findings for the additional spatial options and amount of housing and employment growth considered at the Publication Local Plan stage (as described in Chapter 2, a large number of options were identified and assessed at earlier stages of plan-making and the findings of those assessments are presented in the IIA appendices – see below).
- **Chapter 5** presents the IIA findings for the site options considered for allocation by the Local Plan.
- **Chapter 6** presents IIA findings for the policies included in the Publication version Local Plan.
- **Chapter 7** presents the cumulative effects of the Publication version Local Plan**.**
- **Chapter 8** presents a set of indicators that can be used to monitor the significant sustainability effects of implementing the Local Plan.
- **Chapter 9** presents the report conclusions and describes the next steps in the Local Plan preparation and IIA processes.

1.3 The main report is supported by the following appendices:

- **Appendix A** presents the consultation comments received in relation to the IIA work completed to date and explains how they have been addressed.
- **Appendix B** presents a review of the policy context provided by other relevant plans, policies and programmes.

- **Appendix C** presents baseline sustainability information for the Borough.
- **Appendix D** presents the site assessment framework used to assess reasonable alternative site options considered for allocation by the Local Plan.
- **Appendix E** presents the IIA findings for the spatial options considered at Initial Proposals stage (plus option 4a identified after the Initial Proposals stage for completeness).
- **Appendix F** presents a comparative assessment of spatial options 1-6.
- **Appendix G** presents the IIA findings for the appraisal of the strategic priorities and the settlement options set out at Initial Proposals stage.
- **Appendix H** presents the Equalities Impact Assessment (EqIA).

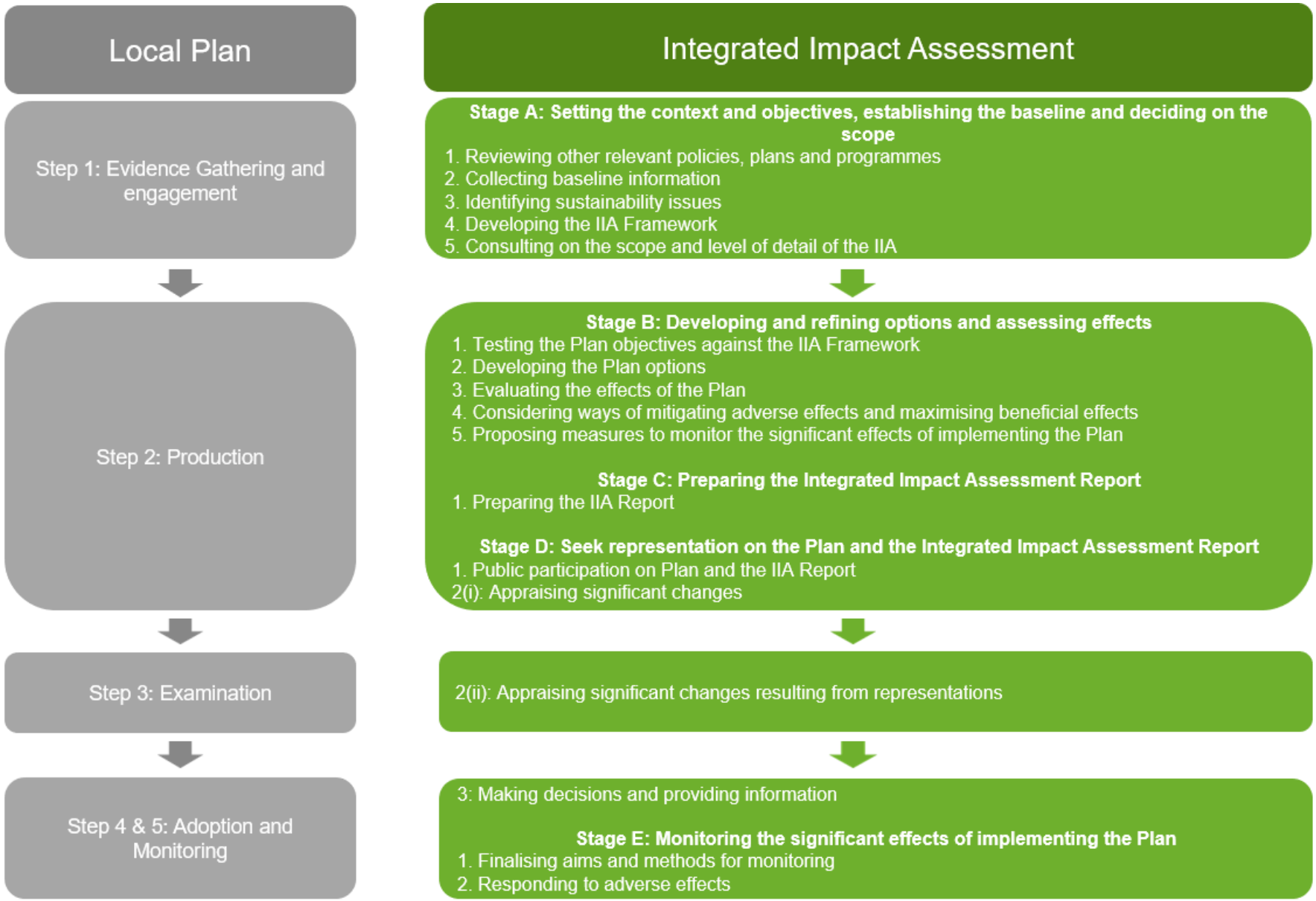
Chapter 2

Methodology

2.1 In addition to complying with legal requirements, the approach being taken to the IIA of the Thurrock Local Plan is based on current good practice and the guidance on SA/SEA set out in the Government's Planning Practice Guidance. This calls for SA/SEA to be carried out as an integral part of the plan-making process and **Figure 2.1** overleaf sets out the main stages of the plan-making process and shows how these correspond to the IIA process. As outlined in **Chapter 1**, the IIA comprises SA incorporating SEA, with the HIA and EqIA also presented as part of the IIA.

2.2 The remainder of this chapter describes the approach that has been taken for the IIA of the Thurrock Local Plan to date and provides information on the subsequent stages of the process.

Figure 2.1: Corresponding stages in plan-making and IIA



Stage A: Scoping

2.3 The Scoping stage of IIA involves understanding the social, economic and environmental baseline for the plan area as well as the sustainability policy context and key sustainability issues and using these to inform the appraisal framework as follows.

2.4 As outlined in **Chapter 1**, an Integrated Sustainability Appraisal (ISA) Scoping Report was published for consultation in 2016. However, following two rounds of consultation on the Local Plan Issues and Options consultation documents from 2016 to 2019 and due to the delay in the Local Plan process as a result of the COVID-19 pandemic, the Council prepared a new IIA Scoping Report in 2022 to provide an updated economic, environmental and social policy context and baseline information, and to set out a refined method of approach to the IIA, drawing on the ISA work carried out to date. Therefore, the following sections describe the approach taken to prepare the 2022 IIA Scoping Report.

IIA guidance

2.5 In accordance with the Government's Planning Practice Guidance on SEA/SA, the Scoping Report and this IIA Report are proportionate and relevant to the Thurrock Local Plan, focussing on what is needed to assess likely significant effects **[See reference 12]**. They also take account of the National Planning Policy Framework (NPPF) and the emphasis it places on achieving sustainable development. The Scoping Report and this IIA Report follow key legislation, policy and guidance including:

- Directive 2001/42/EC on the assessment of the effects of certain plans, and programmes on the environment i.e. the SEA Directive **[See reference 13]**;
- The Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/1633) **[See reference 14]**, as amended by the

Environmental Assessments and Miscellaneous Planning (Amendment) (EU Exit) Regulations 2018 (SI 2018/1232) **[See reference 15]**;

- Strategic Environmental Assessment and Sustainability Appraisal National Planning Practice Guidance **[See reference 16]**;
- A Practical Guide to the Strategic Environmental Assessment Directive **[See reference 17]**;
- Guidance on Integrating Climate Change and Biodiversity into Strategic Environmental Assessment **[See reference 18]**;
- Guidance on Strategic Environmental Assessment/Sustainability Appraisal and the Historic Environment **[See reference 19]**;
- Strategic Environmental Assessment: Improving the effectiveness and efficiency of Strategic Environmental Assessment/Sustainability Appraisal for land use plans **[See reference 20]**;
- Assessing Health Impacts in Strategic Environmental Assessment **[See reference 21]**; and
- Health Impact Assessment in spatial planning: A guide for local authority public health and planning teams **[See reference 22]**.

Review other relevant policies, plans and programmes to establish policy context

2.6 The Thurrock Local Plan is not prepared in isolation; rather it is prepared within the context of other plans and programmes. The SEA Regulations require the Environmental Report to describe the relationship of the plan with other relevant plans and programmes. It should also be consistent with environmental protection legislation and support attainment of sustainability objectives that have been established at the international, national, and regional/sub-regional levels.

2.7 A review was therefore undertaken of other plans and programmes at the international, national, regional and sub-regional levels that were considered to

be relevant to the scope of the Local Plan. The full review is presented in **Appendix B** with a summary of the key plans and programmes presented in **Chapter 3**. As noted in **Chapter 3**, the policy review has been updated since it was originally presented in the IIA Scoping Report in 2022, as part of the preparation of each iteration of the SA Report. Updates have been made to refer to recently published plans and programmes.

Collect baseline information to establish sustainability context

2.8 Information on existing environmental, social and economic conditions in the plan area provides the baseline against which the plan's effects can be assessed in the IIA and monitored during the Local Plan's implementation.

2.9 Baseline information can also be combined with an understanding of drivers of change that are likely to persist regardless of the Local Plan to understand the likely future sustainability conditions in the absence of the Thurrock Local Plan.

2.10 The SEA Regulations require the Environmental Report to describe relevant aspects of the current state of the environment and how they are likely to evolve without the Local Plan. An understanding of this likely future, together with the assessed effects of the plan itself, additionally allows the IIA to report on cumulative effects, another requirement of the SEA Regulations.

2.11 The SEA Regulations require assessment of effects in relation to the following 'SEA topics': biodiversity, population, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage (including architectural and archaeological heritage), landscape, and the inter-relationship between these. Baseline information was therefore collected in relation to the SEA topics and additional sustainability topics were also addressed, covering broader socio-economic issues such as housing, access to services, crime and safety, education and employment. This reflects the integrated approach that is being

taken to the IIA and SEA processes. Baseline information for the Borough is presented in **Appendix C** with a brief synopsis provided in **Chapter 3**. As with the review of relevant plans and programmes, a small number of amendments have been made to the baseline information in the most recent iterations of the IIA since it was originally presented in the IIA Scoping Report in 2022. These changes have been made to reflect the most recent evidence sources.

Identify key sustainability issues

2.12 The baseline information also allows the identification of existing sustainability issues, including problems, as required by the SEA Regulations.

2.13 Key sustainability issues facing Thurrock Borough and an analysis of their likely evolution without the Local Plan Review are detailed in **Appendix C** and summarised in **Chapter 3**.

Develop the IIA Framework

2.14 The relevant sustainability objectives identified by the review of international, national and regional plans and programmes as well as those applicable to Thurrock Borough were considered alongside the key sustainability issues facing the Borough, identified by the collection and review of baseline information. This review work helped to inform the development of a set of sustainability objectives (the 'IIA Framework') against which the effects of the plan would be assessed. These objectives also take into account the types of issues that are capable of being affected by the land use planning system.

2.15 Development of the IIA Framework is not a requirement of the SEA Regulations but is a recognised way in which the likely sustainability effects of a plan can be transparently and consistently described, analysed and compared. The IIA Framework comprises a series of sustainability objectives and supporting criteria that are used to guide the appraisal of the policies and

proposals within a plan. The IIA Framework that has been used in this way throughout the plan-making process is presented in **Chapter 3**.

Development of the site assessment framework

2.16 To ensure consistency and transparency when assessing the likely sustainability effects of development site options considered for allocation in the Local Plan, the IIA Framework is supported by a set of site assessment criteria. These criteria set out clear, mostly spatial, parameters within which defined effects would be recorded, based on factors such as the distance of site options from sensitive environmental receptors (e.g. designated biodiversity sites or areas of higher landscape sensitivity) and distance to key services and facilities (e.g. service centres or public transport links). More detail on the criteria used in the IIA is provided in **Appendix D** of this IIA Report. The criteria have been applied through the use of a Geographical Information System (GIS) and appropriate digital data.

2.17 The site assessment framework makes reference to the framework presented in the 2018 ISA Report but was redrafted to take into account updates to the scoping and baseline information, the consultation comments received on the previous ISA reports, and developing good practice.

2.18 It is important to note that while the results of the IIA are an important consideration in the selection of sites for development, they are by no means the only consideration. Economic viability, for example, is another key consideration which falls outside the remit of the IIA. A site could perform exceptionally well from an IIA perspective but if it is economically unviable, it is unlikely to be developed and thus may not be taken forward.

Health Impact Assessment

2.19 The background and overall approach to HIA is set out in **Chapter 1**. While the IIA Framework identifies the most relevant SEA topic for each objective (see

Chapter 3), many of the IIA objectives also have potential to impact the health and wellbeing of the population, as set out below:

- IIA1: Housing – Provide new and affordable housing to meet identified needs.
  - Suitable, quality housing provides mental benefits of security and physical health benefits of having a healthy living environment.
- IIA2: Health, wellbeing and safety – Create a healthy living environment, encourage healthy lifestyles and improve safety.
  - This objective directly addresses health and wellbeing.
- IIA3: Community cohesion – Strengthen community cohesion and reduce inequalities.
  - Reducing crime, anti-social behaviour and fear of crime is important for physical and mental wellbeing.
  - Creating cohesive neighbourhoods with high levels of pedestrian activity/outdoor interaction, ensures both physical and mental wellbeing.
- IIA4: Access to services and facilities – Ensure adequate access to services and facilities for all.
  - Ensuring access to services and facilities means that people can access healthcare, recreation and sport facilities, and meet their daily needs, ensuring both physical and mental wellbeing.
- IIA5: Equalities – Advance equality of opportunity and foster good relations between those who share a protected characteristic (Equality Act 2010) and those who do not.
  - Equality of opportunity ensures everyone can access the health and wellbeing services and facilities they need, as well as promoting a sense of inclusion.
- IIA6: Education and skills – Provide opportunities for high-quality education and skills development to allow everyone to achieve their potential.

- As well as providing mental stimulation and personal achievement, education is important in achieving employment goals.

- IIA7: Economy and employment – Facilitate a prosperous and growing economy that creates a range of new jobs and improves vitality and viability of town centres.
  - Security of employment is important for mental wellbeing.
- IIA8: Transport – Reduce road traffic and congestion, pollution and accidents and improve health through physical activity by increasing the proportion of journeys made by public transport, cycling and walking.
  - Encouraging active travel, such as waking and cycling can have a wider range of positive implications for health, including increased physical activity and opportunities for social interaction. In addition, an increase in active travel would be associated with a decrease in vehicular transport and an associated decrease in air pollutants that can be harmful to human health.
  - Reduce road traffic and congestion, pollution and accidents and improve health through physical activity by increasing the proportion of journeys made by public transport, cycling and walking.
- IIA9: Air quality – Improve air quality by reducing concentrations of harmful atmospheric pollutants and avoiding their emission.
  - Poor air quality can lead to and aggravate respiratory diseases.
- IIA10: Soils – Conserve and enhance Thurrock's soil resources.
  - Contaminated land can be harmful to human health.
  - Best and most versatile land is important for food growing.
- IIA11: Resource consumption and waste – Use resources intelligently, optimising reuse and recovery to keep waste to a minimum.
  - Sustainable use of resources ensures that resources are available for essential infrastructure, including transport, health centres and local amenities.

  - Optimising reuse and minimising waste also benefits the wider environment and the ecosystem services it provides.
- IIA12: Water resources and quality – Ensure that water supply can support future development and preserve and enhance the quality of waterbodies and groundwater.
  - Availability of clean water is essential for drinking and sanitation.
- IIA13: Climate change and energy – Reduce greenhouse gas emissions and encourage the transition to renewable energy.
  - Climate change impacts on health and wellbeing for example by increasing weather-related illnesses and accidents (such as heat strokes and storm damage), affecting food production and increasing the spread of disease.
- IIA14: Flood risk – Reduce the risk and effects of flooding, both now and in the future.
  - Flooding can result in emotional and financial stress, as well as the spread of disease.
- IIA15: Biodiversity and geodiversity – Conserve and enhance Thurrock's biodiversity and geology, including all statutory and non-statutory designated sites, notable and protected habitats and species.
  - Well-functioning ecosystems provide a range of ecosystem services, including clean air and water, pollination of food crops and opportunities for recreation.
  - Connection with nature can improve mental wellbeing.
- IIA16: Historic environment – Conserve and enhance the significant qualities, fabric, setting and accessibility of the historic environment.
  - The historic environment can promote wellbeing by providing a sense of place, pride in the local area, and intellectual stimulation.
- IIA17: Landscape, townscape and visual impacts – Conserve and enhance Thurrock's landscape and townscape, ensuring development does not detract from the quality of views and local distinctiveness.

- The landscape and townscape can promote wellbeing by providing a sense of place, a sense of peace and beauty, interest and providing sites for recreation.

Equalities Impact Assessment

2.20 There are three main duties set out in the Equality Act 2010, which public authorities including Thurrock Council must meet in exercising their functions:

- To eliminate discrimination, harassment, victimisation and other conduct that is prohibited under the Act;
- To advance equality of opportunity between persons who share relevant protected characteristics and persons who do not share it; and
- To foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

2.21 The Equality Act 2010 identifies nine 'protected characteristics' and seeks to protect people from discrimination on the basis of these characteristics. Socio-economic status (people on low incomes, young and adult carers, people living in deprived areas/rural areas, groups suffering multiple disadvantages etc.) is not a characteristic protected by the Equality Act 2010. However, the Council is committed to also considering the impact that new policy changes will have on these groups.

2.22 Appendix H presents an assessment of the likely impacts of the various elements of the Local Plan on each of the nine protected characteristics from the Equality Act 2010 as well the socio-economic groups considered to be of relevance to the assessment by the Council. The groups against which the Local Plan options have been considered are as follows:

- Protected characteristics identified in the Equality Act 2010:
  - Age: Children (0-4), Younger people (aged 18-24), older people (aged 60 and over);

  - Disability: Disabled people, people with physical and mental impairment;
  - Gender reassignment;
  - Marriage and civil partnership;
  - Pregnancy and maternity;
  - Race;
  - Religion or belief;
  - Sex; and
  - Sexual orientation.
- Socio-economic status groups highlighted for consideration by Thurrock Council:
  - People on low incomes, young and adult carers, people living in deprived areas/rural areas, groups suffering multiple disadvantages.

Consult on the scope and level of detail of the IIA

2.23 Public and stakeholder participation is an important element of the IIA and wider plan-making processes. It helps to ensure that the IIA Report is robust and has due regard for all appropriate information that will support the plan in making a contribution to sustainable development.

2.24 The SEA Regulations require the statutory consultation bodies (the Environment Agency, Historic England, and Natural England) to be consulted "when deciding on the scope and level of detail of the information that must be included" in the IIA report. The scope and level of detail of the IIA is governed by the IIA Framework and the statutory consultees (and the local authority areas which surround Thurrock Borough) have therefore been consulted on this when it was developed as part of the scoping process for the IIA Report.

2.25 Consultation was undertaken on the IIA Scoping Report between May and June 2022. Consultation on the IIA Report for the Initial Proposals Local Plan was undertaken between December 2023 and February 2024.

2.26 Appendix A lists the comments that were received on the IIA during these periods of consultation and describes how each response has been addressed. In light of the comments received, a number of amendments were made to the review of plans and programmes, the baseline information, and the IIA Framework.

Stage B: Developing and refining options and assessing effects

2.27 Developing options for a plan is an iterative process, usually involving a number of consultations with the public and stakeholders. Consultation responses and the IIA can help to identify where there may be other 'reasonable alternatives' to the options being considered for a plan.

2.28 In relation to the IIA report, Part 3 of the SEA Regulations 12 (2) requires that:

> "The report must identify, describe and evaluate the likely significant effects on the environment of—
>
> (a) implementing the plan or programme; and
>
> (b) reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme."

2.29 Schedule 2 (h) of the SEA Regulations requires that the Environmental Report includes a description of:

> "(h) an outline of the reasons for selecting the alternatives dealt with."

2.30 The SEA Regulations require that the alternative policies and site allocations considered for inclusion in a plan that must be subject to SEA are 'reasonable', therefore alternatives that are not reasonable do not need to be subject to appraisal. Examples of unreasonable alternatives could include policy options that do not meet the objectives of the plan or national policy (e.g. the NPPF) or site allocation options that are unavailable or undeliverable.

2.31 The IIA findings are not the only factors taken into account when determining a preferred option to take forward in a plan. Indeed, there will often be an equal number of positive or negative effects identified by the IIA for each option, such that it is not possible to rank them based on sustainability performance in order to select a preferred option. Factors such as deliverability and conformity with national policy will also be taken into account by plan-makers when selecting preferred options for their plan.

2.32 The following sections describe the process that was followed in identifying and appraising options for the Local Plan. The alternative options were identified by the Council based on the most up-to-date evidence. The stages of option development and accompanying IIA to date are outlined below.

Issues and options

2.33 The ISA of the Issues and Options Stage 2 Local Plan appraised the vision, 20 strategic objectives, 10 policy principles, and the growth options for housing, employment, and retail and leisure in the Borough. The updated ISA Framework and site assessment framework were set out in **Table 2.2** and Appendix 4 of the ISA Issues and Options (Stage 2) Report.

2.34 The vision and objectives were appraised as having positive sustainability implications, particularly as many of the draft objectives for the Local Plan directly address one or more ISA objectives.

2.35 The housing growth options were expected to have a mix of both positive and negative sustainability effects. The assessments for the overall housing quanta options, the housing growth options, and the Major Urban Extension options showed the most significant sustainability effects. In order to deliver the housing that Thurrock needs over the plan period within the Borough, the Local Plan is likely to require development of a substantial amount of greenfield land across the Borough. It was identified that this would be likely to have negative implications for many of the environmental ISA objectives, although it is possible that these could be minimised and mitigated through development management policies and site-specific allocation policies, for example by requiring good design, incorporating and enhancing blue and green infrastructure, and supporting developments that achieve net environmental gain. In addition, large-scale, new development presents opportunities for economic growth and provision of new services and facilities for residents. Similarly, better health outcomes could be designed into new development through including health and wellbeing policies in the Local Plan, the review of the Design Strategy and through implementation of the emerging Green and Blue Infrastructure Strategy.

2.36 There was also a mix of positive and negative effects expected with regards to employment options, although these were generally minor effects, with significant effects only being recorded against the ISA objectives relating to flood risk, landscape, townscape & visual, and economy & employment.

2.37 The retail and leisure options looked at where retail and leisure facilities should be located in the future, with particular consideration as to how Lakeside and Grays town centre should develop. Many options considered whether a new approach to planning policy should be introduced. Generally, introducing the new approaches suggested in the Issues and Options (Stage 2) document was expected to perform better in sustainability terms than a ‘business as usual’ approach.

2.38 The Development Principles section of the Issues and Options (Stage 2) document focused on seeking opinions on what aspects of Thurrock are important to respondents. Where options could be identified, inclusion of active design principles and requiring Health Impact Assessment were expected to have more positive effects than a 'business as usual' approach.

2.39 The ISA Report identified that the implementation of the Lower Thames Crossing (LTC) would significantly alter the baseline against which the Local Plan policies will be appraised. While the LTC was appraised as likely to have some positive sustainability effects, a number of existing sustainability issues, notably health and well-being, could be exacerbated.

2.40 The ISA of the Issues and Options (Stage 2) Report was published for public consultation from December 2018 to March 2019. As detailed in **Chapter 1**, following on from this consultation, the Council piloted the Prince's Foundation Design Charette in Aveley in late 2019. In early 2020, the Council rolled out this process to other locations to work with local stakeholders to build a better understanding of the need and opportunities for growth and investment throughout the Borough. This exercise was severely delayed as a result of the COVID-19 pandemic and was formally completed in March 2022. Due to the delay in the plan-making process, the Council proposes to undertake two further rounds of consultation under the Regulation 18 stage before proceeding to Regulation 19 consultation. The subsequent stages of the Local Plan will be subject to IIA using a revised and updated IIA Framework (as described earlier in this chapter).

Strategic spatial options and quantum of housing development

2.41 In December 2022, Thurrock Council initially identified six alternative spatial approaches for the Thurrock Local Plan in relation to housing delivery. These were considered by the Council to be the reasonable alternative options for meeting the need for housing development identified over the plan period.

2.42 Each spatial option described the quantum of development to be delivered in the Borough's settlements. The six proposed spatial options were as follows and were appraised as part of the IIA Report for the Initial Proposals Local Plan document:

- Spatial Option 1: Focus on locations that are currently the most connected.
- Spatial Option 2: Increased development in locations that have direct access to key services and facilities.
- Spatial Option 3: Increased development in the smaller villages.
- Spatial Option 4: New town at West Horndon.
- Spatial Option 5: New towns at West Horndon and Lower Langdon.
- Spatial Option 6: No additional Green Belt release.

2.43 Following the completion of the Initial Proposals consultation, the Council identified two additional spatial options:

- Spatial Option 4a: New town at Lower Langdon – the same as Spatial Option 4 but replacing a new town at West Horndon with one at Lower Langdon. Added to complete the set of initial spatial options before selecting a preferred approach.
- Spatial Option 7: Hybrid option – taking into account the findings of the IIA of Spatial Options 1-6 (including 4a), responses from the Initial Proposals consultation, and other relevant evidence, the Council considered that the preferred spatial strategy was likely to combine components of Spatial Options 1, 2 and 4 and this hybrid Spatial Option was therefore tested as an additional reasonable alternative.

2.44 All spatial options include the following two elements:

- development of existing commitments; and
- development of brownfield sites in the urban area.

2.45 The appraisal of the preferred, hybrid option (Spatial Option 7) is presented in **Chapter 4** of this report. The appraisals of the spatial options

identified at Initial Proposals stage (1-6) and Spatial Option 4a (a variant of Spatial Option 4, as described above) are presented in **Appendix E** of this report.

Table 2.1 indicates the distribution of growth in the Borough's settlements under each spatial strategy option. The 'high', 'medium' and 'low' growth columns indicate whether a particular settlement would receive higher or lower amounts of growth relative to the amount of growth it would receive under the other spatial options. For example, growth of 1,500 homes in Chadwell St Mary under Spatial Options 1 and 5 is categorised as 'low' growth because Chadwell St Mary would receive higher amounts of growth under Spatial Options 2, 3 and 4 (3,500 homes under Spatial Options 3 and 4, and 5,500 homes under Spatial Option 2). Spatial Option 6: No additional Green Belt release is presented differently as this option identifies the highest number of homes that could come from the urban area of each settlement, without the release of additional sites from the Green Belt.

Table 2.1: Spatial options and quantum of development

Spatial Option	High Growth	Medium Growth	Low Growth
Spatial option 1: Focus on locations that are currently the most connected (Approximately 22,326 new homes over the plan period)	■ East Tilbury (3,750) ■ Grays (2,800) ■ Purfleet-on-Thames (3,200) ■ Stanford-le-Hope (2,500) ■ Tilbury (600) ■ West Thurrock (inc. Lakeside) (4,000) **(16,850 homes)**	■ West Horndon (1,500) **(1,500 homes)**	■ Aveley (1,000) ■ Bulphan (50) ■ Chadwell St Mary (1,500) ■ Corringham (750) ■ Fobbing (200) ■ Horndon on the Hill (75) ■ Langdon Hills (181) ■ Orsett (220) **(3,976 homes)**
Spatial option 2: Increased development in locations that have direct access to key services and facilities (Approximately 32,276 new homes over the plan period)	■ Aveley (2,700) ■ Chadwell St Mary (5,500) ■ Corringham (5,000) ■ East Tilbury (3,750) ■ Grays (2,800) ■ Purfleet-on-Thames (3,200) ■ Stanford-le-Hope (2,500)	■ West Horndon (1,500) **(1,500 homes)**	■ Bulphan (50) ■ Fobbing (200) ■ Horndon on the Hill (75) ■ Langdon Hills (181) ■ Orsett (220) **(726 homes)**

Spatial Option	High Growth	Medium Growth	Low Growth
	■ Tilbury (600) ■ West Thurrock (inc. Lakeside) (4,000) **(30,050 homes)**		
Spatial Option 3: Increased development in the smaller villages (Approximately 26,061 new homes over the plan period)	■ Bulphan (2,500) ■ Fobbing (550) ■ Horndon on the Hill (900) ■ Langdon Hills (181) ■ North Stifford (280) ■ Orsett (1,400) ■ Southfields (1,500) **(7,311 homes)**	■ Aveley (2,000) ■ Chadwell St Mary (3,500) ■ Corringham (2,500) ■ East Tilbury and Linford (2,000) ■ Grays (2,000) ■ Purfleet-on-Thames (2,850) ■ Stanford-le-Hope (1,800) ■ Tilbury (600) ■ West Thurrock (including Lakeside) (1,500) **(18,750 homes)**	-
Spatial Option 4: New town at West Horndon	■ West Horndon (7,000) **(7,000 homes)**	■ Aveley (2,000) ■ Chadwell St Mary (3,500)	■ Bulphan (50) ■ Fobbing (200)

Spatial Option	High Growth	Medium Growth	Low Growth
(Approximately 22,376 new homes over the plan period)		■ Corringham (2,500) ■ East Tilbury (700) ■ Grays (1,000) ■ Purfleet on Thames (2,850) ■ Stanford-le-Hope (800) ■ Tilbury (300) ■ West Thurrock (1,000) **(14,650 homes)**	■ Horndon on the Hill (75) ■ Langdon Hills (181) ■ Orsett (220) **(726 homes)**
Spatial Option 4a: New town at Lower Langdon (Approximately 19,376 new homes over the plan period)	■ Lower Langdon (4,000) **(4,000 homes)**	■ Aveley (2,000) ■ Chadwell St Mary (3,500) ■ Corringham (2,500) ■ East Tilbury (700) ■ Grays (1,000) ■ Purfleet on Thames (2,850) ■ Stanford-le-Hope (800) ■ Tilbury (300) ■ West Thurrock (1,000)	■ Bulphan (50) ■ Fobbing (200) ■ Horndon on the Hill (75) ■ Langdon Hills (181) ■ Orsett (220) **(726 homes)**

Spatial Option	High Growth	Medium Growth	Low Growth
		(14,650 homes)	
Spatial option 5: New towns at West Horndon and Lower Langdon (Approximately 21,626 new homes over the plan period)	■ Lower Langdon (4,000) ■ West Horndon (7,000) **(11,000 homes)**	-	■ All other areas **(10,626 homes)**
Spatial option 6: No additional Green Belt release (Approximately 7,320 new homes over the plan period)			■ Aveley (50) ■ Bulphan (10) ■ Chadwell St Mary (200) ■ Corringham (100) ■ East Tilbury (240) ■ Fobbing (200) ■ Grays (1,900) ■ Horndon on the Hill (10) ■ Langdon Hills (180) ■ Orsett (10) ■ Purfleet-on-Thames (2,850) ■ South Ockendon (250) ■ Stanford-le-Hope (270) ■ Tilbury (300) ■ West Thurrock (750) **(7,320 homes)**

Spatial Option	High Growth	Medium Growth	Low Growth
Spatial option 7: Hybrid option (Approximately 35,110 new homes over the plan period)	■ West Horndon (10,000) ■ South Ockendon (7,000) **(17,000 homes)**	■ Aveley (2,100) ■ Chadwell St Mary (2,700) ■ Corringham (2,100) ■ East Tilbury (2,500) ■ Grays (2,400) ■ Purfleet on Thames (3,000) ■ Southfields (400) ■ Stanford-le-Hope (1,900) ■ Tilbury (400) **(17,500 homes)**	■ Baker Street (40) ■ Bulphan (40) ■ Fobbing (10) ■ Horndon on the Hill (120) ■ Langdon Hills (200) ■ Orsett (200) **(610 homes)**

2.46 The findings of the appraisals were provided to the Council as they emerged, allowing it to take into account the IIA findings, along with other relevant factors, when considering which elements of the options to take forward in the Local Plan.

2.47 Each spatial option is described in more detail in the following paragraphs.

Spatial Option 1: Focus on locations that are currently the most connected

2.48 Spatial Option 1 focuses development at locations that are currently the most connected. This includes development of existing commitments / brownfield sites in the urban area and focusing high growth in settlements with good connectivity (railway and bus links), including East Tilbury, Grays, Purfleet-on-Thames, Stanford-le-Hope, Tilbury and West Thurrock (including Lakeside). This spatial option also includes a 'medium' quantum of development at West Horndon. Low growth would be directed to Aveley, Bulphan, Chadwell St Mary, Corringham, Fobbing, Horndon on the Hill, Langdon Hills, and Orsett. Spatial Option 1 would deliver approximately 22,326 new homes based on 'available' sites.

Spatial Option 2: Increased development in locations that have direct access to key services and facilities

2.49 Spatial Option 2 focuses development at locations that currently have direct access to key services and facilities. This includes development of existing commitments / brownfield sites in the urban area and focusing high growth in well serviced settlements and those with good connectivity (railway and bus links). Therefore, 'high' growth would be directed to Aveley, Chadwell St Mary, Corringham, East Tilbury, Grays, Purfleet-on-Thames, Stanford-le-Hope, Tilbury and West Thurrock (including Lakeside). This spatial option also includes a 'medium' quantum of development at West Horndon. Low growth would be directed to Bulphan, Fobbing, Horndon on the Hill, Langdon Hills, and Orsett. Spatial Option 2 would deliver approximately 32,276 new homes over the plan period based on 'available' sites.

Spatial Option 3: Increased development in the smaller villages

2.50 Spatial Option 3 proposes to increase development in the smaller villages. This includes development of existing commitments / brownfield sites in the urban area and focusing high growth in small village locations including Bulphan, Fobbing, Horndon on the Hill, Langdon Hills, North Stifford, Orsett and Southfields. 'Medium' growth would be delivered in the following settlements, Aveley, Chadwell St Mary, Corringham, East Tilbury and Linford, Grays, Purfleet-on-Thames, Stanford-le-Hope, Tilbury and West Thurrock (including Lakeside). Spatial Option 3 would deliver approximately 26,061 new homes over the plan period based on 'available' sites.

Spatial Options 4: New town at West Horndon and 4a: New town at Lower Langdon

2.51 Spatial Options 4 and 4a comprise the development of a new town at either West Horndon (7,000 homes), to the south of the existing settlement in neighbouring Brentwood District, or at 'Lower Langdon' (4,000 homes), to the north of Stanford-le-Hope along the A13.

2.52 Additionally, Spatial Options 4 and 4a include a 'medium' quantum of development at Aveley, Chadwell St. Mary, Corringham, East Tilbury, Grays, Purfleet-on-Thames, Stanford-le-Hope, Tilbury and West Thurrock. 'Low' growth would be directed to the following locations: Bulphan, Fobbing, Horndon on the Hill, Langdon Hills and Orsett. Spatial Option 4 would deliver approximately 22,376 new homes over the plan period based on 'available' sites while Spatial Option 4a would deliver approximately 19,376 homes.

Spatial Option 5: New towns at West Horndon and Lower Langdon

2.53 Spatial Option 5 comprises the development of a new town at West Horndon (7,000 homes) and a new town at Lower Langdon (4,000 homes). A 'low' quantum of development would take place in all other areas of the Borough, as well as the development of existing commitments and brownfield sites. In total, approximately 21,626 additional homes would be developed in Thurrock during the plan period via Spatial Option 5. Spatial Option 5 takes account of Spatial Option 4, in addition to the development of a new town at Lower Langdon and 'low' development in all other areas of the Borough.

Spatial Option 6: No additional Green Belt release

2.54 Spatial Option 6 directs new development to the existing settlements with no additional sites being released from the Green Belt. This includes development of existing commitments, windfall sites and opportunity areas with the majority of new homes directed to Purfleet-on-Thames, Grays and West Thurrock (including Lakeside). In total, approximately 7,320 additional homes would be developed in Thurrock during the plan period via Spatial Option 6.

Spatial Option 7: Hybrid option

2.55 Spatial option 7 is a hybrid option combining components of Spatial Options 1, 2 and 4. In common with all of the spatial options considered, it includes development of brownfield land, urban area sites and existing commitments. The majority of growth is directed towards well-connected places with operational transport infrastructure and settlements that have access to key services and facilities. It would also involve the delivery of one new town at West Horndon (approximately 10,000 homes), where there is a train station with capacity, to create a sustainable new settlement. There would also be limited growth in villages.

Reasons for selecting Option 7 as initial preferred approach

2.56 This option was selected as an initial, preferred approach as it drew together the most effective elements of the alternative spatial strategies. It combines the benefits of Options 1 and 2 while also incorporating a new settlement (Option 4a) to help meet housing needs, support the delivery of strategic infrastructure, make effective use of transport assets including the railway station, and direct growth to a location considered less sensitive to development.

2.57 Overall, Spatial Option 7 was considered to provide the most balanced and deliverable approach to meeting the Borough's long-term development needs. The other Spatial Options were discounted through the process of identifying the most sustainable option for growth. Discussions with site promoters/site owners/house builders helped to filter out sites that weren’t deliverable in the long term and influence which Spatial Options got discounted. However, elements of the Spatial Options 1-6 that performed most strongly were incorporated into Spatial Option 7.

2.58 Unlike the other options, this strategy also includes around 7,000 homes at South Ockendon. The scale of growth reflects the area's capacity to accommodate development, support significant infrastructure investment, and deliver sustainable communities in a location with strong transport connections. Overall, the option was considered to provide the most balanced and deliverable approach to meeting the Borough's long-term development needs.

2.59 Crucially, the preferred option emerged from a logical process of identifying elements from each of the options that performed strongly against the Plan's objectives. A key strength of this approach were the opportunities it provided to pick out strategic infrastructure delivery, aligned with sites where there was greater confidence in long-term deliverability as confirmed in discussions with site promoters/site owners/house builders. This then enabled the strategy to provide the most balanced, effective and achievable approach to meeting the Borough's future housing, economic and infrastructure needs.

Housing growth sub-options considered in relation to Hybrid Spatial Option 7 and reasons for choosing the preferred approach

2.60 As described above, Hybrid Option 7 was developed as an initial preferred approach, combining elements of the earlier options. As part of the development of the hybrid spatial option (Spatial Option 7) into the proposed spatial strategy in the Local Plan, several sub-options or variations of the hybrid option that would accommodate different amounts of housing were then considered by the Council.

2.61 The first stage of spatial options appraisal (Options 1–7) identified a hybrid approach as the preferred strategy, which included growth at West Horndon and did not take forward Lower Langdon. This reflected the conclusion at that stage that West Horndon represented the stronger strategic option. However, as the spatial strategy was further refined through testing the Small, Medium and High Growth (SG, MG and HG) sub-options, Lower Langdon was reconsidered. Lower Langdon was brought back into consideration because of the increased housing requirement being tested and the opportunity the site presented to support the delivery of significant infrastructure and connectivity improvements. In addition, Lower Langdon was considered a strong and viable strategic option, with the site promoter demonstrating that the development could be delivered within a timeframe consistent with the key objectives and infrastructure milestones of the Plan. As a result, it was appropriate to reassess its role as part of the higher growth spatial strategy options.

2.62 The different amounts of housing testing through the sub-options were based on the uplift to the standard method housing need figure that would be needed to support the jobs growth scenarios developed in the Employment Development Needs Assessment (EDNA) **[See reference** 23**]**. The sub-options' starting point was the standard method housing need figure (21,450 homes), for which three spatial sub-options were considered by the IIA. Additional spatial sub-options were identified to align with the medium jobs growth (four sub-options) and high jobs growth (two sub-options) scenarios in the EDNA.

2.63 The EDNA also set out a low jobs growth scenario. However, the housing need to support the low growth forecast was identified in the Housing Needs Assessment **[See reference** 24**]** as 17,260 homes which is below the standard method calculation for the Borough. As such the Low Growth scenario was not considered a reasonable alternative quantum of housing growth and was not appraised in the IIA.

2.64 Thurrock has experienced under-delivery in terms of its housing requirement in recent years. In these instances, the NPPF (paragraph 78b) advises that a buffer of 20% should be applied to strategic housing targets to improve the prospect of achieving the planned supply. The Council applied a slightly larger buffer to account for sites that might fall out of the assessment process due to other technical evidence becoming available, sites being withdrawn by developers and to maintain flexibility in supply. As such the Council applied a buffer of 25% to the standard method calculation for the Borough (21,450 homes) to arrive at its three lower growth sub-options SM1, SM2, and SM3 (26,813 homes). Applying the same 25% buffer to the housing need identified through the Housing Need Assessment that would meet the medium and high jobs growth scenarios resulted in medium growth sub-options delivering 29,6000 homes and high growth sub-options delivering 36,100 homes.

2.65 The sub-options are described below and their appraisal is set out in **Chapter 4** of this report. **Table 2.2** sets out the approximate spatial distribution of homes to towns with train stations (including the principal urban area of Grays), towns without train stations (Aveley, Chadwell St Mary, Corringham), villages, and the potential new settlements of West Horndon and Lower Langdon under the various sub-options considered by the Council.

Table 2.2: Housing growth sub-options under Spatial Option 7: Hybrid option

Growth location	SM1	SM2	SM3	MG1	MG2	MG3	MG4	HG1	HG2
Towns with train stations (inc. Grays)	19,905	19,905	16,854	19,905	19,905	18,379	14,670	19,905	19,905
Towns without train stations (Aveley, Chadwell St Mary, Corringham)	7,203	5,084	5,084	7,203	5,084	6,356	5,084	7,203	7,203
Villages	39	89	114	114	114	134	134	134	134
New Settlements:									
- West Horndon	-	2,000	5,000	2,000	5,000	5,000	10,000	10,000	5,000
- Lower Langdon	-	-	-	-	-	-	-	-	3,941
Total	27,147	27,078	27,052	29,222	30,103	29,869	29,889	37,242	36,183
Growth scenario figure + 25% buffer	26,813	26,813	26,813	29,600	29,600	29,600	29,600	36,100	36,100

Standard method (SM) figure with 25% buffer (achieving 26,813 homes)

- SM Housing Option 1 - All brownfield land, urban area sites and existing commitments. High growth in all towns. Limited growth in villages. No growth at West Horndon; no growth at Lower Langdon.
- SM Housing Option 2 - All brownfield land, urban area sites and existing commitments. Limited growth in villages. 2,000 homes at West Horndon, reduced settlement growth at towns without train stations (i.e. Aveley, Chadwell St Mary and Corringham).
- SM Housing Option 3 – 5,000 homes at West Horndon, further reduced growth across all towns, except Grays. Limited growth in villages.

Medium growth (MG) with 25% buffer (achieving 29,600 homes)

- MG Housing Option 1 - Development of brownfield land, urban area sites and existing commitments. High growth around existing towns and well-connected settlements only. 2,000 homes at West Horndon, but no growth at Lower Langdon. Limited growth in villages.
- MG Housing Option 2 - Development of brownfield land, urban area sites and existing commitments. Reduced settlement growth at towns without train stations (i.e. Aveley, Chadwell St Mary and Corringham). Limited growth in villages. Medium growth (5,000 homes) at West Horndon.
- MG Housing Option 3 - Development of brownfield land and urban area sites. Reduced settlement growth across all towns except principal urban area. Limited growth in villages. Medium growth (5,000 homes) at West Horndon.
- MG Housing Option 4 - 10,000 homes at West Horndon, further reduced growth at existing towns including principal urban area. Limited growth in villages.

High growth (HG) with 25% buffer (achieving 36,100 homes)

- HG Housing Option 1 - All brownfield land, urban area sites and existing commitments. Focus growth on well-connected places with train stations and maximise growth around existing settlements. Limited growth in villages. One new town at West Horndon (10,000 homes).
- HG Housing Option 2 - All brownfield land within the urban areas, and existing commitments. Maximise growth around existing settlements. Limited growth in villages. Two new towns at West Horndon (5,000 homes) and Lower Langdon (4,000 homes).

Reasons for choosing the preferred approach to housing development

2.66 The level of housing proposed reflects a conscious decision to plan positively for growth by aligning housing provision with the scale of economic growth anticipated within the Borough. Whilst the Government's standard method provides a baseline for housing need, the Council considered that this did not fully reflect the scale of economic change expected in Thurrock. The Plan proposes a higher level of housing growth to support forecast job creation and ensure that sufficient homes are available for the future workforce.

2.67 In selecting the preferred spatial strategy, the Council considered a range of reasonable alternatives and concluded that growth should be focused in the most sustainable locations rather than dispersed evenly across the Borough.

2.68 The preferred distribution directs development towards strategic growth locations capable of accommodating significant housing numbers and supporting associated infrastructure investment, including West Horndon New Town (approximately 10,000 homes), land north of the A13 (approximately 5,000 homes), and the regeneration of Purfleet (approximately 3,000 homes).

Options for quantum and spatial distribution of employment development

2.69 The Council also considered options for the Local Plan in relation to the amount and spatial distribution of employment development. In common with the housing growth sub-options above, these also reflect the growth scenarios presented in the EDNA and are considered by the Council to be the reasonable alternative options for meeting the need for employment development identified over the plan period.

2.70 The options are summarised in **Table 2.3** and described below and the table. Ther appraisal of the employment options is set out in **Chapter 4** of this report.

Table 2.3: Employment growth options

Growth location	SM1	SM2	MG1	MG2	MG3	HG1	HG2	HG3
Existing supply in existing employment areas	✓	✓	✓	✓	✓	✓	✓	✓
Additional employment land in west to meet local demands	✗	✓	✗	✓	✓	✗	✓	✓
Land at Tilbury 3 for Thames Freeport	✗	✗	✓	✓	✓	✓	✓	✓
Expansion of London Gateway	✗	✗	✗	✗	✗	✓	✓	✓
Land for data centres	✗	✗	✗	✗	✓	✗	✗	✓

Standard method (SM) employment options

2.71 Employment growth options to align with standard method housing figure:

- SM Employment Option 1 - No additional allocations as existing supply within designated employment areas provides enough land to meet future demand on a quantitative basis.
- SM Employment Option 2 - Existing supply within designated employment areas plus the allocation of additional employment land to the west of the Borough to meet local market demands.

Medium growth (MG) employment options

2.72 Employment growth options to align with medium growth housing figure:

- MG Employment Option 1 - Existing supply within existing designated employment areas plus the allocation of land associated with Tilbury 3 for Thames Freeport.

- MG Employment Option 2 - Existing supply within existing designated employment areas plus the allocation of land associated with Tilbury 3 for Thames Freeport, plus additional employment land in west to meet local market demands.
- MG Employment Option 3 - Existing supply within existing designated employment areas plus the allocation of land associated with Tilbury 3 for Thames Freeport, allocation of land for data centres to support the national agenda, plus additional employment land in west to meet local market demands.

High growth (HG) employment options

2.73 Employment growth options to align with high growth housing figure:

- HG Employment Option 1 - Existing supply within existing designated employment areas plus the allocation of land associated with Tilbury 3 and the expansion of London Gateway to deliver national growth ambitions of the Thames Freeport.
- HG Employment Option 2 - Existing supply within existing designated employment areas plus the allocation of land associated with Tilbury 3 and the expansion of London Gateway to deliver national growth ambitions of the Thames Freeport plus additional employment land in west to meet local market demands.
- HG Employment Option 3 - Existing supply within existing designated employment areas plus the allocation of land associated with Tilbury 3 and the expansion of London Gateway to deliver national growth ambitions of the Thames Freeport, allocation of land for data centres to support the national agenda plus additional employment land in west to meet local market demands.

Reasons for choosing the preferred approach to employment development

2.74 The planned scale of employment growth reflects Thurrock's role as a major economic hub and the quality of opportunities available within the Borough. A key driver is the presence of nationally significant port and logistics assets along the River Thames, including the Port of Tilbury and London Gateway, which provide direct access to international markets and support a substantial logistics and industrial economy.

2.75 The Council considered that the preferred approach should focus on future economic opportunities associated with the Thames Freeport, the Lower Thames Crossing and proposed energy infrastructure. These investments are expected to facilitate business growth, attract inward investment and create employment opportunities across logistics, manufacturing, advanced technologies, data centres and related sectors.

2.76 The preferred strategy provides a substantial portfolio of employment land, distributed in locations that benefit from existing and planned strategic infrastructure. The Council considers this approach represents the most effective means of supporting long-term economic growth, ensuring alignment between housing and employment provision, and maximising the economic opportunities available to Thurrock.

Settlement initial proposals and reasonable alternatives

2.77 The Local Plan Initial Proposals Consultation Document (December 2023) presented different scenarios for development in each settlement.

2.78 The appraisal findings were provided to the Council and presented in the IIA Report for the Initial Proposals Consultation document. This provided the Council

with the opportunity to take into account the IIA findings, along with other relevant factors, when considering which option(s) to take forward in the Local Plan. The Council subsequently identified site options that could be taken forward for allocation in each of its settlements as means of bring forward the preferred initial proposals considered.

2.79 The settlement options that were presented as 'initial proposals' and 'reasonable alternatives', are described below. The summary of the findings of the IIA of these options that was originally presented in Chapter 5 of the IIA of the Local Plan Initial Proposals Consultation Document (November 2023) is reproduced in **Appendix G** along with detailed appraisal of the settlement options.

Grays Conurbation

- Initial Proposal – 750-1,000 new homes; new employment site at Arena Essex; Grays and Lakeside Basin identified as Opportunity Areas (Grays potential capacity 1,000-1,500 new homes'; Lakeside potential capacity 500-750 new homes).
- Reasonable alternative – No alternative sites for new neighbourhoods have been identified for Grays. One alternative site is identified within the Lakeside Basin Opportunity Area.

Aveley

- Initial Proposal – 750-900 new homes; enhancement of Mardyke Valley; new additional retail and community facilities.
- Reasonable alternative – 1,750-2,000 new homes; new neighbourhood centre; new healthcare facilities and additional retail and community facilities.

Chadwell St Mary

- Initial Proposal - 3,400-4,000 new homes; new primary and secondary schools; two local/neighbourhood centres; expansion of Wickham Park; employment hub to the west of Muckingford Road; main centre identified as an Opportunity Area.
- Reasonable alternative (small scale growth) - 1,200-1,400 new homes; new primary school and local/neighbourhood centre.
- Reasonable alternative (medium scale growth) - 2,900-3,400 new homes; new primary schools; two local/neighbourhood centres and smaller scale employment uses.

Corringham

- Initial Proposal – 2,700-3,200 new homes; two primary schools; new local/neighbourhood centre and smaller scale employment uses; enhancement to green and blue infrastructure; Corringham Town Centre identified as an Opportunity Area; safeguarding existing employment areas at London Gateway and Thames Enterprise Park.
- Reasonable alternative – 750-1,000 new homes; new local/neighbourhood centre.

East Tilbury

- Initial Proposal – 1,000-1,200 new homes; new primary school and community hub.
- Reasonable alternative – 230 new homes.

Purfleet on Thames

- Initial Proposal – 2,850 new homes; new primary and secondary schools; healthcare facilities; railway station upgrades; new town centre and new employment.

- Reasonable alternative – no alternative sites for new neighbourhoods have been identified for Purfleet. Potential new employment site adjacent to the A1306 for small to medium sized businesses.

South Ockendon

- Initial Proposal – 4,000-4,500 new homes; expansion of existing schools; new local/neighbourhood centre; the areas around the train station and Derwent Parade are identified as Opportunity Areas; extension to Hangman's Woods Industrial Estate.
- Reasonable alternative – 6,000-7,000 new homes; new primary and secondary schools; local/neighbourhood centre; new link roads; and employment.

Stanford le Hope

- Initial Proposal – 850-1,100 new homes; new primary school; the area around the train stations is identified as an Opportunity Area; Stanhope Industrial Estate is safeguarded.
- Reasonable alternative – There are no materially different growth scenarios being considered for Stanford-le-Hope.

Tilbury

- Initial Proposal – 110 new homes; Opportunity Areas around the town centre and cruise terminal area identified; new employment area which forms part of the designated Freeport; port operation land identified at Tilbury 2.
- Reasonable alternative – Potential employment site adjacent to Dock Road/A1089.

Rural Villages

- Initial Proposal – 90-110 new homes in Orsett and 40-50 homes in Horndon on the Hill; minor amendments to Green Belt boundaries around Bulphan /

Horndon on the Hill / Orsett may identify additional small infill development opportunities; Fobbing, North Stifford & West Tilbury would remain in the Green Belt.

- Reasonable alternative – 550-650 new homes in Orsett, 40-50 homes in Horndon on the Hill, and 10-20 homes in Bulphan; minor amendments to Green Belt boundaries around Bulphan / Horndon on the Hill / Orsett may identify additional small infill development opportunities; Fobbing, North Stifford & West Tilbury removed from the Green Belt; new primary school in Orsett.

New Place - Southfields

- 1,300-1,700 new homes; new primary school; small village centre; and more local employment opportunities.

New Place – West Horndon

- Initial Proposal – 5,000-6,500 new homes; new employment opportunities; new primary and secondary school; new local / neighbourhood centres.
- Reasonable alternative – 2,000 new homes; new employment opportunities; new primary school; new local / neighbourhood centres.

New Place – Lower Langdon

- 4,000-5,000 new homes; links to Country Park; new employment opportunities; new primary and secondary school; new local / neighbourhood centres.

Site allocations and reasonable alternatives

Identification of reasonable alternative site options

2.80 In order to identify site options for potential allocation in the Local Plan, the Council held a Call for Sites process up to the end of January 2025 to identify sites to be included in the Council's 2025 Housing Land Availability Assessment (HLAA) and Employment Land Availability Assessment (ELAA). To be considered as part of the HLAA or ELAA, sites submitted for housing were required to be large enough for at least 5 new houses or flats. Sites for employment and other uses were required to be at least 0.25 hectares (or be large enough for 500m^2 of floorspace). Sites that were identified as available and achievable and not subject to primary constraints through this work, were considered to be reasonable alternatives for potential allocation in the Local Plan. These site options are appraised in the IIA in **Chapter 5**.

Summary of reasons for choosing site allocations in light of alternatives

2.81 Decisions on whether to allocate sites were informed by performance against sustainability objectives, deliverability considerations and alignment with the spatial strategy. Where constraints were identified, these were considered in determining whether mitigation is feasible and whether the site is appropriate for inclusion as allocations within the Plan.

Appraisal methodology

2.82 Preferred and reasonable alternative local plan options have been appraised against the IIA objectives in the IIA Framework (see **Chapter 3**). Their likely effects need to be determined and their significance assessed, which inevitably requires a series of judgments to be made. The appraisal has attempted to differentiate between the most significant effects and other more minor effects using the symbols

shown in **Table 2.4**. The dividing line in making a decision about the significance of an effect is often quite small. Where either (++) or (--) has been used to distinguish significant effects from more minor effects (+ or -) this is because the effect of an option in relation to achievement of the IIA objective in question is considered to be of such magnitude that it will have a noticeable and measurable effect taking into account other factors that may influence the achievement of that objective.

2.83 Table 2.4 presents the colour coded symbols and definitions that have been used in the IIA.

Table 2.4: Key to symbols and colour coding in the IIA

IIA effect	Description of effect
++	Significant positive effect likely
++/-	Mixed significant positive and minor negative effects likely
+	Minor positive effect likely
+/-	Mixed minor effects likely
++/--	Mixed significant effects likely
-	Minor negative effect likely
--/+	Mixed significant negative and minor positive effects likely
--	Significant negative effect likely
0	No or negligible effect likely
?	Likely effect uncertain
N/A	Assessment criterion not applicable

2.84 IIA inevitably relies on an element of subjective judgement. However, to provide consistency and transparency in the appraisal of the site allocation options, a set of site assessment criteria were applied. The criteria set out clear parameters within which certain IIA effects would be identified, based on factors such as the distance of site options from features such as biodiversity designations, public transport links and areas of high landscape sensitivity. The criteria are presented in **Appendix D**. They

were applied mainly through the use of Geographical Information Systems (GIS) data.

2.85 The appraisal of potential site allocations was 'policy-off'. This means that each site was appraised based on the principle of development for the specified use within a defined site boundary and without taking into account opportunities to mitigate potential negative effects. Examples of such mitigation could include providing new social infrastructure, development design that seeks to minimise effects, or site layouts that avoid sensitive environmental receptors within the site boundary. This policy-off approach serves to highlight potential effects on the environment and potential gaps in existing services, facilities and sustainable transport links. This supports application of the mitigation hierarchy (avoid – mitigate – compensate). The policy-off approach also provides a more consistent basis for assessment than reliance on indicative site masterplans or offers of infrastructure provision that some site promoters may have made because this information is extremely unlikely to be available for all site options. Consideration by the IIA of any proposed site layouts would also be inappropriately detailed, in light of the relatively high level of detail contained in a Local Plan.

2.86 The appraisal of the site allocation policies (in **Chapter 6**) takes the appraisal of the equivalent site option (in **Chapter 4**) as the starting point (i.e. the 'policy-off' appraisal). It then considers whether these would be affected by the specific requirements of the site allocation policy, as included in the Local Plan document (i.e. the 'policy-on' appraisal).

2.87 At the Publication stage, additional evidence was available to inform the appraisal of the strategic sites proposed for allocation in the form of a Heritage Impact Assessment (HIA) prepared by the Council for those sites. Each of the allocated, strategic sites was rated as having the potential for a neutral, minor adverse, moderate adverse, or major adverse effect on a) built heritage, and b) archaeology. For the purposes of the **Chapter 6** assessments of allocated strategic sites in relation to IIA objective 16: Historic environment, these HIA ratings were converted into a neutral (0), minor negative (-), or significant negative (--) effect, following the rules set out in **Table 2.5**. For the strategic allocations, these effects replaced the ones based on proximity to heritage assets, as reported for all site options in **Chapter 4**.

Table 2.5: Conversion of Heritage Impact Assessment ratings to IIA effects

	Built heritage RAG rating				
		Neutral	Minor adverse	Moderate adverse	Major adverse
Archaeology RAG rating	Neutral	0	-	-	--
	Minor adverse	-	-	-	--
	Moderate adverse	-	-	--	--
	Major adverse	--	--	--	--

Stage C: Preparing the Sustainability Appraisal report

2.88 This IIA Report describes the process that has been undertaken to date in carrying out the appraisal of the Thurrock Local Plan.

2.89 It sets out the findings of the appraisal of proposed and reasonable alternative spatial strategy, site allocation and policy options. Likely significant effects, both positive and negative, have been presented, taking into account the likely secondary, cumulative, synergistic, short, medium and long-term and permanent and temporary effects.

2.90 Summaries of the Council's reasons for selecting its proposed spatial strategy for housing growth and employment growth in light of the reasonable alternatives considered have been set out earlier in this chapter.

2.91 The IIA findings for the proposed approach and reasonable alternatives are set out in **Chapters 4**, **5, 6 and 7 and Appendices E, F and G** of this IIA Report.

Stage D: Consultation on the Local Plan and the IIA Report

2.92 Information about consultation on the IIA that has already taken place at earlier stages of plan-making has been provided above. Thurrock Council are now inviting comments on the Publication version Local Plan and this IIA Report. Consultation comments on this IIA Report and the Publication Local Plan will be taken into account by the Council in the remaining stages of plan-making and IIA.

Stage E: Monitoring implementation of the Local Plan

2.93 Recommendations for monitoring the likely significant social, environmental and economic effects of implementing the Thurrock Local Plan are presented in **Chapter 7**.

Difficulties and data limitations

2.94 The SEA Regulations, Schedule 2(8) require the Environmental Report to include:

> "…a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information."

2.95 A number of difficulties and limitations arose in the course of the IIA and these are described below.

- The Thurrock Local Plan, particularly at the early Regulation 18 consultation stage, is a relatively high-level document and this is reflected in the level of detail of this IIA Report.
- Site options were considered against IIA Objective 4: Access to Services and facilities making use of 2011 Census data available on the method of travel to work by Middle-layer Super Output Area (MSOA).This reflects the likely unreliability of 2021 Census data collected during the coronavirus (COVID-19) pandemic. This period was subject to national lockdowns and associated travel-related guidance as well as furlough measures will have affected the travel to work topic. The Office of National Statistics mapped loneliness rates by local authorities between October 2020 to February 2021 during the COVID-19 pandemic. Unfortunately, Thurrock had too small a sample size to record this data **[See reference** 25**]**.
- There is little baseline information available that is directly relevant to the following protected characteristics: gender reassignment and sexual orientation.
- The site assessment criteria presented in **Appendix D** include a number of distance-based criteria that have been used to identify the likely effects of site options using spatial analysis in GIS.
    - Walking distances to services and facilities were measured from the site boundary. While this could be considered to understate the walking distance from development within larger sites to services and facilities beyond the site boundary, it should be noted that the distance thresholds defined in the site assessment criteria are a matter of judgement. Had distances been measured from site centres rather than site boundaries, it may have been appropriate to use longer distances. Such an approach would also have introduced potential inconsistencies in judging the centre point of irregularly-shaped sites.
    - All walking distances were measured on a straight line basis. In light of the relatively short distances being considered relative to the size of the sites and the fact that digital data was not available to indicate the likely access points of services and facilities or the likely entry and exit points from the

development site options, measurement of routes via the rights of way network was not carried out.

  - Similarly, straight line distances were used to define zones of influence within which varying levels of harm to environmental receptors were assumed to exist. In reality, the risk of harmful effects will sometimes depend on non-linear pathways (such as water courses for water pollution effects) and will depend on the particular vulnerabilities of specific receptors. Nevertheless, the assumptions used were judged proportionate to the level of detail of a Local Plan and to provide a consistent basis for assessing all of the site options.

- Where site options were close to the Borough boundary, the spatial analysis was hampered by the fact that some spatial data required for proximity-based assessments were not available for neighbouring districts, or for part of them.
- The level of detail of the site options appraisal work was commensurate with the level of detail of the Local Plan. As such, not every local characteristic could be investigated for each site option. For example, in relation to potential effects of the site options on biodiversity assets, it was necessary to base the assessment on proximity to designated biodiversity sites only. While it was recognised that in some cases site options might be close to high value, non-designated assets, the strategic nature of the IIA meant that it was not possible to investigate this potential for each site and the assessment was based on designated sites only. This approach was considered to be the best way of ensuring consistency and a comparable level of detail in each site appraisal.
- Some of the GIS data that would ideally have been used to inform the IIA was not available. For example, the data held in relation to the quality of agricultural land did not distinguish between Grade 3a (which is considered to be good quality) and Grade 3b (which is moderate quality).
- The rate at which emissions from private vehicles will change over the course of the plan period as a result of technological improvements cannot be predicted or realistically factored into judgements about air quality.

Chapter 3

Sustainability context and IIA framework

3.1 Schedule 2 of the SEA Regulations requires:

- An outline of the contents and main objectives of the plan or programme, and its relationship with other relevant plans or programmes.
- The environmental protection objectives established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.

3.2 In order to establish a clear scope for the IIA, it is necessary to review and develop an understanding of the environmental, social and economic objectives contained within international and national policies, plans and strategies that are of relevance to the Thurrock Local Plan. Given the SEA Regulations requirements above, it is also necessary to consider the relationship between the Thurrock Local Plan and other relevant plans, policies and programmes.

3.3 This chapter summarises the relationship of the Thurrock Local Plan with the relevant international and national policies, plans and programmes, which should be taken into consideration during preparation of the plan and its IIA, as well as those plans and programmes which are of relevance at a sub-national level.

Relationship with other relevant plans or programmes

3.4 The Thurrock Local Plan is not prepared in isolation and must be in conformity with a range of international, national and sub-national plans and programmes. The document needs to be consistent with international and national guidance and

strategic planning policies and should contribute to the goals of a wide range of other programmes and strategies, such as those relating to social policy, culture and heritage. It must also conform to environmental protection legislation and the sustainability objectives established at an international, national and regional level. It should be noted that the policy context is inherently uncertain as the current framework outlined here is likely to change in response to a number of key factors:

- **Levelling-Up and Regeneration Act [See reference 26]** sets out various planning reforms including the replacement of the SA/SEA regime with 'Environmental Outcomes Reports'; replacement of the CIL process and much of the section 106 payments system with a new national infrastructure levy; a shared framework of National Development Management Policies, removing much of this detail from Local Plans; replacement of supplementary planning documents (SPD) with Supplementary Plans that carry more weight and but would be subject to examination; repeal of the Duty to Cooperate; a duty on public bodies and infrastructure providers to assist the local plan-making process; a speeded up plan-making process (plans to be prepared and adopted within 30 months); a strengthened role for the 'national model design code'; replacement of Neighbourhood Plans with Neighbourhood Priorities Statements; removal of the NPPF requirement to demonstrate a rolling five-year supply of housing land, provided that the local plan is up to date; removal of the 'soundness test' for local plans to be 'justified'. However, a number of the Act's reforms remain to be implemented via more detailed, secondary legislation.
- **Planning and Infrastructure Act [See reference 27]** seeks to support quicker delivery of homes, transport links, and clean energy projects. The Act will be implemented through new secondary legislation and guidance to provide specific detail for the high-level reforms in the Act.

3.5 It is also likely that UK and sub-national climate change policy will change as public awareness and prioritisation of the threat of climate change grows, as illustrated by the increasing number of local authorities, including Thurrock Council, that have declared a climate emergency.

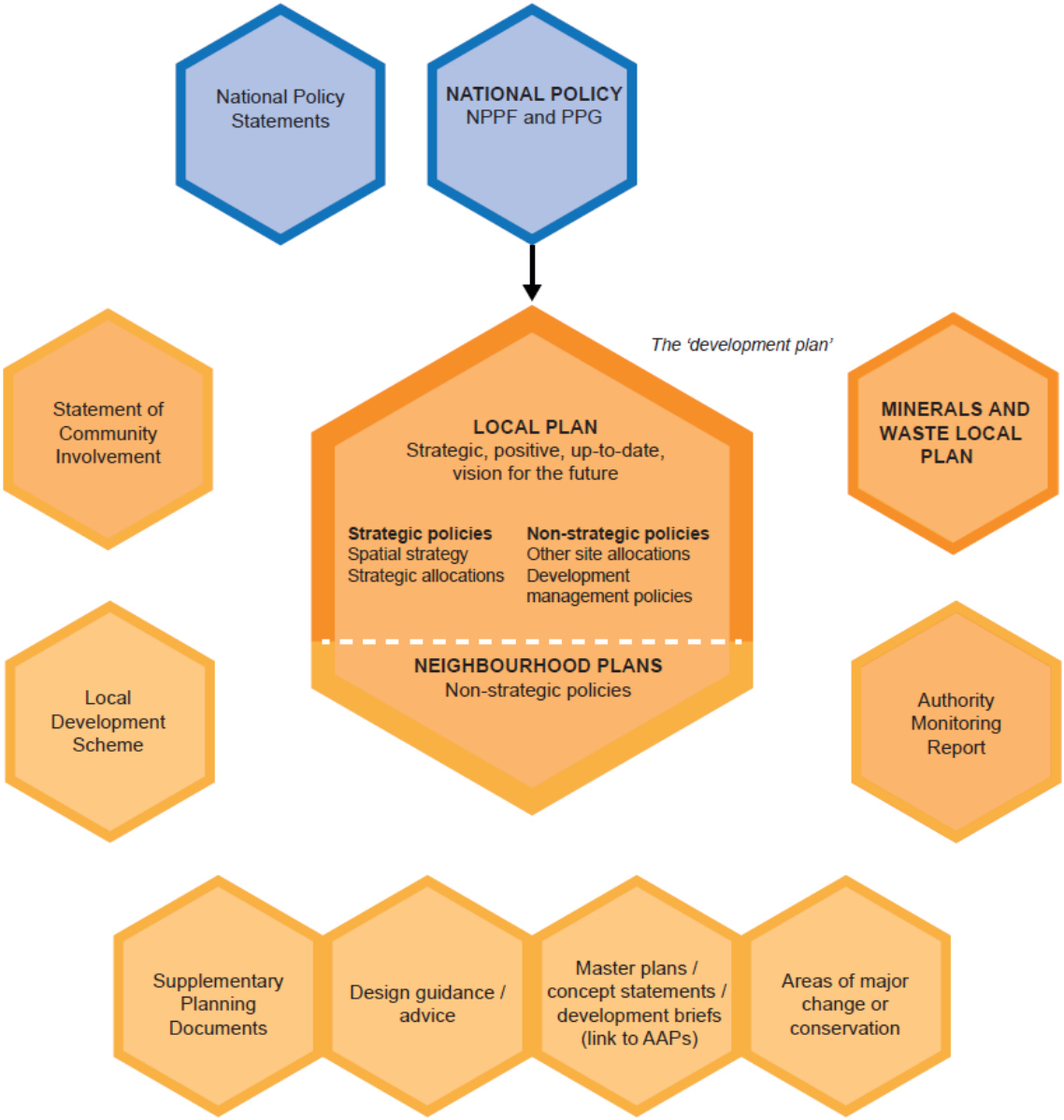
3.6 Similarly, there is growing evidence of and momentum behind the need for policy change in response to the biodiversity crisis. Over a quarter of UK councils have declared a nature emergency **[See reference 28]** and a 2026 UK government

security assessment identified global biodiversity loss and ecosystem collapse as direct, severe threats to national security **[See reference** 29**]**.

3.7 The policy review has been updated since it was originally presented in the IIA Scoping Report in 2022 to refer to recently published plans and/or programmes.

3.8 The Local Plan for Thurrock also comprises any ‘made’ Neighbourhood Plans within the Borough and is supported by other documents such as the Statement of Community Involvement, Local Development Scheme, Authority Monitoring Report and Supplementary Planning Documents, as illustrated in **Figure 3.1.**

Figure 3.1: Relationship between the Thurrock Local Plan and other relevant plans / programmes



International

3.9 At the international level, there is a wide range of plans and programmes that inform and shape national level legislation. Planning policy in England at a national and local level (i.e. the National Planning Policy Framework and Local Plan) should be aware of and in conformity with the relevant legislation. The main sustainability objectives of international plans and programmes that are of most relevance for the Local Plan and the IIA are described in **Appendix B**.

National

3.10 There is an extensive range of national policies, plans and programmes that are of relevance to the Local Plan and IIA process. A pragmatic and proportionate approach has been taken with regards to the identification of key national policies, plans and programmes, focusing on those that are of most relevance. A summary of the main objectives of the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) of relevance to the Local Plan and IIA is provided below.

3.11 In addition, the main sustainability objectives of other national plans and programmes which are of most relevance for the Local Plan and IIA are described in **Appendix B**.

National Planning Policy Framework and Planning Practice Guidance

3.12 The **NPPF** **[See reference 30]** is the overarching planning framework that provides national planning policy and principles for the planning system in England. An updated version of the NPPF was published in December 2024. It includes a new standard method for assessing housing needs, which is much more ambitious than its predecessor.

3.13 Consultation on a revised version of the NPPF was undertaken between December 2025 to March 2026. However, the 2024 version of the NPPF is the version that will be applicable for the examination of the Thurrock Local Plan. As such, the summary of the NPPF provided below relates to the 2024 version.

3.14 The 2024 version of the NPPF introduces a requirement for local planning authorities to review Green Belt under certain conditions. Specifically, if an authority cannot meet its identified needs for homes, commercial or other development through alternative means, it is mandated to review its Green Belt boundaries. This version of the NPPF also includes a new designation for some sections of land currently designated as Green Belt, referred to as grey belt. Grey belt is defined in the NPPF as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b) or (d) of the Green Belt, as specified in paragraph 143 of the NPPF. Therefore, grey belt does not always comprise previously developed land.

3.15 Where it is necessary to release Green Belt land for development, plans should first give priority to previously developed land in the Green Belt, followed by land not previously developed in the Green Belt that is identified as grey belt and then other Green Belt locations. According to the NPPF, the need to promote sustainable patterns of development should determine whether a site's location within the Green Belt is appropriate or not.

3.16 The three overarching objectives of the planning system are set out in paragraph 8 of the NPPF, which should be pursued in mutually supportive ways so that net gains are achieved across each of the different objectives:

- “an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect

current and future needs and support communities' health, social and cultural well-being; and

- an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

3.17 The Local Plan must be consistent with the requirements of the NPPF, which states:

"Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for meeting housing needs and addressing other economic, social and environmental priorities; and a platform for local people to shape their surroundings."

3.18 A local planning authority is also required to have regard to national policies and advice contained in guidance issued by the Secretary of State when preparing a Local Plan **[See reference** 31**]**.

3.19 Paragraph 20 of the NPPF states the need for strategic policies in plan-making, which set out the overall strategy for the pattern, scale and design quality of places, making sufficient provision for:

"a) homes (including affordable housing), employment, retail, leisure and other commercial development;

b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);

c) community facilities (such as health, education and cultural infrastructure); and

d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation."

3.20 Planning Practice Guidance (PPG) **[See reference** 32**]** provides guidance for how the Government's planning policies for England are expected to be applied. Sitting alongside the NPPF, it provides an online resource that is updated on a regular basis for the benefit of planning practitioners.

Sub-national policy context

3.21 Below the national level there are further plans and programmes that are of relevance for the Local Plan and IIA process. These plans and programmes sit mostly at the sub-regional, county and borough-level. Details of those plans and programmes that are of most relevance at this level is provided in **Appendix B**.

Implications of the policy review for the Local Plan and IIA

3.22 The following sections summarise the implications of the policy review for the Local Plan and IIA.

- **Population and human health:** The Local Plan should seek to provide open space and green infrastructure of sufficient quantity and quality to meet the needs of the Plan area; to encourage healthy and active lifestyles; to create fair, safe and inclusive communities; reduce inequality in health and wellbeing; and to improve the sustainable transport network within the Plan area. The Local Plan should seek to ensure the provision of goods, services, facilities, public functions, the disposal and management of premises, education and

associations, meet the Equality Act 2010 requirements. The Local Plan should seek to create and maintain safe and attractive public spaces that encourage people to walk and cycle, promote a sense of place and reduce the need to travel. The Local Plan should seek to provide opportunities for education, skills and employment that will help all to succeed in life and advance equality of opportunity. The IIA is able to respond to this through the inclusion of IIA objectives relating to health and wellbeing, social inclusion, and sustainable transport.

- **Economy:** The Local Plan should support the sustainable growth of income and employment as well as the enhancement of productivity and investment within the Thurrock economy. The IIA is able to respond to this through the inclusion of IIA objectives relating to economic growth and employment.
- **Transport connections and travel habits**: The Local Plan should encourage sustainable modes of transport in order to improve air quality, minimise climate change and reduce congestion. The Local Plan should also encourage walking and cycling as alternative modes of transport by locating key services and employment opportunities close to where people live and by providing safe and attractive walking and cycling infrastructure, as well as recognise the multiple benefits they bring in terms of physical and mental health, reducing carbon emissions and reducing air pollution. The IIA is able to respond to this through the inclusion of IIA objectives relating to the mitigation of climate change, improving air quality, public health and wellbeing, and the provision of sustainable transport.
- **Air, land and water quality:** The Local Plan should seek to minimise the contamination of land, water and air, and to ensure the effective management of waste and water and the efficient extraction of minerals. The IIA is able to respond to this through the inclusion of IIA objectives relating to air pollution, water quality, land contamination, waste management, and the efficient use of land.
- **Climate change mitigation and adaptation:** The Local Plan should seek to ensure that new development reduces carbon emissions, is energy efficient, and promotes the use of renewable energy sources and sustainable construction methods and materials. The Local Plan should encourage new development to be designed to adapt to climate change for the increased likelihood of extreme weather events including overheating as a result of

temperature rise. The Local Plan should also seek to ensure that risk from all sources of flooding as a result of climate change is avoided where possible, and where this is not possible, that the risks are managed effectively to ensure that development is resilient to future flooding, as well as improve the transport network across the Plan area including by encouraging a modal shift towards public transport, walking and cycling, and reduce the need to travel by car. The IIA is able to respond to this through the inclusion of IIA objectives relating to the mitigation of climate change and adaptation to climate change, sustainable construction, flooding and sustainable transport.

- **Biodiversity:** The Local Plan should seek to manage, protect and enhance ecological features and biodiversity and encourage habitat restoration or creation. The Local Plan should also seek to ensure that environmental pollution is minimised in order to protect land, water and air quality. The Local Plan should seek to take the following themes into account: conservation; creation; connection; and celebration. The Local Plan should embed the principle of environmental net gain and tackling invasive species. The IIA is able to respond to this through the inclusion of IIA objectives relating to the protection and enhancement of biodiversity, air pollution, water quality and contaminated land.
- **Historic environment:** The Local Plan should seek to conserve and enhance the historic environment, including heritage and cultural assets both designated and undesignated, and to protect local character and distinctiveness. Particular regard should be given to protecting heritage assets which have been identified as being ‘at risk’ (both at the national and local level). Policies should be included to address these issues and site options should be considered with regard to the potential for adverse effects on the historic environment. The IIA Framework should include objectives relating to the conservation and enhancement of the historic environment and the character of landscapes and townscapes. The IIA should appraise both policy and site options in terms of the potential for effects on the historic environment, taking into account climate change. It should identify those locations at which development would have the greatest potential to adversely impact the historic environment, as informed by heritage impact assessment work for the Local Plan.
- **Landscape:** The Local Plan should seek to protect and enhance designated and valued landscapes; protect and enhance the quality and distinctiveness of natural landscapes and townscapes; promote high quality design that respects

and enhances local character; and ensure tourism is compatible with protection of biodiversity, landscapes and townscapes. The Local Plan should seek to increase recognition of the linkages and interplay between the different aspects and roles of landscape, including local distinctiveness; the historic environment; natural resources; farming, forestry and food; educational, leisure and recreation opportunities; transport and infrastructure; and settlements and nature conservation. The IIA is able to respond to this through the inclusion of IIA objectives relating to the character of landscapes and townscapes and green infrastructure.

Baseline information

3.23 Information on existing environmental, social and economic conditions in the plan area provides the baseline against which the plan's effects can be assessed in the IIA and monitored during the plan's implementation. Baseline information can also be combined with an understanding of drivers of change that are likely to persist regardless of the Thurrock Local Plan to understand the likely future sustainability conditions in the absence of the local plan.

3.24 Schedule 2 of the SEA Regulations requires that the Environmental Report includes descriptions of:

"(2) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.

(3) The environmental characteristics of areas likely to be significantly affected."

3.25 Schedule 2(6) of the SEA Regulations requires the likely significant effects of the plan on the environment to be assessed in relation to:

- biodiversity;
- population;

- human health;
- fauna;
- flora;
- soil;
- water;
- air;
- climatic factors;
- material assets;
- cultural heritage including architectural and archaeological heritage;
- landscape; and
- the inter-relationship between these.

3.26 As an integrated approach to the appraisal work is being carried out, baseline information relating to other 'sustainability' topics has also been included, for example, information about housing, social inclusiveness, transport, energy, waste and economic growth.

3.27 Relevant baseline data for the IIA must relate to environmental, social and economic issues, be sensitive to change and should ideally relate to records that are sufficient to identify trends.

3.28 SEA guidance recognises that data gaps will exist but suggests that where baseline information is unavailable or unsatisfactory, authorities should consider how it will affect their assessments and determine how to improve it for use in the assessment of future plans. Where there are data gaps in the baseline, or reports not yet published, these are highlighted in the text. The collection and analysis of baseline data is regarded as a continual and evolving process, given that information can change or be updated on a regular basis.

3.29 As with the review of relevant plans and programmes, the baseline information originally presented in the IIA Scoping Report in 2022 has been updated to reflect more recent evidence sources. The updated baseline information is presented in **Appendix C**.

Key sustainability issues

3.30 Key sustainability issues for Thurrock were originally identified through the Integrated Sustainability Appraisal of the Issues and Options Local Plan (Stages 1 and 2) in 2016 and 2018, respectively. These issues were subsequently reviewed and revised in the IIA Scoping Report (2022) in light of the updated policy review and baseline information. The key sustainability issues were further reviewed as part of the IIA Report for the Initial Proposals Local Plan in 2023 and as part of the preparation of this IIA Report. The key sustainability issues identified through the analysis of the updated baseline and policy context are summarised below.

3.31 It is also a requirement of the SEA Regulations that consideration is given to the likely evolution of the environment in the plan area (in this case Thurrock Borough) if the new Local Plan was not to be implemented. This analysis is also presented in relation to each of the key sustainability issues below.

Population, health and wellbeing

Population

3.32 Population growth and demographic change will place additional demand on key services and facilities such as health, education and social care. Additionally, an aging population will place additional pressures on housing, health and social care services. Without the Local Plan it is likely that services and facilities will still be delivered. However, it is less likely that these will be in appropriate locations, or of sufficient quality and quantity to keep pace with demand arising from new residential

development. The Local Plan offers an opportunity to deliver these in a coherent, sustainable manner alongside development.

Housing

3.33 Affordability of housing within Thurrock is an issue. The Borough's growing young population will create additional demand for larger family homes, while relatively low levels of income will need to be taken into account through the provision of affordable accommodation. There is a need to provide for housing to meet the needs of the aging population, such as lifetime homes, adaptable dwellings and supported living. Substantial spatial variation exists in housing deprivation across Thurrock. There is a need to provide additional pitches for Gypsy, Traveller and Travelling Showpeople households in Thurrock (up to 2044). Without the Local Plan, the objectively assessed need for new housing and the appropriate mix of housing types in Thurrock will not be delivered and the current trends will continue. The Local Plan offers the opportunity to facilitate and expedite the delivery of a variety of housing, including affordable housing and housing to meet the needs of an ageing population. The Local Plan also offers the opportunity to target residential development in areas where the barriers to housing are greatest.

Health

3.34 Thurrock is ranked around average among local authorities in England for health. However, life expectancy in Thurrock is lower than the national average, with life expectancies significantly lower in the most deprived areas of the Borough. The under 75 mortality rate from cancer; smoking status at time of delivery; baby's first feed breastmilk; infant mortality rate; year 6 prevalence of obesity; percentage of physically active adults; and violent crime (hospital admissions for violence) are all 'significantly worse' than the England and East of England averages. The proportion of adults in Thurrock classified as overweight or obese is higher than the regional and national averages. The population of Thurrock is generally less active/more inactive than the average for Essex. The Local Plan has an important role to play in encouraging active lifestyles through the provision of sufficient quality open

spaces/recreational resources and active travel routes. Without the Local Plan, the current negative trends may be more likely to continue.

Access to services and facilities

3.35 Thurrock performs well against regional averages on journey times to key services via a range of transport modes but is still below the national averages. Access to education and local services are two areas where improvements are particularly needed (identified in the Index of Multiple Deprivation 2025 though the 'Education' and 'Barriers to Housing & Services,' domains). The Local Plan provides an opportunity to ensure that future developments, particularly those that will provide large numbers of jobs or key services, are accessible to all. Without the Local Plan, this issue may be less well addressed.

Open spaces, sports and recreation

3.36 Thurrock has a variety of parks and open spaces; however adequate and equitable access to high-quality green and blue environments is an issue, with almost a quarter of Thurrock neighbourhoods having poor access to nature and almost half having only moderate access, particularly affecting disadvantaged neighbourhoods. Without the Local Plan, it is likely that the deficit of high-quality open spaces will remain. The Local Plan offers the opportunity to address this by ensuring that the accessibility and quality of open spaces is high and that new green and blue infrastructure is planned alongside new development.

Crime

3.37 The crime rate in Thurrock is fourth highest in Essex after Harlow, South-end-on-Sea and Basildon. Within Thurrock, the highest rates of crime were reported in Grays, followed by West Thurrock, South Ockendon, Tilbury, Aveley and Stanford-le-Hope. The rate of reported crime in Thurrock has fallen in the most recent year reporting period. While the Local Plan is not likely to affect crime directly, some of the

causes of crime can be addressed by the Local Plan, for example by providing for development opportunities that generate jobs and affordable housing within more deprived communities. Furthermore, the Local Plan presents an opportunity to contribute to reducing crime through policies which aim to make the local environment and streets safer, for example by 'designing out' crime. Without the implementation of the Local Plan, this issue may be less well addressed.

Education

3.38 A skills and education gap exists in Thurrock, evidenced by the fact that it is within the poorest performing third of authorities in national rankings for the 'Education, Skills and Training' domain of the IMD. This may result in challenges for businesses looking to grow, who may find it difficult to recruit sufficiently skilled staff. The Local Plan presents an opportunity to improve the accessibility and provision of high-quality education and training facilities in the Borough. By improving levels of educational attainment there could be wider social benefits and improvements to the local economy.

Deprivation

3.39 There is a need to reduce inequality between those living in the most and least deprived areas of Thurrock. Thurrock experiences particularly high levels of deprivation under the 'Education, Skills and Training' domain; the 'Crime' domain; the 'Barriers to Housing and Services' domain; and the 'Income' domain of the IMD. Without the Local Plan, it is more likely that the gap between the most and least deprived areas in the Borough will remain. The Local Plan presents an opportunity to close the gap through spatial planning, particularly with a view to encouraging new development that will provide jobs, raise income levels, support education/skills/training, reduce crime, and barriers to housing and services.

Equalities

3.40 The Local Plan should provide and promote opportunities for all of the Borough's residents, including those with protected characteristics. A review of the baseline information suggests that Thurrock has an aging population, growing ethnic and religious diversity, and a low birth rate but an increase in mothers over the age of 35.

Economy

3.41 Thurrock has a high potential for future growth. Its strategic location, transport connections, labour force and land assets can enable the Borough to capture a greater share of Essex's and London's future growth, while also delivering employment opportunities driven by existing businesses and a growing residential population. The Borough needs to ensure a future supply of jobs and continued investment to deliver economic growth. The primary industries in Thurrock are transportation and storage, and wholescale and retail trade. The economy in Thurrock is heavily reliant on relatively low-paying service jobs, particularly in logistics and retail. Further work is needed to make the economy more resilient and improve the productivity of employment in the Borough. Changes to the job market without the implementation of the Local Plan are difficult to predict. Some degree of change is inevitable, particularly given the ongoing uncertainties posed by the cost-of-living crisis, Brexit and the ongoing economic impacts of the COVID-19 pandemic. However, without the Local Plan, the need for new employment space in Thurrock will not be reflected in the existing Local Plan and the new quantum of jobs may not be delivered. The new Local Plan offers the opportunity to provide for new, high value jobs and safeguard local jobs through the allocation and promotion of new employment land and employment generating uses.

3.42 Thurrock ranks 137 out of 296 authorities in England for the 'Employment' domain of the IMD **[See reference** 33**]**, indicating that it is within the 50% most deprived local authorities in England in this regard. Parts of South Ockendon and Tilbury display the highest level of 'Employment' deprivation and take in areas within the 20% most deprived in England in this regard. As part of its approach to

addressing disparity in the Borough, the new Local Plan should seek to promote access and opportunity to employment for all, which will help tackle the pockets of employment deprivation in Thurrock.

3.43 Thurrock's town centres face many issues and challenges relating to vitality and viability from the changes in the retail and leisure sectors. Challenges have been accelerated and compounded by the legacy impact of the pandemic and inflation experienced across the UK. The growth of online shopping and home-based leisure activities have also contributed to challenges experienced in this area. The Local Plan presents an opportunity to resist the loss of existing or allocated retail and commercial land and floorspace to help sustain the vitality of the town centres and, in particular shopping centres.

3.44 Some parts of Thurrock have particular issues with broadband connectivity, making it more difficult for businesses and for employees to work remotely. The new Local Plan presents an opportunity to improve broadband connectivity, which will support home working.

Transport connections and travel habits

3.45 Thurrock suffers from congestion on its strategic road network, mainly in the west of the Borough and particularly along the A13 and M25. Thurrock currently has 16 Air Quality Management Areas (AQMAs), all of which are declared for road traffic-based emissions. This is largely because a high proportion of the workplace and resident populations travel by car, with active travel levels significantly below the average for neighbouring local authorities and the national average for England. Adverse traffic conditions on these routes often have knock-on effects on local roads, leading to localised gridlock on occasion and impacting negatively on economic productivity. The Dartford Crossing, which connects Thurrock to Dartford across the River Thames, adds an additional element of traffic risk, as the bridge and tunnels are more sensitive to accidents and congestion, which leads to widespread effects on Thurrock's local road network. The road network in the Borough will be supplemented by the planned Lower Thames Crossing, which will connect Thurrock (Essex) to Gravesham (Kent) and is expected to open in the early 2030s.

3.46 Road traffic in the Borough is a significant source of noise pollution. In particular, highly congested roads with high traffic volumes and large volumes of HGVs can cause substantial levels of noise and vibration for nearby residents.

3.47 Road collisions are highest in urban centres in the south and west of Thurrock, as well as at major junctions in the Borough. The majority of reported casualties are car users. However, more vulnerable road users (including motorcyclists, cyclists and walkers) make up a higher proportion of casualties in accidents that result in serious injuries or fatalities.

3.48 Thurrock has a fragmented walking and cycling network, which is a barrier to active travel. Based on Census data, the most popular method of travel to work in Thurrock in 2021 was driving a car or van (50.3%), a significant increase from 41.4% in 2011. In 2021 only 6.3% of the population in Thurrock travelled to work by foot or bicycle compared to 9.5% at the national level. Approximately 31.7% of the Borough's population lived within 10km of their place of work compared to 35.4% of the national population.

3.49 In the absence of the Local Plan, the policies in the NPPF would still apply. These support measures to improve traffic and travel management; to develop and enhance green infrastructure; and to direct new development to sustainable locations which limits the need to travel and offer a choice of transport modes. However, without targeted action at the borough-level, it is anticipated that traffic congestion and air and noise pollution will continue to increase with the rising population and car dependency will continue to be high. The location of transport infrastructure development also presents risks to the natural environment (at protected sites and more generally). The Local Plan provides an opportunity to reduce the demand on the transport network and to improve adverse effects by:

- Locating development and tailoring development densities sustainably (with good access to shops, services and sustainable transport modes) and prioritising access to such destinations by sustainable modes;
- Supporting and prioritising sustainable travel choices (e.g. requiring sustainable modes to be available on occupation of new homes and workplaces);

- Supporting the uptake of electric vehicles and e-bikes through the provision of electric vehicle charging infrastructure;
- Specifying a requirement for applications for major development to include an assessment of their air quality impacts as part of their Transport Assessments/Statements; and
- Specifying a requirement for major developments that may impact on areas at risk of exceeding EU limit values to provide for ongoing air quality monitoring that confirms the effectiveness of proposed mitigation of the traffic and air quality impacts of development.

Air, land and water quality

Geology and minerals

3.50 The Borough contains safeguarded mineral resources that, where possible, should not be lost or compromised as new development occurs. The level of development proposed in the Local Plan, in addition to several notable major development/construction projects that are either planned, programmed or underway in Thurrock, will require significant amounts of mineral resources. With the closure of many of the Borough's mineral extraction sites and their subsequent conversion to other uses such as nature sites and green space, minerals required for construction are likely to be increasingly imported to the Borough from elsewhere.

3.51 Without the Local Plan, it is more likely that development could result in unnecessary sterilisation of mineral resources, thereby preventing their use for future generations. The Local Plan provides an opportunity to safeguard existing mineral reserves; to plan and monitor reserves to ensure an adequate and steady supply of minerals is available; and to support the sustainable transport of minerals via rail to avoid traffic congestion and air pollution, particularly in sensitive areas such as AQMAs.

Soils

3.52 Thurrock comprises large swaths of high quality, productive agricultural land which is under pressure from new development and climate change.

3.53 In the absence of the Local Plan, the NPPF would still apply which supports the reuse of brownfield land and states that planning policies and decisions should contribute to and enhance the natural and local environment by "recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land" (para. 187b). However, the Local Plan provides an opportunity to strengthen this approach to ensure these natural assets are not lost or compromised by prioritising brownfield sites and lower quality agricultural land for development and by safeguarding higher quality agricultural land.

Contaminated land

3.54 There are several contaminated sites in Thurrock including waste and former landfill sites, dockyards, power stations, cement or asbestos manufacturers, petrochemical installations, petroleum storage sites, diesel storage tanks, paper manufacturers and agricultural activities (mainly north of the A13).

3.55 In the absence of the Local Plan, the NPPF would still apply which supports the remediation of degraded, derelict, contaminated and unstable land, where appropriate (para 187f). However, the Local Plan provides an opportunity to encourage the remediation of contaminated land and to support the use of previously developed land over greenfield land when allocating sites for new development. Without the Local Plan, this issue would be less well addressed.

Waste

3.56 New development will generate additional waste which should be managed according to the waste hierarchy. Recycling rates in Thurrock were approximately 30.0% in 2023/24, which is lower than the average recycling rate in England of 31.8%.

3.57 In the absence of the Local Plan, the National Planning Policy for Waste **[See reference 34],** Joint Municipal Waste Management Strategy for Essex **[See reference** 35**]**, and the Municipal Waste Strategy for Thurrock 2021-2031 **[See reference** 36**]** would still apply which support driving waste management up the waste hierarchy. However, the Local Plan provides an opportunity to:

- Require developments to use locally sourced, reclaimed, recycled or low environmental impact products in design and construction;
- Provide adequate space in new developments for waste facilities capable of accommodating general waste, recyclable waste and compostable waste;
- Ensure site allocations do not compromise the operation of nearby waste management facilities; and
- Ensure sufficient land is available in appropriate locations for new waste management facilities.

Water

3.58 The Mardyke River and its tributaries and the Thames Lower and Thames Middle waterbodies are failing to meet the Water Framework Directive objective of ‘good’ ecological and chemical status. The reasons for the waterbodies not achieving good ecological and chemical status are largely related to contamination from industry, landfill leaching, sewage discharge, urban development, transport, as well as physical modification from various activities. Pollution from surface water runoff from both agriculture and urban areas can occur during extreme weather events which are more likely to occur with climate change. Thurrock’s groundwater status is generally poor. Water resources in the East of England, including Thurrock, are

classified as severely stressed, yet demand for water is growing with one of the highest rates of new housing development in the country **[See reference** 37**]**.

3.59 Without the Local Plan, it is possible that unplanned development could be located in areas that could lead to further water quality issues and risks to the natural environment. However, existing safeguards, such as the Water Framework Regulations, would help to reduce the potential for this to occur. The Local Plan provides an opportunity to ensure that development is located and designed to take into account the sensitivity of the water environment, water-dependent protected sites, to plan for adequate wastewater infrastructure, to incorporate sustainable drainage systems (SuDS), and to promote water efficiency and grey water recycling.

Air

3.60 There are 16 AQMAs in Thurrock, which have been designated because these areas exceed safe levels of nitrogen dioxide (NO_2) and particulate matter (PM_{10}) for human health, these pollutants arising primarily from road traffic emissions. Changes in air quality also present risks to the natural environment, both at protected sites and more widely.

3.61 In the absence of the Local Plan, the policies in the NPPF and the Clean Air Strategy **[See reference 38]** would still apply, which support measures to improve air quality through traffic and travel management; to develop and enhance green infrastructure; and to direct new development to sustainable locations which limits the need to travel and offer a choice of transport modes. However, without targeted action at the borough-level, it is anticipated that traffic congestion will continue to increase with the rising population and car dependency may continue to be high. The Local Plan provides an opportunity to contribute to improved air quality in the Borough through:

- Locating development sustainably (with good access to services and sustainable transport modes);
- Supporting sustainable travel choices (e.g. requiring sustainable modes to be available on occupation of new homes and workplaces);

- Supporting the uptake of electric vehicles and e-bikes through the provision of electric vehicle charging infrastructure; and
- Specifying a requirement for applications for major development to include an assessment of their air quality impacts as part of their Transport Assessments/Statements; and

Climate change adaptation and mitigation

3.62 There is a need to significantly reduce the Borough's greenhouse gas emissions to help meet international and national greenhouse gas reduction targets. This can be achieved through:

- Reducing journeys by private car.
    - Transport is the largest contributor to carbon dioxide emissions in Thurrock. However, this will be challenging due to its intersection by significant road transport networks and given current levels of in and out commuting by car, primarily commuting to Basildon to the east and towards London to the west.
- Increasing generation of low carbon and renewable energy sources.
    - Thurrock generates a substantial amount of electricity from renewable sources; however it performs poorly in terms of public electric vehicle charging devices per 100,000 population when compared to national figures.
- Encouraging energy efficiency measures in new and existing buildings.

3.63 The effects of climate change in the Borough are likely to result in extreme weather events (e.g. intense rainfall and flooding, prolonged high temperatures and drought) becoming more common and more intense. Increasing flood risk and overheating are likely to affect more residents in the urbanised south of the Borough, which also lies along the River Thames. Climate change is also likely to affect habitats and species in the Borough while opportunities exist for nature-based climate solutions such as carbon sequestration, flood retention, and shading.

3.64 Climate change and flooding will adversely affect Thurrock with or without the Local Plan. However, the Local Plan provides an opportunity to adapt and mitigate to climatic factors by promoting sustainable development, for example by locating development in sustainable locations that would not be significantly impacted by flooding and ensuring it is designed to be flood resilient; reducing the need to travel; use of green infrastructure; and through encouraging low carbon design, promotion of renewable energy generation and use of sustainable transport modes.

Biodiversity

3.65 Thurrock contains many areas of high ecological value, including sites of international and national importance, some of which are in unfavourable condition. As well as the potential for loss of functionally linked habitat, development puts pressure on these sites including through disturbance and damage from recreational use, air pollution, water supply and treatment. Brownfield sites are key areas for biodiversity in Thurrock, particularly regarding invertebrate assemblages. However, these urban habitats often experience conflict with the development pressures in the Thames Gateway, which is one of the Government's Growth Areas.

3.66 Although designated sites represent the most valued habitats in the Borough, the overall ecological network is important for biodiversity as a whole. The ecological network in Thurrock will form part of the national Nature Recovery Network. In July 2025, Essex County Council published the Local Nature Recovery Strategy to identify the locations most likely to provide the greatest benefit for nature and the wider environment **[See reference** 39**]**. The Nature Recovery Network supports the health of designated sites and other wildlife-rich places, allowing species to migrate in response to climate change. Fragmentation and erosion of habitats and the Nature Recovery Network is an ongoing threat to biodiversity.

3.67 Even without the Local Plan, some important habitats and biodiversity sites will continue to receive statutory protection. However, without the Local Plan it is more likely that development could be sited inappropriately and adversely impact biodiversity sites, even if indirectly. The Local Plan presents an opportunity to manage the sensitivities of the sites and biodiversity networks, for example by

locating development away from the most sensitive locations, provide for new Green and Blue Infrastructure (GBI), and ensure that growth does not adversely affect their current condition but where possible contributes to their improvement.

Historic environment

3.68 There are many designated and undesignated heritage assets and areas of historical and cultural interest in Thurrock that could be adversely affected by climate change and poorly-located or designed development. There are a number of heritage assets listed on the Heritage at Risk Register including East Tilbury Conservation Area, Belhus Park, two Scheduled Monuments and two listed buildings, some of which are deteriorating in condition. Coalhouse Fort (Scheduled Monument) and Coalhouse Fort Park will be further impacted by the impacts of climate change given its very high current-day tidal flood risk.

3.69 While a number of the heritage assets in Thurrock, for example listed buildings and Scheduled Monuments, will continue to be protected by statutory designations, without the Local Plan it is more likely that these, and undesignated assets, will be adversely affected by inappropriate development. The Local Plan provides an opportunity to protect these assets (including their settings) from inappropriate development, as well as enhancing the historic environment and improving accessibility and interpretation of distinctive features of local heritage.

Landscape and townscape

3.70 There continues to be pressure for development of industry, housing, transport and defensive sites and major developments such as the now approved Lower Thames Crossing which have the potential to greatly affect the landscape character of the Borough. Thurrock contains national and local landscape character areas that may be left without protection and/or enhancement in the absence of the Local Plan and could be harmed by inappropriate development. The Local Plan offers an opportunity to ensure that the variation in landscape character is taken into account

in the design and siting of development and opportunities for the protection and enhancement of the landscape are maximised.

3.71 The Green Belt plays a crucial role in checking urban sprawl and preserving the setting of towns and villages. However, the Green Belt is continuously under pressure from urban influences and to accommodate new development in the Borough, which can diminish the contribution that the landscape makes to maintaining the character of the Borough and its settlements. The Green Belt Assessment will be taken into account during the preparation of the Local Plan when considering locations for meeting the objectively assessed need for housing and employment requirements in the Borough. Although land may be removed from the Green Belt to accommodate development, without the Local Plan, unmet housing and employment need would not be met. Furthermore, there would be pressure for development in the Green Belt in an unplanned way.

IIA Framework

3.72 As described in **Chapter 2**, the relevant objectives established via the review of plans and programmes and the key sustainability issues identified by the baseline review informed the development of a framework of sustainability objectives, the IIA Framework, against which the plan is being assessed.

3.73 The appraisal of options for the Thurrock Local Plan against each of the IIA objectives is supported by the sub-objectives or decision-making criteria presented below. These criteria provide a guide for the appraisal of options, identifying issues relating to the IIA objective that should be considered where relevant. The Framework also highlights the most relevant SEA topics for each IIA objective. This demonstrates that all SEA topics have been addressed through the IIA Framework as a whole. Given the large number of issues relating to each IIA objective, it is not possible to list all those that are related and relevant and therefore the decision-making criteria should not be considered to be prescriptive or exhaustive. In effect the criteria act as a starting point to guide the identification of effects and the appraisal work considers wider issues as appropriate.

3.74 The IIA objectives and appraisal questions set out in the IIA Framework are subject to change as new information comes to light during the IIA process. The IIA Framework has been amended following consultation with the statutory consultation bodies to reflect their recommendations.

IIA objective 1: Housing

- Provide new and affordable housing to meet identified needs of the whole community and provide housing of a suitable mix and type.
  - Does the Local Plan provide the amount and mix (size; tenures) of homes to meet local needs over the plan period?
  - Will it increase the range and affordability of housing to support the growing population and for all social groups?
  - Will the Local Plan address the housing needs of older people, disabled people and vulnerable groups e.g., accessible and adaptable housing, extra care housing or sheltered housing?
  - Does the distribution of housing reflect the expected distribution of need and main commuting patterns?
  - Does the Local Plan promote good design through layout, orientation and internal space standards?
  - Does the Local Plan promote delivery of new housing to lifetime homes specifications?

SEA Regulations topic(s) covered by IIA objective

- Population and human health.
- Material assets.

IIA objective 2: Health, wellbeing and safety

- Create a healthy living environment, encourage healthy lifestyles, enable people to stay independent, reduce inequalities in health, and improve safety.
  - Does the Local Plan promote physical activity and outdoor recreation by maintaining, connecting and creating a range of accessible, new, high quality, multifunctional open spaces, green and blue infrastructure, recreation, play and sports facilities?
  - Does the Local Plan facilitate access to high quality health facilities for all, including ensuring access to GPs and health centres with sufficient capacity to serve the local population?
  - Does the Local Plan protect physical and mental health and wellbeing by preventing, avoiding and mitigating adverse health effects associated with air pollution, noise, vibration, odour, and contamination of land and water?
  - Does the Local Plan promote healthy lifestyles by encouraging and facilitating walking and cycling?
  - Does the plan seek to reduce human exposure to air pollution from traffic emissions?
  - Does the Local Plan facilitate access to healthier food options, for example by retaining and providing allotments and avoiding an over-concentration of hot food takeaways, particularly in proximity to schools?
  - Does the Local Plan improve road safety, such as through traffic calming measures or better lighting?
  - Does the Local Plan promote access to safe, inclusive and accessible, open spaces, including for women and children, older persons and persons with disabilities?
  - Does the Local Plan promote accessibility to healthier food options and seek to restrict the density of unhealthy food outlets?

SEA Regulations topic(s) covered by IIA objective

- Population and human health.

IIA objective 3: Community cohesion

- Strengthen community cohesion and reduce inequalities.
  - Will the Local Plan help deliver cohesive neighbourhoods with high levels of pedestrian activity/outdoor interaction, where people mix?
  - Does the Local Plan seek to improve/supply community facilities in areas where there is need, ensuring easy and equitable access by sustainable modes of transport?
  - Does the Local Plan seek to facilitate the integration of new communities with existing communities by delivering a mix of supporting/other uses alongside housing development?
  - Will the Local Plan help to reduce levels of crime, anti-social behaviour and the fear of crime e.g. by including measures to increase safety and security of new development and public realm?
  - Will the Local Plan improve or expand facilities in areas that are amongst the 30% most deprived in the country?

SEA Regulations topic(s) covered by IIA objective

- Population and human health.

IIA objective 4: Access to services and facilities

- Ensure adequate access to services and facilities for all.
  - Does the Local Plan reduce the need to travel to access essential services and facilities **[See reference 40]** by providing these close to new and

growing communities and/or locating new housing close to existing services and facilities?

- Does the Local Plan support parking in appropriate locations to enable access to services and facilities for those with limited mobility?

SEA Regulations topic(s) covered by IIA objective

- Population and human health.
- Material assets.

IIA objective 5: Equalities

- Advance equality of opportunity and foster good relations between those who share a protected characteristic (Equality Act 2010) and those who do not.
  - Does the Local Plan remove or reduce disadvantages suffered by people due to their protected characteristics?
  - Does the Local Plan promote inclusive design, including making places accessible for people with limited mobility, neurodiversity and disabilities?
  - Does the Local Plan help meet the needs of people with certain protected characteristics (i.e. age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.)?

SEA Regulations topic(s) covered by IIA objective

- Population and human health.

IIA objective 6: Education and skills

- Provide opportunities for high-quality education and skills development to allow everyone to achieve their potential.

- Does the Local Plan provide education and skills development opportunities, particularly in deprived areas and accessible to all social groups?
- Does the Local Plan improve the provision of education infrastructure including school playing fields and ensure that it meets projected future demand and need?

SEA Regulations topic(s) covered by IIA objective

- Population and human health.
- Material assets.

IIA objective 7: Economy and employment

- Facilitate a prosperous and growing economy that creates a range of new jobs and improves vitality and viability of town centres.
  - Does the Local Plan provide an adequate supply of land and infrastructure to meet the Borough's forecast employment needs with sufficient flexibility to respond to uncertainties and changing economic circumstances?
  - Does the Local Plan enable access to employment opportunities, particularly for disadvantaged groups and deprived areas?
  - Does the Local Plan support opportunities for the expansion and diversification of business and inward investment?
  - Does the Local Plan maintain and enhance the economic vitality and vibrancy of town centres by focusing development in or close to these centres?
  - Does the Plan support an appropriate level of retail and other services in smaller service centres and rural areas?
  - Does the Local Plan provide new and improved education and training facilities?

- Does the Local Plan support online business operations (e.g. internet sales and marketing), home working and professional and social connections e.g. through providing high speed broadband?

SEA Regulations topic(s) covered by IIA objective

- Population and human health.
- Material assets.

IIA objective 8: Transport

- Reduce road traffic and congestion, pollution and accidents and improve health through physical activity by increasing the proportion of journeys made by public transport, cycling and walking.
  - Does the Local Plan encourage a modal shift to sustainable modes of transport by supporting maintenance and expansion of public and active transport networks?
  - Does the Local Plan support the provision and maintenance of facilities for electric vehicle charging and car-sharing?
  - Does the Local Plan promote a shift of freight from road to rail?
  - Does the Local Plan reduce the need to travel by promoting the delivery of integrated, compact communities made-up of a complementary mix of land uses?
  - Does the Local Plan help to address road congestion and its causes?

SEA Regulations topic(s) covered by IIA objective

- Air.
- Climatic factors.
- Population and human health.

IIA objective 9: Air quality

- Improve air quality by reducing emissions and concentrations of harmful atmospheric pollutants.
  - Does the Local Plan improve air quality by minimising pollutant emissions from all sources, particularly within the AQMAs?
  - Does the Local Plan seek to avoid areas of poor air quality?
  - Does the Local Plan contribute to the achievement of objectives specified in Thurrock Air Quality Action Plans and the Thurrock Air Quality and Health Strategy 2016?
  - Does the Local Plan avoid adverse air quality effects on protected biodiversity sites (whether within or beyond the Authority area)?

SEA Regulations topic(s) covered by IIA objective

- Air.
- Population and human health.

IIA objective 10: Soils

- Conserve and enhance Thurrock's soil resources.
  - Does the Local Plan help to maintain Thurrock's soil resources by prioritising development of brownfield/previously developed land over greenfield land?
  - Does the Local Plan avoid the loss of best and most versatile agricultural land?
  - Does the Local Plan facilitate the remediation of contaminated land, avoiding environmental pollution or exposure of occupiers or neighbouring land uses to unacceptable health risk?

SEA Regulations topic(s) covered by IIA objective

- Soil.
- Population and human health.

IIA objective 11: Resource consumption and waste

- Use resources intelligently, optimising reuse and recovery to keep waste to a minimum.
  - Does the Local Plan avoid the sterilisation of mineral resources?
  - Does the Local Plan safeguard mineral infrastructure, such as aggregate recycling facilities, wharfs and railheads?
  - Does the Local Plan support the efficient use of natural resources, minimising waste and promoting appropriate waste management in line with the waste hierarchy?
  - Does the Local Plan maximise energy efficiency and minimise the consumption of non-renewable energy i.e. from fossil fuels?
  - Does the Local Plan minimise the consumption of water, land, soil, minerals, aggregates and other raw materials by all e.g. through integrated transport, sustainable resource-efficient design, local sourcing of food, goods, materials, etc?
  - Does the Local Plan encourage the re-use/enhancement (to high standards of sustainable resource-efficient design) of existing buildings and promote the use of recycled and secondary materials in construction?

SEA Regulations topic(s) covered by IIA objective

- Material assets.

IIA objective 12: Water resources and quality

- Ensure that water supply can support future development and preserve and enhance the quality of waterbodies and groundwater.
  - Does the Local Plan maintain or improve the quality of waterbodies?
  - Does the Local Plan minimise inappropriate development in groundwater source protection zones (SPZs)?
  - Does the Local Plan ensure there are sufficient water resources and waste water treatment capacity to accommodate new development?
  - Does the Local Plan promote the efficient use of water, such as minimising water consumption and abstraction and by encouraging re-use of grey and rainwater?
  - Does the Local Plan safeguard the quantity and quality of water at water-dependent protected biodiversity sites (whether within or beyond the Authority area)?
  - Does the Local Plan promote the use of nature based solutions?

SEA Regulations topic(s) covered by IIA objective

- Water.

IIA objective 13: Climate change and energy

- Reduce greenhouse gas emissions and encourage the transition to renewable energy.
  - Does the Local Plan promote the use of multifunctional GI in the design by incorporating mitigation and adaptations that respond to the impacts of climate change?
  - Does the Local Plan minimise energy consumption and greenhouse gas emissions from transport, domestic, commercial and industrial sources?

- Does the Local Plan promote energy efficiency by encouraging the use of energy efficient buildings and plant, and the use of renewable or low carbon energy sources in developments?
- Does the Local Plan encourage the provision of renewable energy infrastructure in appropriate locations?
- Does the Local Plan seek to build resilience and adapt to the impacts of climate change such as flood, drought, overheating, and extreme weather events particularly on groups more vulnerable to the effects of climate change?

SEA Regulations topic(s) covered by IIA objective

- Climatic factors.
- Air.

IIA objective 14: Flood risk

- Reduce the risk and effects of flooding, both now and in the future.
  - Does the Local Plan avoid inappropriate types of development in areas at risk of surface, groundwater, fluvial and tidal flooding, taking into account the effects of climate change and mitigate residual risks via flood resilient design?
  - Does the Local Plan direct development away from areas at highest risk of flooding, but where development is necessary, make it safe without increasing flood risk elsewhere?
  - Does the Local Plan promote the use of SuDS, where appropriate?
  - Does the Local Plan safeguard human health and wellbeing by promoting climate change resilience through sustainable siting, design, landscaping and infrastructure?
  - Does the Local Plan identify, allocate and safeguard open space for flood storage, where appropriate?

- Does the Local Plan encourage the creation, management and enhancement of a coherent green and blue infrastructure (GBI) network?
- Does the Local Plan seek to manage current and future flood risks to the historic environment?

SEA Regulations topic(s) covered by IIA objective

- Climatic factors.
- Water.

IIA objective 15: Biodiversity and geodiversity

- Conserve and enhance Thurrock's biodiversity and geology, including all statutory and non-statutory designated sites, priority habitats, and protected species.
  - Does the Local Plan conserve and enhance designated and undesignated ecological and geological assets?
  - Dose the Local Plan maintain and enhance the Nature Recovery Network of ecological assets and green/blue infrastructure spaces, taking into account the impacts of climate change?
  - Does the Local Plan require that development delivers net gains in biodiversity?
  - Does the Local Plan provide opportunities for the local community to interact with the natural environment and wildlife?

SEA Regulations topic(s) covered by IIA objective

- Biodiversity, flora and fauna.

IIA objective 16: Historic environment

- Conserve and enhance the significant qualities, fabric, setting and accessibility of the historic environment.
  - Does the Local Plan conserve designated and undesignated heritage assets, including their setting and their contribution to wider local character and distinctiveness, avoiding adverse effects on their significance?
  - Does the Plan outline opportunities for improvements to the conservation, management and enhancement of the historic environment, particularly at-risk heritage assets?
  - Does the Local Plan promote access to, as well as enjoyment and understanding of, the local historic environment?

SEA Regulations topic(s) covered by IIA objective

- Cultural heritage, including architectural and archaeological heritage.

IIA objective 17: Landscape, townscape and visual impacts

- Conserve and enhance Thurrock's landscape, seascape and townscape, ensuring development does not detract from the quality of views and local distinctiveness.
  - Does the Local Plan protect sensitive and special landscapes, seascapes and townscapes?
  - Does the Local Plan protect and enhance landscape character of the Borough?
  - Is the scale/density of development in keeping with important and valued features of the local landscape and seascape?
  - Does the Local Plan encourage high quality design principles to respect local character?

- Does it seek to enhance the range and quality of the public realm and open spaces?
- Will it reduce the amount of derelict, degraded and underused land?

SEA Regulations topic(s) covered by IIA objective

- Landscape.

Chapter 4

IIA findings for spatial strategy options

4.1 This chapter sets out the appraisal findings for the spatial strategy options considered following the Initial Proposals stage, i.e. Hybrid Spatial Option 7 for housing, related sub-options for housing, and employment growth options, as described in **Chapter 2**. The findings for the initial Spatial Options 1-6 and 4a are presented in **Appendix E**.

Hybrid Spatial Option 7 (housing)

4.2 The table below summarises the likely effects of Spatial Option 7 in relation to each of the IIA objectives. A description of the expected effects is presented below the table.

Table 4.1: Likely sustainability effects of Hybrid Spatial Option 7

IIA objective	Spatial Option 7
1: Housing	++
2: Health, wellbeing and safety	++/-?
3: Community cohesion	++/-?
4: Access to services and facilities	++/-?
5: Equalities	+/-
6: Education and skills	++/-?
7: Economy and employment	++/-
8: Transport	++/-?
9: Air quality	++/--
10: Soils	++/--

IIA objective	Spatial Option 7
11: Resource consumption and waste	--/+
12: Water resources and quality	-?
13: Climate change and energy	++/-?
14: Flood risk	--
15: Biodiversity and geodiversity	--/+?
16: Historic environment	--?
17: Landscape, townscape and visual impacts	--/+?

IIA objective 1: Housing

4.3 Spatial Option 7 (approximately 35,110 homes) would deliver a relatively high number of new homes in Thurrock to address the identified local housing need. This includes a high level of growth (7,000) at South Ockendon. The level of housing to be delivered under this option is expected to support the delivery of a range of housing types and tenures to meet the needs of many residents as well as new affordable homes. In particular, South Ockendon has the capacity to accommodate development, support significant infrastructure investment, and deliver sustainable communities in a location with strong transport connections. With the exception of parts of Stanford-le-Hope and the eastern part of the urban area at Grays (towards Little Thurrock and Blackshots) the majority of settlements in the Borough contain areas that are within the 30% most deprived in terms of Barriers to Housing and Services (IMD2025). Notably this includes parts of Purfleet-on-Thames, East Tilbury and western parts of the urban area at Grays (including towards West Thurrock) which fall within the 20% or 10% most deprived in relation to this measure. Spatial Option 7 includes medium growth at these settlements which is likely to help address access to house in areas of need.

4.4 Overall, significant positive effects are expected in relation to IIA objective **1: Housing**. Given the particularly high level of growth associated with Spatial Option 7, there is potential for the benefits achieved to be stronger.

IIA objective 2: Health, wellbeing and safety

4.5 The inclusion of much of the development over the plan period within the larger settlements in the plan area as set out through Spatial Option 7 would help ensure that most new residents have good access to existing healthcare facilities. All of the larger settlements in Thurrock include GP facilities. These are also locations where residents are more likely to be able to travel by public transport or active travel to essential services and facilities, given the stronger transport connections and service offer provided. Increased development at the edges of these settlements is likely to result under the higher overall level of growth set out through Spatial Option 7 and this may mean some residents have to travel longer distances to existing provisions. However, the increased level of overall growth is likely to provide opportunities to upgrade existing provisions or to provide new facilities. This includes at South Ockendon where the particularly high level of growth (7,000 homes) set out through Spatial Option 7 could help to address existing health deprivation given that parts of the settlement fall the 20% most deprived in terms of Health and Disability (IMD2025). It is also noted that open space provision is limited in some of the larger settlements and the higher overall level of growth set out through Spatial Option 7 may also provide increased opportunities to incorporate new open space to the benefit of new and existing residents. Of the smaller settlements identified for development in the two options considered, Spatial Option 7 directs a moderate level of development to Orsett and Horndon on the Hill where there are existing GPs, where new development could help to prevent the stagnation of the existing facility or result in it becoming overloaded.

4.6 Spatial Option 7 also includes a new settlement but this would not provide immediate access to existing healthcare facilities. The new settlement at West Horndon would be separated by the railway line from facilities within the existing West Horndon settlement to the north of the Borough. However, the scale of development at West Horndon (10,000 homes) is likely to support substantial new services and facilities that could benefit residents at the new and existing settlements and those in the surrounding areas. The large scale of development is more likely to support self-containment and promote travel by active modes within the location given the increased range of services residents may be able to access. There is

potential for the proximity of the railway line and A-roads and noise pollution associated with this infrastructure to adversely affect health.

4.7 The delivery of housing development at the eastern part of the urban area towards Grays, Tilbury and Purfleet could result in some new residents being affected by odours from waste management facilities and/or industrial uses close to these locations.

4.8 Overall, uncertain mixed significant positive and minor negative effects are expected in relation to IIA objective **2: Health, wellbeing and safety**. The uncertainty recorded reflects the need for new service provision to be achieved, which is partially unknown at this stage.

IIA objective 3: Community cohesion

4.9 By delivering much of the new development over the plan period at the larger settlements in Thurrock, Spatial Option 7 would make good use of areas with key services and facilities and existing transport infrastructure. The larger size and more established nature of these settlements is likely to mean that these are some of the areas of the Borough at which community networks are most resilient to change. The increased potential for travel by walking and cycling as residents are located close to existing services and facilities and jobs, through these options, could contribute to the creation of neighbourhoods where people can mix. The larger settlements also include areas which among the 30% most deprived in England in terms of overall deprivation (IMD2025). Most notable areas include the eastern part of the urban area at Grays, South Ockendon, Tilbury and Chadwell St Mary, all of which contain areas that fall within the 20% most deprived. The large scale of development set out at multiple existing settlements through Spatial Option 7 (including the particularly high level of development set out for South Ockendon) is likely to support new service provision to help address areas where deprivation most pronounced. Relatively low levels of development are proposed for the smaller settlements in the plan area. While these residents are likely to have to travel longer distances to access certain services and facilities, this approach could help limit the stagnation of existing service provision and maintain viability at these settlements.

4.10 The new settlement location at West Horndon is not overly deprived as per the IMD2025, falling on land that is between the 60% to 80% least deprived in England. As there is an existing train station at West Horndon, Spatial Option 7 is likely to help provide easy and equitable access by sustainable modes of transport for those residents at the new settlement. This has potential to encourage higher levels of pedestrian activity/outdoor interaction, contributing to the creation of a new neighbourhood where people mix. The large size of this new settlement option (10,000 homes) is likely to support delivery of substantial new services and facilities delivered at this location. However the physical barrier created by the railway line between the new and existing settlements of West Horndon may make it more difficult for new and existing communities to integrate.

4.11 Overall, an uncertain mixed significant positive and minor negative is expected for Spatial Option 7 in relation to IIA objective **3: Community cohesion**. The uncertainty recorded reflects the need for new service provision to be achieved, which is partially unknown at this stage.

IIA objective 4: Access to services and facilities

4.12 As noted in relation to IIA objective 3, Spatial Option 7 will make good use of existing services and facilities in the Borough. The majority of larger settlements in the Borough contain areas that are within the 30% most deprived in terms of Barriers to Housing and Services (IMD2025). Notably this includes parts of Purfleet-on-Thames, East Tilbury and western parts of the urban area at Grays (including towards West Thurrock) which fall within the 20% or 10% most deprived in relation to this measure. Option 7 involves medium growth at these settlements, which could support new service provision at these locations. The large scale of development set out at multiple existing settlements through Spatial Option 7 (including the particularly high level of development set out for South Ockendon) is likely to support new service provision to help address areas where deprivation most pronounced. The lower level of development directed towards the smaller settlements is likely to help prevent the stagnation of existing services at these locations. However, most residents will have to travel to other locations to meet some of their day-to-day needs.

4.13 Spatial Option 7 includes a large new settlement at West Horndon (10,000 homes) which is likely to support new service provision. As noted for IIA objective 3, residents at West Horndon would benefit from nearby access to an existing railway station which would provide access to additional existing services beyond the relatively limited service provision within the existing settlement of West Horndon. Overall, an uncertain mixed significant positive and minor negative effect is expected in relation to IIA objective **4: Access to services and facilities**. The uncertainty recorded reflects the need for new service provision to be achieved, which is partially unknown at this stage.

IIA objective 5: Equalities

4.14 Spatial Option 7 directs a relatively large amount of development to the larger existing settlements of the plan area. This is likely to result in benefits for less mobile people, including elderly and disabled people, in terms of access to existing services and facilities. It is also likely to enable people to access community facilities that are concentrated mostly at these settlements. However, new residents would have to cross the railway line and A-road to the access the existing developments at Stanford-le-Hope and Corringham.

4.15 This element of growth is also likely to support those of different faiths. It may also benefit groups who may benefit from access to dedicated space for gatherings such as pregnant people and those from groups who are underrepresented in society (including those with different sexual orientations, those with gender reassignments and those from different races). Additionally, large scale development provided in Thurrock is likely to support the delivery new community facilities and services and/or public transport infrastructure, thereby further increasing accessibility. However, locating a substantial portion of growth in urban areas of the Borough is likely to expose a higher number of residents to air pollution. This is likely to particularly affect those who more vulnerable to air pollution, including younger and older people, people with cardiovascular or respiratory illnesses and pregnant people.

4.16 The new settlement at West Horndon would be of a scale that is likely to support the delivery of additional community facilities and public transport links, as well as the

existing railway station at West Horndon. This is likely to make it easier for less mobile people (including elderly and disabled people) to access existing services and facilities, although new residents would have to cross the railway line to access the existing development at West Horndon in Brentwood. The large scale development at the West Horndon new settlement is likely to result in increased level of service provision to the benefit of people with protected characteristics.

4.17 Overall, mixed minor positive and minor negative effects are expected in relation to IIA objective **5: Equalities**.

IIA objective 6: Education and skills

4.18 The relatively high level of growth within the larger settlements through Spatial Option 7 is likely to support good access to existing education facilities for many new residents. All of the larger settlements include a primary school and of these settlements only Chadwell St Mary does not provide access to a secondary school (although the nearest facility is relatively close in Tilbury). These locations will accommodate medium or high growth through Spatial Option 7 which is likely to provide opportunities to improve existing education facilities or deliver new facilities. Areas of highest deprivation in terms of Education and Skills (IMD2025) in Thurrock, include parts of Aveley, South Ockendon, Tilbury and Stanford-le-Hope which fall within the 20% most deprived in England. The relatively high level of development to be accommodated at these settlements could support new education facilities. The option includes relatively low levels of development within the smaller settlements where access to education facilities is limited to primary (e.g. at Orsett and Horndon on the Hill) or no provision.

4.19 The provision of a new settlement at West Horndon is likely to be of a scale to result in the provision of new primary and secondary educational facilities. As well as serving new development, these could enhance access to education facilities to nearby, existing residents. This includes those of the existing settlement at West Horndon in Brentwood District, which is currently only served by a primary school.

4.20 Overall, uncertain mixed significant positive and minor negative effects are expected in relation to IIA objective **6: Education and skills**. The uncertainty recorded reflects the need to provide new education facilities, which is partly unknown at this stage.

IIA objective 7: Economy and employment

4.21 Spatial Option 7 would provide a relatively high level of housing development in the urban areas where there is good access to nearby employment sites and those further afield by public transport. Many of the most important employment sites are located in the south the Borough, including those close to the urban area towards Grays, Purfleet-on-Thames, Tilbury and DP World London Gateway Port towards Corringham and Stanford-le-Hope. These settlements will all accommodate medium levels of development through Spatial Option 7. Furthermore, focusing new development towards the Borough's larger settlements will promote the viability of the main town centre in Grays, the regional town centre at Lakeside as well as the local centres in the settlements of Aveley, South Ockendon, Tilbury, Stanford-le-Hope and Corringham. Spatial Option 7 includes a particularly high level of development at South Ockendon, which includes an area of 20% deprived in terms of Employment (IMD2025). Medium levels of development would be provided in the urban area at Grays, Tilbury, and Chadwell St Mary, which all contain areas within the 20% most deprived in this regard. Residential developments in these locations could support improvements in services and facilities and public transport, which may provide new employment opportunities in these areas or access to opportunities further afield. Access to areas of employment within the Borough is more limited at the smaller settlements and the level of development provided at these locations is limited.

4.22 Providing a high level of development at the new settlement at West Horndon is likely to create new employment opportunities in the north and north-east of the Borough where existing opportunities are currently limited. The scale of growth could support substantial jobs in the construction industry at a single location; new employment land may be delivered onsite and the services delivered will also provide opportunities for new residents. This approach would help balance economic growth and employment opportunities across the Borough. The new settlement at West

Horndon would be closely located to the Horndon Industrial Park and rail connections to Basildon/London.

4.23 Overall, a mixed significant positive and minor negative effects is expected in relation to IIA objective **7: Economy and employment**.

IIA objective 8: Transport

4.24 Spatial Option 7 would direct much of the development over the plan period to the larger settlements that generally benefit from the widest range of transport links. The inclusion of medium levels of growth through both options at the urban area at Grays, Tilbury, East Tilbury and Stanford-le-Hope will mean many residents would benefit from access to existing railway stations in the plan area. There are relatively good networks of existing bus stops along the main roads in these settlements as well as the other relatively large settlements in the plan area. This includes at South Ockendon which benefits from relatively frequent services along the B186 and B1335 and would experience high growth through Spatial Option 7. The relatively high level of growth set out through the Spatial Option across many of the larger settlements is likely to provide opportunities for improvement of existing public transport to help increase the proportion of trips that can be made by sustainable modes. However, the relatively high level of growth set out through this option in areas with high levels of traffic congestion and associated air and noise pollution including at Tilbury, South Ockendon, Grays, Purfleet-on-Thames, and Aveley could exacerbate existing issues. By limiting the level of growth within the smaller settlements, the option would locate a small number of new residents in areas where there is likely to be increased need to travel to meet day-to-day needs and where public transport links are limited.

4.25 By including a large new settlement at West Horndon, Spatial Option 7 is likely to support new service provision, including public transport. Furthermore, residents at West Horndon would benefit from the existing railway station, which could help support more sustainable transport habits for longer journeys from this location. The new settlement would be separated from existing nearby services and facilities by the presence of physical barriers. There is potential for residents to need to travel longer distances to access jobs, particularly in the short term as the new settlements are

built out. This could contribute to higher levels of traffic, congestion and pollution, particularly along the A128 (close to West Horndon).

4.26 Overall, an uncertain significant positive and minor negative effect is expected in relation to IIA objective **8: Transport**. The uncertainty recorded reflects the need for new service and transport infrastructure provision to be achieved, which is partially unknown at this stage.

IIA objective 9: Air quality

4.27 As set out above in relation to IIA objective 8, the focus of much of the development through Spatial Option 7 towards the main settlements could help reduce the need to travel in the plan area. These benefits would be achieved by making good use of settlements that provide access to range of services and facilities and those with relatively strong transport links. This component of growth for both options is likely to help limit the release of air pollutants associated with travel. However, the focus of development towards these locations could increase travel through AQMAs and the number of residents exposed to poor air quality in Aveley, Grays, Purfleet-on-Thames and Tilbury. While the higher level of growth associated with Spatial Option 7 is likely to provide increased support for improvements to and the delivery of new services and facilities and public transport infrastructure to reduce the need to travel by car for many residents, the higher level of growth could result in increasing numbers of trips being made and air pollution associated with the heating and powering of new homes. This reflects the higher number of residents that would live in the area. Limited levels of growth is provided within the smaller settlements from which there is likely to be increased to travel by car given their relative isolation from services and facilities and jobs and the more limited nature of public transport infrastructure at these locations.

4.28 The inclusion of a large new settlement component that could support increased service provision (Spatial Option 7 at West Horndon for 10,000 homes) is likely to result in increased self-containment. Spatial Option 7 would also make use of existing rail services at West Horndon to the benefit of new residents, thereby limiting vehicular emissions as the new settlement is populated. Furthermore, it is noted that

there is potential for any new settlement to contribute to traffic generation in its locality, particularly in the early stages of development, dependent upon the timing of new infrastructure.

4.29 Overall, mixed significant positive and significant negative effects are expected in relation to IIA objective **9: Air quality**. The significant negative effect reflects the higher overall level of growth and increase in trips that might result and the potential for many of these to be made in the larger settlements where AQMAs are present.

IIA objective 10: Soils

4.30 Spatial Option 7 is expected to have adverse impacts on soil resources in the plan area given the relatively high level of growth that would be delivered. By focussing much of the growth in the larger settlements, the option would make use of brownfield land and urban land, which would help limit the potential for the development of greenfield sites and higher value agricultural soils. Medium growth is proposed at Aveley where there are areas of Grade 1 agricultural soils to the south. The inclusion of medium growth at East Tilbury and Southfields and high growth at South Ockendon is likely to result in increased loss Grade 2 agricultural soils at these locations. By delivering only low growth at smaller settlements in the plan area, the options is likely to help limit impacts on undeveloped greenfield land at these locations. This includes at Orsett where an area of Grade 2 soils is present.

4.31 The inclusion of a new settlement would require a high level of greenfield land take in one location. The new settlement at West Horndon would be located on Grade 3 soils, with potential for loss of this good to moderate value agricultural land.

4.32 Overall, a mixed significant positive and significant negative effect is expected in relation to IIA objective **10: Soils**.

IIA objective 11: Resource consumption and waste

4.33 The high level of growth set out through Spatial Option 7 is likely to require the consumption of a large quantity of construction materials. This is likely to result in increased waste during construction as well as during the occupation of homes given the increased number of residents. By focussing development within the larger settlements, the spatial option is likely to achieve the development of brownfield sites which will promote the re-use of land (and potentially buildings and demolition materials) and reduce the need for additional resources for construction. Conversely, the development of a new settlement at West Horndon would require the development of a substantial amount of greenfield land and offer little potential for re-use of existing buildings or demolition materials.

4.34 With the exception of Tilbury, the existing larger settlements are within or surrounded by Mineral Safeguarding Areas therefore development at these under Spatial Option 7 could result in sterilisation of mineral resources. Development of a new settlement at West Horndon would not be near Mineral Safeguarding Areas and is not expected to affect mineral resources in the plan area in terms of sterilisation.

4.35 Overall, mixed minor positive and significant negative effects are expected in relation to IIA objective **11: Resource consumption and waste**.

IIA objective 12: Water resources and quality

4.36 There are two Source Protection Zones (SPZs) in Thurrock, extending from Linford and North Stifford. These areas are covered by Zones 1 and 2 of the SPZs and are most sensitive in terms of the vulnerability of groundwater to pollution. However, Zone 3 of the SPZs covers most parts of the Borough, the exceptions being Aveley, Bulphan, Fobbing, Purfleet-on-Thames and West Horndon. As such, the development set out through both options has a similar potential to affect groundwater resources through its inclusion of much of the development at the larger settlements in Thurrock. The new settlement location at West Horndon is not within an SPZ

4.37 Development has the potential to adversely affect water quality within water courses as a result of culverting or contaminated surface water run off at locations that are presently relatively free from disturbance. Many of the locations for high and medium growth under Spatial Option 7 could affect watercourses in Thurrock, including the River Thames, the River Mardyke and other smaller watercourses. The River Mardyke and a number of other small watercourses also run through or close to the proposed location for the new settlement development at West Horndon.

4.38 Overall, uncertain minor negative effects are expected in relation to IIA objective **12: Water resources and quality**. The uncertainty attached reflects the potential for appropriate mitigation to be achieved through design solutions, such as the delivery of SuDS.

IIA objective 13: Climate change and energy

4.39 As set out above in relation to IIA objective 8, the focus of much of the development through Spatial Option 7 towards the main settlements could help reduce the need to travel by car in the plan area. The majority of the settlements identified to accommodate high or medium growth provide access to a range of services and facilities and relatively strong transport links. This is likely to help limit carbon emissions associated with travel. The high level of growth at many locations is likely to provide increased support for improvements to and the delivery of new services and facilities and public transport infrastructure to reduce the need to travel by car for many residents. However, this could result in increasing numbers of trips being made and carbon emissions associated with the heating and powering of new homes. This reflects the higher number of residents that would be accommodated in the area. Low growth is proposed within the smaller settlements from which there is likely to be increased to travel by car given their relative isolation from services and facilities and jobs and the more limited nature of public transport infrastructure at these locations.

4.40 The inclusion of a large new settlement (West Horndon) is likely to support increased service provision and result in increased self-containment in the longer term. Spatial Option 7 would also make use of existing rail services at West Horndon

to the benefit of new residents, thereby limiting carbon emissions associated with vehicles as the new settlement is populated. However, there is potential for any new settlement to contribute to increased road travel in its locality, particularly in the early stages of development, dependent upon the timing of new transport infrastructure and local services and facilities.

4.41 Overall, a mixed significant positive and minor negative effect is expected in relation to IIA objective **13: Climate change and energy**. The effects are partly uncertain given that addressing climate change as new development is delivered will be influenced by design measures incorporated at new development proposals to reduce greenhouse gas emissions (e.g., promoting renewable energy), improve energy efficiency and promote climate resilience.

IIA objective 14: Flood risk

4.42 Spatial Option 7 proposes a high level of growth (10,000 homes) at the new settlement of West Horndon. This area includes land that falls within Flood Zones 2 and 3, although there may be potential for the specific lay out of development within the new settlement to partially avoid these areas. As this area is currently undisturbed greenfield land, there is also potential for disturbing natural drainage patterns and infiltration of surface water.

4.43 A further high growth area included in Spatial Option 7 is South Ockenden (7,000 homes). The area directly to the south of this settlement, close to the River Mardyke, is located in Flood Zones 2 and 3. The medium levels of growth to be delivered at existing urban and well-connected settlements through Spatial Option 7 include many settlements that are located in the south of the Borough within Flood Zones 2 and 3 (e.g. the urban area towards Grays, Averley, Tilbury, East Tilbury and Purfleet-on-Thames). These locations benefit from flood defences, but the risk of flooding may increase with the effects of climate change.

4.44 Overall, significant negative effects are expected in relation to IIA objective **14: Flood risk**. The new settlement included through the spatial option, which would be delivered on greenfield land, would likely result in increased flood risk, although there

is potential for mitigation through the delivery of the new infrastructure and design choices. Additionally, while many of the more developed areas proposed for relatively large amounts of development already benefit from flood defences, the risk of flooding may increase with the effects of climate change.

IIA objective 15: Biodiversity and geodiversity

4.45 Spatial Option 7 includes a significant element of development focussed on urban areas in the Borough. While this could help protect rural areas of biodiversity value and lead to improvements within urban areas in terms of habitat connectivity through the on-site delivery of biodiversity net gain, there are a number of designated biodiversity sites within and close to urban areas in the Borough, particularly in the south. This includes the Thames Estuary and Marshes SPA/SSSI/Ramsar, Inner Thames Marshes SSSI, and Mucking Flats and Marshes SSSI. Spatial Option 7 includes medium growth at East Tilbury, which could result in increased potential for impacts on the Thames Estuary and Marshes SPA and Ramsar site, which is the only internationally designated biodiversity site in the Borough. High growth at South Ockendon (7,000 homes) has the potential to impact locally designated wildlife sites and corridors and ancient woodland, including along much of its western and southern boundaries. The provision of relatively limited levels of development towards the smaller settlements is likely to help limit the potential impacts on presently less disturbed and more sensitive habitats. However, it is notable that Spatial Option 7 includes medium growth (400 homes) at Southfields, where there is potential for impacts on a Local Wildlife Site.

4.46 Spatial Option 7 focusses a high level of development at the new settlement at West Horndon. This is not close to any designated biodiversity sites, the nearest being Thorndon Park SSSI located to the north of the existing settlement at this location in the neighbouring Borough. The new settlement is in a rural area and current biodiversity value is unknown to some extent, although it does contain some priority habitats. The scale of the new settlement could enable a significant amount of onsite biodiversity net gain and there may be potential to link into the aims of the Local Nature Recovery Strategy.

4.47 Overall, Spatial Option 7 would result in an uncertain mixed minor positive and significant negative effect in relation to IIA objective **15: Biodiversity and geodiversity**. The effects are uncertain as they will depend largely on the specific location and design of sites and given that mitigation and enhancement could be designed in to sites.

IIA objective 16: Historic environment

4.48 Most of the settlements that would accommodate high or medium growth under Spatial Option 7 include designated historic assets such as listed buildings, Conservation Areas and Registered Parks and Gardens. This includes at the larger settlements of Aveley, East Tilbury, Purfleet-on-Thames and Corringham. Spatial Option 7 includes high growth at South Ockendon which could impact the setting of Belhus Park Registered Park and Garden. Medium growth at East Tilbury could impact the setting of the Conservation Area and several listed buildings at this location. The option would provide a limited amount of development in the smaller settlements, which would help limit the potential for impacts on heritage assets at locations that are potentially more sensitive to change. However, the spatial option includes 200 homes at Orsett and 120 homes at Horndon on the Hill. Both of these settlements contain a Conservation Area and numerous listed buildings and so there is potential for development to adversely affect their respective settings.

4.49 The new settlement at West Horndon is close to a number of Grade II listed buildings which could be negatively affected by the scale of development proposed, particularly in terms of setting. The setting of nearby Thorndon Hall Registered Park and Garden could also be affected, although there is an existing area of development between the location of the new settlement and this Registered Park and Garden.

4.50 Overall, uncertain significant negative effects are expected in relation to IIA objective 16: **Historic environment**. The effects are uncertain given that the design/layout of developments will largely determine effects and it may be possible to mitigate the potential for adverse effects on the settings of heritage assets.

IIA objective 17: Landscape character

4.51 The growth to be delivered within the existing larger settlements through Spatial Option 7 is considered less likely to adversely affect more sensitive landscapes in Thurrock. This element of growth could also support regeneration and improvements in the townscape by bringing urban sites back into appropriate use. The largest settlements in the plan area are identified as being the least sensitive to housing development as per the findings of the Landscape Capacity Study work undertaken in support of the plan **[See reference** 41**]**. The settlements of Aveley, Chadwell St Mary, Stanford-le-Hope, Corringham and Purfleet-on-Thames are proposed to accommodate medium growth. These settlements have a landscape sensitivity rating of between very low and medium in relation to the provision of differing housing scales (ranging from minor housing for less than 75 dwellings, to very large housing for over 3,000 dwellings). The medium growth at East Tilbury and high growth at South Ockendon would result in increased development within areas of low to medium and very low to medium landscape sensitivity, respectively. It is noted, however, that the Belhus Farmed River Terrace Gravels Landscape Character Area (LCA) that surrounds South Ockendon is more sensitive to new growth and has a landscape sensitivity rating of between medium and high. The medium growth at Grays would increase development within one of the least sensitive locations in Thurrock in terms of landscape, given its more developed nature and rating of between very low and medium landscape sensitivity.

4.52 Nevertheless, the scale of housing growth included could have adverse effects on the landscape, townscape and existing character. Land may be developed that currently provides undeveloped open space between the existing urban areas of Thurrock, preventing coalescence between major settlements and maintaining rural tranquillity that is considered to be rare in Thurrock.

4.53 The new settlement of West Horndon would be within the Burpham Fenland LCA, which is has a high sensitivity in terms of large and very large scale housing delivery. It would likely require a large amount of greenfield land take and significant disruption to the existing landscapes of high sensitivity could take place. The new settlement would provide scope for the incorporation of green infrastructure and

landscaping which, depending on the design and layout, could help to mitigate adverse impacts.

Overall, an uncertain mixed minor positive and significant negative effects is expected in relation to IIA objective **17: Landscape character**. The effects are uncertain given that the design/layout of developments could help mitigate the potential for adverse effects on the landscape and townscape and support enhancements in some instances.

Sub-options to Hybrid Spatial Option 7 (housing)

4.54 As part of the development of the Hybrid Spatial Option 7 into the proposed spatial strategy for housing in the Local Plan, several sub-options or variations of the hybrid option were considered by the Council, as described in **Chapter 2** and summarised in **Table 4.2**. The following sections outline the effects of each of the sub-options (Standard Method (SM), Medium growth (MG) and High growth)).

Standard method (SM) figure with 25% buffer (achieving 26,813 homes)

Table 4.2: IIA effects for SM Housing Options

IIA objective	SM Housing Option 1	SM Housing Option 2	SM Housing Option 3
1: Housing	++	++	++
2: Health, wellbeing and safety	++/-?	+/-?	++/-?
3: Community cohesion	++/-?	+/-?	++/-?

IIA objective	SM Housing Option 1	SM Housing Option 2	SM Housing Option 3
4: Access to services and facilities	++/-?	+/-?	++/-?
5: Equalities	+/-	-	+/-
6: Education and skills	++/-?	+/-?	++/-?
7: Economy and employment	+/-	+/-	+/-
8: Transport	++/-?	+/-?	++/-?
9: Air quality	++/-?	--/+?	++/-?
10: Soils	++/--	++/--	++/--
11: Resource consumption and waste	+/-?	+/-?	+/-?
12: Water resources and quality	-?	-?	-?
13: Climate change and energy	++/-?	+/-?	++/-?
14: Flood risk	--	--	--
15: Biodiversity and geodiversity	--/+?	--/+?	--/+?
16: Historic environment	--?	--?	--?
17: Landscape, townscape and visual impacts	--/+?	--/+?	--/+?

4.55 Each of the SM Housing Options would deliver a lower level of housing development in the plan area than the MG or HG sub-options. The SM Housing Options are likely to limit the potential for new affordable homes and housing to meet the needs of range of user types. However, these sub-options would still meet the identified need for the plan area with a 25% buffer applied to account for recent under delivery. As such all SM Housing Options are likely to result in unchanged significant positive effects in relation to IIA objective **1: Housing**.

4.56 The SM Housing Options set out housing distributions that will allow new residents to make use of the services, facilities and transport generally available at the Borough's larger settlements. The level of growth delivered at these towns is

reduced through SM Housing Options 2 and 3, which both accommodate growth at West Horndon new settlement. The scale of growth at West Horndon (2,000 homes) through SM Housing Option 2 is of a reduced scale that might not deliver substantial new service provision with more limited potential to achieve self-containment and encourage active travel. Through SM Housing Option 3 the scale of growth at West Horndon is larger (5,000 homes) and is expected to support increased new service provision, although self-containment is still likely to be limited. Service provision is likely to include that relating to healthcare and education as well as community spaces that might support integration. As such there is potential for SM Housing Option 2 to result in an uncertain mixed minor positive and minor negative effects in relation to IIA objectives **2: Health and wellbeing, 3: Community cohesion, 4: Access to services and facilities** and **6: Education and skills**. The effects expected for SM Options 1 and 3 in relation to these IIA objectives are expected to be uncertain mixed significant positive and minor negative effect. There is also potential for the SM Housing Option 2 to perform less favourably in relation to IIA objective **5: Equalities**, however, the reduced potential to deliver new services and facilities at the smaller West Horndon development is not expected to result in a change in magnitude of overall effects that warrants a significant negative effect. A mixed minor positive and minor negative effect is expected for SM Housing Option 1 and 3.

4.57 The lower level of development set out through the SM Housing Options would not support the higher job growth scenarios identified in the EDNA. As such while the SM Housing Options prioritise locations where there is relatively good access to job opportunities and transport links that could support access to jobs further afield, these options are less likely to support the longer term growth of the local economy. New residents at the new settlement of West Horndon (SM Housing Options 2 and 3) would be relatively well-related to jobs within Brentwood to the north. They would also be located close to an existing railway station to provide access to jobs further afield. Overall, mixed minor positive and minor negative effects are expected for SM Housing Options 1, 2 and 3 in relation to IIA objective **7: Economy and employment**.

4.58 The smaller amount of growth achieved through SM Housing Options 1, 2 and 3 relative to the MG and HG sub-options could result in a lower overall number of trips in Thurrock given the lower population increase that would be supported in the plan

area. However, these sub-options are considered less likely to support self-containment in the Borough in the longer term, with lower service provision and infrastructure delivery supported. The three sub-options would also be unable to support higher levels of employment growth in Thurrock and thereby are less likely to limit the need for out commuting in the longer term. Each of the sub-options would deliver a relatively high level of development in the more developed areas which contain AQMAs. Given the reduced potential to support service provision and achieve self-containment at West Horndon through SM Housing Option 2 in particular, and to a lesser extent Option SM3, this sub-option is particularly likely to result in increased need to travel in the plan area. Trips by car from West Horndon might be mitigated to some degree by the presence of the railway station, however, it is likely that at least some residents will choose to travel by car from this location. SM Housing Option 2 would also mitigate the potential for increased journeys by private car through reductions in development in settlements without railway stations. However, overall, this sub-option is considered likely to result in increases in air pollution and carbon emissions. Uncertain mixed minor positive and minor negative effects are expected for SM Housing Option 2 in relation to IIA objective **8: Transport** and **13: Climate change and energy.** A mixed minor positive and significant negative effect is expected for this sub-option in relation to IIA objective **9: Air quality.** The effects expected for SM Options 1 and 3 in relation to these IIA objectives are expected to be mixed uncertain significant positive and minor negative effect.

4.59 By delivering a lower level of overall growth, the SM Housing Options could result in less greenfield land take. Greenfield land take required for SM Housing Option 1 could be more limited given that it does not include a new settlement component of growth at West Horndon. However, the overall level of growth achieved through each sub-option is still relatively high and substantial loss of greenfield land and higher value agricultural soils will result. Each of the sub-options will present opportunities to make use of brownfield land within the Borough's existing settlements. As such all SM Housing Options are likely to result in a mixed significant positive and significant negative effects in relation to IIA objective **10: Soils.**

4.60 Delivering a lower overall level of growth is likely to reduce demand for resources needed for construction and infrastructure delivery relative t the MG and

HG sub-options. It is also likely to limit the sterilisation of minerals within the Mineral Safeguarding Areas that cover or surround many of the settlements in Thurrock. Furthermore, as described in relation to IIA objective 10, all SM Housing Options have the potential to support the development of brownfield land. Development at these locations may support the recycling of existing materials onsite. This less likely to be case through SM Housing Option 3 given its inclusion of a larger new settlement component of growth at West Horndon which would require substantial new infrastructure provision and resource consumption associated with this. Overall all SM Housing Options are expected to result in an uncertain mixed minor positive and minor negative effects in relation to IIA objective **11: Resource consumption and waste**.

4.61 The distribution of growth set out through the SM Housing Options will result in a relatively high level of development within SPZs, given their coverage of most of the plan area, with potential for impacts on groundwater resources. Much of the area at West Horndon does not fall within SPZs and therefore SM Housing Options 2 and 3 that include development at this location are unlikely to increase risks to groundwater quality. However, excluding the new settlement at West Horndon through SM Housing Option 1 could help avoid the potential for impacts on the River Mardyke and the other small watercourses at or close to West Horndon. All three sub-options have potential to impact on the River Thames, the River Mardyke and other smaller watercourses given the distribution of development to include growth within the larger settlements to varying degrees. Overall, given the potential for impacts on groundwater and a range of watercourses in Thurrock through all SM Housing Options, uncertain minor negative effects are expected in relation to IIA objective **12: Water resources and quality**.

4.62 The lower level of overall growth set out through the SM Housing Options is likely to result in less residents being accommodated in areas of higher flood risk, relative to the MG and HG sub-options. It is also expected to help limit the potential for impacts on biodiversity assets, the settings of heritage assets and landscape character in Thurrock. This reflects the lower level of greenfield land take and activities that could result in disturbance. Given that SM Housing Option 1 does not include the new settlement at West Horndon, no development would be delivered at this location that includes some areas of higher flood risk. Development at this location also has potential to impact upon Thorndon Park SSSI and Thorndon Hall

Registered Park and Garden but there is existing development present between the development area and these features. The new settlement would be within Burpham Fenland LCA which has high sensitivity in terms of large and very large housing development. However, all SM Housing Options would deliver development at settlements at which Flood Zones 2 and 3 are present, including those towards the south of the Borough. As such significant negative effects are expected for all SM Housing Options in relation to IIA objective **14: Flood risk**. Furthermore, locations for development are focussed on settlements that are close to or include a range of heritage assets, biodiversity assets and potentially sensitive landscapes. Uncertain mixed minor positive and significant negative effects are expected for all SM Housing Options in relation to IIA objectives **15: Biodiversity and geodiversity** and 1**7: Landscape, townscape and visual impact**. Uncertain significant negative effects are expected for all SM Housing Options in relation to IIA objective **16: Historic environment**.

Medium growth (MG) with 25% buffer (achieving 29,600 homes)

Table 4.3: IIA effects for MG Housing Options

IIA objective	MG Housing Option 1	MG Housing Option 2	MG Housing Option 3	MG Housing Option 4
1: Housing	++	++	++	++
2: Health, wellbeing and safety	+/-?	++/-?	++/-?	++/-?
3: Community cohesion	+/-?	++/-?	++/-?	++/-?
4: Access to services and facilities	+/-?	++/-?	++/-?	++/-?
5: Equalities	+/-?	++/-?	++/-?	++/-?
6: Education and skills	+/-?	++/-?	++/-?	++/-?

IIA objective	MG Housing Option 1	MG Housing Option 2	MG Housing Option 3	MG Housing Option 4
7: Economy and employment	+/-	+/-	+/-	+/-
8: Transport	+/-?	++/-?	++/-?	++/-?
9: Air quality	--/+?	++/-?	++/-?	++/-?
10: Soils	++/--	++/--	++/--	++/--
11: Resource consumption and waste	+/-?	+/-?	+/-?	--/+?
12: Water resources and quality	-?	-?	-?	-?
13: Climate change and energy	+/-?	++/-?	++/-?	++/-?
14: Flood risk	--	--	--	--
15: Biodiversity and geodiversity	--/+?	--/+?	--/+?	--/+?
16: Historic environment	--?	--?	--?	--?
17: Landscape, townscape and visual impacts	--/+?	--/+?	--/+?	--/+?

4.63 Each of the MG Housing Options would deliver a lower level of housing development in the plan area than the HG options, although it would be higher than what is achieved through the SM Housing Options. The MG Housing Options are likely to limit the potential for new affordable homes and housing to meet the needs of range of user types. However, these sub-options would still meet the identified need for the plan area with an uplift applied to meet the medium jobs growth scenario and additional 25% buffer to account for recent under delivery. As such all MG Housing Options are likely to result in significant positive effects in relation to IIA objective **1: Housing**.

4.64 The MG Housing Options set out housing distributions that will allow new residents to make use of the services, facilities and transport generally available at

the Borough's larger settlements. All of these sub-options include some level of development at West Horndon new settlement. Through MG Housing Option 1 the level of growth at West Horndon is limited to only 2,000 homes and the new settlement delivered may not be of a scale to support substantial new service provision and limited potential to achieve self-containment and encourage active travel. Conversely thorough MG Housing Options 2, 3 and particularly 4 the large scale of development delivered (ranging from 5,000 to 10,000 homes) is expected to support increased new service provision and for MG4 in particular, the potential for self-containment. Service provision is likely to include that relating to healthcare and education as well as community spaces that might support integration. As such there is potential for MG Housing Option 1 to result in less positive effects than MG2, 3 and 4 with uncertain mixed minor positive and minor negative effects in relation to IIA objectives **2: Health and wellbeing, 3: Community cohesion, 4: Access to services and facilities** and **6: Education and skills**. The effects expected for MG Options 2, 3 and 4 in relation to these IIA objectives are expected to be mixed significant positive and minor negative effect. Similarly, MG Housing Option 1 is expected to perform less favourably in relation to IIA objective **5: Equalities** due to the reduced potential to deliver new services and facilities at the smaller West Horndon new settlement.

4.65 The lower level of development set out through the MG Housing Options would not support the higher job growth scenarios identified in the EDNA. As such while the MG Housing Options prioritise locations where there is relatively good access to job opportunities and transport links that could support access to jobs further afield, these options are less likely to support the longer term growth of the local economy. New residents of the new settlement of West Horndon (included through all MG Housing Options) would be relatively well related to jobs within Brentwood to the north. They would also be located close to an existing railway station to provide access to jobs further afield. Overall mixed minor positive and minor negative effects are expected for MG Housing Options 1, 2, 3 and 4 in relation to IIA objective **7: Economy and employment**.

4.66 The lower level of growth achieved through MG Housing Options 1, 2, 3 and 4 relative to HG1 and HG2 could result in a lower overall number of trips in Thurrock given the lower population increase that would be supported in the plan area. However, these sub-options are considered less likely to support self-containment in

the Borough in the longer term, with lower service provision and infrastructure delivery supported. The four sub-options would also be unable to support higher levels of employment growth in Thurrock and thereby are less likely to limit the need for outcommuting in the longer term. Each of the sub-options would deliver a relatively high level of development in the more developed areas which contain AQMAs. MG Housing Option 1, and to a lesser extent MG2 and MG3, have reduced potential to support service provision and achieve self containment at West Horndon; MG1 is particularly likely to result in increased need to travel in the plan area. Trips by car from West Horndon might be mitigated to some degree by the presence of the railway station, however, it is likely that at least some residents will choose to travel by car from this location. MG Housing Option 1 would also mitigate the potential for increased journeys by focussing high growth to the existing towns and well-connected settlements only. However, overall, this sub-option is considered likely to result in increases in air pollution and carbon emissions. MG Housing Options 2, 3 and 4 are likely to achieve a better balance in this regard by supporting a higher level of growth at West Horndon (5,000 to 10,000 homes) and reducing in growth in less connected locations. However, these three sub-options may result in less service and job provision and self-containment in the longer term. Overall, uncertain mixed minor positive and minor negative effects are expected for MG Housing Option 1 in relation to IIA objective **8: Transport** and **13: Climate change and energy.** A mixed minor positive and significant negative effect is expected for this sub-option in relation to IIA objective **9: Air quality.** The effects expected for MG Options 2, 3 and 4 in relation to these IIA objectives are expected to be uncertain mixed significant positive and minor negative effect.

4.67 By delivering a medium level of overall growth the MG Housing Options will result in some greenfield land take. All MG Housing Options contain the new settlement at West Horndon for between 5,000 and 10,000 new homes and as such include a component of growth where a focused loss of greenfield land would occur. Considered in the round, the overall level of growth achieved through each sub-option is relatively high and substantial loss of greenfield land and higher value agricultural soils will result. Each of the sub-options will present opportunities to make use of brownfield land within the Borough's existing settlements. As such all MG Housing Options are likely to result in mixed significant positive and significant negative effects in relation to IIA objective **10: Soils.**

4.68 The medium level of growth set out in the MG Housing Options is likely to reduce demand for resources needed for construction and infrastructure delivery relative to the HG sub-options. It is also likely to limit the sterilisation of minerals within the Mineral Safeguarding Areas that cover or surround many of the settlements in Thurrock. Furthermore, as described in relation to IIA objective 10, all MG Housing Options have the potential to support the development of brownfield land. Development at these locations may support the recycling of existing materials onsite. Benefits are less likely to be achieved through MG Housing Options 2 and 3 and particularly MG Housing Option 4. These sub-options include of larger components of growth at West Horndon new settlement (between 5,000 and 10,000 homes) which would require substantial new infrastructure provision and resource consumption associated with this. Overall MG Housing Options 1, 2 and 3 are expected to have more uncertain mixed minor positive and minor negative effects in relation to IIA objective **11: Resource consumption and waste**. An uncertain mixed minor positive and significant negative effect is expected for MG Housing Option 4 in relation to IIA objective 11 given the increased size of the settlement to be delivered at West Horndon and the supporting infrastructure required.

4.69 The distribution of growth set out through the MG Housing Options will result in a relatively high level of development within SPZs, given their coverage of most of the plan area, with potential for impacts on groundwater resources. Much of the area at West Horndon does not fall within SPZs and therefore MG Housing Options 2, 3 and 4 that include increased levels of development at this location (5,000 to 10,000 homes) are unlikely to increase risks to groundwater quality. However, there is potential for increased impacts on River Mardyke and the other small watercourses at or close to West Horndon. All four sub-options have potential to impact on the River Thames, the River Mardyke and other smaller watercourses given the distribution of development to include growth within the larger settlements to varying degrees. Given that MG Housing Options 3 and 4 would result in decreased levels of development in all larger settlements, they could help to limit potential for impacts on the water-dependent Thames Estuary and Marshes SSSI/SPA/Ramsar site that might otherwise result through higher level of development at East Tilbury and Stanford-le-Hope. Overall, given the potential for impacts on groundwater and a range of watercourses in Thurrock through all MG Housing Options, uncertain minor negative effects are expected in relation to IIA objective **12: Water resources and quality**.

4.70 The medium level of overall growth set out through the MG Housing Options is likely to result in less residents being accommodated in areas of higher flood risk, relative to the HG sub-options. It is also expected to help limit the potential for impacts on biodiversity assets, the settings of heritage assets and landscape character in Thurrock. This reflects the lower level of greenfield land take and activities that could result in disturbance. All MG Housing Options include the new settlement at West Horndon, meaning that impacts identified in relation to this location in terms of flood risk, biodiversity, heritage assets and landscape would result through these sub-options. The larger scale of growth that would occur at the new settlement through MG Housing Options 2, 3 and particularly MG4 could increase the magnitude of effects associated with this component of growth. However, considering impacts across the Borough through these options, significant negative effects are expected for all MG Housing Options in relation to IIA objective **14: Flood risk**. Uncertain mixed minor positive and significant negative effects are also expected for all MG Housing Options in relation to IIA objectives **15: Biodiversity and geodiversity** and 1**7: Landscape, townscape and visual impact**. Uncertain significant negative effects are expected for all MG Housing Options in relation to IIA objective **16: Historic environment**.

High growth (HG) with 25% buffer (achieving 36,100 homes)

Table 4.4: IIA effects for HG Housing Options

IIA objective	HG Housing Option 1	HG Housing Option 2
1: Housing	++	++
2: Health, wellbeing and safety	++/-?	+/-?
3: Community cohesion	++/-?	--/+?
4: Access to services and facilities	++/-?	+/-?
5: Equalities	+/-	+/-

IIA objective	HG Housing Option 1	HG Housing Option 2
6: Education and skills	++/-?	+/-?
7: Economy and employment	++/-	++/-
8: Transport	++/-?	--/+?
9: Air quality	++/--	--/+
10: Soils	++/--	++/--
11: Resource consumption and waste	--/+	--/+?
12: Water resources and quality	-?	--?
13: Climate change and energy	++/-?	--/+?
14: Flood risk	--	--
15: Biodiversity and geodiversity	--/+?	--/+?
16: Historic environment	--?	--?
17: Landscape, townscape and visual impacts	--/+?	--/+?

4.71 There is no material difference in effects expected for HG Housing Option 1 compared to those reported for Spatial Option 7. This reflects the close resemblance of these two options. As such the remainder of this section focusses on the difference in effects expected for HG Housing Option 2 compared to those reported for HG1 and Spatial Option 7.

4.72 Both sub-options would deliver a higher level of housing than the SM Housing Options and MG Housing Options. As such these options are likely to help deliver a large amount of new affordable homes and housing to meet the needs of range of user types. Both options are likely to result in significant positive effects in relation to IIA objective **1: Housing**.

4.73 Both sub-options would include a relatively high level of growth at the larger settlements where new residents could make use of existing services and facilities and the scale of growth could support improvements in service provision and public

transport. The particularly high level of growth set out could result in some overburdening of existing provisions but it is expected that new services support would help address this. Both sub-options include a relatively large new settlement at West Horndon where there is an existing railway station which would support access to services and facilities further afield. New service provision is likely to include that relating to healthcare and education as well as community spaces that might support integration. Substantial new service provision and self-containment is likely to be achieved at this location in the longer term, particularly through HG1 which includes 10,000 homes at this location. The new settlement included at Lower Langdon through HG Housing Option 2 does not benefit from a nearby railway station and as such is considered to be less sustainable in terms of transport and potential to limit air pollution and carbon emissions. Furthermore, as HG Housing Option 2 splits its new settlement growth across two locations it is less likely to support service provision and self-containment. As such HG Housing Option 2 is expected to have uncertain mixed minor positive and minor negative effects in relation to IIA objectives **2: Health and wellbeing, 4: Access to services and facilities** and **6: Education and skills** while HG1 is expected to have uncertain mixed significant positive and minor negative effects. An uncertain mixed minor positive and significant negative effect is expected for HG Housing Option 2 in relation to **3: Community cohesion**. This is less positive than the uncertain mixed significant positive and minor negative effect expected for HG1, reflecting the potential difficulties of creating sense of place across two new settlement locations. There is also potential for the HG Housing Option 2 to perform less favourably than HG1 in relation to IIA objective **5: Equalities**, however, the reduced potential to deliver new services and facilities across both new settlement locations is not expected to result in a change in magnitude of overall effects that warrants a significant negative effect.

4.74 Both sub-options would support the higher job growth scenarios identified in the EDNA. As such both options will support the longer growth of the economy in Thurrock. Furthermore, these options prioritise locations where there is relatively good access to job opportunities and transport links that could support access to jobs further afield. New residents of the new settlement of West Horndon (included through both HG sub-options) would be relatively well related to jobs within Brentwood to the north. They would also be located close to an existing railway station to provide access to jobs further afield. The inclusion of the Lower Langdon new settlement through HG Housing Option 2 would result in residents being located

in an area that is less well related to existing employment sites and this location is also not close to an existing railways station. However, while the Lower Langdon element of growth might perform less favourably compared to that at West Horndon, both options would still help meet the higher job growth scenarios and therefore a mixed significant positive and minor negative effect is expected in relation to **7: Economy and employment**.

4.75 Both HG Housing Option 1 and HG Housing Option 2 could result in a large increase in overall trip numbers given the large number of homes to be delivered. The new growth achieved could support service provision and self-containment in the plan area to some degree. HG Housing Option 2 is considered less likely to support self-containment and travel by public transport. This reflects the distribution of new settlement growth to two locations, with lower service provision and infrastructure delivery supported. It also reflects the location of the Lower Langdon, which is not close as West Horndon to an existing railway station. However, HG Housing Option 2 would provide similar benefits to HG Housing Option 1 in terms of supporting a higher level of employment growth to reduce the need for commuting outside of the plan area. HG Housing Option 2 performs similarly to HG Housing Option 1 in terms of its directing of a relatively high level of development to the more developed areas which contain AQMAs. Overall, HG Housing Option 2 is considered likely to result in increases in trip numbers as well as air pollution and carbon emissions compared to HG Housing Option 1. As such the uncertain mixed minor positive and significant negative effects expected for HG Housing Option 2 in relation to IIA objective **8: Transport** and **13: Climate change and energy** are more negative than the uncertain mixed significant positive and minor negative effects expected for HG1**.** A less favourable effect is also expected for HG2 (mixed minor positive and significant negative) than HG1 (mixed significant positive and significant negative) in relation to IIA objective **9: Air quality.**

4.76 Both sub-options would require a substantial amount of greenfield land take that is above what is required for the lower growth sub-options considered. Through both options, substantial new settlement growth would occur and both locations (West Horndon and Lower Langdon) are likely to result in loss of Grade 3 agricultural soils. Both options will present opportunities to make use of brownfield land within the Borough’s existing settlements. As such a mixed significant positive and significant

negative effects is expected for both HG1 and HG2 in relation to IIA objective **10: Soils.**

4.77 Given the high level of growth set out through both options, substantial demand for resources is likely, to support construction and infrastructure delivery. There is also potential for the sterilisation of minerals within the Mineral Safeguarding Areas that cover or surround many of the settlements in Thurrock. As described in relation to IIA objective 10, both options have the potential to support the development of brownfield land. Development at these locations may support the recycling of existing materials onsite. Given that HG Housing Option 2 splits the new settlement component of growth to two locations, more new infrastructure may be required to support a similar level of housing delivery compared to the single growth location included in HG Housing Option 1. Overall, HG Housing Option 2 could strengthen the adverse effects recorded as part of the uncertain mixed minor positive and significant negative effect for HG Housing Option 1 in relation to IIA objective **11: Resource consumption and waste**.

4.78 The distribution of growth set out through both options will result in a relatively high level of development within SPZs given their coverage of most of the plan area, with potential for impacts on groundwater resources. Much of the area at West Horndon does not fall within SPZs. However, Lower Langdon falls within an area of SPZ3. Therefore, HG Housing Option 2 could increase risks to groundwater quality compared to HG Housing Option 1. Both locations have potential impacts on nearby waterbodies; the River Mardyke at West Horndon and the River Hope at Lower Langdon. Given the higher level of overall development set out through both options there may be potential for increased impacts on the River Thames, the River Mardyke and other smaller watercourses, given the distribution of development to include growth within the larger settlements. Both options could have potential for impacts on the water-dependent Thames Estuary and Marshes SSSI/SPA/Ramsar site through development at development at East Tilbury and Stanford-le-Hope. Overall, given the potential for increased impacts on groundwater and watercourses at Lower Langdon and the high overall level of development that would likely put increased pressures on water resources, a less favourable uncertain significant negative effect is expected for HG Housing Option 2 in relation to IIA objective **12: Water resources and quality** compared to the uncertain minor negative effect expected for HG1.

4.79 By providing a high level of growth in the Borough there is increased potential for development to need to be accommodated in areas off higher flood risk. This reflects the substantial areas of Flood Zone 2 and 3 (many of which benefit from flood defences), particularly in the south of the plan area. The new settlement locations of West Horndon (in options HG1 and HG2) and Lower Langdon (option HG2 only) are both affected by fluvial and surface water flood risk. As such a significant negative effect is expected for both HG1 and HG2 in relation to IIA objective **14: Flood risk.**

4.80 The Lower Langdon new settlement has the potential to adversely affect the nearby biodiversity sites of Langdon Ridge SSSI (also designated as the Northlands Wood Country Park) and Grove House Wood Local Nature Reserve, as well as a number of nearby listed buildings and landscapes of high sensitivity to large to very large scale housing development. By contrast, the West Horndon new settlement would be separated from the nearest biodiversity assets and heritage assets (Thorndon Park SSSI and Thorndon Hall Registered Park and Garden) by existing development in that location. However, like Lower Langdon, the West Horndon new settlement would also be within a landscape of high sensitivity to large to very large scale housing development. Overall, an uncertain mixed significant negative and minor positive effects expected in relation to IIA objective **15: Biodiversity and geodiversity** and **17: Landscape, townscape and visual impacts** for both the HG1 and HG2 options. An uncertain significant negative effect is expected for both options in relation to IIA objective 1**6: Historic environment** is also expected.

Options for quantum and spatial distribution of employment development

4.81 As described in **Chapter 2**, the Council considered alternative options for the quantum and distribution of employment growth in the plan area that align with the standard method (SM), medium growth (MG), and high growth (HG) housing scenarios presented in the EDNA.

4.82 The table below summarises the likely effects of the three overarching options for the quanta of employment growth in relation to each of the IIA objectives. A description of the expected effects is presented below the table, with consideration provided for various spatial distributions (as described in **Chapter 2**) that might be used to achieve the varying levels of employment growth considered.

Table 4.5: Likely sustainability effects of options for differing quanta of employment growth

IIA objective	Standard method options	Medium growth options	High growth options
1: Housing	0	0	0
2: Health, wellbeing and safety	0	0	0
3: Community cohesion	--/+	+/-	+
4: Access to services and facilities	0	0	0
5: Equalities	0	0	0
6: Education and skills	0	0	0
7: Economy and employment	--/+	+/-	++
8: Transport	+/-	--/+	++/-
9: Air quality	+/-	--/+	++/-
10: Soils	+	--/+	--/+
11: Resource consumption and waste	+/-	--/+	--/+
12: Water resources and quality	-	-	-
13: Climate change and energy	+/-	--/+	++/-
14: Flood risk	-	-	-

IIA objective	Standard method options	Medium growth options	High growth options
15: Biodiversity and geodiversity	-	--	--
16: Historic environment	-	--	--
17: Landscape, townscape and visual impacts	-	--	--

4.83 The SM and MG Employment Options would result in a level of employment growth that would only meet lower levels of housing growth in Thurrock. As such these options are considered less likely to support community integration and cohesion by ensuring only a small proportion of residents can benefit from nearby access to job opportunities. The minor positive effects recorded for these options in relation to IIA objective **3: Community cohesion** are combined within significant negative effects for the SM options and minor negative effects for the MG options. Given that the HG Employment Options will help ensure most residents can access job opportunities within the Borough by matching employment growth to higher projected housing growth, a minor positive effect is expected in relation to this IIA objective.

4.84 While the SM and MG Employment Growth Options support a certain amount of jobs growth in Thurrock, they will not meet the expected needs of the Borough and therefore may result in many residents having to travel outside of the Borough for work. The ENDA recommended planning for future employment land needs on the basis of the labour-demand higher growth scenario. This equates to a future requirement for 245.65 ha to accommodate anticipated growth of just under 17,000 FTEs in office, industrial and warehousing sectors over the period 2024 to 2044. The vast majority of available employment land is around London Gateway and Thames Enterprise Park. Through the SM Employment Growth Options, the proportion of residents having to travel outside of the plan area is likely to be more substantial than for the MG option. Therefore, while minor positive effects are expected for both the SM and MG options, these are combined with significant negative effects for the SM options and minor negative effects for the MG Employment Growth Options in relation to IIA objective **7: Economy and employment.** For the HG Employment

Options, a significant positive effect is expected, given that employment growth to meet the higher housing growth for the plan area will be provided for and Tilbury 3 and London Gateway expanded to deliver national growth ambitions of the Thames Freeport. These significant positive effects would be further strengthened by sub-options that allocate additional land in the west of the Borough to meet local market demands (HG2 and HG3) and help deliver on national ambitions for data centres (HG3).

4.85 The ENDA supports the allocation of additional land to support modern industrial and warehousing space for general employment purposes which is largely located around London Thames Gateway and Thames Enterprise Park Freeport. In addition, the majority of office development is located within main office market areas such as Grays.

4.86 The SM Employment Options would result in employment growth being limited to within designated employment areas plus additional land to the west to meet locational demand. SM Employment Option 1 (i.e. existing supply in designated employment areas only) could limit related travel, given that it relies on established sites where existing commuting patterns and transport solutions are already in place (including public transport). However, through the SM Employment Options and MG Employment Options there is increased likelihood for residents to need to commute outside of the plan area as the need for employment growth would not be fully met in the plan area. This could also increase greenhouse air pollution and carbon emissions. As such mixed minor positive and negative effects are recorded for the SM Employment Options and MG Employment Options in relation to IIA **objectives 8: Transport, 9: Air quality and 13: Climate change and energy**. For the MG Employment Options the negative effects are significant given that the overall level of employment growth would be increased compared to the SM Employment Options but would still not fully meet local needs and considering that development would move beyond only existing employment areas**.** The HG Employment Options have greatest potential to limit out-commuting as they will fully meet the need for employment growth in Thurrock. Employment Options that they seek to respond to local market demands in the west of Thurrock (SM2, MG2, MG3, HG2, HG3) could introduce uncertainty in relation to transport and emission of air pollutants and carbon, given that the provision of employment land in this location would be reactive

to market forces and not where employment growth could be focussed to limit the need to travel.

4.87 All options make use of existing land supply within designated employment areas to accommodate some growth, meaning there is likely to be potential to achieve increased efficiency in terms of land resources by bringing brownfield back into use, promoting higher densities and limiting greenfield land take. As such, all options are expected to have minor positive effects in relation to IIA objectives **10: Soils** and **11: Resource consumption and waste**. The minor positive effects expected in relation to IIA objective 11 are combined with negative effects, given the demand for construction materials needed for employment development on existing or new employment land under all options. All options except SM1 would deliver some growth on new employment land and therefore have the potential for negative effects on soils. It expected that land associated with Tilbury 3 (MG and HG options) and expansion of London Gateway (HG options only) would take in mostly urban and non-agricultural land. Additional employment land in the west (allocated under SM2, MG2, MG3, HG2, HG3) could also fall on urban or non-agricultural land, however there are areas of Grade 1 and Grade 3 agricultural land to the north of Purfleet-on-Thames and west of Aveley that might be affected by development, meaning the adverse effects recorded for these sub-options in relation to IIA objective 10 could be stronger.

4.88 Construction and occupation of employment land also have the potential to result in runoff of pollutants into watercourses or contamination of groundwater resources (SPZs cover most of the Borough). Through the MG Employment Options and HG Employment Options the inclusion of Tilbury 3 and London Gateway (HG Employment Growth Options only) could result in contaminated runoff to the River Thames. All options are expected to are expected to have minor negative effects in relation to IIA objective **12: Water resources and quality**. Though the MG Employment Options and HG Employment Options there is potential for the adverse effects to be strengthened, although significant negative effects are not considered likely.

4.89 All employment growth options have potential to increase flood risk in the plan area through increases in impermeable surfaces from development. All options are

therefore expected likely to have minor negative effects in relation IIA objective **14: Flood risk**.

4.90 The lower level of overall growth and the higher proportion of that growth on existing employment areas set out through SM Employment Options is likely to help limit the potential for adverse impacts on biodiversity, heritage assets and landscape character. These locations are likely to be less sensitive in terms of wildlife they support as well as the setting they provide for heritage assets and local character. This reflects their established nature for supporting local industry. The potential for reduced impacts in terms of these issues also reflects the reduced greenfield land take needed which will help limit habitat loss and fragmentation as well as coalescence between settlements. However, these is potential for intensification at existing employment areas to result in loss of greenspaces that support biodiversity and for higher densities that result to impact upon established character. As such, minor negative effects are expected for the SM Employment Options in relation to IIA objectives **15: Biodiversity and geodiversity**, **16: Historic environment** and 1**7: Landscape, townscape and visual impacts**. Significant negative effects are expected for the MG and HG Employment Growth Options in relation to IIA objectives 15, 16 and 17. The Tilbury 3 and London Gateway sites are close to the Thames Estuary & Marshes SSSI, SPA and Ramsar site. The Tilbury 3 area is also close to Tilbury Fort Scheduled Monument and there is potential for large scale development to adversely affect its setting, Furthermore, while the London Gateway site is within a landscape area of very low sensitivity to employment development, the Tilbury 3 area could take in land with medium sensitivity to employment development. Land to the west of the Borough is likely to be close to Purfleet Road Aveley SSSI as well as Inner Thames Marshes SSSI. Land in these locations varies in its sensitivity in terms of employment development from very low (in the south in West Thurrock Marshes LCA) to very high (further north in Lower Mar Dyke River Valley LCA). At these locations there is limited potential for impacts on additional heritage assets.

Chapter 5

IIA findings for the site allocation options

5.1 This chapter sets out the IIA findings for the site options that the Council has considered for allocation in the Publication version Local Plan.

5.2 Over 250 residential site options, over 100 employment site options, five gypsy and traveller site options, and an education site option were appraised in line with the assessment criteria presented in **Appendix D**. **Table 5.1** overleaf summarises the SA findings for the site options considered for allocation in the Local Plan.

5.3 IIA objectives that were scoped out for the appraisals of site options (i.e. IIA objectives 1: Housing, 3: Community cohesion, 5: Equalities, 8: Transport and 13: Climate change and energy) are shown in the table with 'N/A' effects. Explanations of why these IIA objectives were scoped out for the site options appraisal are provided as part of the site assessment framework in **Appendix D**.

Table 5.1: Summary of IIA findings for the site options considered for allocation

Site option ID	LUC site reference	Site address	IIA Objective																
			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
Residential site options																			
60061	LUC_001		N/A	+	N/A	+	N/A	+	--	N/A	0	0	+	--	N/A	0	-?	--	-
60071	LUC_002		N/A	-	N/A	-	N/A	--	--	N/A	0	0	+	-	N/A	0	--?	--	0
60093	LUC_003		N/A	+	N/A	+	N/A	+	-	N/A	0	+	+	-	N/A	0	0?	0	0
60114	LUC_004		N/A	-	N/A	--	N/A	--	--	N/A	0	0	+	-	N/A	0	0?	--	-
60116	LUC_005		N/A	+	N/A	+	N/A	-	--	N/A	0	--	-	-	N/A	0	0?	--	-
60119	LUC_006		N/A	+	N/A	+	N/A	-	--	N/A	0	--	-	--	N/A	0	--?	--	-
60136	LUC_007		N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	--	N/A	0	--?	--	-
60143	LUC_008		N/A	+	N/A	-	N/A	+	--	N/A	0	-	-	-	N/A	--	--?	--	-
60144	LUC_009		N/A	-	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	--	--?	--	-
60147	LUC_010		N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	--	N/A	0	0?	0	-
60149	LUC_011		N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	--	N/A	0	0?	-	-
60150	LUC_012		N/A	+	N/A	+	N/A	-	--	N/A	0	--	-	-	N/A	0	0?	--	-
60151	LUC_013		N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	--	N/A	0	-?	-	-
60152	LUC_014		N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	-?	0	-
60177	LUC_015		N/A	+	N/A	-	N/A	-	--	N/A	0	--	--	--	N/A	0	--?	--	-

Site option ID	LUC site reference	Site address	IIA Objective																
			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
60187	LUC_016		N/A	-	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	0?	0	0
60214	LUC_017		N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	0	N/A	0	-?	0	-
60215	LUC_018		N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	-?	0	-
60229	LUC_019		N/A	+	N/A	-	N/A	--	--	N/A	0	--	-	--	N/A	0	-?	0	-
60231	LUC_020		N/A	+	N/A	-	N/A	--	--	N/A	0	+	+	--	N/A	0	-?	0	-
60232	LUC_021		N/A	+	N/A	-	N/A	--	--	N/A	0	--	-	--	N/A	0	-?	0	-
60233	LUC_022		N/A	-	N/A	--	N/A	--	--	N/A	0	--	-	--	N/A	0	--?	0	-
60235	LUC_023		N/A	-	N/A	--	N/A	--	--	N/A	0	--	-	--	N/A	0	--?	0	-
60242	LUC_024		N/A	-	N/A	-	N/A	--	--	N/A	0	--	-	--	N/A	0	--?	-	--
60243	LUC_025		N/A	-	N/A	-	N/A	--	--	N/A	0	--	-	--	N/A	0	-?	--	-
60244	LUC_026		N/A	-	N/A	-	N/A	--	--	N/A	0	--	-	-	N/A	0	-?	--	-
60260	LUC_027		N/A	-	N/A	-	N/A	-	--	N/A	0	+	+	0	N/A	0	-?	0	-
60263	LUC_028		N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	0	N/A	0	-?	--	-
60289	LUC_029		N/A	+	N/A	+	N/A	+	--	N/A	0	--	-	--	N/A	--	--?	--	-
60306	LUC_030		N/A	0	N/A	-	N/A	--	--	N/A	0	--	-	--	N/A	--	--?	--	--
60315	LUC_031		N/A	+	N/A	-	N/A	-	--	N/A	0	+	+	-	N/A	0	--?	--	-
60326	LUC_032		N/A	+	N/A	+	N/A	-	--	N/A	0	--	--	--	N/A	--	--?	--	-
60332	LUC_033		N/A	0	N/A	-	N/A	-	--	N/A	0	--	-	--	N/A	--	--?	-	--
60339	LUC_034		N/A	+	N/A	-	N/A	--	--	N/A	0	--	-	--	N/A	0	--?	0	-
60355	LUC_035		N/A	+	N/A	+	N/A	+	-	N/A	0	+	+	-	N/A	0	-?	0	0

Site option ID	LUC site reference	Site address	IIA Objective																
			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
60361	LUC_036		N/A	+	N/A	0	N/A	-	--	N/A	0	+	+	-	N/A	--	--?	-	0
60362	LUC_037		N/A	+	N/A	+	N/A	+	--	N/A	0	+	+	-	N/A	0	--?	-	0
60366	LUC_038		N/A	+	N/A	+	N/A	++	--	N/A	0	--	--	--	N/A	0	--?	--	-
60397	LUC_039		N/A	+	N/A	-	N/A	-	-	N/A	--	--	--	-	N/A	0	--?	-	-
60405	LUC_040		N/A	-	N/A	-	N/A	-	--	N/A	-	+	+	0	N/A	--	-?	-	-
60432	LUC_041	Land off Sandown Road	N/A	+	N/A	-	N/A	--	--	N/A	0	--	-	-	N/A	0	-?	-	0
60441	LUC_042	Land south of Purfleet Road and parallel to the A13	N/A	-	N/A	-	N/A	-	--	N/A	-	--	--	0	N/A	0	--?	0	-
60442	LUC_043	Land at Grey Goose Farm, Grays, Essex	N/A	+	N/A	-	N/A	+	--	N/A	0	--	--	--	N/A	0	--?	--	-
60443	LUC_044	Southfields Gravel Pit, Welling Road, Orsett, Essex	N/A	-	N/A	-	N/A	--	--	N/A	0	+	+	-	N/A	--	--?	0	-
60444	LUC_045	Sub Station, Palmers Avenue, Grays, RM17 5UE	N/A	+	N/A	++	N/A	++	0	N/A	-	+	+	-	N/A	--	--?	-	0
60459	LUC_046	Ripleside Metalworks,	N/A	+	N/A	+	N/A	+	-	N/A	-	+	+	-	N/A	--	-?	0	0

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			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
		Thames Road, Grays																	
60474	LUC_047	Car Park, Coronation Road, East Tilbury	N/A	+	N/A	+	N/A	-	--	N/A	0	--	-	-	N/A	-	0?	--	0
60818	LUC_048	Formerly Whittakers Nursery, Heath Road Orsett adjacent to The Fox public house	N/A	+	N/A	+	N/A	+	--	N/A	0	--	-	-	N/A	0	-?	--	0
60820	LUC_049	Land to the east of Gable Hall school	N/A	+	N/A	+	N/A	++	-	N/A	0	--	-	--	N/A	0	-?	0	0
60821	LUC_050	Land south of School Lane, Orsett	N/A	+	N/A	+	N/A	-	--	N/A	0	--	-	-	N/A	0	-?	-	-
60824	LUC_051	Land to the west of Mill Lane, Fobbing, Essex	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	--?	0	-
60825	LUC_052	Land off Vange Park Rd, Titles EX718247 & EX725062	N/A	+	N/A	-	N/A	--	--	N/A	0	--	-	-	N/A	0	--?	--	-

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			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
60826	LUC_053	Land at rear of Burnside and adjacent to Southend Road, Corringham, SS17 9ET	N/A	0	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	--?	-	-
60827	LUC_054	Land to the south of Hillcrest Road, Horndon on the Hill	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	-?	0	-
60828	LUC_055	Land adjacent to St Andrews Way and Butts Lane, Stanford-le-Hope	N/A	-	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	-?	-	-
60829	LUC_056	Land to the east of A128 (Brentwood Road)	N/A	-	N/A	-	N/A	--	--	N/A	0	--	-	--	N/A	0	0?	--	--
60830	LUC_057	Bentley farm	N/A	-	N/A	-	N/A	--	--	N/A	0	--	-	--	N/A	0	--?	--	-
60831	LUC_058	Land east of Cole Avenue	N/A	+	N/A	+	N/A	-	--	N/A	0	-	--	-	N/A	0	0?	0	0
60832	LUC_059	Land fronting High Road, Baker Street	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	--?	--	-

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60833	LUC_060	Land north of Stanford Road	N/A	0	N/A	-	N/A	--	--	N/A	0	--	-	-	N/A	0	-?	0	-
60834	LUC_061	Land north of A1306	N/A	+	N/A	+	N/A	-	-	N/A	--	--	--	--	N/A	0	--?	0	-
60835	LUC_062	Land east of A1012	N/A	+	N/A	+	N/A	-	--	N/A	-	--	-	-	N/A	0	--?	0	-
60836	LUC_063	Land north of Stifford Clays Road	N/A	+	N/A	+	N/A	+	--	N/A	0	--	-	-	N/A	0	--?	--	-
60844	LUC_064	Land south of Aveley	N/A	+	N/A	+	N/A	+	+	N/A	-	--	--	-	N/A	0	--?	--	--
60844 (reduced boundary)	LUC_065	Land south of Aveley	N/A	+	N/A	+	N/A	+	+	N/A	-	--	-	-	N/A	0	-	--	--
60847	LUC_066	East Tilbury	N/A	+	N/A	0	N/A	-	--	N/A	0	--	--	--	N/A	0	--?	--	--
60850	LUC_067	West Thurrock Works, Stoneness Road	N/A	+	N/A	+	N/A	-	--	N/A	-	+	+	-	N/A	--	--?	--	0
60851	LUC_068	East Tilbury 2	N/A	0	N/A	-	N/A	-	--	N/A	0	--	--	--	N/A	0	--?	--	-
60852	LUC_060	Orsett Park Farm, Prince Charles Avenue	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	--?	--	-

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			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
60853	LUC_069	Land at the Mardyke Valley Golf Club, South Road, South Ockendon	N/A	+	N/A	+	N/A	-	-	N/A	0	--	-	--	N/A	0	--?	--	--
60854	LUC_070	Land east of Tilbury	N/A	-	N/A	-	N/A	--	--	N/A	0	-	-	--	N/A	--	--?	-	--
60855	LUC_071	Land south of High Road, North Stifford	N/A	-	N/A	-	N/A	-	--	N/A	-	--	--	--	N/A	0	--?	--	-
60856	LUC_072	Land northeast of Corringham	N/A	+	N/A	+	N/A	++	--	N/A	0	--	-	--	N/A	0	--?	-	--
60859	LUC_073	Arterial Hub, land north of Arterial Road	N/A	-	N/A	+	N/A	-	--	N/A	--	--	--	-	N/A	0	--?	--	--
60860	LUC_074	Land at Arisdale Avenue, South Ockendon	N/A	-	N/A	+	N/A	+	-	N/A	-	--	-	--	N/A	0	--?	--	--
60861	LUC_075	Land south of Stifford Road (west of Hangmans Wood Industrial Estate)	N/A	0	N/A	+	N/A	-	-	N/A	0	+	+	-	N/A	0	--?	0	-

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60862	LUC_076	Land at Goshem's Farm, East Tilbury	N/A	-	N/A	-	N/A	--	--	N/A	0	+	+	-	N/A	0	--?	-	-
60864	LUC_077	Land east of Dock Road and south of Marshfoot Road	N/A	+	N/A	+	N/A	+	-	N/A	0	--	-	--	N/A	--	--?	0	-
60866	LUC_078	Land adjacent to Orsett House, High Road, Orsett	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	-?	--	-
60869	LUC_079	Former Paper Mills Site, London Road, Purfleet	N/A	0	N/A	-	N/A	-	--	N/A	-	+	+	0	N/A	--	--?	0	0
60870	LUC_080	Land to the rear of Downlands, Horndon Road, Horndon on the Hill, Essex	N/A	+	N/A	+	N/A	-	-	N/A	0	--	-	--	N/A	0	-?	-	-
60871	LUC_081	Land at Rectory Road, Orsett	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	--?	--	-
60872	LUC_082	Hangmans Wood Industrial Estate, Stifford Road, (MDS site and	N/A	+	N/A	+	N/A	-	-	N/A	0	+	+	--	N/A	0	--?	-	--

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			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
		Areas 1, 2 and 2a)																	
60875	LUC_083	Land west of Low Street Lane	N/A	+	N/A	-	N/A	--	--	N/A	0	+	+	-	N/A	0	-?	--	0
60876	LUC_084	Land at Ardern House, High Road	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	0?	--	-
60879	LUC_085	Land at Goshem's Farm (Mott North)	N/A	+	N/A	-	N/A	--	--	N/A	0	-	-	--	N/A	-	--?	0	-
60880	LUC_086	Land east of Ship Lane, Aveley	N/A	+	N/A	+	N/A	-	0	N/A	-	--	-	-	N/A	0	--?	--	--
60881	LUC_087	Sandy Lane	N/A	-	N/A	-	N/A	--	--	N/A	0	--	-	-	N/A	0	--?	--	--
60882	LUC_088	Land Adjacent and to the rear of The George and Dragon, East Tilbury Road, Linford, Essex	N/A	+	N/A	0	N/A	--	--	N/A	0	--	--	--	N/A	-	--?	--	-
60883	LUC_089	Land to the west of North Road, South Ockendon	N/A	+	N/A	+	N/A	-	--	N/A	0	--	--	--	N/A	0	--?	-	--

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60888	LUC_090	Land at Wharf Road, Stanford-le-Hope	N/A	0	N/A	+	N/A	+	-	N/A	0	--	-	--	N/A	0	--?	0	-
60896	LUC_091	Closed Landfill Sites, South of Sandy Lane, Aveley	N/A	+	N/A	+	N/A	-	-	N/A	-	--	-	-	N/A	0	--?	0	--
60897	LUC_092	Land on the west side of Baker Street, Orsett opposite Chapel Farm	N/A	+	N/A	-	N/A	-	--	N/A	0	--	--	-	N/A	0	--?	--	-
60898	LUC_093	Hovell Farm	N/A	-	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	--?	--	--
60899	LUC_094	Kemps Farm, South Ockendon	N/A	-	N/A	-	N/A	-	--	N/A	-	0	+	--	N/A	0	--?	--	-
60900	LUC_095	Land at Hillside	N/A	+	N/A	+	N/A	+	-	N/A	-	-	-	-	N/A	0	--?	0	0
60901	LUC_096	Welling Road	N/A	-	N/A	-	N/A	--	--	N/A	0	--	-	-	N/A	0	--?	-	-
60908	LUC_097	Ponds Farm II (Parrish Trustees), South Ockenden	N/A	-	N/A	-	N/A	-	--	N/A	-	--	-	-	N/A	0	--?	0	--
60910	LUC_098	Land at East Tilbury Road, Linford	N/A	+	N/A	-	N/A	--	--	N/A	0	--	--	--	N/A	-	--?	-	-

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60911	LUC_099	Medebridge Road, South Ockendon	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	--	N/A	0	--?	-	--
60912	LUC_100	Butts Lane, Stanford-le-Hope	N/A	+	N/A	+	N/A	+	-	N/A	0	--	--	-	N/A	0	--?	-	-
60913	LUC_101	West Horndon	N/A	0	N/A	0	N/A	-	--	N/A	0	--	-	-	N/A	--	--?	--	-
60915	LUC_102	Land northeast of South Ockenden	N/A	+	N/A	+	N/A	-	--	N/A	0	--	--	--	N/A	0	--?	--	--
60916	LUC_103	The Stables, One Tree Hill, Stanford-le-Hope	N/A	0	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	--?	0	-
60918	LUC_104	Land north of Thurrock Garden Centre, South Ockenden	N/A	+	N/A	+	N/A	-	-	N/A	0	--	--	--	N/A	0	-?	0	-
60920	LUC_105	Land north of Station Road	N/A	+	N/A	-	N/A	--	--	N/A	0	--	-	--	N/A	-	--?	--	-
60922	LUC_106	Former Ardale School, North Stifford	N/A	-	N/A	-	N/A	-	-	N/A	--	--	--	--	N/A	0	--?	--	-
60924	LUC_107	Land at Church Road, Bulphan	N/A	0	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	-?	0	-
60927	LUC_108	Portland Lodge, Brentwood Road	N/A	-	N/A	-	N/A	--	--	N/A	0	+	+	0	N/A	--	0?	-	0

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60929	LUC_109	Thames Industrial Park	N/A	+	N/A	+	N/A	-	--	N/A	0	0	+	--	N/A	--	0?	--	-
60931	LUC_110	Stifford Hall Hotel, High Road, North Stifford	N/A	-	N/A	-	N/A	-	--	N/A	-	0	+	--	N/A	0	--?	--	-
60932	LUC_111	Land west of Rectory Road, and west of Brentwood Road, Orsett	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	--?	--	-
60933	LUC_112	Bloomfields Farm, Stifford Clays Road, Orsett, Essex	N/A	+	N/A	+	N/A	+	--	N/A	0	--	--	-	N/A	0	--?	--	-
60935	LUC_113	Land to the west of Romford Road, Aveley	N/A	-	N/A	-	N/A	+	--	N/A	0	-	-	-	N/A	0	--?	-	--
60937	LUC_114	Malvern Road	N/A	+	N/A	+	N/A	+	-	N/A	0	-	--	-	N/A	0	--?	0	0
60939	LUC_115	Gobions Park, East Tilbury	N/A	+	N/A	+	N/A	-	--	N/A	0	--	--	--	N/A	--	--?	--	--
60940	LUC_116	Land north of Stanford-le-Hope	N/A	+	N/A	+	N/A	+	-	N/A	0	--	-	--	N/A	0	--?	-	--
60941	LUC_117	Land north of B149 Wood View	N/A	+	N/A	+	N/A	++	--	N/A	0	--	-	--	N/A	0	--?	-	-

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		and River View, Chadwell St Mary																	
60942	LUC_118	Land east of Heath Road, Chadwell	N/A	+	N/A	-	N/A	+	--	N/A	0	--	--	-	N/A	0	--?	-	-
60943	LUC_119	Brett's Farm	N/A	+	N/A	+	N/A	++	--	N/A	0	--	-	--	N/A	-	--?	0	-
60944	LUC_120	Land off Rainbow Lane	N/A	+	N/A	+	N/A	+	-	N/A	0	--	--	--	N/A	0	-?	0	-
60947	LUC_121	Land east of Lampits Hill, Corringham	N/A	+	N/A	+	N/A	+	--	N/A	0	--	-	--	N/A	--	--?	0	-
60948	LUC_122	East Thurrock Unit Football Club, Rookery Hill, Corringham, Stanford-le-Hope	N/A	+	N/A	+	N/A	+	-	N/A	0	--	--	--	N/A	0	--?	--	-
60949	LUC_123	Pegasus Country Club, Herd Lane, Corringham, Stanford-le-Hope	N/A	+	N/A	+	N/A	+	--	N/A	0	--	--	-	N/A	0	--?	--	-
60950	LUC_124	Land North of Fobbing Road, Corringham	N/A	+	N/A	+	N/A	+	--	N/A	0	--	-	-	N/A	0	--?	--	--

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60951	LUC_125	Land East of Baker Street, Orsett	N/A	+	N/A	-	N/A	-	--	N/A	0	--	--	-	N/A	0	-?	--	-
60952	LUC_126	Land off Meesons Lane known as Meesons Bluff (approximate post code is RM17 5EF)	N/A	0	N/A	+	N/A	+	0	N/A	-	-	--	-	N/A	--	--?	0	0
60953	LUC_127	Land at East Quarry, north of Orsett Golf Club and south of Stanford Road, Southfields	N/A	-	N/A	-	N/A	--	--	N/A	0	--	-	--	N/A	0	--?	--	-
60956	LUC_128	Land east of Chadwell St Mary	N/A	0	N/A	+	N/A	+	--	N/A	0	--	--	--	N/A	0	--?	--	-
60957	LUC_129	Land adjoining Arena Essex / Thurrock Services Arterial Road Thurrock	N/A	-	N/A	-	N/A	-	0	N/A	-	-	--	-	N/A	0	--?	0	0
60958	LUC_130	Former Allotment site, Hall Road, Aveley	N/A	+	N/A	+	N/A	-	-	N/A	-	--	-	0	N/A	0	-?	-	-

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			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
60959	LUC_131	Mollands Lane, land to the south, South Ockendon	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	--	N/A	0	--?	-	-
60960	LUC_132	Land at Avontar Road, South Ockendon	N/A	+	N/A	+	N/A	-	-	N/A	0	-	-	--	N/A	0	--?	-	-
60961	LUC_133	Land west of Park Lane, Aveley	N/A	+	N/A	+	N/A	+	-	N/A	-	--	-	0	N/A	0	--?	--	-
60964	LUC_134	St Clere's Hall Driving Range, London Road, Stanford-le-Hope	N/A	0	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	0?	--	-
60967	LUC_135	Land south of Marshfoot Road, Tilbury	N/A	+	N/A	+	N/A	++	-	N/A	0	--	-	--	N/A	--	--?	0	-
60968	LUC_136	Red House Farm	N/A	-	N/A	--	N/A	--	--	N/A	0	+	+	--	N/A	0	--?	--	-
60969	LUC_137	Land at Blue House Farm	N/A	-	N/A	-	N/A	--	--	N/A	0	--	-	--	N/A	0	--?	-	-
60972	LUC_138	Land at Kemps Farm, South Ockendon	N/A	+	N/A	+	N/A	-	--	N/A	-	--	--	--	N/A	0	--?	-	--
60976	LUC_139	Land at Great Garlands Farm	N/A	-	N/A	-	N/A	-	--	N/A	0	--	-	--	N/A	--	--?	--	--

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			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
60981	LUC_140	Land south of A13 and north of A1306 Arterial Road, West Thurrock	N/A	-	N/A	+	N/A	-	0	N/A	-	-	--	-	N/A	--	--?	0	-
60984	LUC_141	Thames Enterprise Park	N/A	-	N/A	-	N/A	--	--	N/A	0	+	+	-	N/A	--	--?	-	-
60987	LUC_142	Portland Lodge, Brentwood Road	N/A	-	N/A	-	N/A	--	--	N/A	0	+	+	0	N/A	--	0?	-	0
60988	LUC_143	Tongue Land, London Gateway	N/A	+	N/A	-	N/A	--	--	N/A	0	+	+	--	N/A	--	--?	-	0
60989	LUC_144	Land off Burnley Road, West Thurrock, Essex	N/A	-	N/A	-	N/A	-	--	N/A	0	-	-	-	N/A	--	--?	0	0
61002	LUC_145	Dansand Quarry, Stanford Road	N/A	+	N/A	-	N/A	-	--	N/A	0	0	+	-	N/A	0	--?	-	-
61003	LUC_146	Land west of Brentwood Road	N/A	+	N/A	-	N/A	-	--	N/A	0	--	--	-	N/A	0	--?	--	-
61004	LUC_147	Kings Farm, Parkers Farm Road, Orsett, Grays	N/A	-	N/A	-	N/A	--	--	N/A	0	--	-	-	N/A	-	0?	--	-
61005	LUC_148		N/A	-	N/A	--	N/A	--	--	N/A	0	-	-	-	N/A	--	--?	-	--
61006	LUC_149		N/A	+	N/A	+	N/A	-	0	N/A	--	+	+	--	N/A	0	--?	0	-

Site option ID	LUC site reference	Site address	IIA Objective																
			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
61007	LUC_150	Nursery Gardens off Sandown Road	N/A	-	N/A	-	N/A	--	--	N/A	0	--	-	-	N/A	0	-?	-	0
61008	LUC_151	Distribution Centre, West Road, South Ockendon, RM15 6PD	N/A	+	N/A	+	N/A	-	--	N/A	0	+	+	--	N/A	0	-?	0	-
61009	LUC_152	Land east of A126, north of Feenan Highway Junction	N/A	+	N/A	+	N/A	+	--	N/A	0	0	+	--	N/A	--	0?	0	-
61010	LUC_153	Thurrock Shopping Park	N/A	-	N/A	-	N/A	--	0	N/A	-	+	+	0	N/A	--	--?	0	0
61011	LUC_154	Land at Manor Road	N/A	+	N/A	+	N/A	+	-	N/A	0	+	+	--	N/A	--	--?	-	0
61012	LUC_155	Land at St Johns Road, Chadwell St Mary	N/A	+	N/A	+	N/A	+	--	N/A	0	--	--	-	N/A	0	--?	-	0
61013	LUC_156	Land south of Chadwell St Mary	N/A	+	N/A	+	N/A	+	--	N/A	0	--	-	--	N/A	0	--?	-	-
61015	LUC_157	Greenwise Nursery, Vange	N/A	+	N/A	-	N/A	--	--	N/A	0	+	+	-	N/A	0	--?	--	--

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			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
61016	LUC_158	High Road, Fobbing	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	--?	0	-
61017	LUC_159		N/A	+	N/A	-	N/A	--	--	N/A	0	--	-	--	N/A	0	--?	0	--
61018	LUC_160	Hope Farm, Old Church Hill, Landon Hills, Essex SS16 6HZ	N/A	+	N/A	-	N/A	--	--	N/A	0	--	-	--	N/A	0	--?	-	-
61019	LUC_161	The Croft, Church Road, Bulphan, Horndon on the Hill	N/A	-	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	-?	-	0
61022	LUC_162	Land at Linford Road and Turnpike Lane, Chadwell St Mary	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	-?	--	-
61024	LUC_163	Land at Aveley Hall	N/A	+	N/A	+	N/A	+	0	N/A	--	-	-	-	N/A	0	0?	--	-
61025	LUC_164	Land rear of Malvina Close, SS17 8QG	N/A	-	N/A	-	N/A	--	--	N/A	0	--	-	-	N/A	0	--?	0	-
61026	LUC_165	Little Wellhouse Farm, RM16 3NH	N/A	+	N/A	-	N/A	-	--	N/A	0	--	--	--	N/A	0	--?	--	0
61027	LUC_166	Medebridge Road, Grays,	N/A	-	N/A	-	N/A	-	--	N/A	0	--	-	--	N/A	0	--?	--	--

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			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
		Essex, RM16 5TZ																	
61030	LUC_167	Land at South Road/ Buckles Lane, South Ockenden	N/A	+	N/A	+	N/A	-	-	N/A	0	-	--	-	N/A	0	0?	0	-
61031	LUC_168	Land south of Fen Lane, Bulphan	N/A	-	N/A	-	N/A	-	--	N/A	0	--	-	0	N/A	0	-?	--	0
61032	LUC_169	Whitfields Farmhouse	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	-?	--	-
61033	LUC_170	Land off Church Road, Corringham	N/A	+	N/A	+	N/A	+	-	N/A	0	-	--	--	N/A	0	-?	--	-
61034	LUC_171	Land to the north of Thames Haven Road, Corringham	N/A	+	N/A	+	N/A	-	-	N/A	0	-	--	--	N/A	0	-?	--	-
61035	LUC_172	Land south of Thames Haven Road, Corringham	N/A	+	N/A	+	N/A	-	-	N/A	0	--	--	--	N/A	0	-?	-	-
61036	LUC_173		N/A	-	N/A	-	N/A	--	--	N/A	0	+	+	-	N/A	--	0?	0	-

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			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
61041	LUC_174	Land west of Buckingham Hill Road	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	--?	--	-
61042	LUC_175	Land adjacent to Walton Hall Farm, Walton Hall Road	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	--	N/A	0	--?	--	-
61044	LUC_176	Land east of the A13, Stanford-le-Hope	N/A	+	N/A	+	N/A	+	-	N/A	0	--	-	-	N/A	0	-?	-	-
61045	LUC_177	Land east of the A13 and west of Hope Avenue	N/A	+	N/A	-	N/A	+	--	N/A	0	--	-	--	N/A	--	-?	0	--
61048	LUC_178	Matura High Road, Fobbing, Stanford-le-Hope	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	0	N/A	0	-?	--	-
61051	LUC_179		N/A	0	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	--	--?	--	-
61053	LUC_180	Land at Little Thurrock located between Churchill Road and Thurrock Park Way, Grays	N/A	+	N/A	+	N/A	+	-	N/A	0	--	-	-	N/A	--	--?	-	-
61054	LUC_181	Bretts Farm, Marshfoot Road,	N/A	+	N/A	+	N/A	++	--	N/A	0	0	+	--	N/A	--	--?	--	0

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		Grays, RM17 6HH																	
61055	LUC_182	Mardyke Meadows	N/A	-	N/A	-	N/A	-	--	N/A	--	--	--	-	N/A	--	--?	0	--
61056	LUC_183	Blankets Farmhouse	N/A	-	N/A	--	N/A	--	--	N/A	0	--	-	-	N/A	--	0?	--	0
61057	LUC_184	Titan Truck Park, Stoneness Road, RM20 3AG	N/A	+	N/A	-	N/A	-	--	N/A	-	+	+	-	N/A	--	--?	0	0
61058	LUC_185	Kipling Farm, Kipling Avenue, Tilbury, Thurrock, RM18 8HF	N/A	+	N/A	+	N/A	-	--	N/A	0	+	+	--	N/A	--	0?	0	0
61059	LUC_186	Tilbury Football Club, Chadfields, Tilbury RM18 8NL	N/A	+	N/A	+	N/A	+	-	N/A	0	0	+	--	N/A	--	0?	0	-
61061	LUC_187		N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	--	N/A	0	-?	0	-
61063	LUC_188	Old Garlands Farm Buildings	N/A	+	N/A	-	N/A	-	--	N/A	0	--	--	--	N/A	0	--?	--	-
61064	LUC_189	Former Cottage Site, Rainbow Lane	N/A	+	N/A	-	N/A	-	--	N/A	0	--	--	--	N/A	0	-?	--	-
61065	LUC_190		N/A	-	N/A	-	N/A	--	--	N/A	0	--	-	-	N/A	0	-?	-	0

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61066	LUC_191	Land North of Church Street, Bulphan	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	0	N/A	0	-?	-	0
61067	LUC_192		N/A	-	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	-?	0	0
61068	LUC_193	Land east of A128	N/A	-	N/A	-	N/A	-	--	N/A	0	--	-	0	N/A	--	-?	-	0
61069	LUC_194	Land at Drakes Farm, Dunnings Lane, Bulphan, Essex, RM14 3RJ	N/A	-	N/A	--	N/A	--	--	N/A	0	--	-	-	N/A	-	0?	--	0
61070	LUC_195		N/A	+	N/A	+	N/A	+	--	N/A	0	--	--	-	N/A	0	-?	-	-
61071	LUC_196	Land east of Blackshots Lane	N/A	+	N/A	+	N/A	+	--	N/A	0	--	--	--	N/A	0	-?	--	-
61072	LUC_197		N/A	+	N/A	+	N/A	+	--	N/A	0	--	-	--	N/A	0	-?	0	-
61073	LUC_198	Land Adjacent to A1306 and Junction 31 of M25, Purfleet-on-Thames, Essex	N/A	-	N/A	-	N/A	-	0	N/A	-	--	-	-	N/A	--	--?	0	--
61074	LUC_199	Brook House Farm, Southend Road, Fobbing, Stanford-le-Hope	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	--	--?	-	-

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61075	LUC_200	Cole Avenue	N/A	+	N/A	+	N/A	-	--	N/A	0	-	--	-	N/A	0	0?	0	0
61084	LUC_201	Land adj. to Brookmans Avenue & north of Long Lane	N/A	+	N/A	0	N/A	+	--	N/A	0	-	--	-	N/A	0	--?	0	0
61085	LUC_202	Chapel Farm, Land south of Long Lane	N/A	+	N/A	+	N/A	+	--	N/A	0	--	--	-	N/A	0	--?	0	-
61088	LUC_203	Blackshot Estate, Land south of Long Lane (Kier Hardie House)	N/A	+	N/A	+	N/A	+	--	N/A	0	+	+	-	N/A	0	--?	0	0
61089	LUC_204		N/A	+	N/A	+	N/A	-	-	N/A	0	+	+	--	N/A	--	-?	-	0
61093	LUC_205	Crown Court, Newton Road, Tilbury	N/A	+	N/A	+	N/A	-	0	N/A	-	+	+	0	N/A	--	0?	--	0
61094	LUC_206	Land rear of 2 North View Avenue, Tilbury	N/A	+	N/A	+	N/A	-	-	N/A	-	--	-	-	N/A	--	-?	0	0
61096	LUC_207		N/A	-	N/A	-	N/A	+	--	N/A	0	+	+	0	N/A	0	--?	--	-
61097	LUC_208	Alexandra Court Sheltered Housing complex,	N/A	+	N/A	+	N/A	-	0	N/A	-	+	+	0	N/A	--	0?	0	0

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		Alexandra Road, Tilbury																	
61098	LUC_209	Land west of Anton Road (north)	N/A	+	N/A	+	N/A	+	-	N/A	0	+	+	-	N/A	0	-?	-	0
61099	LUC_210	Land west of Anton Road (south)	N/A	+	N/A	+	N/A	+	-	N/A	0	+	+	-	N/A	0	-?	-	0
61100	LUC_211	Blackshot Estate, Land south of Laird Avenue (Bevan & Morrison House)	N/A	-	N/A	+	N/A	+	-	N/A	0	+	+	-	N/A	0	-?	0	0
61101	LUC_212		N/A	+	N/A	+	N/A	+	-	N/A	0	+	+	-	N/A	--	0?	0	0
61102	LUC_213	Garage/parking site, Broxburn Drive	N/A	+	N/A	+	N/A	-	-	N/A	0	+	+	-	N/A	0	0?	0	0
61103	LUC_214		N/A	+	N/A	+	N/A	+	-	N/A	-	--	--	0	N/A	0	-?	-	0
61104	LUC_215	Garage site east of Vigerons Way	N/A	+	N/A	+	N/A	+	--	N/A	0	+	+	-	N/A	0	0?	0	0
61106	LUC_216	Alexandra Court sheltered housing complex	N/A	+	N/A	+	N/A	-	0	N/A	-	+	+	0	N/A	--	0?	0	0

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61107	LUC_217	Housing east of Broxburn Drive	N/A	+	N/A	+	N/A	+	-	N/A	0	+	+	-	N/A	0	0?	0	-
61110	LUC_218	Land at Teviot Avenue, Aveley	N/A	-	N/A	-	N/A	+	--	N/A	0	+	+	0	N/A	0	--?	--	-
61112	LUC_219	St Michaels Church Hall, Mill Road, Aveley, South Ockendon, Essex, RM15 4SR	N/A	+	N/A	+	N/A	+	-	N/A	-	-	-	0	N/A	0	--?	0	0
61113	LUC_220	Land at Former Library and Public Hall, Purfleet Road, Aveley	N/A	+	N/A	+	N/A	-	0	N/A	-	+	+	0	N/A	0	-?	0	0
61114	LUC_221	Former Culver Centre and Land to rear of Daiglen Drive, South Ockendon, Essex	N/A	+	N/A	+	N/A	+	0	N/A	0	-	--	-	N/A	0	--?	0	0
61115	LUC_222	Belhus Park Boxing Club, Darenth Lane, South Ockendon,	N/A	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	--?	0	0

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61116	LUC_223	1 to 431 Odds Broxburn Drive, South Ockendon	N/A	+	N/A	+	N/A	+	-	N/A	0	+	+	-	N/A	0	0?	0	0
61117	LUC_224	Jack O Lantern, Daiglen Drive, South Ockendon	N/A	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	-?	0	0
61118	LUC_225	Land south of Mollands Lane, South Ockendon	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	--	N/A	0	--?	-	--
61122	LUC_226	DHL Supply Chain, The Old Rectory, Mucking Wharf Road, Stanford-le-Hope	N/A	+	N/A	-	N/A	-	--	N/A	0	--	--	-	N/A	0	--?	--	--
61123	LUC_227	Land at 22 and to rear of 18 to 28 Fairview Avenue, Stanford-le-Hope	N/A	+	N/A	+	N/A	+	0	N/A	0	+	+	--	N/A	0	--?	-	0
61124	LUC_228	Whitwell Court, Fairview Chase, Stanford-le-Hope	N/A	+	N/A	+	N/A	+	-	N/A	0	0	+	--	N/A	--	--?	0	0
61126	LUC_229	Sandown Road, Southfields	N/A	+	N/A	-	N/A	--	--	N/A	0	--	-	-	N/A	0	-?	-	0

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			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
61127	LUC_230	Criton Works, Stanford Road, Orsett	N/A	+	N/A	-	N/A	--	--	N/A	0	0	+	-	N/A	0	0?	0	0
61129	LUC_231	Land part of The Gables, Pump Street, Horndon on the Hill	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	--	N/A	--	--?	--	-
61135	LUC_232		N/A	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	0?	0	0
61136	LUC_233	The Springhouse, Springhouse Road, Corringham	N/A	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	0?	0	0
61139	LUC_234	Police Station, Gordon Road, Corringham	N/A	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	0?	0	0
61143	LUC_235	Land adjacent to 94 Fobbing Road, Corringham	N/A	+	N/A	-	N/A	-	--	N/A	0	-	-	-	N/A	--	--?	--	-
61146	LUC_236	Garage Site, Lyndhurst Road, Corringham	N/A	+	N/A	+	N/A	+	-	N/A	0	+	+	-	N/A	--	0?	0	0
61147	LUC_237	Land adjoining Tamarisk Road, South Ockendon	N/A	+	N/A	+	N/A	-	--	N/A	0	+	+	-	N/A	0	-?	0	0

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			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
61148	LUC_238	Kemps Farm, Dennises Lane, South Ockendon	N/A	-	N/A	-	N/A	-	--	N/A	-	--	--	--	N/A	0	--?	--	-
61149	LUC_239	Kings Farm, Parkers Farm Road, Orsett	N/A	-	N/A	-	N/A	--	--	N/A	0	--	-	-	N/A	-	0?	--	-
61151	LUC_240	Portland Lodge, Brentwood Road, Bulphan	N/A	-	N/A	-	N/A	--	--	N/A	0	+	+	0	N/A	--	0?	-	0
61152	LUC_241	Judds Farm, Harrow Lane, Bulphan	N/A	-	N/A	--	N/A	--	--	N/A	0	+	+	-	N/A	-	--?	--	0
61154	LUC_242	Land adjoining Balgownie Farm, Lower Dunton Road, Bulphan	N/A	-	N/A	--	N/A	--	--	N/A	0	--	-	--	N/A	0	-?	--	-
61155	LUC_243	Land adjoining Balgownie Farm, Lower Dunton Road, Bulphan	N/A	-	N/A	--	N/A	--	--	N/A	0	--	-	--	N/A	0	-?	--	-
61158	LUC_244	Whitehall Farm, Whitehall Lane, Fobbing	N/A	+	N/A	-	N/A	-	--	N/A	0	+	+	-	N/A	0	-?	0	-

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			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
61159	LUC_245	Sunnyside, Inglefield Road, Fobbing,	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	0	N/A	0	--?	0	-
61161	LUC_246	Langdon Hills Golf Course	N/A	-	N/A	-	N/A	--	--	N/A	0	--	-	--	N/A	0	--?	0	-
61162	LUC_247	Rose Briar, Lower Dunton Road, Horndon on the Hill	N/A	-	N/A	--	N/A	--	--	N/A	0	+	+	-	N/A	0	--?	0	-
61164	LUC_248	40 High Road, Fobbing	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	0	N/A	0	-?	0	-
61165	LUC_249	Formally The New Venue, Flint Street, West Thurrock	N/A	+	N/A	+	N/A	-	-	N/A	-	+	+	0	N/A	--	--?	0	0
61169	LUC_250	Land part of Little Thurrock Marshes, Thurrock Park Way, Tilbury	N/A	0	N/A	+	N/A	+	-	N/A	0	--	-	-	N/A	--	--?	-	-
61171	LUC_251	Grays Shopping Centre, High Street, Grays, Essex	N/A	+	N/A	+	N/A	+	0	N/A	--	+	+	-	N/A	--	--?	--	0

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			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
61172	LUC_252	Car Parks Crown Road and Darnley Road, Grays	N/A	+	N/A	+	N/A	+	0	N/A	--	+	+	-	N/A	0	-?	-	0
61173	LUC_253		N/A	-	N/A	+	N/A	+	0	N/A	--	+	+	-	N/A	--	-?	--	0
61174	LUC_254		N/A	-	N/A	+	N/A	+	0	N/A	--	+	+	-	N/A	--	-?	--	0
61177	LUC_255	Thurrock Adult Community College, Richmond Road	N/A	+	N/A	++	N/A	++	0	N/A	-	+	+	-	N/A	--	--?	0	0
61178	LUC_256	Tag Contract Services Ltd, Whitehall Works, Whitehall Lane, Grays	N/A	+	N/A	+	N/A	++	-	N/A	0	+	+	-	N/A	0	-?	0	0
61187	LUC_257	Land adjacent and rear of George and Dragone Public House	N/A	+	N/A	0	N/A	--	--	N/A	0	--	--	--	N/A	-	--?	--	-
61189	LUC_258	Land adjacent to Wood View and Chadwell Road, Grays	N/A	+	N/A	+	N/A	++	-	N/A	0	+	+	-	N/A	0	--?	0	0

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61190	LUC_259	11 River View, Chadwell St Mary	N/A	+	N/A	+	N/A	+	--	N/A	0	+	+	-	N/A	0	-?	--	0
61192	LUC_260		N/A	+	N/A	+	N/A	+	--	N/A	0	+	+	-	N/A	0	--?	0	0
61195	LUC_261	Land adjacent to Dell Road and Orsett Road, Grays, Essex	N/A	+	N/A	++	N/A	++	0	N/A	-	-	--	-	N/A	0	--?	0	0
61196	LUC_262	Land west of and adjacent to Hogg Lane, Grays	N/A	+	N/A	+	N/A	+	0	N/A	-	-	--	-	N/A	0	--?	0	0
61197	LUC_263	Land adjacent to Curling Lane, Helleborine and Meesons Lane, Grays	N/A	+	N/A	+	N/A	+	0	N/A	-	+	+	-	N/A	--	--?	0	0
61198	LUC_264		N/A	+	N/A	+	N/A	+	0	N/A	-	+	+	-	N/A	--	--?	0	0
61202	LUC_265	Gas Valve Compound, Drake Road, Chafford Hundred, Grays	N/A	+	N/A	+	N/A	-	-	N/A	-	--	--	-	N/A	0	--?	0	0
61203	LUC_266	Land to rear of Bannatynes Sports Centre, Howard Road,	N/A	+	N/A	+	N/A	-	0	N/A	--	+	+	--	N/A	--	-?	0	0

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		Chafford Hundred, Grays																	
61209	LUC_267	Development land east of Caspian Way and north and south of London Road, Purfleet	N/A	+	N/A	+	N/A	+	--	N/A	-	+	+	0	N/A	--	--?	--	0
61214	LUC_268	Land north of Buckles Lane	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	--	N/A	0	--?	-	--
Employment site options																			
T47	LUC_269	Botany Way, Purfleet	N/A	+	N/A	0	N/A	+	-	N/A	-	-	--	0	N/A	0	--?	0	0
T42	LUC_270	Plot 44 Purfleet Ind. Park	N/A	-	N/A	-	N/A	+	-	N/A	--	+	+	-	N/A	--	--?	--	--
T67,T68	LUC_271	West of Purfleet Station	N/A	+	N/A	0	N/A	+	-	N/A	0	-	-	0	N/A	--	--?	--	0
T52	LUC_272	East of Quarry Road	N/A	-	N/A	0	N/A	+	-	N/A	-	-	--	-	N/A	--	--?	0	0
T48	LUC_273	East of Jurgens Road and South of London Road, Purfleet	N/A	-	N/A	0	N/A	+	0	N/A	-	-	-	-	N/A	--	--?	-	0

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T27	LUC_274	North of ADM Pura Foods, Purfleet (west of road)	N/A	-	N/A	0	N/A	+	-	N/A	-	+	+	-	N/A	--	-?	0	0
T28	LUC_275	LaFarge Jetty Site	N/A	-	N/A	0	N/A	+	-	N/A	0	+	+	-	N/A	--	--?	0	0
T81a	LUC_276	Land south of Burnley Road, West Thurrock	N/A	-	N/A	0	N/A	+	-	N/A	0	-	-	-	N/A	--	--?	0	0
T54b	LUC_277	South of Oliver Road	N/A	+	N/A	0	N/A	+	-	N/A	-	-	-	-	N/A	--	--?	0	0
T85e	LUC_278	South of Flint Street	N/A	+	N/A	0	N/A	+	-	N/A	-	-	--	0	N/A	--	--?	0	0
T35a	LUC_279	Land east of Stoneness Road and north of Thurrock Sub Station, West Thurrock	N/A	+	N/A	0	N/A	+	0	N/A	-	-	--	-	N/A	--	--?	--	0
T14a	LUC_280	Land at eastern end of Manor Way Industrial Estate, Grays	N/A	+	N/A	0	N/A	+	+	N/A	0	+	+	-	N/A	--	--?	0	0

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			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
T22a	LUC_281	NE nib, Tilbury South	N/A	+	N/A	-	N/A	++	0	N/A	0	-	-	-	N/A	--	--?	-	-
T07a	LUC_282	Land to the northwest of Thames Industrial Estate, East Tilbury	N/A	+	N/A	0	N/A	+	-	N/A	0	--	--	--	N/A	0	0?	--	-
T07b	LUC_283	Land to the southwest of Thames Industrial Estate, East Tilbury	N/A	+	N/A	0	N/A	+	-	N/A	0	--	--	-	N/A	0	0?	--	-
T80	LUC_284	West of Baryta Road	N/A	+	N/A	-	N/A	+	+	N/A	0	+	+	--	N/A	--	-?	-	-
T05b	LUC_285	London Gateway Port and Logistics Park	N/A	-	N/A	--	N/A	+	-	N/A	0	-	-	-	N/A	--	--?	-	0
T05c	LUC_286	London Gateway Port and Logistics Park	N/A	-	N/A	--	N/A	+	-	N/A	0	-	-	-	N/A	--	--?	0	0
T05a	LUC_287	London Gateway Port and Logistics Park	N/A	-	N/A	--	N/A	+	-	N/A	0	-	-	-	N/A	--	--?	0	0

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T05d	LUC_288	London Gateway Port and Logistics Park	N/A	-	N/A	--	N/A	+	-	N/A	0	-	-	-	N/A	--	-?	0	0
T05j	LUC_289	London Gateway Port and Logistics Park	N/A	+	N/A	--	N/A	+	-	N/A	0	-	-	-	N/A	--	--?	0	0
T05g	LUC_290	London Gateway Port and Logistics Park	N/A	+	N/A	--	N/A	+	-	N/A	0	-	-	-	N/A	--	--?	0	0
T05k	LUC_291	London Gateway Port and Logistics Park	N/A	+	N/A	--	N/A	+	-	N/A	0	-	-	-	N/A	--	--?	0	0
T05h	LUC_292	London Gateway Port and Logistics Park	N/A	-	N/A	--	N/A	+	-	N/A	0	-	-	-	N/A	--	0?	0	0
T05i	LUC_293	London Gateway Port and Logistics Park	N/A	-	N/A	--	N/A	+	-	N/A	0	-	-	-	N/A	--	0?	0	0
T05l	LUC_294	London Gateway Port and Logistics Park	N/A	-	N/A	--	N/A	+	-	N/A	0	-	-	-	N/A	--	0?	0	0
T06b	LUC_295	Master Plan Plot B, Stanford-le-Hope	N/A	-	N/A	--	N/A	+	-	N/A	0	+	+	-	N/A	--	0?	0	0

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T06a	LUC_296	Master Plan Plot A, Stanford-le-Hope	N/A	+	N/A	--	N/A	+	-	N/A	0	+	+	-	N/A	--	--?	0	0
T06d,e	LUC_297	Master Plan Plots D, E, Stanford-le-Hope	N/A	-	N/A	--	N/A	+	-	N/A	0	+	+	-	N/A	--	--?	0	0
T06f	LUC_298	Master Plan Plot F, Stanford-le-Hope	N/A	-	N/A	--	N/A	+	-	N/A	0	+	+	-	N/A	--	--?	0	0
T21a	LUC_299	Land to the NW of Thurrock Park	N/A	+	N/A	-	N/A	+	+	N/A	0	--	-	-	N/A	--	--?	-	-
T06g,h,j,k,l,m,n,p,q,r,s	LUC_300	Master Plan Plots G, H, J, K, L, M, N, P, Q, R, S, Stanford-le-Hope	N/A	-	N/A	--	N/A	+	-	N/A	0	+	+	-	N/A	--	--?	0	0
T06t	LUC_301	North of Thames Oilport	N/A	+	N/A	--	N/A	+	-	N/A	0	+	+	-	N/A	--	--?	0	--
T22b	LUC_302	SE Corner of Tibury South	N/A	+	N/A	-	N/A	++	-	N/A	0	-	-	-	N/A	--	--?	--	0
T90a	LUC_303	Coryton Oil Refinery expansion land (north of existing refinery)	N/A	-	N/A	--	N/A	+	-	N/A	0	-	-	-	N/A	--	--?	-	--

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T06c	LUC_304	Master Plan Plot C, Stanford-le-Hope	N/A	-	N/A	--	N/A	+	-	N/A	0	+	+	-	N/A	--	-?	0	0
T33a	LUC_305	Land north of Magnet Road	N/A	+	N/A	0	N/A	+	0	N/A	-	+	+	-	N/A	0	--?	0	0
61073	LUC_306	Land Adjacent to A1306 and Junction 31 of M25, Purfleet-on-Thames, Essex	N/A	-	N/A	0	N/A	+	+	N/A	-	+	+	-	N/A	--	--?	0	--
61029	LUC_307	Purfleet-on-Thames Regeneration	N/A	+	N/A	-	N/A	+	0	N/A	0	--	-	--	N/A	0	--?	--	--
61055	LUC_308	Mardyke Meadows	N/A	-	N/A	0	N/A	+	-	N/A	--	+	+	-	N/A	--	--?	0	--
60937	LUC_309	Malvern Road	N/A	+	N/A	0	N/A	+	-	N/A	0	0	-	-	N/A	0	--?	0	0
61027	LUC_310	Medebridge Road, Grays, Essex, RM16 5TZ	N/A	-	N/A	0	N/A	++	0	N/A	0	--	-	--	N/A	0	--?	--	--
61041	LUC_311	Land west of Buckingham Hill Road	N/A	+	N/A	-	N/A	+	-	N/A	0	--	-	-	N/A	0	--?	--	-

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61044	LUC_312	Land east of the A13, Stanford-le-Hope	N/A	+	N/A	-	N/A	+	0	N/A	0	--	-	-	N/A	0	-?	-	--
61045	LUC_313	Land east of the A13 and west of Hope Avenue	N/A	+	N/A	--	N/A	+	-	N/A	0	+	+	--	N/A	--	-?	0	--
61053	LUC_314	Land at Little Thurrock located between Churchill Road and Thurrock Park Way, Grays	N/A	+	N/A	-	N/A	+	+	N/A	0	--	-	-	N/A	--	--?	-	-
61054	LUC_315	Bretts Farm, Marshfoot Road, Grays, RM17 6HH	N/A	+	N/A	0	N/A	++	-	N/A	0	--	-	--	N/A	--	--?	--	-
61056	LUC_316	Blankets Farmhouse, RM14 3RJ	N/A	-	N/A	-	N/A	+	-	N/A	0	-	0	-	N/A	--	0?	--	-
61057	LUC_317	Titan Truck Park, Stoneness Road, RM20 3AG	N/A	+	N/A	0	N/A	+	-	N/A	-	0	0	-	N/A	--	--?	0	0
61063	LUC_318	Old Garlands Farm Buildings	N/A	+	N/A	-	N/A	+	-	N/A	0	--	--	--	N/A	0	--?	--	-

Site option ID	LUC site reference	Site address	IIA Objective																
			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
60432	LUC_319	Land off Sandown Road	N/A	+	N/A	-	N/A	+	-	N/A	0	--	-	-	N/A	0	-?	-	-
60824	LUC_320	Land to the west of Mill Lane, Fobbing, Essex	N/A	+	N/A	--	N/A	+	-	N/A	0	--	-	-	N/A	0	--?	0	--
60829	LUC_321	Land to the east of A128 (Brentwood Road)	N/A	-	N/A	-	N/A	+	-	N/A	0	--	-	--	N/A	0	0?	--	--
60846	LUC_322	Land on the south east side of Stifford Clays Road, Orsett	N/A	+	N/A	-	N/A	+	-	N/A	0	0	+	-	N/A	0	--?	--	-
60850	LUC_323	West Thurrock Works, Stoneness Road	N/A	+	N/A	0	N/A	+	0	N/A	-	+	+	-	N/A	--	--?	--	0
60851	LUC_324	East Tilbury 2	N/A	0	N/A	0	N/A	+	-	N/A	0	--	--	--	N/A	0	--?	--	-
60853	LUC_325	Land at the Mardyke Valley Golf Club, South Road, South Ockendon	N/A	+	N/A	0	N/A	++	+	N/A	0	-	0	--	N/A	0	--?	--	--
60854	LUC_326	Land east of Tilbury	N/A	-	N/A	-	N/A	++	0	N/A	0	0	0	--	N/A	--	--?	0	-

Site option ID	LUC site reference	Site address	IIA Objective																
			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
60856	LUC_327	Land northeast of Corringham	N/A	+	N/A	--	N/A	+	-	N/A	0	-	0	--	N/A	0	--?	0	--
60858	LUC_328	Land north of Long Lane	N/A	-	N/A	-	N/A	+	-	N/A	0	-	-	-	N/A	0	--?	--	-
60859	LUC_329	Arterial Hub, land north of Arterial Road	N/A	-	N/A	-	N/A	+	-	N/A	--	-	-	-	N/A	0	--?	--	--
60860	LUC_330	Land at Arisdale Avenue, South Ockendon	N/A	-	N/A	0	N/A	+	+	N/A	-	--	-	--	N/A	0	--?	--	--
60861	LUC_331	Land south of Stifford Road (west of Hangmans Wood Industrial Estate), RM15 6RL	N/A	0	N/A	0	N/A	+	-	N/A	0	-	-	-	N/A	0	--?	0	--
60862	LUC_332	Land at Goshem's Farm, East Tilbury	N/A	-	N/A	0	N/A	++	0	N/A	0	-	-	-	N/A	0	--?	0	-
60864	LUC_333	Land east of Dock Road and south of Marshfoot Road	N/A	+	N/A	-	N/A	++	+	N/A	0	--	-	--	N/A	--	--?	0	-

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			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
60869	LUC_334	Former Paper Mills Site, London Road, Purfleet	N/A	0	N/A	0	N/A	+	-	N/A	-	+	+	0	N/A	--	--?	0	0
60870	LUC_335	Land to the rear of Downlands, Horndon Road, Horndon on the Hill, Essex, SS17 8PD	N/A	+	N/A	-	N/A	+	0	N/A	0	--	-	--	N/A	0	-?	-	-
60872	LUC_336	Hangmans Wood Industrial Estate, Stifford Road, RM15 6RL (MDS site and Areas 1, 2 and 2a)	N/A	+	N/A	0	N/A	+	+	N/A	0	+	+	--	N/A	0	--?	-	--
60908	LUC_337	Ponds Farm II (Parrish Trustees), South Ockenden	N/A	-	N/A	-	N/A	+	-	N/A	-	-	0	-	N/A	0	--?	0	--
60875	LUC_338	Land west of Low Street Lane	N/A	+	N/A	0	N/A	+	-	N/A	0	+	+	-	N/A	0	-?	--	-
60879	LUC_339	Land at Goshem's Farm (Mott North)	N/A	+	N/A	0	N/A	+	-	N/A	0	-	-	--	N/A	-	--?	0	-

Site option ID	LUC site reference	Site address	IIA Objective																
			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
60880	LUC_340	Land east of Ship Lane, Aveley	N/A	+	N/A	0	N/A	+	+	N/A	-	--	-	-	N/A	0	--?	--	--
60881	LUC_341	Sandy Lane	N/A	-	N/A	-	N/A	+	-	N/A	0	--	-	-	N/A	0	--?	--	--
61004	LUC_342	Kings Farm, Parkers Farm Road, Orsett, Grays	N/A	-	N/A	-	N/A	+	-	N/A	0	+	+	-	N/A	-	0?	--	-
60893	LUC_343	Corringham Park Farm & Hovell Farm	N/A	-	N/A	--	N/A	+	-	N/A	0	-	0	-	N/A	0	--?	--	--
60896	LUC_344	Closed Landfill Sites, South of Sandy Lane, Aveley	N/A	+	N/A	-	N/A	+	0	N/A	-	--	-	-	N/A	0	--?	0	--
60898	LUC_345	Hovell Farm	N/A	-	N/A	--	N/A	+	-	N/A	0	+	+	-	N/A	0	--?	--	--
60900	LUC_346	Land at Hillside	N/A	+	N/A	0	N/A	+	-	N/A	-	-	-	-	N/A	0	--?	0	0
60901	LUC_347	Welling Road	N/A	-	N/A	-	N/A	++	0	N/A	0	--	-	-	N/A	0	--?	-	-
60914	LUC_348	West Horndon	N/A	0	N/A	-	N/A	+	-	N/A	0	-	0	-	N/A	--	--?	--	-
60915	LUC_349	Land northeast of South Ockenden	N/A	+	N/A	0	N/A	++	0	N/A	0	--	--	--	N/A	0	--?	--	--
60916	LUC_350	The Stables, One Tree Hill, Stanford-le-Hope	N/A	0	N/A	--	N/A	+	-	N/A	0	+	+	-	N/A	0	--?	0	--

Site option ID	LUC site reference	Site address	IIA Objective																
			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
60927	LUC_351	Portland Lodge, Brentwood Road	N/A	-	N/A	-	N/A	+	-	N/A	0	+	+	0	N/A	--	0?	-	-
60929	LUC_352	Thames Industrial Park	N/A	+	N/A	0	N/A	+	-	N/A	0	--	--	--	N/A	--	0?	--	-
60943	LUC_353	Brett's Farm, Tilbury	N/A	+	N/A	0	N/A	++	-	N/A	0	--	-	--	N/A	-	--?	0	-
60953	LUC_354	Land at East Quarry, north of Orsett Golf Club and south of Stanford Road, Southfields	N/A	-	N/A	-	N/A	+	-	N/A	0	--	-	--	N/A	0	--?	--	-
60956	LUC_355	Land east of Chadwell St Mary	N/A	0	N/A	-	N/A	++	0	N/A	0	--	--	--	N/A	0	--?	--	-
60967	LUC_356	Land south of Marshfoot Road, Tilbury	N/A	+	N/A	-	N/A	++	+	N/A	0	0	+	--	N/A	--	--?	0	-
60968	LUC_357	Red House Farm	N/A	-	N/A	-	N/A	+	-	N/A	0	-	0	--	N/A	0	--?	--	--
60976	LUC_358	Land at Great Garlands Farm	N/A	-	N/A	-	N/A	+	-	N/A	0	-	0	--	N/A	--	--?	--	--
60981	LUC_359	Land south of A13 and north of A1306 Arterial	N/A	-	N/A	0	N/A	+	+	N/A	-	+	+	-	N/A	--	--?	0	-

Site option ID	LUC site reference	Site address	IIA Objective																
			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
		Road, West Thurrock																	
60984	LUC_360	Thames Enterprise Park	N/A	-	N/A	--	N/A	+	-	N/A	0	+	+	-	N/A	--	--?	-	-
60987	LUC_361	Portland Lodge, Brentwood Road	N/A	-	N/A	-	N/A	+	-	N/A	0	+	+	0	N/A	--	0?	-	-
60989	LUC_362	Land off Burnley Road, West Thurrock, Essex, RM20 3ED	N/A	-	N/A	0	N/A	+	-	N/A	0	0	0	-	N/A	--	--?	0	0
61002	LUC_363	Dansand Quarry, Stanford Road	N/A	+	N/A	-	N/A	++	0	N/A	0	--	-	-	N/A	0	--?	-	-
61003	LUC_364	Land west of Brentwood Road	N/A	+	N/A	-	N/A	+	-	N/A	0	0	+	-	N/A	0	--?	--	-
61008	LUC_365	Distribution Centre, West Road, South Ockendon, RM15 6PD	N/A	+	N/A	0	N/A	+	-	N/A	0	+	+	--	N/A	0	-?	0	-
61010	LUC_366	Thurrock Shopping Park	N/A	-	N/A	0	N/A	+	+	N/A	-	+	+	0	N/A	--	--?	0	0
61024	LUC_367	Land at Aveley Hall	N/A	+	N/A	0	N/A	+	+	N/A	--	-	-	-	N/A	0	0?	--	-

Site option ID	LUC site reference	Site address	IIA Objective																
			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
60833	LUC_368	Land north of Stanford Road	N/A	0	N/A	-	N/A	+	-	N/A	0	--	-	-	N/A	0	-?	0	-
60834	LUC_369	Land north of A1306	N/A	+	N/A	0	N/A	+	0	N/A	--	--	--	--	N/A	0	--?	0	-
60920	LUC_370	Land north of Station Road	N/A	+	N/A	0	N/A	+	-	N/A	0	0	+	--	N/A	-	--?	--	-
60969	LUC_371	Land at Blue House Farm	N/A	-	N/A	-	N/A	+	-	N/A	0	-	0	--	N/A	0	--?	--	-
60988	LUC_372	Tongue Land, London Gateway	N/A	+	N/A	--	N/A	+	-	N/A	0	-	-	--	N/A	--	--?	-	0
61015	LUC_373	Greenwise Nursery, Vange	N/A	+	N/A	--	N/A	+	-	N/A	0	-	0	-	N/A	0	--?	--	--
61095	LUC_374	Former Prince of Wales Public House, West Road, South Ockendon	N/A	-	N/A	+	N/A	+	0	N/A	0	+	-	--	N/A	--	--?	--	0
T93	LUC_375	Tilbury 3 hinterland	N/A	-	N/A	-	N/A	++	0	N/A	0	--	-	--	N/A	--	--?	--	-
T83c	LUC_376	South of Wood View and Chadwell Bypass	N/A	+	N/A	0	N/A	++	-	N/A	0	-	-	--	N/A	0	--?	--	-
T82	LUC_368	West of Arisdale Avenue	N/A	+	N/A	0	N/A	+	0	N/A	0	-	-	--	N/A	0	--?	-	--

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T84	LUC_377	Sandy Lane	N/A	+	N/A	0	N/A	++	-	N/A	0	-	0	--	N/A	0	--?	--	-
T83b	LUC_378		N/A	+	N/A	0	N/A	+	-	N/A	0	+	+	-	N/A	0	--?	0	0
T89	LUC_379	Land at Shell Haven Corringham	N/A	+	N/A	-	N/A	+	+	N/A	0	--	--	--	N/A	0	--?	-	-
T45	LUC_380	Rookery Hill, Corringham	N/A	+	N/A	--	N/A	+	-	N/A	0	--	-	--	N/A	0	--?	--	-
T97	LUC_381	Southfields Gravel Pit, Brentwood Road	N/A	-	N/A	-	N/A	+	-	N/A	0	+	+	-	N/A	--	--?	0	-
T96	LUC_382	East Tilbury Marshes	N/A	-	N/A	0	N/A	+	-	N/A	0	-	0	--	N/A	0	--?	--	-
T99	LUC_383	East of West Thurrock Way	N/A	+	N/A	0	N/A	+	+	N/A	-	-	--	-	N/A	0	--?	0	0
T58	LUC_384		N/A	+	N/A	0	N/A	+	-	N/A	0	--	--	--	N/A	0	--?	--	--
T57b	LUC_385	Union Rail (North) Ltd, Purfleet	N/A	+	N/A	-	N/A	+	-	N/A	--	-	-	-	N/A	--	--?	-	--
T57d	LUC_386	Union Rail (North) Ltd, Purfleet	N/A	+	N/A	-	N/A	+	-	N/A	-	-	-	-	N/A	--	--?	0	--

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			IIA1: Housing	IIA2: Health, wellbeing and safety	IIA3: Community cohesion	IIA4: Access to services and facilities	IIA5: Equalities	IIA6: Education and skills	IIA7: Economy and employment	IIA8: Transport	IIA9: Air quality	IIA10: Soils	IIA11: Resource consumption and waste	IIA12: Water resources and quality	IIA13: Climate change and energy	IIA14: Flood risk	IIA15: Biodiversity and geodiversity	IIA16: Historic environment	IIA17: Landscape, townscape and visual impacts
T57c	LUC_387	Union Rail (North) Ltd, Purfleet	N/A	+	N/A	-	N/A	+	-	N/A	-	--	-	-	N/A	--	--?	0	--
Education Site option																			
NS32	NS32	Land South of South Essex College, Thurrock Campus, Grays	N/A	+	N/A	+	N/A	++	0	N/A	0	0	-	-	N/A	-	-?	-	-
Gypsy and Traveller site options																			
E	E	St Chads Road, Tilbury, RM18 8NG	N/A	+	N/A	0	N/A	+	0	N/A	0	-	0	-	N/A	--	-?	0	-
6	6	The Paddock, Park Gate Rd, Corringham	N/A	--	N/A	--	N/A	-	0	N/A	0	0	0	-	N/A	0	-?	0	--
8	8	The Willows, Buckles Lane, S Ock	N/A	-	N/A	-	N/A	-	0	N/A	0	0	0	-	N/A	0	--?	0	--
10	10	Manor View, Southend Rd, Corringham	N/A	-	N/A	-	N/A	-	0	N/A	0	0	0	-	N/A	0	-?	0	--

Site option ID	LUC site reference	Site address	IIA Objective																
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11	11	Holy Lands, Buckles Lane, S Ock	N/A	-	N/A	-	N/A	-	0	N/A	0	0	-	-	N/A	0	0?	0	--

IIA objective 2: Health, wellbeing and safety

5.4 PRoWs and cycle routes are widely distributed across the Borough, providing opportunities for active travel and recreation. Healthcare facilities, including GP surgeries, are also distributed across the Borough, with each of the larger settlements of Aveley, Chadwell St Mary, Corringham, Stanford-le-Hope, Purfleet-on-Thames and Tilbury all containing at least one healthcare facility. AQMAs are located mainly in the west of the Borough, close to major transport routes such as the M25 and A13 and are associated with traffic-related pollution along busy roads used for commuter and logistical purposes. Some of these roads and the railway lines within the Borough mean that there is also potential for road noise to affect residents and site users. The presence of PRoWs, areas of open space and healthcare facilities close to many sites is reflected in the minor positive effect expected for around half of the residential and employment sites in relation to IIA objective 2. Around half of these sites are located between 401 and 800m from the nearest healthcare facility and within 200m of a PROW or cycle path. Access to these features could encourage healthier lifestyles among residents and site users through opportunities for walking, cycling, and engagement with outdoor spaces as well as supporting good access to healthcare.

5.5 Around one-third of sites are expected to have a minor negative effect in relation to IIA objective 2. Many of these sites are located within 500m of an AQMA and/or are subject to higher levels of noise pollution associated with road traffic or railways. Some of these sites are also close to sources of odours that might affect residents or site user. Many of these sites are also relatively close to healthcare facilities and PRoWs or cycle routes, the potential health impacts associated with air and noise pollution and odours should be considered alongside the potential for good access to infrastructure that might benefit health and wellbeing at these locations. Some site options are notably not well related to healthcare facilities in Thurrock. This includes at some of smaller settlements in the Borough such as towards Bulphan, Fobbing, Southfields and the area of Langdon Hills within Thurrock.

IIA objective 4: Access to services and facilities

5.6 Access to services and facilities varies significantly across the site options appraised. A small number of sites are expected to have a significant positive effect in relation to IIA objective 4. These are sites within the urban area at Grays where there is good access to a range of services and facilities as well as a town centre. Less than half of the residential sites are expected to have a minor positive effect in relation to IIA objective 4, with many of these being located in close to healthcare and educational facilities. Almost half of residential sites could have a minor negative effect in relation to this IIA objective. These are sites that provide residents access to some but not all types of services and facilities. Many of these sites are poorly related to secondary schools and further and higher education facilities. A significant negative effect is expected for only a small number of the residential sites. Many of these are sites that are not located close to town or local centres as well as many essential services and facilities, such as schools and healthcare facilities.

5.7 The employment site options are notably less well related to services and facilities that site users might otherwise make use of before and after work and during breaks. This reflects many sites' locations at settlement edges or some distance from settlements in some instances (notably employment site options to the south-west of Corringham and Stanford-le-Hope). Around a fifth of the employment sites are expected to have a significant negative effect in relation to IIA objective 4, with just less than half expected to have a minor negative effect and the remaining employment sites expected to have a negligible effect.

IIA objective 6: Education and skills

5.8 Access to educational facilities varies significantly for the site options appraised. Less than a tenth of the residential sites are expected to have a significant positive effect in relation to IIA objective 6. These are sites that provide good access to a primary school, secondary school and further education facility. All of these site options are located in the Grays urban area or Stanford-le-Hope. Less than a third of

the residential site options are expected to have a minor positive effect on this IIA objective given that they provide access to an existing primary school, secondary and/or further education facility but not all three. Around half of the residential site options are expected to have a minor negative effect and around a fifth are expected to have a significant negative effect in relation to IA objective 6. Some of these sites are found at Fobbing, Langdon Hills and towards the Port of Tilbury where there are few education facilities.

5.9 Just over a tenth of the employment site options are expected to have a significant positive effect in relation to IIA objective 6, given that they located within one of the 20% most deprived areas within the Borough in terms of 'Education, Skills and Training Deprivation'. The most extensive such areas of deprivation are found from Tilbury to Chadwell St Mary and to the east of South Ockendon. The remaining employment site options are expected to have a minor positive effect in relation to the IIA objective given that their development will likely support opportunities for training and upskills as new jobs are provided.

IIA objective 7: Economy and employment

5.10 The provision of development close to town or local centres in Thurrock could benefit the viability of these locations through increased footfall and spend in these locations. Grays contains the Borough's main town centre and there is a regional town centre in Lakeside. Local centres exist in Aveley, Corringham, South Ockendon, Socketts Heath, Stanford-le-Hope and Tilbury. Most of the residential site options are expected to have a significant negative (around three fifths) or minor negative effect (around a fifth) in relation to IIA objective 7 given that they are not well related to a town centre or local centre, limiting their potential to support and enhance the vitality and viability of these areas. Around a tenth of the residential site options are expected to have a negligible effect in relation to IIA objective 7. Many of these sites are close to town centre or local centre but not both.

5.11 Just less than four fifths of the employment site options are expected to have a minor negative effect in relation to IIA objective 7. The majority of these sites are 3 ha or larger, offering potential to accommodate a variety of businesses and contribute to

economic resilience and diversity. However, they are also not close to a town or local centre and therefore have limited potential to support and enhance the viability of these economic hubs. Conversely, around a tenth of the employment sites are expected to have a minor positive effect in relation to IIA objective 7, reflecting their larger size (>=3ha) and close proximity to a centre and in some instances their location within one of the 20% most deprived areas of the Borough per the Employment Deprivation domain of the IMD 2025.

IIA objective 9: Air quality

5.12 Development within or near to an AQMA has the potential to adversely affect air quality by contributing to additional traffic generation in those areas. AQMAs have been declared mainly in the west of Thurrock, close to major transport routes such as the M25 and A13 and are a result of traffic related pollution along busy roads used for commuter traffic or logistical purposes. At this strategic level of assessment, it is not known exactly how and where people will travel and it may be possible to implement mitigation measures to address poor air quality and potentially harmful air pollution.

5.13 Less than a tenth of both the residential and employment site options are likely to have a significant negative effect in relation to IIA objective 9. These sites are located within an AQMA and their development could both expose new site residents/ employees to existing air pollution and exacerbate air pollution in an area that already experiences air quality issues. Just over a tenth of both the residential and employment site options have been identified as having a minor negative effect given that they are located within 500m of an AMQA with potential to increase traffic in these locations. The remaining residential and employment site options are expected to have a negligible effect in relation to this IIA objective given that they are located some distance from AQMAs in the Borough.

IIA objective 10: Soils

5.14 Agricultural land quality in Thurrock Borough is varied. There are areas of high value agricultural land (Grade 1) near the M25, north of South Ockendon and to the north and south of Aveley. Land south of the A13, surrounding urban areas, is predominantly Grade 2 and 3 (very good and good to moderate). The majority of land north of the A13 is Grade 3 (good to moderate). Around half of residential site options and a third of employment site options are likely to have a significant negative effect in relation to SA objective 10. These sites are greenfield and more than 25% of their area is Grade 1 or Grade 2 agricultural land.

5.15 Around a tenth of residential site options and just under a half of employment sites are likely to have a minor negative effect in relation to IIA objective 10. These sites have between 5% and 25% of their area site being Grade 1 or Grade 2 agricultural land, or 25% or more of their area being Grade 3 agricultural land.

5.16 Around a quarter of both residential and employment site options are expected to have a minor positive effect in relation to IIA objective 10. These sites comprise mostly previously developed land. Many of these sites are located within the urban area towards Grays. A small the number of residential and employment sites options that are mostly previously developed land also contain areas of greenfield land that is Grade 1 or 2 agricultural quality. Given the potential to make use of brownfield land but the potential for some loss of higher quality agricultural land at these locations, an overall negligible effect is expected.

IIA objective 11: Resource consumption and waste

5.17 Development within Minerals Safeguarding Areas (MSAs) may sterilise mineral resources, potentially leaving insufficient resources for future generations or could mean that the minerals planning system loses the flexibility to extract resources at sites which could have a lower impact on the environment. However, there could be

the opportunity to extract the mineral resource prior to the development going ahead. MSAs cover much of Thurrock, exceptions being to the north as well as within the most southerly and easterly parts of the Borough.

5.18 Approximately a third of both residential site options and employment site options are expected to have a minor positive effect in relation to IIA objective 11. These sites consist mostly of brownfield land. Some of these sites also lie outside of MSAs within Thurrock. Approximately, half of the residential site options and two-fifths of the employment site options are expected to have a minor negative effect in relation to this objective. These are site options that are greenfield but not within an MSA.

5.19 The remaining site options (approximately a fifth of residential site options and a fifth of employment site options) lie within an MSA and are greenfield land. As such a significant negative effect has been recorded for these site options.

IIA objective 12: Water resources and quality

5.20 Around one third of residential site options are expected to have a significant negative effect against IIA objective 12. These are sites that are located within SPZ 2 or 3 and are also situated within 100m of a watercourse and sites that are located within the areas of SPZ 3 at Linford and the west of North Stifford. SPZs are designated to show the level of risk to groundwater sources from contamination. Furthermore, where sites are close to a watercourse there is potential for runoff to affect water quality at these locations. At sites that are within an SPZ and close to a watercourse, the combination of groundwater sensitivity and proximity to a watercourse increases the potential risk to water quality and water resources. Around half of the residential sites are expected to result in a minor negative effect. These sites either fall within an SPZ 2 or 3, or are located within 100m of a watercourse, but do not meet both criteria.

5.21 For the same reasons, roughly one third of employment site options are expected to have a significant negative effect and around two thirds are expected to have a minor negative effect.

5.22 All the remaining site options (around a tenth of residential site options and less than a tenth of employment site options) are expected to have negligible effects in relation to IIA objective 12. These are sites that are not within an SPZ and are not close to a watercourse.

IIA objective 14: Flood risk

5.23 The presence of the River Thames to the south of the Borough means that several settlements and areas surrounding are within Flood Zones 2 and 3. There are also areas of higher flood risk associated with the River Mardyke which flows to the south of Aveley and South Ockendon, towards Bulphan and West Horndon. Much of the development in Thurrock lies behind flood defences. Around one quarter of residential site options are expected to have a significant negative effect against IIA objective 14 as they are either wholly or partly located within Flood Zone 3a or 3b, within a designated Flood Storage Area, or are subject to a high risk of surface water flooding (1 in 30-year event). Some of these sites are within areas of Flood Zone 2 but are also affected by a lower risk of surface water flooding (1 in 100-year event). Less than a tenth of residential sites are expected to result in a minor negative effect, as they are located within Flood Zone 2 or are affected by a medium risk of surface water flooding (1 in 100-year event) but not both. For the same reasons, around half of the employment sites are expected to have a significant negative effect and a small minority are expected to have a minor negative effect.

5.24 All remaining sites (less than four fifths of the residential site options and around half of the employment site options) are expected to have negligible effects in relation to IIA objective 14. These are sites that are mostly unaffected by flood risk from fluvial sources or flood risk associated with surface water.

IIA objective 15: Biodiversity and geodiversity

5.25 Thurrock contains numerous valuable biodiversity assets which may be sensitive to new development. Notable designations include Thames Estuary and Marshes SPA, South Thames, Estuary and Marshes SSSI, Vange and Fobbing Marshes SSSI and West Thurrock Lagoon and Marshes SSSI. Development sites that are within close proximity to an internationally, nationally or locally designated site have the potential to affect the biodiversity or geodiversity of those sites/features e.g. through habitat/damage loss, fragmentation, disturbance, air pollution etc. Equally, there may be opportunities to promote habitat connectivity if new developments include green infrastructure. However, a level of uncertainty exists for all sites as through the implementation of appropriate mitigation and enhancement measures, adverse effects may be avoided and there may be potential beneficial effects.

5.26 Almost half of the residential site options are expected to have a significant negative effect against IIA objective 15, as they are either located in very close proximity to an internationally or nationally designated site or intersect with a locally designated site. Area of ancient woodland, priority habitat, or a geological feature. Some of these sites lie close to but do not intersect with two or more of these types of designations. A further quarter of residential sites are expected to have a minor negative effect, reflecting their relatively close proximity to only one designated biodiversity or geodiversity asset. For the same reasons, around three quarters of the employment site options are expected to have a significant negative effect and just under one tenth are expected to have minor negative effects.

5.27 All remaining site options (less than a tenth of residential site options and a small number of employment sites) are expected to have negligible effects in relation to IIA objective 15. These are sites that are not close to any of the identified biodiversity or geodiversity assets in Thurrock. Given the dispersal of biodiversity and geodiversity assets across Thurrock, there is no obvious pattern of where the site options that are less likely to affect these types of designations are located.

5.28 The scores for the site options against IIA Objective 15 remain uncertain due to the level of detail within the Local Plan at the time. Policies within the Local Plan will likely provide an appropriate level of mitigation and enhancement measures. This could help to avoid or minimise any adverse effects.

IIA objective 16: Historic environment

5.29 Thurrock contains numerous heritage assets which contribute to the historic environment and character of the Borough. There are numerous conservation areas, listed buildings, and scheduled monuments scattered throughout the Borough. Here is conservation areas designated in Horndon on the Hill, Purfleet-on-Thames, West Tilbury, East Tilbury, Orsett, Stanford-le-Hope and Fobbing. Belhus Registered Park and Garden is designated to include the land between Aveley and South Ockendon.

5.30 Roughly one third of the residential sites are expected to have a significant negative effect in relation to IIA objective 16 as they are located in very close proximity to a designated heritage asset. Within existing settlements, this includes sites that are within 100m of a designated heritage asset and outside of existing settlements, this includes sites that are within 500m of a designated heritage asset. Approximately one quarter of the residential sites are expected to result in a minor negative effect, as they are situated near a designated heritage asset. This corresponds to heritage assets located within 250m of site options within existing settlements, or within 1km of site options outside existing settlements. For the same reasons, roughly one third of the employment site options are expected to have a significant negative effect and just under one quarter are expected to have a minor negative effect.

5.31 As explained in **Chapter 2**, strategic site options that went on to be allocated had the policy-off scores reported above updated in **Chapter 6** to take account of the Heritage Impact Assessment that was undertaken by the Council at a later stage in plan-making.

5.32 All remaining sites are expected to have negligible effects in relation to IIA objective 16 as they are beyond the distances considered.

IIA objective 17: Landscape, townscape and visual impacts

5.33 The likely effect of development sites on the landscape has been considered in accordance with the Thurrock Landscape Capacity Study (January 2026) **[See reference** 42**]**. The study assessed areas of the Borough in relation to its sensitivity to different types and scales of development.

5.34 Around one tenth of the 268 residential site options are likely to have a significant negative effect in relation to IIA objective 17. These sites lie on land that was assessed as having a "high" or "very high" landscape sensitivity to the type and scale of development that the sites in question would deliver. Roughly half of residential site options are likely to have a minor negative effect. These sites lie on land that was assessed as having a "medium" overall landscape sensitivity to the type and scale of development that the sites in question would deliver. For the same reasons, around one quarter of the employment site options are likely to have a significant negative effect and just under one half of employment sites are likely to have a minor negative effect.

5.35 All remaining site options are likely to have a negligible effect in relation to IIA objective 17. These sites lie on land that was assessed as having a "low" or "very low" overall landscape sensitivity to the type and scale of development that the sites in question would deliver.

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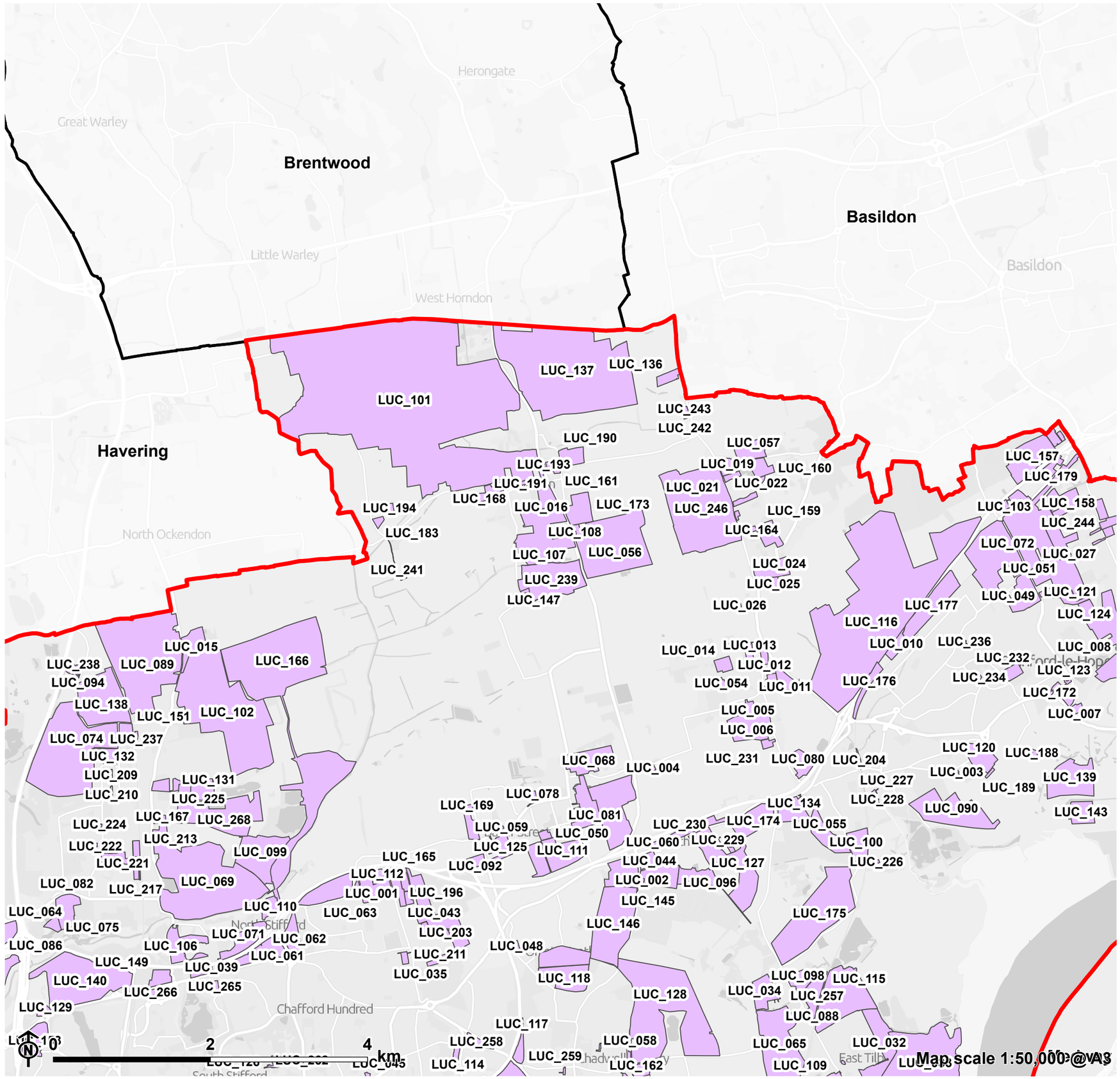
Figure 5.1a: Site options considered for allocation in Local Plan - Residential site options - North

- Thurrock Council boundary
- Neighbouring local authority
- Residential site options



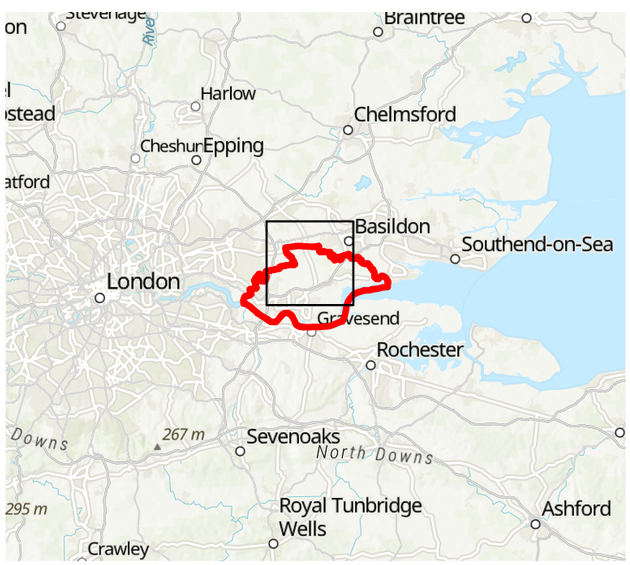


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Figure 5.1a: Site options considered for allocation in Local Plan - Residential site options - South

- Thurrock Council boundary
- Neighbouring local authority
- Residential site options

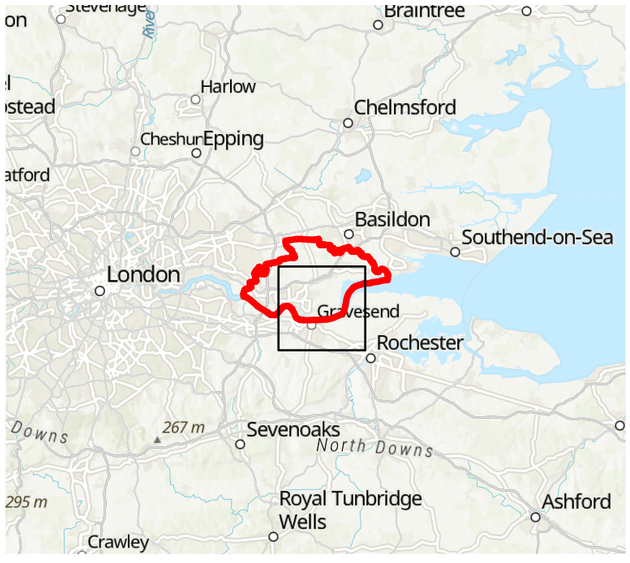

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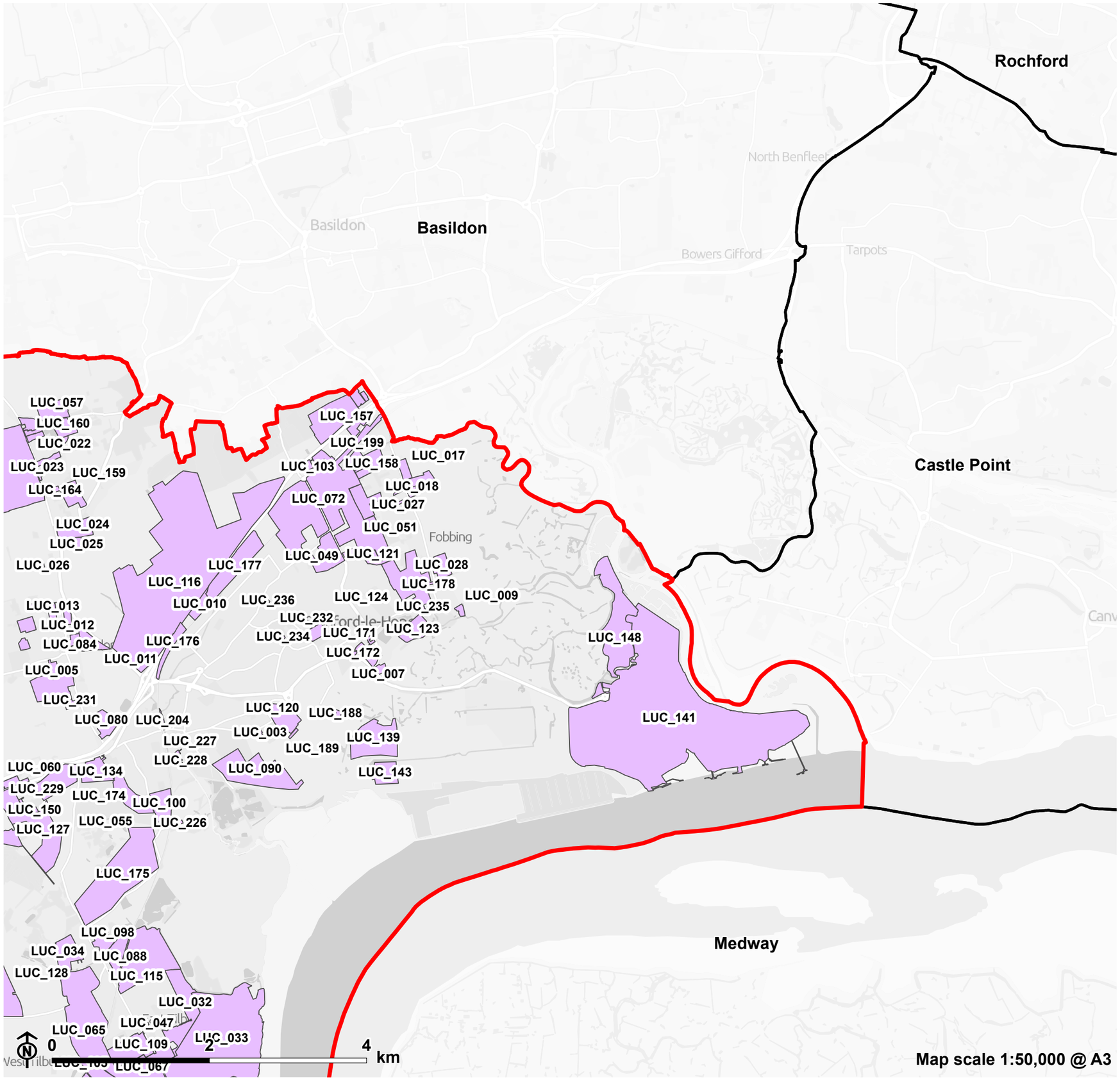
Figure 5.1a: Site options considered for allocation in Local Plan - Residential site options - East

Thurrock Council boundary
Neighbouring local authority
Residential site options



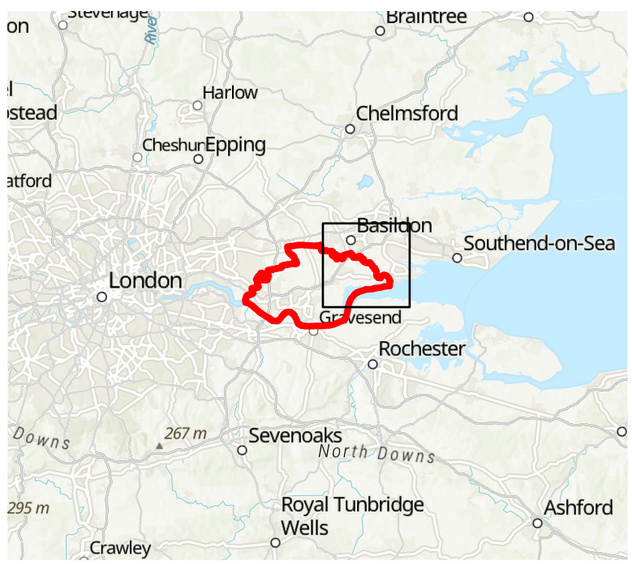


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Figure 5.1a: Site options considered for allocation in Local Plan - Residential site options - West

- Thurrock Council boundary
- Neighbouring local authority
- Residential site options

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Figure 5.1b: Site options considered for allocation in Local Plan - potential employment site options - North

- Thurrock Council boundary
- Neighbouring local authority
- Potential employment site options

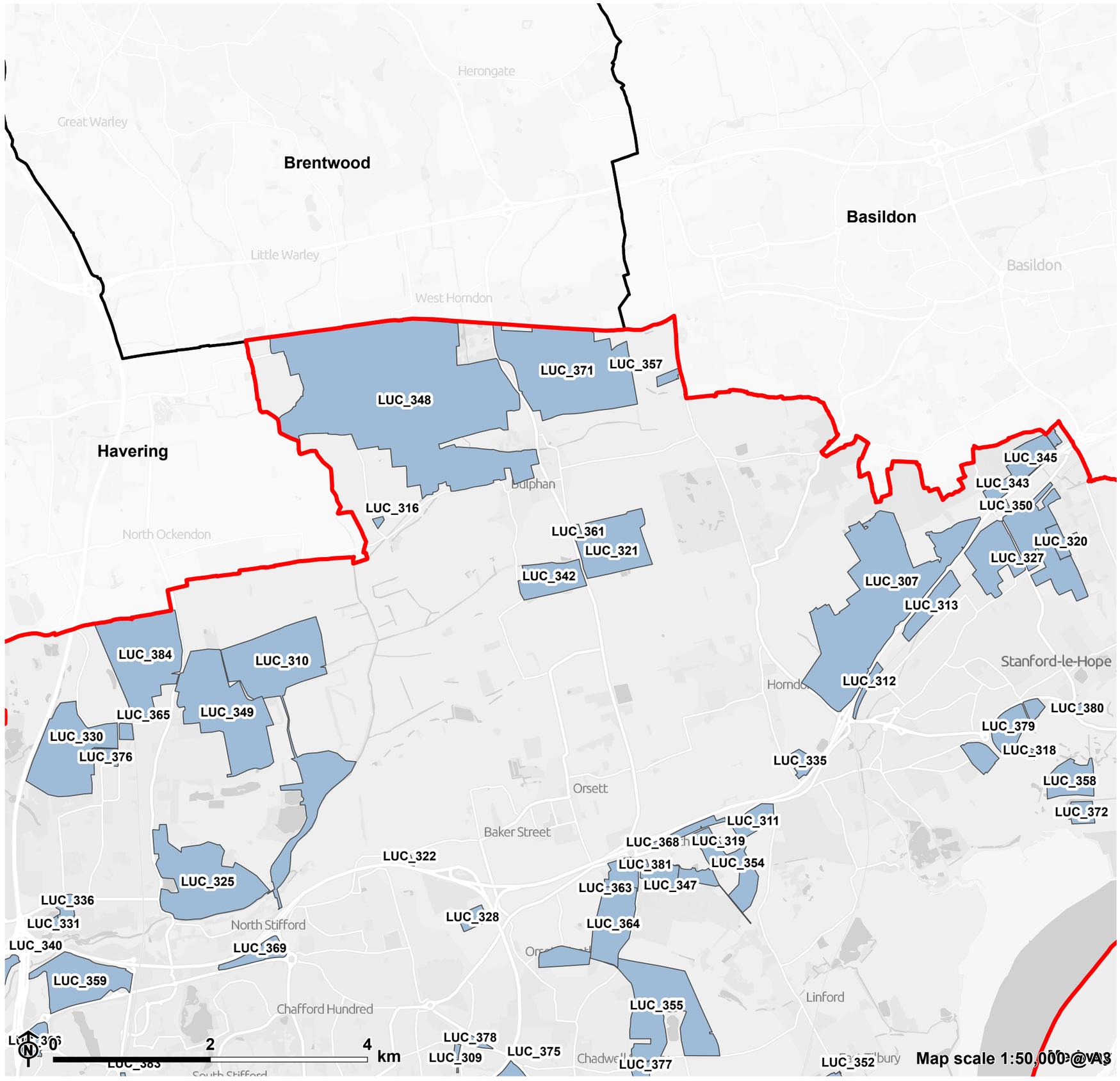

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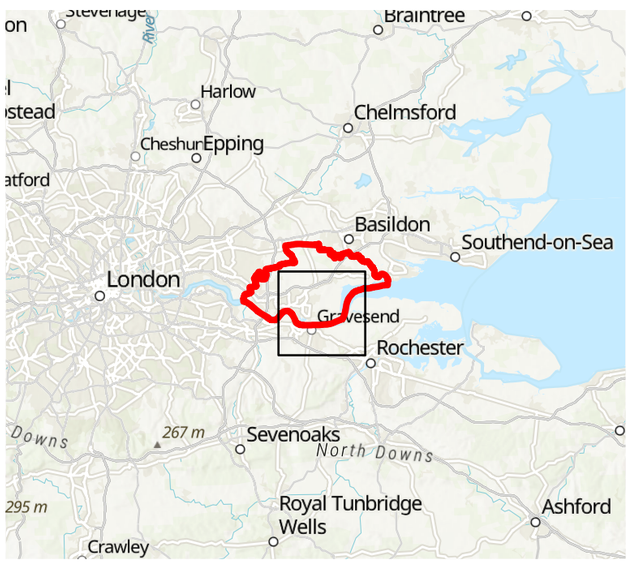
Figure 5.1b: Site options considered for allocation in Local Plan - potential employment site options - South

- Thurrock Council boundary
- Neighbouring local authority
- Potential employment site options



Map scale 1:50,000 @ A3

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Figure 5.1b: Site options considered for allocation in Local Plan - potential employment site options - East

Thurrock Council boundary
Neighbouring local authority
Potential employment site options

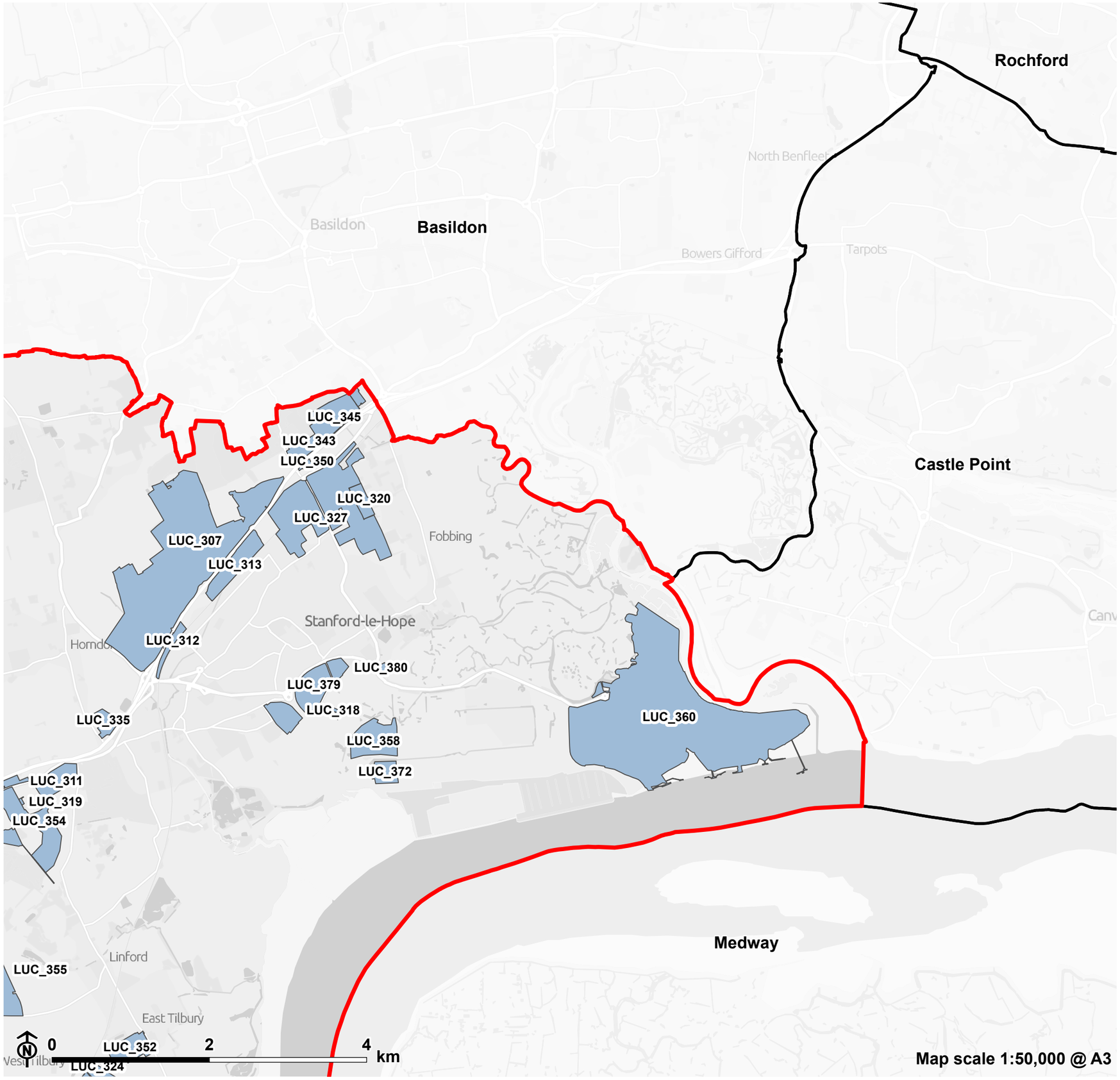

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Figure 5.1b: Site options considered for allocation in Local Plan - potential employment site options - West

- Thurrock Council boundary
- Neighbouring local authority
- Potential employment site options

Map scale 1:50,000 @ A3

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Thurrock Council

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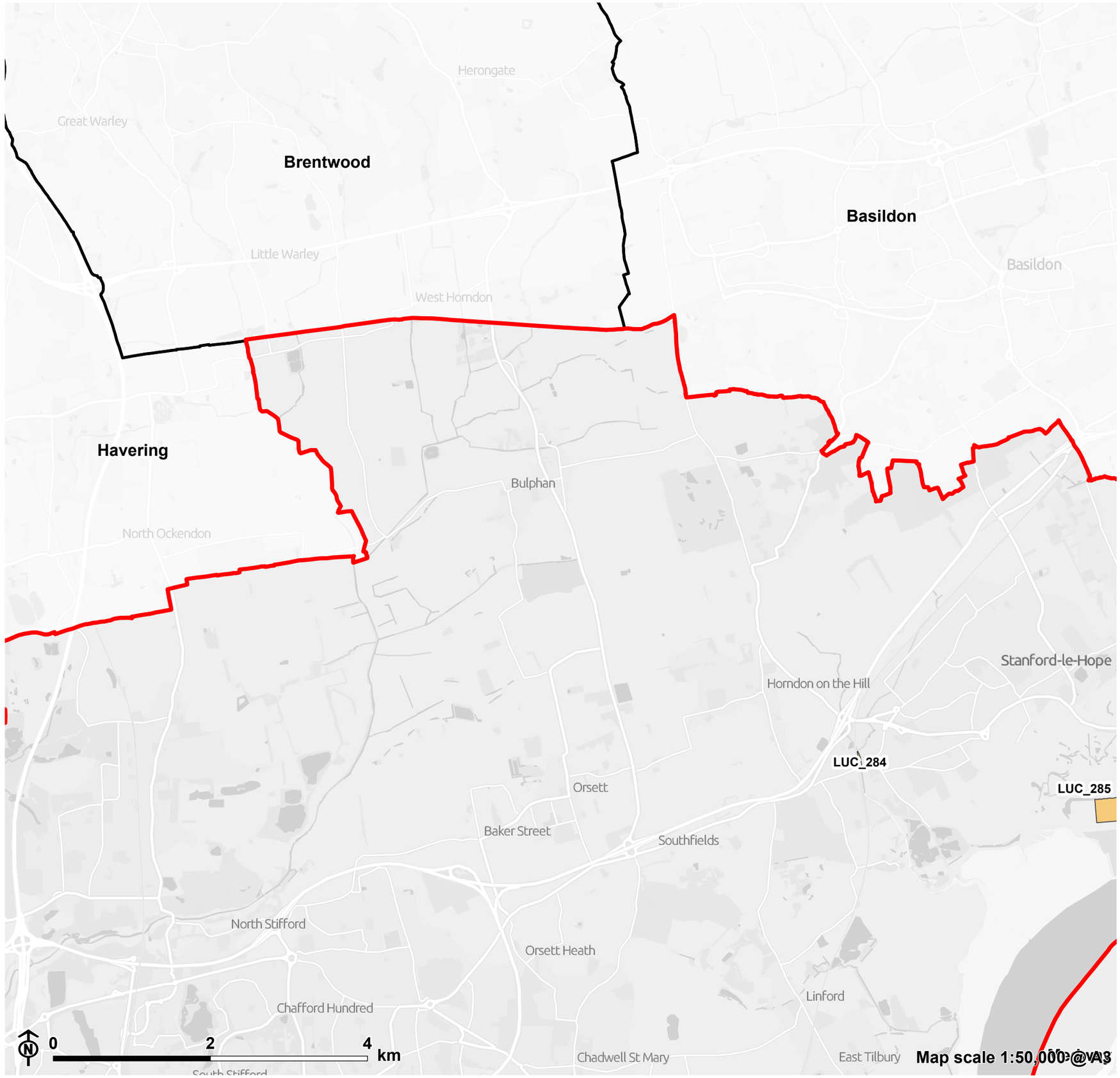
5.1c: Site options considered for allocation in Local Plan - Available employment site options - North

- Thurrock Council boundary
- Neighbouring local authority
- Available employment site options



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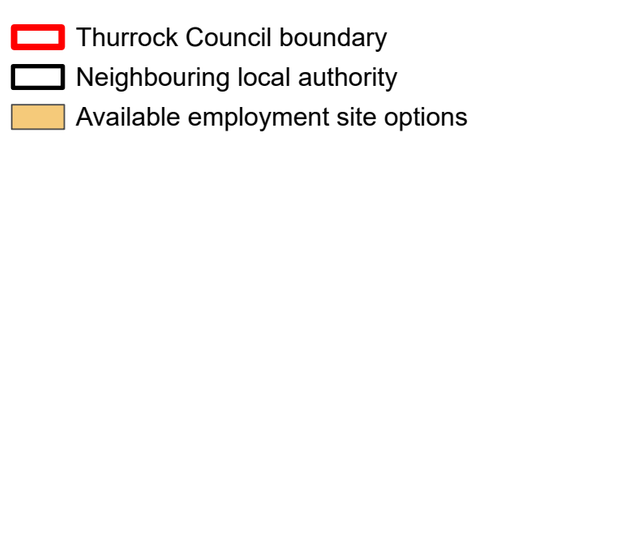
5.1c: Site options considered for allocation in Local Plan - Available employment site options - South

- Thurrock Council boundary
- Neighbouring local authority
- Available employment site options



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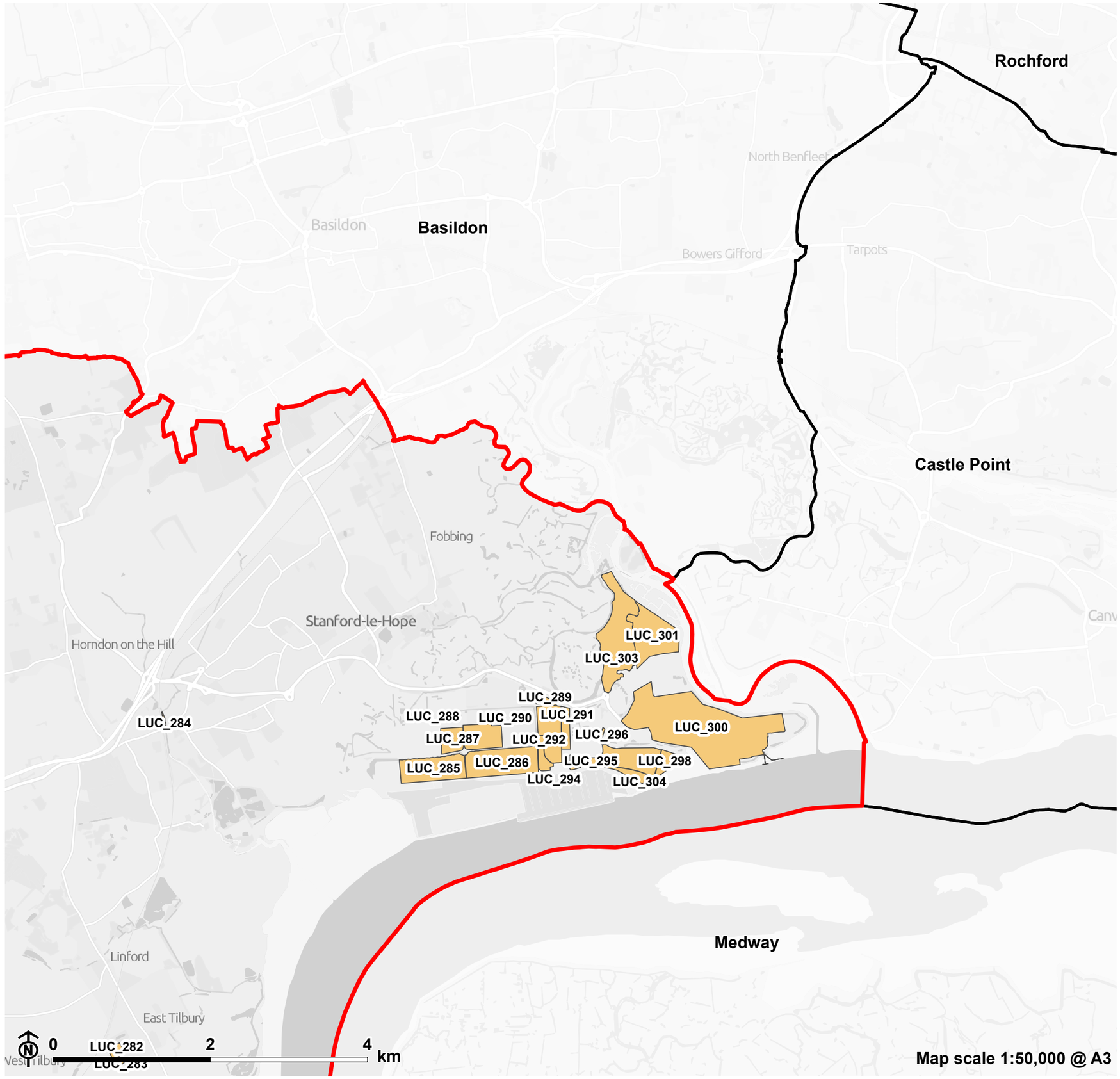
5.1c: Site options considered for allocation in Local Plan - Available employment site options - East

Thurrock Council boundary
Neighbouring local authority
Available employment site options



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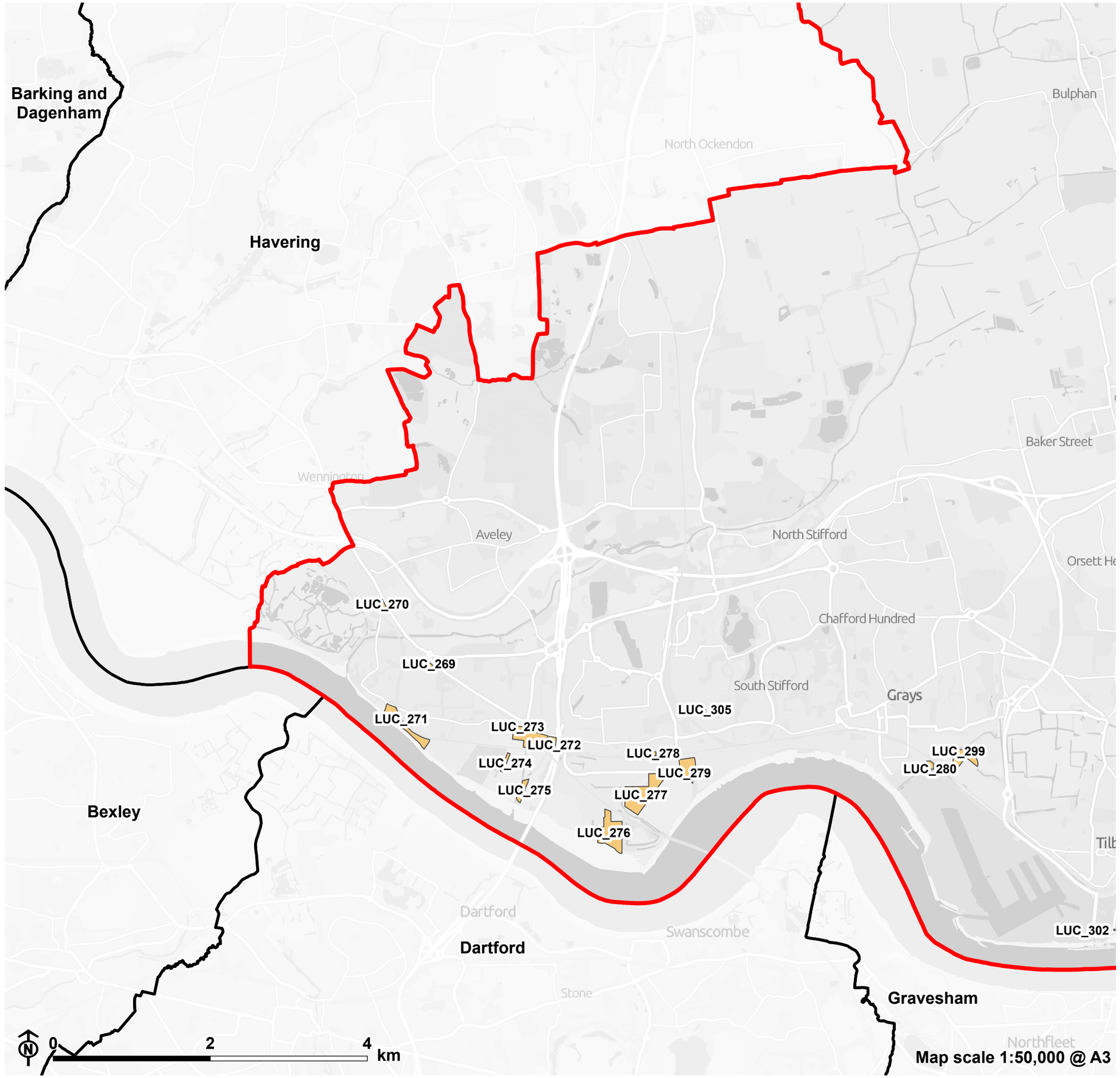
5.1c: Site options considered for allocation in Local Plan - Available employment site options - West

- Thurrock Council boundary
- Neighbouring local authority
- Available employment site options



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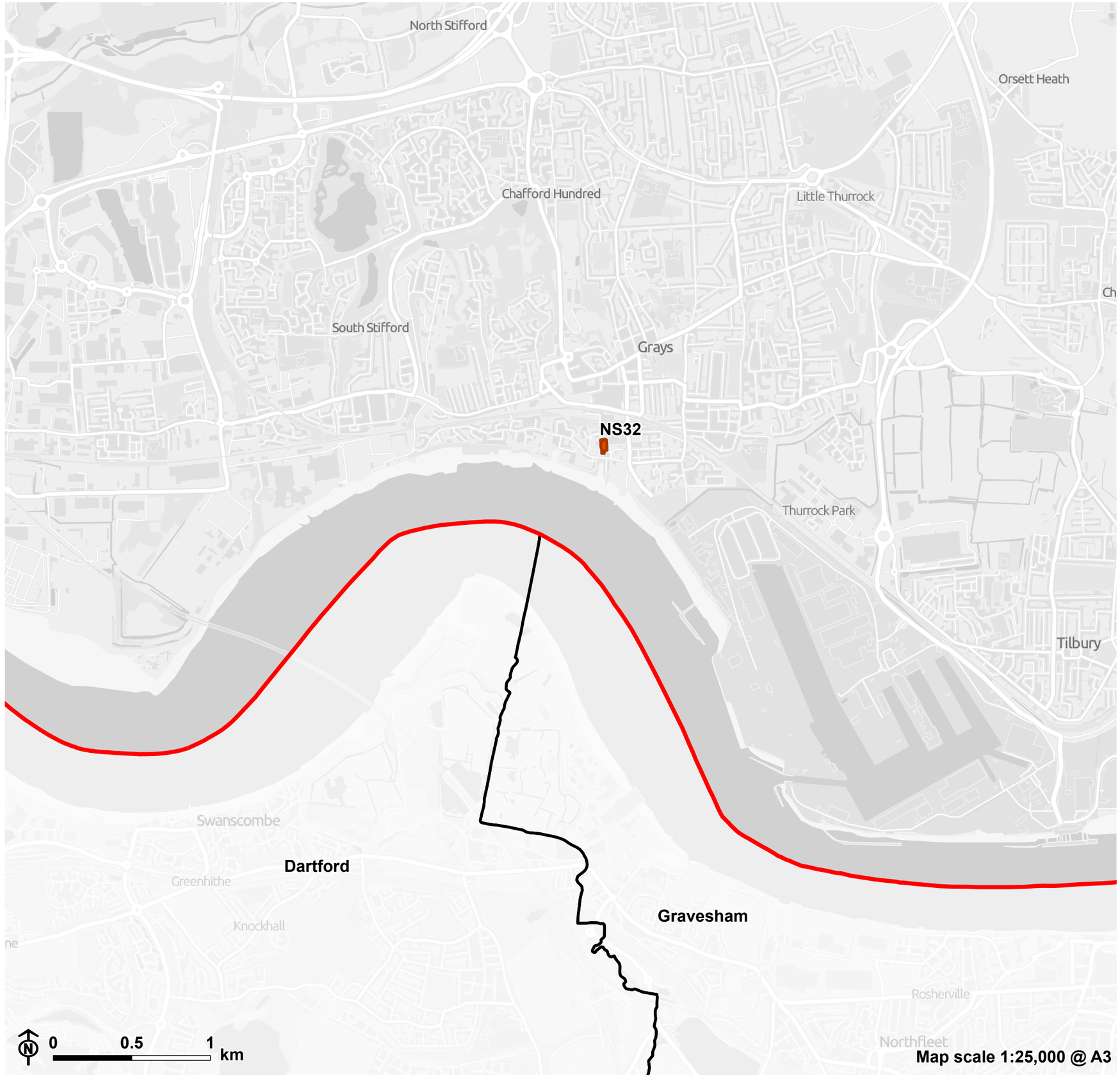
5.1d: Site options considered for allocation in Local Plan - Education site allocations - South

- Thurrock Council boundary
- Neighbouring local authority
- Education site allocation



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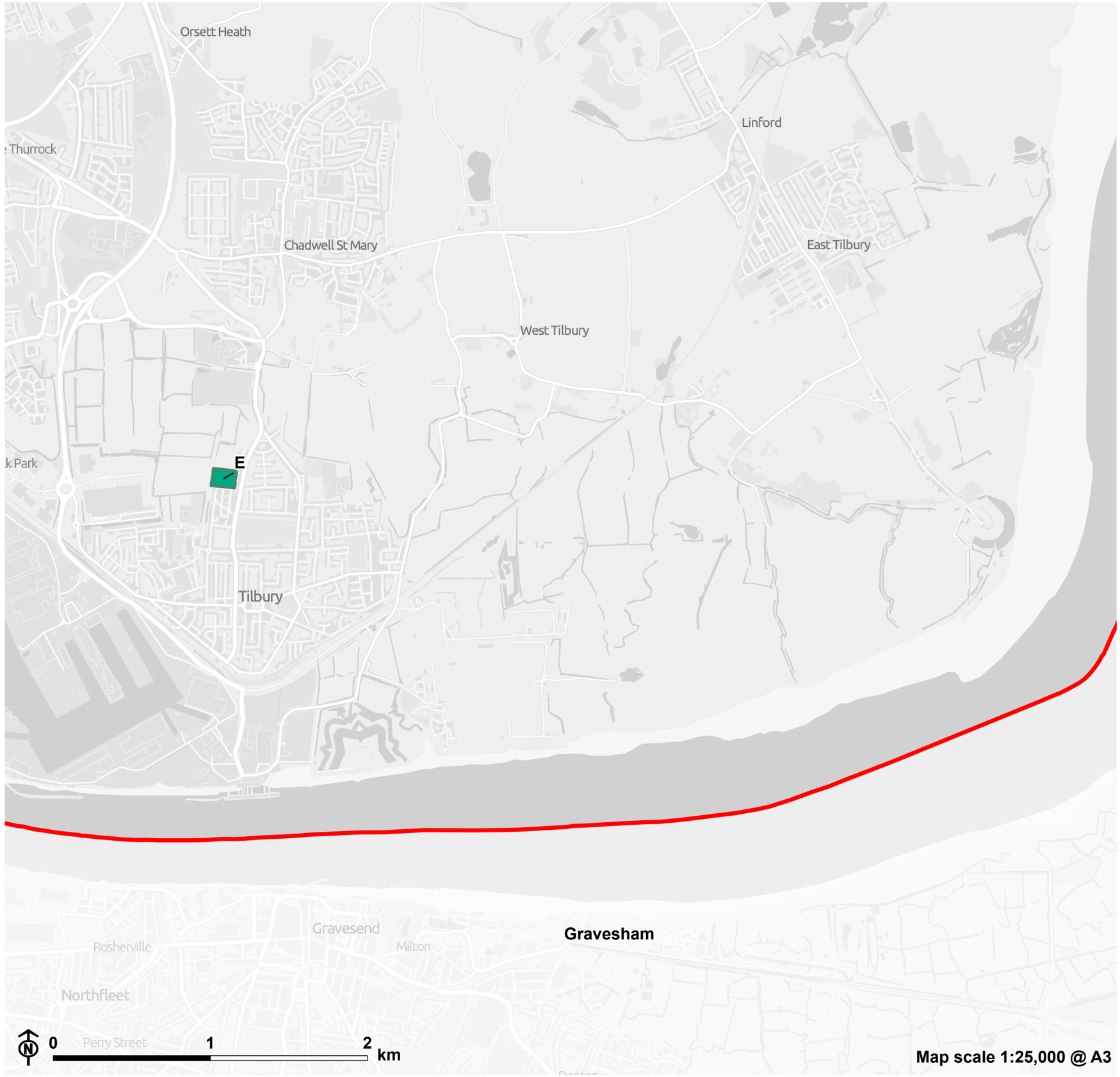
5.1e: Site options considered for allocation in Local Plan - Gypsy and Traveller site allocations - South



Thurrock Council boundary
Neighbouring local authority
Gypsy & Traveller site allocation

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Thurrock Council

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5.1e: Site options considered for allocation in Local Plan - Gypsy and Traveller site allocations - East

- Thurrock Council boundary
- Neighbouring local authority
- Gypsy & Traveller site allocation

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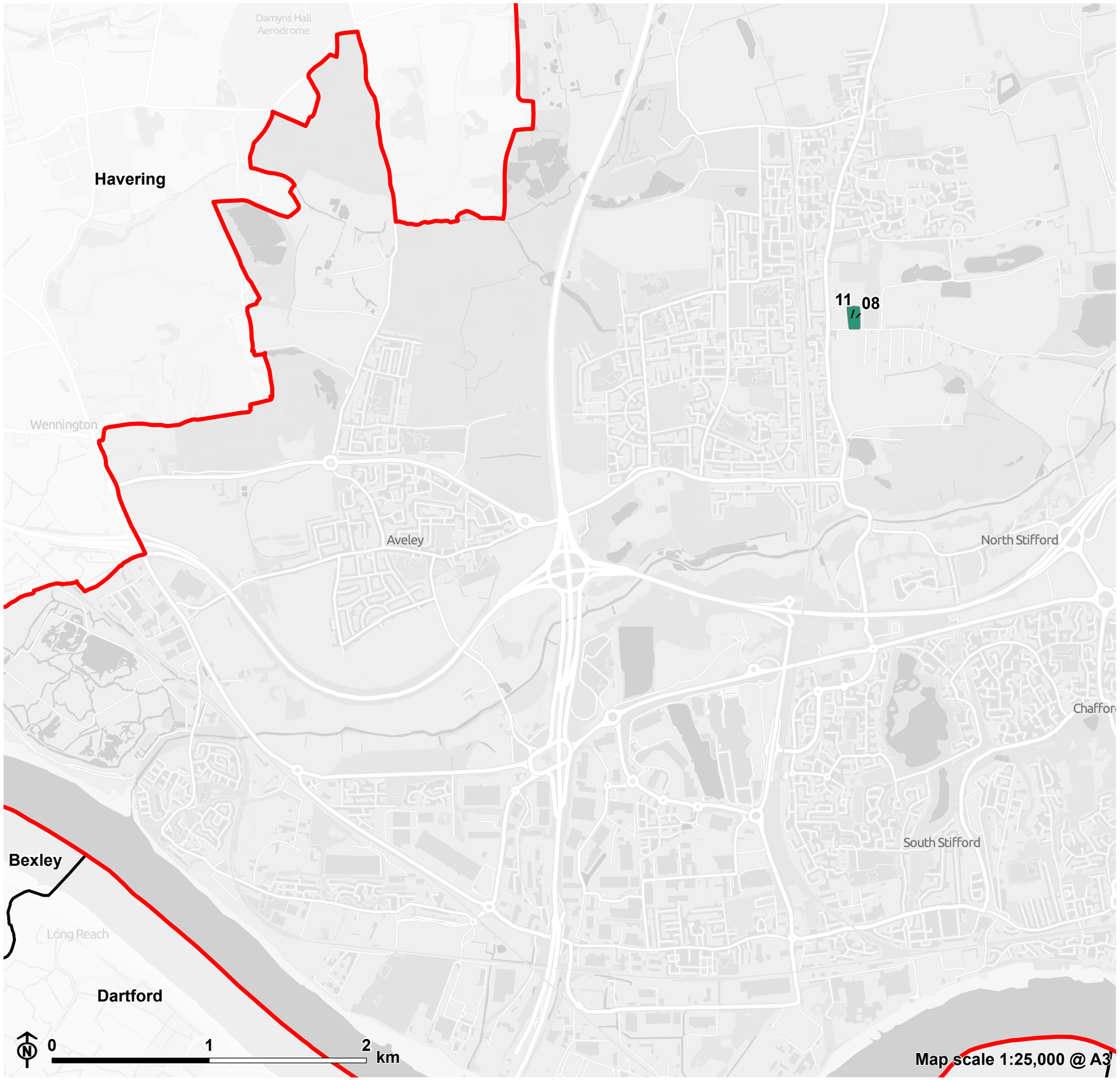
5.1e: Site options considered for allocation in Local Plan - Gypsy and Traveller site allocations - West



- Thurrock Council boundary
- Neighbouring local authority
- Gypsy & Traveller site allocation

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Chapter 6

IIA findings for the Publication version Local Plan

6.1 This chapter sets out the IIA findings for the various elements of the Publication version Local Plan. This includes the appraisal of the plan's vision, strategic objectives, strategic policies, development management policies and site allocation policies.

6.2 The policy appraisals are presented in the same order that they appear in the Local Plan document. Where the policy sets out a site or sites for allocation, the appraisal of the site or sites in question (as described in **Chapter 2** of this report) is reflected in the wider policy appraisal.

6.3 The likely sustainability effects of the policies are provided in tables grouped by the relevant sections of the Local Plan and commentary is provided below the tables to describe the effects. Due to the nature of the Local Plan, effects are considered to be long-term and permanent, unless stated otherwise.

6.4 The appraisal focusses on identifying the likely positive and negative effects of the policies included in the Local Plan. Where a negligible effect is expected because the policy does not address issues relating to a specific IIA objective, this is not described in the report. The exception to this is where there might be uncertainty about the reasons why a negligible effect is identified.

Local Plan Vision and Objectives

6.5 The Local Plan Vision sets out how Thurrock will change and grow and what it will look and be like for its community and businesses by the end of the plan period in 2044. The Vision for Thurrock is set out as follows:

Thurrock 2044 – the Spatial Vision

By 2044, Thurrock's places and communities will have grown and positively changed, with many new homes, meeting its housing needs, and with a diverse and thriving economy providing high quality employment opportunities for its residents. The infrastructure needed to support growth, the schools, health facilities, transport links and local services will have been delivered alongside new development. Existing town and Local Centres will have diversified to provide attractive places for people to access their needs locally and it will be possible for people to choose to walk and cycle or use public transport to get around. Alongside an improved natural environment, local parks and green spaces, Thurrock's towns and villages will be places where its residents can thrive and their health and wellbeing will have significantly improved.

Also, by this time, a significant number of new homes will have been built in the Borough. This growth will have been delivered largely within and around existing towns, away from the villages and will be shaped by a strengthened and enhanced Green Belt. Port and other industrial and logistics growth will have been focused along the River Thames, with an increase in good quality spaces for small and medium sized businesses here and in and around the town centres and transport hubs. The regeneration of Purfleet-on-Thames will be advancing, with many new homes, a new town centre, improved transport connections and improvements to the river front environment. A new settlement at West Horndon, will have been fully planned and delivery of the first of 10,000 new homes along with supporting infrastructure will be underway. A new settlement on land north of the A13 near Stanford-Le-Hope will be a well planned, sustainable community with new homes, services, green spaces and infrastructure. The expansion of Aveley, South Ockenden, Chadwell St Mary and East Tilbury will also have contributed to this growth. The port, logistics and industrial growth associated with the Freeport will also have provided a significant and diverse range of high-

quality employment opportunities for local residents that will contribute towards a growth in prosperity.

Housing availability in the villages will have increased through small scale developments which help them to protect and enhance their rural and historic character. The natural environment in Thurrock, will have been enhanced through delivery of the Essex Nature Recovery Strategy and application of Biodiversity Net Gain. The protected areas and their habitats will be thriving, while local people will have access to enhanced parks and paths and other public spaces. The design and location of new development along with these enhancements will also contribute towards adapting to and mitigating the impacts of Climate Change.

Thurrock will have become a clean, green and safe borough where opportunities at ports, businesses and sustainable housing growth have been harnessed to significantly improve the health, wellbeing and life opportunities for its residents.

6.6 The Vision is supported by seven Objectives as follows:

- Objective 1 - Resilient Healthy Communities
- Objective 2 - Support economic growth and resilience
- Objective 3 – Increasing housing development and land supply
- Objective 4 - Effectively Managing Climate Change
- Objective 5 - Protect, enhance and conserve existing environments and creating new environmental assets
- Objective 6 - Providing sufficient Infrastructure
- Objective 7 - Planning for the Transport and Movement needs generated by growth

6.7 Given the strong links between the Local Plan Vision and Objectives, the appraisal of these elements of the plan has been undertaken together. The likely effects of the Local Plan Vision and Objectives are presented in **Table 6.1** and are described below the table.

Table 6.1: Appraisal findings for the Local Plan Vision and Objectives

IIA objective	Local Plan Vision and Objectives
1: Housing	**+**
2: Health, wellbeing and safety	+?
3: Community cohesion	+?
4: Access to services and facilities	+?
5: Equalities	+?
6: Education and skills	+?
7: Economy and employment	+?
8: Transport	+?
9: Air quality	+?
10: Soils	+?
11: Resource consumption and waste	0
12: Water resources and quality	**+?**
13: Climate change and energy	+?
14: Flood risk	**+?**
15: Biodiversity and geodiversity	+?
16: Historic environment	+?
17: Landscape, townscape and visual impacts	+?

6.8 The Vision for Thurrock sets out what the Local Plan aims to achieve by 2044. The Strategic Objectives outline how the Vision will be achieved and the policies included in the plan will be administered. Given the high level and aspirational nature of these elements of the plan the effects recorded are expected to be largely positive. The direction for development in the plan area is mostly set through the topic and area specific policies included in the plan and therefore the effects recorded for the Vision and Objectives are minor and partly uncertain.

6.9 A minor positive effect is expected in relation to IIA objective **1: Housing** given that the Vision supports the delivery of a substantial number of new homes across Thurrock by 2044. Furthermore, Strategic Objective 3 sets out support for the allocation of suitable land for housing development, including affordable and specialist housing.

6.10 The Vision sets out that by 2044, the infrastructure needed to support growth in the plan area, including schools, health facilities, transport links and local services will be delivered alongside new development. Settlements in the plan area will be places where residents can thrive and health and wellbeing will have improved. Strategic Objectives 1 and 6 further support the creation of resilient and healthy communities where infrastructure needs are addressed. Additionally, the Vision sets out that existing town and Local Centres will have diversified to provide attractive places for people to access their needs locally and to support opportunities to walk and cycle or use public transport. Furthermore, Strategic Objective 7 promotes the establishment of a reliable and safe sustainable transport system that provides access to services and facilities in Thurrock. This approach is likely to foster social inclusion and cohesion and improved levels of public health including through support for local service provision. Minor positive effects are therefore expected in relation to IIA objectives **2; Health, wellbeing and safety, 3: Community cohesion, 4: Access to services and facilities, and 5: Equalities,** and **8: Transport**.

6.11 The Vision sets out the plan area as one where diverse economy opportunities are supported to create high quality jobs for its residents. New employment is to be supported in areas that will benefit from transport hubs, thereby allowing for good access for residents in the plan area. As part of the Vision the infrastructure provided up to 2044 will include new schools which is likely to support educational attainment. These elements of the Vision are supported by Strategic Objective 2 which seeks to

support growth in local business as well as in innovative and high value employment sectors. This objective links economic growth to the provision of opportunities for residents to enhance their skills. Therefore, minor positive effects are expected against IIA objectives **6: Education and skills**, and **7: Economy and employment**.

6.12 The support set out in the Vision and Strategic Objectives 6 and 7 for active travel and public transport as well as the provision of local services is likely to help promote travel by more sustainable modes and limit carbon emissions and air pollution associated with transport. The Vision also emphasises that in 2044 protected areas and habitats in Thurrock will be thriving, while residents will enjoy greater access to enhanced parks, green corridors, and other public spaces. Enhancements of this nature, along with the design and location of new development will contribute towards adapting to and mitigating the impacts of climate change. These elements of the Vision are supported by Strategic Objectives 4, 5 and 6. These objectives are set out to support climate change mitigation and adaptation, the protection of the natural environment and the delivery of green infrastructure in the plan area. Therefore, minor positive effects are expected in relation to IIA objectives **9: Air quality** and **13: Climate change and energy**. Given the support set out through these elements of the Vision and Strategic Objectives for the protection of the natural environment a minor positive effect is also expected in relation to IIA objective **15: Biodiversity and geodiversity**. The Vision also includes direct reference to support for the delivery of the Essex Nature Recovery Strategy and the application of biodiversity net gain.

6.13 The Vision promotes a balanced approach to housing development, supporting the growth of new homes mainly within existing towns. The Vision stipulates that small-scale growth will have increased housing availability in Thurrock's villages while the rural and historic character of these locations will have been protected and enhanced. Strategic Objective 5 furthermore sets out that development should be managed to conserve and enhance Thurrock's valued natural and historic environment. This is to include its countryside, heritage assets and soils. Minor positive effects are therefore expected in relation to IIA objectives **10: Soils**, **16: Historic environment** and **17: Landscape, townscape and visual impacts**.

6.14 The Vision does not directly address flood risk and water quality and consumption. However, Strategic Objective 3 sets out an approach to delivering

development that should minimise pollution and address flood risk, while Strategic Objective 5 sets out that change in the plan area should be managed to protect the natural environment including the protection of water. The approach to infrastructure delivery set out through Strategic Objective 6 includes that needs for blue infrastructure in the plan area should be fully met. As such minor positive effects are expected in relation to IIA objectives **12: Water resources and quality** and **14: Flood risk**.

Strategic policies

6.15 The plan includes 11 strategic policies that set the direction for how the Borough developing and changing over the plan period.

6.16 This section presents the appraisal of the following strategic policies:

- SP01 – Development Requirement and Spatial Strategy
- SP02 – Healthy, inclusive places and high-quality new development
- SP03 – The Economy and skills
- SP04 – Thurrock's Centres and their Futures
- SP05 – Housing
- SP06 – Sustainable Development and Climate Change
- SP07 – Environment
- SP08 – Infrastructure
- SP09 – Transport and Movement
- SP10 – Circular economy and waste
- SP11 – Minerals

6.17 The likely effects of the strategic policies are presented in **Table 6.2** and are described below the table.

Table 6.2: IIA findings for the strategic policies

IIA objective	SP01	SP02	SP03	SP04	SP05	SP06	SP07	SP08	SP09	SP10	SP11
1: Housing	++	+	0	+	++	+	0	0	0	0	0
2: Health, wellbeing and safety	++/-	++	+	+	+	+	+	+	+	+	0
3: Community cohesion	++/-	+	+	+	+	+	0	+	+	0	0
4: Access to services and facilities	++/-	+	0	++	+	0	0	++	0	0	0
5: Equalities	+/-	+	+	+	+	+	0	+	+	0	0
6: Education and skills	++/-	0	++	+	0	+	0	+	0	0	0
7: Economy and employment	++/-	+	++	++	+	0	0	+	0	0	+
8: Transport	++/-	+	+	+	+	0	0	++/-	++	+	0
9: Air quality	++/-	+	+	+	+	+/-	+	++/-	+	+	0
10: Soils	++/--	0	+	+	+	+	+	0	0	+	+
11: Resource consumption and waste	--/+?	0	0	+	0	+	+	0	0	++	++
12: Water resources and quality	-?	0	0	0	0	+	+	+	-	+	0
13: Climate change and energy	++/-	+	+	+	+	++	+	++/-	+	+	0
14: Flood risk	--	0	0	0	0	+	+	0	0	0	0
15: Biodiversity and geodiversity	--/+?	+	0	+	+	+?	++	0	0	+	0
16: Historic environment	--?	+	0	0	0	+?	0	0	0	0	0
17: Landscape, townscape and visual impacts	++/--?	0	0	+	+	0	+	0	0	+	0

SP01 – Development Requirement and Spatial Strategy

6.18 Policy SP01 – Development Requirement and Spatial Strategy sets out the approach to the distribution of development in the plan area. The highest levels of development are to be directed towards the Principal Urban Area and Towns in Thurrock, with more modest levels of development set out for the smaller settlements that sit lower in the settlement hierarchy. The spatial strategy sets a target of 28,800 homes to be delivered in the plan area to ensure that the standard method need of 21,450 homes is met and to meet the need generated by projected economic growth for the area. Furthermore, the approach includes housing growth allocated towards locations (including the Principal Urban Area and all Towns with the exception of Standford-le-Hope) that contain land within the 30% most deprived in England in terms of the 'Barriers to Housing and Services' domain in the IMD2025. As such the strategy is expected to deliver enough housing to meet the needs of the Borough and will help deliver homes in areas that have been identified as having particular need. Overall, a significant positive effect is expected in relation to IIA objective **1: Housing**.

6.19 By directing most of the housing development to the larger settlements in the plan area, SP01 is likely to provide many new residents with good access to existing healthcare facilities. Furthermore, the policy sets out that development should contribute to enhancing existing services and facilities while also delivering additional necessary infrastructure to support new communities. The Principal Urban Area and all towns benefit from existing GPs and open spaces. The Principal Urban Area also contains one of two hospitals within the plan area. The scale of growth to be delivered at these locations could support the delivery of new or expansion of existing healthcare facilities. This is particularly the case at the West Horndon new settlement, where around 10,000 new homes would be concentrated, which otherwise be likely to result in the GP at this location becoming overburdened. Allowing for a limited amount of development within the lower tier settlements could result in a small number of new residents being less well related to healthcare facilities given that many of these settlements do not contain an existing GP,

although there is potential for this element of the strategy to help sustain existing or provide new service provision at these locations. However, some of the larger settlements in Thurrock contain AQMAs and/or are affected by high levels of noise pollution or odour associated with the strategic road network or waste sites in the area, which may affect public health at new developments. Overall, a mixed significant positive and minor negative effect is expected in relation to IIA objective **2: Health, wellbeing and safety**.

6.20 The locations included in the spatial strategy for the highest levels of growth benefit from the widest range of existing services and facilities. The more established nature of these settlements means that the community networks at these locations may be more resilient to change. These settlements also benefit from good transport links with potential to travel easily to access services and facilities further afield. All contain railway stations apart from Aveley, Chadwell St Mary and Corringham and all contain bus stops that are served at least relatively frequently. All of the larger settlements (apart from the West Horndon new settlement) also contain at least some small areas that are within the 30% most deprived in England as per the IMD2025. With the exception of Stanford-le-Hope all also contain areas within the 30% most deprived in relation to the 'Barriers to Housing and Services' domain. Therefore, there is potential for new development in line with the spatial strategy to support regeneration and service provision in areas of most need. The potential to support community cohesion will be influenced to some degree by the delivery of new services and facilities alongside housing growth and the policy text sets out that new growth will help achieve this aim. It also requires the delivery of an amount of new retail floorspace that will help to meet the needs of local people. It is expected that the scale of growth to be concentrated at the Principal Urban Area and Towns in line with the policy will support substantial new services and facilities in these areas as well as the upgrading of those already existing. While the new settlement at West Horndon could result in overburdening of existing services within the surrounding area, the scale of growth is likely to support substantial new provisions, particularly given that its development is required to include a new mixed use Town Centre. Residents of the new settlement at West Horndon would also benefit from the existing railway station which would provide access to additional, higher tier existing services beyond those available locally. Limiting growth within the smaller settlements in the plan area is likely to help avoid the disruption of existing communities in these locations. While this element of the strategy is unlikely to

support substantial new service provision, it could help maintain the more limited existing service provision in these locations. Overall, mixed significant positive and minor negative effects are expected in relation to IIA objectives **3: Community cohesion and 4: Access to services and facilities**.

6.21 Focusing much of the development over the plan period at the larger settlements that are better served by existing services and transport infrastructure is likely to benefit less mobile people such as older people and those with disabilities. Given that these locations also benefit from the widest range of existing community facilities, there is potential for particular benefits for less represented groups. The scale of growth to be delivered is also likely to support new community facilities. Furthermore, it will support access to suitable accommodation for Gypsy and Travellers, who might other be under-represented in this regard. However, given that some of the larger settlements contain AQMAs there is potential for impacts on potentially vulnerable groups. This includes people with disabilities (such as those affected by cardiovascular disease), younger people (particularly infants and young children), older people and those who are pregnant. Overall, a mixed minor positive and minor negative effect is expected in relation to IIA objective **5: Equalities**.

6.22 With the exception of East Tilbury and Linford, the existing larger settlements in Thurrock (i.e. the Principal Urban Area and Towns) all contain both a primary school and secondary school. East Tilbury and Linford contain only a primary school. The new settlement at West Horndon would be well related to the existing primary school within the existing West Horndon settlement. The scale of development at this location and many of the other larger settlements could support new and enhanced primary school facilities. Furthermore, the policy requires new growth to enhance existing services and support new provision in the Borough. At some locations the scale of growth is likely to be enough to also deliver new secondary school facilities. Areas with the highest levels of deprivation reported in relation to the ‘Education and Skills’ domain in the IMD2025, include parts of the larger settlements, such as north portions of Tilbury which are amongst the 10% most deprived in England. Including larger amounts of growth at these settlements could support improvements in services that benefit educational attainment. Some of the new development directed to the smaller settlements would be less well related to existing schools and none of the settlements within tiers 4 and 5 of the settlement hierarchy contain a school. Development at these locations would be limited, helping to limit the need for

residents to have to travel long distances for school. Overall, a mixed significant positive and minor negative effect is expected in relation to IIA objective **6: Education and skills**.

6.23 The strategy sets out the delivery of employment land to accommodate 999,886 sqm of employment floorspace which aligns with the requirements identified in Thurrock's Economic Development Needs Assessment **[See reference** 43**]**. The majority of existing employment sites in Thurrock are located in the south-west, at Purfleet-on-Thames, West Thurrock and Grays (in the Principal Urban Area), Tilbury as well as at London Gateway and Thames Enterprise Park (close to Corringham). Locating much of the new housing growth close to these settlements and other larger settlements that benefit from existing transport links is likely to help will ensure new residents have good access to employment opportunities. Furthermore, the strategy includes new employment growth at areas of most importance for the local economy, including the Principal Urban Area, London Gateway and Thames Enterprise Park and Tilbury, which is likely to help strengthen the role these locations play for the surrounding communities. The approach of directing much of the new housing growth to the larger settlements will also help support the viability of town and local centres at these locations. While growth within the smaller settlements would be limited, new residents at some of these locations would likely have to travel longer distances for work. New residents within Tier 3, 4 and 5 settlements to the north of the A13 would be relatively isolated from the main employment areas in Thurrock, although they could benefit from their relative proximity to Basildon and/or Brentwood. Overall, a mixed significant positive and minor negative effect is expected in relation to IIA objective **7: Economy and employment**.

6.24 As described above in relation to IIA objectives 2, 3, 4, 5, 6 and 7, the strategy would focus much of the development over the plan period at locations that benefit from access to a range of services and facilities (including healthcare and education) as well as employment. Most of the larger settlements also benefit from existing rail and/or frequent bus services. At the new settlement at West Horndon, development would benefit from the existing railway station. The scale of growth directed to the larger settlements could support new and expanded facilities at these locations and it is expected that the new settlement would incorporate substantial services and facilities in the longer term. Furthermore, where new employment land is set out in the strategy, a level of housing growth is also to be delivered and these elements of

the strategy could help encourage a degree of self-containment in Thurrock. Limiting development at the lower tier settlements would mean a small number of new residents would have more limited access to services and facilities, jobs and sustainable transport links. It is likely that residents at these locations will have increased need to travel by car. Overall, a mixed significant positive and minor negative effect is expected in relation to IIA objective **8: Transport**.

6.25 As development occurs in the plan area, there is potential for air pollution as a result of construction and operation, as journeys are made to and from new buildings and as properties are heated and powered. As described in relation to IIA objective 8: Transport above, the distribution of development focuses on locations with locations that have good access to services and public transport. This will limit the need to travel by car and is therefore likely to benefit air quality. However, providing development within the Principal Urban Area, Aveley, Purfleet-on-Thames and Tilbury has the potential to intensify existing air pollution within AQMAs in these settlements. Furthermore the, albeit limited, development at the smaller villages could increase traffic on the strategic road network and an AQMA is present along the A13 in the area between the Principal Urban Area and North Stifford. Overall, a mixed significant positive and minor negative effect is expected in relation to IIA objective **9: Air quality**.

6.26 The policy states that the distribution of growth prioritises previously developed land and redevelopment of underutilised urban areas, encouraging higher densities where appropriate. However, the policy also recognises that reliance on brownfield regeneration alone in the past has not delivered the scale of housing required, due to viability and site-specific constraints. It therefore also direct large scale development to greenfield locations on the edge of the Principal Urban Area and Towns by amending the Green Belt boundary and to a new settlement at West Horndon. Some of these greenfield locations contain agricultural soils of Grade 3 or higher value. For example, Aveley has areas of Grade 1 agricultural soils to the south; East Tilbury and South Ockendon have Grade 2 agricultural soils; the new settlement at West Horndon would be located on Grade 3 soil. Overall, a mixed significant positive and significant negative effect is expected in relation to IIA objective **10: Soils**.

6.27 By prioritising previously developed land and redevelopment of underutilised urban areas and encouraging higher densities where appropriate, the policy

increases the potential for re-use of existing buildings and demolition materials, reducing the need for new construction. Focussing much of the development at the larger settlements that benefit from good service provision and public transport is also likely to reduce requirements for development of new infrastructure and associated resource consumption. Delivery of a new settlement at West Horndon is likely to require substantial new infrastructure; however there is some potential to build on existing provision within the existing settlement in Brentwood District. Nevertheless, the scale of growth set out in the strategy will inevitably require substantial amounts of construction materials and will result in increased waste being produced during the construction process and once properties are occupied. With the exception of Tilbury, the existing larger settlements are within or surrounded by Mineral Safeguarding Areas therefore development at these could result in sterilisation of access to mineral resources. Development of a new settlement at West Horndon would not be near Mineral Safeguarding Areas and is not expected to affect mineral resources in the plan area in terms of sterilisation. Overall, a mixed minor positive and significant negative effect is expected in relation to IIA objective **11: Resource consumption and waste**. The effect is partly uncertain given that the potential to reduce waste and achieve higher rates of recycling will be influenced by other elements of the plan and the design of new development.

6.28 Thurrock contains two areas of SPZ 1 and 2 towards North Stifford and East Tilbury and Linford. Much of the rest of Thurrock falls with SPZ 3, with the exceptions of Aveley, Bulphan, Fobbing and Purfleet-on-Thames as well as land within the Borough that is adjacent to existing development at West Horndon. As such the spatial distribution of development set out in the strategy could adversely affect drinking water quality. Development at the Principal Urban Area, Purfleet-on-Thames, Stanford-le-Hope and Tilbury could have adverse impacts on water quality within water bodies that flow through or close to these settlements. This is also the case at the new settlement at West Horndon. Development to be delivered towards East Tilbury and Stanford le Hope has the potential to adversely affect the water-dependent Thames Estuary and Marshes SSSI/SPA/Ramsar site. Similarly, water dependent SSSIs (West Thurrock Lagoon and Marshes and Grays Chalk Pit) are located in the Principal Urban Area where new development could have adverse effects on water quality. Overall, a minor negative effect is expected in relation to IIA objective **12: Water resources and quality**. The effect is partly uncertain given the potential for design solutions to prevent contaminated runoff and support

improvements to water quality through the incorporation of schemes such as green infrastructure.

6.29 As highlighted earlier in this section, the strategy is likely to help promote self-containment/ reduce the need to travel by car in some locations, with many new residents likely to benefit from nearby public transport connections within the existing larger settlements and those at West Horndon having access to an existing railway station. This approach is likely to help limit emissions from private vehicles. However, the limited amount of development within smaller settlements could result in some new residents having to travel regularly by car. Mitigating climate change beyond emissions from vehicles and adapting to its impacts such as in relation to increased flood risk and extreme weather events will be most influenced by delivery of renewable energy and design measures incorporated in new developments. Overall, a mixed significant positive and minor negative effect is expected in relation to IIA objective **13: Climate change and energy**.

6.30 Many of the locations set out for a relatively high level of growth over the plan period fall within areas of Flood Zone 2 and 3 in Thurrock. This includes large parts of the Principal Urban Area, East Tilbury and Linford, Purfleet-on-Thames and Tilbury. While locations in the south of the Borough benefit from flood defences there is potential for flood risk to increase with the effects of climate change. Much of the land around West Horndon also falls within higher risk flood zones. There is potential for new development to incorporate mitigation such as SuDS, open spaces for flood storage or green infrastructure which will be influenced by other policy requirements in the plan. Overall, a significant negative effect is expected in relation to IIA objective **14: Flood risk**.

6.31 The Borough contains a number of designated biodiversity sites within and close to its urban areas, most notably the sizeable areas covered by the Thames Estuary and Marshes SPA/SSSI/Ramsar, Inner Thames Marshes SSSI, and Mucking Flats and Marshes SSSI. Furthermore, the Principal Urban Area contains Lion Pit SSSI, Grays Thurrock Chalk Pit SSSI and Hangman's Wood and Deneholes SSSI and Globe Pit SSSI. As such there is potential for development focussed within or at the edge of the larger settlements to adversely affect important biodiversity assets through habitat loss, fragmentation or disturbance. However, prioritising brownfield sites and urban intensification could help protect wildlife in the rural areas of

Thurrock, which are generally more biodiverse. West Horndon new settlement is not close to any designated biodiversity sites, the nearest being Thorndon Park SSSI located to the north of the existing settlement at this location in the neighbouring Borough. The new settlement is in a rural area and current biodiversity value is unknown to some extent, although it does contain some priority habitats. Furthermore, new development will be required to achieve biodiversity net gain and there may be potential to link into the aims of the Local Nature Recovery Strategy. Overall, a mixed minor positive and significant negative effect is expected in relation to IIA objective **15: Biodiversity and geodiversity**. The effect is partly uncertain given the potential for the design of development to potentially achieve mitigation and benefits.

6.32 While many parts of the Principal Urban Area of Thurrock are relatively free of designated heritage assets, some of the Towns in the plan area include numerous assets, the settings of which may be impacted upon as development is delivered. East Tilbury and Linford contain a Conservation Area that is on the Heritage at Risk Register and several Grade II listed buildings. Parts of Purfleet-on-Thames and Corringham are covered by Conservation Areas which contains multiple listed buildings. Aveley and South Ockendon are adjacent to Belhus Park Registered Park which is also on the Heritage at Risk Register. Development at Tilbury could have impacts on Tilbury Fort Scheduled Monument. The new settlement at West Horndon is close to a number of Grade II listed buildings which could be negatively affected by the scale of development proposed, particularly in terms of setting. The setting of nearby Thorndon Hall Registered Park and Garden could also be affected, although there is an existing area of development between the location of the new settlement and this Registered Park and Garden. Overall, a significant negative effect is expected in relation to IIA objective **16: Historic environment**. The effect is partly uncertain given the potential for design solutions to support mitigation and redevelopment to bring heritage assets back into appropriate use.

6.33 Directing growth within and adjacent to the existing larger settlements through the spatial strategy has potential to avoid the most sensitive locations in terms of landscape character. The largest settlements in the plan area are identified as being the least sensitive to housing development as per the findings of the Landscape Capacity Study work undertaken in support of the plan **[See reference** 44**]**. The towns of Aveley, Chadwell St Mary, Stanford-le-Hope, Corringham and Purfleet-on-

Thames are proposed to accommodate significant growth. These settlements have a landscape sensitivity rating of between very low and medium in relation to the provision of differing housing scales (ranging from minor housing for less than 75 dwellings, to very large housing for over 3,000 dwellings). The significant growth at East Tilbury and very high growth at South Ockendon would result in increased development within areas of low to medium and very low to medium landscape sensitivity, respectively. It is noted, however, that the Belhus Farmed River Terrace Gravels Landscape Character Area (LCA) that surrounds South Ockendon is more sensitive to new growth and has a landscape sensitivity rating of between medium and high. The significant growth at Grays would increase development within one of the least sensitive locations in Thurrock in terms of landscape, given its more developed nature and rating of between very low and medium landscape sensitivity. Furthermore, by prioritising previously developed land and redevelopment of underutilised urban areas, and encouraging higher densities where appropriate, the spatial strategy will help deliver regeneration and is likely to benefit the character of Thurrock's settlements. However, the strategy will also require the release of Green Belt land which could have adversely affect the setting of settlements and their perceived separation. The provision of a new settlement at West Horndon would involve development of a substantial amount of greenfield land at a concentrated location in LCA A1: Bulphan Fenland which has high sensitivity to large and very large housing development. Overall, a mixed significant positive and significant negative effect is expected in relation to IIA objective **17: Landscape, townscape and visual impacts**. The effect is partly uncertain given that it will be influenced to a large extent by the exact locations (site allocations are assessed separately) and the design of new developments.

SP02 - Healthy, inclusive places and high-quality new development

6.34 Policy SP02 - Healthy, inclusive and high-quality new development seeks to promote a healthy and inclusive Thurrock. As part of the policy approach, the design of new homes and non-residential buildings should be accessible to all. Minor positive effects are therefore expected against IIA objectives **1: Housing** and **5:**

Equalities as this will help to ensure that new homes meet the accessibility needs of various groups of residents.

6.35 Additionally, the policy requires the preparation of Health Impact Assessments (HIAs) for large development schemes, which will help to improve health outcomes and reduce levels of deprivation and inequality. Furthermore, the policy sets out that developments should provide opportunities for active and healthy lifestyle choices and maximise the potential for active travel and provision of green space within which physical active might be undertaken by residents. It also expects development to foster community cohesion and create a sense of familiarity and safety, while minimising opportunities for crime and anti-social behaviour. As such, a significant positive effect is expected in relation to IIA objective **2: Health, wellbeing and safety** and a minor positive effect is expected in relation to IIA objective **3: Community cohesion.**

6.36 The policy is expected to have a minor positive effect in relation to IIA objective **4: Access to services and facilities** given that it expects new development schemes to make provision for high quality green spaces and where appropriate, contribute towards the improvement of existing facilities within their localities. Additionally, the policy expects the early delivery of social and community infrastructure within new development. A minor positive effect is also expected against **IIA objective 7: Economy and employment**. Encouraging meanwhile uses could promote the productive use of otherwise temporarily vacant spaces which could help stimulate the local economy.

6.37 The policy supports enhanced connectivity by active travel, as well as improvements to existing facilities. This will likely encourage more walking and cycling and help to reduce reliance on private vehicles and carbon emissions and air pollution associated with this mode of transport. Minor positive effects are therefore expected in relation to IIA objectives **8: Transport, 9: Air quality** and **13: Climate change and energy.**

6.38 A minor positive effect is expected in relation to **IIA objective 15: Biodiversity and geodiversity** as the policy expects development schemes to make provision for high quality green spaces, which could benefit habitats and species.

6.39 The policy is expected to have a minor positive effect in relation to **IIA objective 16: Historic environment** as it seeks to ensure that new development conserves and enhances both nationally and locally listed heritage assets and the character of Conservation Areas.

SP03 The Economy and skills

6.40 Policy SP03 – The Economy and skills is set out to support new and existing employment and jobs in Thurrock as part of the approach to create prosperity in the Borough. The policy is clear that economic growth in Thurrock will be supported by reducing health inequalities and increasing local prosperity for local residents and as such a minor positive effect is expected in relation to IIA objective **2: Health, wellbeing and safety**. The policy is also expected to have minor positive effects in relation to IIA objectives **3: Community and cohesion** and **5: Equalities**. Its overarching approach will help to maintain and increase employment opportunities for all, which is likely to help address deprivation.

6.41 The policy seeks to ensure that there is sufficient and flexible support of land across the plan period to meet the needs of new businesses and existing businesses. This includes through allocating an additional 172.9ha of land for economic development in the right locations and of the necessary scale and quality to meet the identified demand. Additional employment development is supported at underutilised sites within existing employment areas, Thames Enterprise Park and Thames Oil Port and Lond Gateway. The policy also supports the delivery of the Thames Freeport ambitions while recognising the international ports at Purfleet-on-Thames, Tilbury and DP World London Gateway as key economic assets for the Borough and the region by safeguarding them for port-related uses. Growth in digital technology is to be supported by allocating land at the former Essex Arena site. Additionally, the policy seeks to invest in skills, education and training opportunities to improve access to jobs created by growth and promote career development. Given its support for the creation of 16,975 jobs by 2044 and upskilling of the locally population, significant positive effects are expected against IIA objectives **6: Education and skills** and **7: Economy and employment**.

6.42 Policy SP03 supports the availability of high-quality, flexible and managed accommodation for micro, small and medium-sized businesses in easily accessible locations. Given the more accessible locations of jobs created through this element of the policy there is potential to support sustainable travel patterns and reduce reliance on private vehicles. Furthermore, supporting an appropriate level of employment growth will help reduce the need for out commuting from the plan area. A minor positive effect is therefore expected in relation to IIA objective **8: Transport**. Given the potential for the policy to reduce the need to commute by car and the carbon emissions and air pollution associated with this mode of transport, minor positive effects are also expected in relation to IIA objectives **9: Air quality** and **13: Climate change and energy**. The policy also encourages growth in environmental technology and green energy which will help to support the transition to a low-carbon economy.

6.43 A minor positive effect is expected for the policy against **IIA objective 10: Soils** given that it seeks to ensure a sufficient and flexible support of land through the redevelopment of vacant and underutilised sites within existing designated employment areas. This approach may help to minimise the need for employment development on greenfield sites. Additionally, the policy states that areas specifically designated for oil and chemical storage in the Borough will continue to be safeguarded. This will help to ensure that these uses are appropriately managed in suitable locations, reducing the risk of soil contamination. While it recognised that the scale of growth set out in this policy could result in loss of higher value agricultural land, it does not identify specific locations for development. Therefore, the potential for loss of agricultural land has been considered through the appraisal of the spatial strategy.

SP04 - Thurrock’s Centres and their Futures

6.44 Policy SP04 -Thurrock’s Centres and their Futures seeks to direct residential uses to upper floors within centres and to edge of centre locations. This approach will contribute to housing supply in accessible locations. Therefore, a minor positive effect is expected against IIA objective **1: Housing**.

6.45 Minor positive effects are also expected in relation to IIA objectives **2: Health, wellbeing and safety, 3: Community cohesion**, and **5: Equalities**. This is because the policy encourages the creation of accessible and well-serviced centres which support a sense of place and community. The policy directs the development of main town centre uses to Thurrock's centres, in line with the hierarchy. It also supports the creation of a number of new centres to support new growth over the plan period. This includes the new town centre at West Horndon New Town at which a substantial number of new residents will benefit from access to the range of services and facilities provided at this location. The creation of new and maintenance of exiting centres will help to ensure residents have good access to a range of services, facilities and infrastructure which will support wellbeing and opportunities for all.

6.46 The policy directs the development of main town centre uses in line with the hierarchy of centres set out and encourages the diversification of the range of facilities including community and education, in these locations. Lakeside Regional Centre sits at the top of the hierarchy, with Grays Town Centre following as the primary Town Centre and District Centres, Local Centres and Neighbourhood Parades below this. This approach will ensure that services and facilities are directed to the most accessible locations in Thurrock. Therefore, a significant positive effect is expected in relation to **IIA objective 4: Access to services and facilities**, and a minor positive effect against **IIA objective 6: Education and skills**.

6.47 The policy is expected to have a significant positive effect in relation to **IIA objective 7: Economy and employment**. This is because it is directly set out to maintain and enhance the vitality and viability of Thurrock's town centres by maintaining a clear hierarchy of centres and safeguarding ground-floor retail and other town centre uses from being converted to non-E or non-F class uses. This will help to ensure that the retail function of town centres remains strong and that economic growth in retail and related sectors is supported.

6.48 By directing development to areas which generally benefit from good access by public and active transport, the policy is likely to reduce the need to travel long distances by car and encourage walking, cycling, and the use of public transport. Additionally, the policy stipulates that the vitality and viability of Thurrock's centres will be enhanced through improved access to centres by active and public transport. Therefore, a minor positive effect is expected in relation to IIA objective **8:**

Transport. Minor positive effects are also expected in relation to IIA objectives **9: Air quality** and **13: Climate change and energy** as the emphasis on sustainable transport and reduced reliance on private vehicles is likely to reduce traffic-related emissions, contributing to improved air quality and lower carbon emissions across the Borough.

6.49 By supporting development in line the hierarchy, the policy will help to direct town centre related used towards presently developed centre locations, which could involve the reuse of brownfield land and minimise the need to development greenfield land. This approach is likely to promote the reuse of existing buildings in Thurrock. Therefore, minor positive effects are expected against IIA objectives **10: Soils** and **11: Resource consumption and waste**.

6.50 The policy sets out that the approach to maintaining and enhancing centres in Thurrock will include promoting their environmental quality. This is to include through improved public realm and greening to make centres more attractive. This is likely to have minor positive effects in relation to IIA objectives **15: Biodiversity and geodiversity** and **17: Landscape, townscape and visual impacts**.

SP05 - Housing

6.51 Policy SP05 - Housing sets out to meet identified housing needs in Thurrock through the delivery of at least 28,880 new homes for the plan period 2024-2044 and by ensuring the delivery of a balanced mix of housing types, tenures, and sizes to meet local identified needs. The policy sets out that dwellings in Thurrock will be delivered through sites allocated in the Place sections of the plan. These policies are appraised separately later in this chapter.

6.52 As part of the overall housing provision in the Borough, the policy supports the provision of specialist housing for the older population and other specialist needs where appropriate. It also supports the development of self and custom-build housing, which will help to meet local housing needs. Developments delivering ten or more new homes and those over 0.5ha will be required to provide affordable housing. Further to this, the policy supports the safeguarding of existing sites for

Gypsies, Travellers and Travelling Showpeople and maintaining a five-year supply of pitches and plots to meet identified needs. Overall, a significant positive effect is expected in relation to IIA objective **1: Housing**. Given the policy's support for the delivery of a range of housing types that meets the specific needs of various resident types and the local community, minor positive effects are expected in relation to IIA objectives **3: Community cohesion** and **5: Equalities.**

6.53 The policy requires that new homes meet the Nationally Described Space Standards as a minimum internally and make sufficient provision for external amenity. This is expected to support improved levels of public health in the plan area by ensuring the provision of more accommodating spaces in residential developments. Considering this requirement alongside the support in the policy for providing homes that can be made adaptable to those with specific needs, a minor positive effect is expected for the policy in relation to **IIA objective 2: Health, wellbeing and safety**.

6.54 Housing to be delivered in the plan area could have adverse impacts on the environment. However, this will be most influenced by the distribution of development in the plan area which is considered through the appraisal of Strategic Policy 1 in this report. The general approach set out in Policy SP05 of supporting housing within the existing settlement boundaries will help to ensure new residents have good access to services and facilities and jobs. This approach is likely to help reduce the need to travel by car in Thurrock and could benefit local air quality and limit the release of carbon emissions. Minor positive effects are therefore recorded for the policy in relation to IIA objectives **4: Services and facilities, 7: Economy and employment, 8: Transport 9: Air quality** and **13: Climate change and energy**. Directing development to the settlements is also likely to help limit impacts on more rural locations which may contain sensitive and biodiversity assets and landscapes and therefore minor positive effects are also recorded in relation to IIA objectives **15: Biodiversity and geodiversity** and **17: Landscape, townscape and visual impacts**.

6.55 Given that the policy sets out that housing proposals will be supported on brownfield land, there is potential to reduce the need for the development of greenfield locations. A minor positive effect is therefore recorded in relation to IIA objective **10: Soils**.

SP06 - Sustainable Development and Climate Change

6.56 Policy SP06 - Sustainable Development and Climate Change sets out how growth in Thurrock will adapt to and mitigate the effects of climate change. The policy seeks to ensure that growth in Thurrock secures a fair transition to a low-carbon Borough. It is expected that the policy will help address fuel poverty and ensure warm, healthier homes by supporting local energy security. Therefore, a minor positive effect is expected in relation to IIA objectives **1: Housing, 2: Health, wellbeing and safety**.

6.57 The policy supports proposals for community-owned renewable energy production and schemes and seeks to ensure that nationally significant infrastructure projects in the Borough result in direct benefits to communities. This will help to empower local residents, including lower-income and more vulnerable groups, to benefit directly from the transition to clean energy. This could also promote community cohesion by encouraging local participation in sustainability initiatives. Minor positive effects are therefore expected against IIA objectives **3: Community cohesion** and **5: Equalities**.

6.58 The support set out in the policy for encouraging growth that adapts to and mitigates the effects of climate change, maximises the use and generation of clean power and minimises carbon emissions will help to improve local air quality. The policy also encourages the use of Nature-Based Solutions in new development Increasing the area of Thurrock that is covered by vegetation is likely to help absorb air pollutants and naturally filter and improve air quality. As such, a minor positive effect is expected against IIA objective **9: Air quality.**

6.59 The policy supports adaptative reuse and maximising the usage of existing and historic buildings and infrastructure. This will help to conserve and enhance soil resources by promoting the development of brownfield land and reducing the need for greenfield sites. As such, a minor positive effect is expected for the policy in relation to IIA objective **10: Soil**. A minor positive effect is also recorded in relation to IIA objective **16: Historic environment** given that the policy could support the

appropriate use of heritage assets and prevent them falling into disrepair. However, given that this is not explicitly included in the policy, it is uncertain.

6.60 The policy supports Circular Economy principles in new development. This promotes the use of locally and sustainably sourced materials and recycling of waste in construction and renovation. Further to this, the policy seeks to re-use existing buildings and infrastructure, which will result in less waste generation. Therefore, the policy is expected to have a minor positive effect in relation to IIA objective **11: Resource consumption and waste**.

6.61 The policy requires new development to have consideration for water efficiency, increase carbon sequestration and encourages the integration of Nature-Based Solutions, which will help to better manage water resources. Therefore, the policy is expected to have a minor positive effect in relation to IIA objective **12: Water resources and quality**.

6.62 Given the overarching purpose of Strategic Policy 6 of setting out the approach to ensure that development proposals are designed, constructed and operated to effectively address climate change, significant positive effects are recorded in relation to IIA objective **13: Climate change and energy**. The policy includes a number of measures which will help to mitigate against climate change and also promote climate change adaptation and resilience. This includes encouraging the generation of clean power, minimising carbon emissions in new development and retrofitting existing buildings.

6.63 The policy supports the delivery of a new Thames Barrier and improved tidal flood defences to protect against future sea level rises and tidal flooding from the River Thames. It also seeks to encourage the integration of Nature-Based Solutions and flood mitigation into new development. Therefore, a minor positive effect is expected against IIA objective **14: Flood risk**.

6.64 The policy is expected to have a minor positive effect against IIA objective **15: Biodiversity and geodiversity** given that it encourages the integration of Nature-Based Solutions into new development, which may include green infrastructure that will enhance and conserve habitats and wildlife. However, given that the extent to

which green infrastructure will be provided is not explicitly included in the policy, this effect is uncertain.

SP07 - Environment

6.65 Policy SP07 - Environment sets out the Council's commitment to protecting, conserving, and enhancing the natural environment. It promotes the conservation, restoration and enhancement of designated areas, ecological networks and green and blue infrastructure. This is likely to have a minor positive effect in relation to IIA objective **2: Health, wellbeing and safety**, as the policy will support improved access to nature-rich, green and blue spaces.

6.66 By enhancing green infrastructure and protecting designated areas, including the Thames Estuary Ramsar site, Sites of Special Scientific Interest (SSSIs), and Local Wildlife Sites, the policy is expected to benefit local air quality as vegetation will help to filter out air pollutants and reduce particulate matter. Furthermore, the policy requires appropriate pollution control measures and remediation, including in relation to air and water. Minor positive effects are therefore also expected against IIA objectives **9: Air quality** and **12: Water resource and quality**.

6.67 The policy supports the greening of the urban environment through nature-based solutions that address environmental challenges. This can help protect and improve soil quality by reducing erosion and contamination. Furthermore, the policy seeks to encourage effective planning for identified reserves of minerals. The policy also seeks to protect sites of Regional Geological Interest from adverse development impacts through appropriate assessment and identification of mitigation measures. Minor positive effects are therefore expected against IIA objectives **10: Soils** and **11: Resource consumption and waste**.

6.68 The policy's support for protecting designated areas and integrating green and blue infrastructure within development will help to enhance the Borough's capacity for carbon sequestration and storage as well as supporting resilience to climate change. The policy also prioritises nature-based solutions to address environmental

challenges, including climate change. Therefore, a minor positive effect is expected in relation to **IIA objective 13: Climate change and energy**.

6.69 A minor positive effect is also expected against IIA objective **14: Flood risk**. The support set out in the policy for the delivery of green and blue infrastructure within development is likely to help address flood risk in the plan area. The policy approach is for the green infrastructure network created to be integrated as part of flood defences in Thurrock.

6.70 The policy is expected to have a significant positive effect in relation to **IIA objective 15: Biodiversity and geodiversity**. This reflects the overarching policy approach to ensure that the natural environment is protected, conserved and enhanced. The policy requires that new development achieves a minimum of 10% Biodiversity Net Gain and supports the objectives of the Greater Essex Nature Recovery Strategy, which will help to restore habitats and increase ecological connectivity.

6.71 The policy requires that development should consider the characteristics and tranquillity of the plan area's landscapes. Therefore, a minor positive effect is expected against IIA objective **17: Landscape, townscape and visual impacts**.

SP08 – Infrastructure

6.72 Policy SP07 – Infrastructure sets out the approach for the delivery of new social and physical infrastructure to support growth in Thurrock. The policy stipulates that new and improved strategic infrastructure will be delivered through working in cooperation with public and private partner organisations. Additionally, large development proposals will be masterplanned and phased to ensure the co-ordinated delivery of new infrastructure. Further to this, S106 Agreements will be used to secure on-site and off-site delivery of infrastructure. The delivery of infrastructure to support development, such as healthcare and education facilities in a coordinated manner will help to sustain communities and ensure that residents benefit from nearby services and facilities. The approach is likely to help reduce health inequalities and ensure access to services that are required by many members of

local communities. Therefore, minor positive effects are expected in relation to IIA objectives **2: Health, wellbeing and safety**, **3: Education and skills**, **3: Community cohesion** and **5: Equalities**, and a significant positive effect is expected in relation to **IIA objective 4: Access to services and facilities**.

6.73 The policy supports cooperation between public and private partners to deliver new or improved strategic transport infrastructure, including major highways and public transport schemes. This will help to ensure that public transport links are enhanced, which will improve connectivity and accessibility. However, there is some potential that the highways improvements delivered will facilitate ongoing car use. A mixed significant positive and minor negative effect is therefore expected for the policy in relation to **IIA objective 8: Transport**. Additionally, by supporting improvements to public transport schemes, the policy could encourage a shift away from private car use, which will help to reduce congestion, and minimise associated greenhouse gas emissions air pollution. The potential for modal shift to be achieved may be limited by the delivery of more substantial highways improvements in the area which could accommodate increased private cars on Thurrock's roads. Therefore, mixed significant positive and minor negative effects are expected in relation **IIA objectives 9: Air quality** and **13: Climate change and energy**. In addition, by supporting collaboration with promoters of Nationally Significant Infrastructure Projects (such as the Lower Thames Crossing and the Norwich to Tilbury Electricity Transmission Connection), the policy will help to mitigate potential impacts and maximise economic and community benefits for Thurrock's residents and businesses. A minor positive effect is therefore also expected against **IIA objective 7: Economy and employment**.

6.74 The policy also supports the delivery of utilities infrastructure including in relation to water. As such the policy is likely to support the transport and treatment of wastewater and drinking water and a minor positive effect is recorded in relation to IIA objective **12: Water resources and quality**.

SP09 – Transport and Movement

6.75 Policy SP09 – Transport and Movement sets out that development should contribute towards the delivery of a sustainable transport movement, focusing on promoting multi-modal transport and encouraging and enabling active travel including walking and cycling. This is likely to have a minor positive effect in relation to **IIA objective 2: Health, wellbeing and safety** as increasing people's likelihood of travelling using active modes will benefit their mental and physical health.

6.76 As part of its approach to promoting sustainable travel choices, the policy sets out a focus on multi-modal transport and increasing affordable travel options, which will help to create a more inclusive transport network, reducing inequalities in mobility. Additionally, the policy seeks to improve conditions for safe, convenient, comfortable, inclusive and accessible walking, wheeling and cycling, which is likely to benefit those who might otherwise be vulnerable when travelling and is also likely to encourage interactions between residents and help people feel more connected within their neighbourhoods. Therefore, minor positive effects are expected against **IIA objectives 3: Community cohesion** and **5: Equalities**.

6.77 The overarching aim of the policy is to promote and deliver sustainable transport choices by focusing on multi-modal transport, enabling and enhancing walking, cycling, and public transport, and by improving conditions and infrastructure to support these modes. This will help to reduce reliance on private vehicles and encourage sustainable and active alternatives to motorised vehicles. While the policy also supports transport infrastructure schemes which might be seen as facilitating car use, they are to be supported where they will reduce congestion and improve air quality and journey times. Therefore, a significant positive effect is expected against **IIA objective 8: Transport**. Achieving modal shift in the plan area is likely to benefit local air quality and reduce greenhouse gas emissions. Minor positive effects are therefore also expected in relation to **IIA objectives 9: Air quality** and **13: Climate change and energy**. Furthermore, the policy could also facilitate the growth of sustainable and low-carbon transport technologies, such as electric and hydrogen-powered vehicles.

6.78 The policy sets out protection for wharf and jetties to promote the use of the River Thames for freight and passenger movements. While this approach may help to reduce the number of vehicles on Thurrock's roads, there is potential for travel of this type to contribute to pollution in the Borough's waterbodies and therefore a minor negative effect is recorded in relation to IIA objective **12: Water resources and quality**.

SP10 – Circular economy and waste

6.79 Policy SP10 – Circular economy and waste seek to drive waste management up the waste hierarchy by ensuring that developments minimise waste generated during construction and occupation, maximising the re-use, recycling, and recovery of materials. The policy aims to reduce the negative environmental impacts associated with waste management as well as ensure that waste recovery and disposal occur without risk to human health or the environment. This will help to reduce pollution, odour, and potential contamination, contributing to better health and wellbeing outcomes for residents. Limiting the amount of waste sent to landfill will also reduce the potential for soil leaching and pollution of groundwaters as well as associated impacts on ecosystems. Therefore, minor positive effects are expected against IIA objectives **2: Health, wellbeing and safety**, **10: Soils, 12: Water resources and quality and 15: Biodiversity and geodiversity**.

6.80 The policy supports the incorporation of circular economy principles in development. It seeks to prioritise waste prevention, re-use, recycling and recovery over disposal and the creation of a sustainable network of waste management facilities. Additionally, provision for waste management capacity will be made in line with local and regional requirements, and new landfill development will generally be resisted, except where necessary for restoration schemes. The policy also safeguards and supports facilities that operate at a high standard for the handling of construction, demolition, and excavation waste, encouraging the production of secondary aggregates, and makes provision for the responsible management of hazardous waste where there is a demonstrated local need. As such, a significant positive effect is expected in relation to **IIA objective 11: Resource consumption and waste**.

6.81 Given that the policy supports waste management facilities in sustainable locations to meet a predicted capacity deficit, it may help reduce the need for transporting waste over longer distances. Therefore, a minor positive effect is expected in relation to IIA objective **8: Transport**. Minor positive effects are also expected in relation to IIA objectives **9: Air quality** and **13: Climate change and energy** given the potential to limit air pollution and carbon emissions associated with vehicular travel. The policy stipulates that waste management will be driven up the waste hierarchy by treating waste as a resource, with opportunities explored to contribute to local renewable energy objectives. This part of the policy is likely to contribute to the positive effect expected in relation to IIA objective 13**.**

6.82 The policy states that new development for waste management will not be permitted in the Green Belt, unless part of a necessary restoration scheme and proposals conform with Green Belt policy. While the Green Belt designation does not directly align with landscape value, the policy approach is likely to protect the openness and rural character displayed in parts of the Green Belt. The policy also seeks to co-locate waste management activities within appropriate industrial, employment and port areas identified on the Policies Map. Therefore, a minor positive effect is expected in relation to IIA objective **17: Landscape, townscape and visual impacts**.

SP11 – Minerals

6.83 Policy SP11 – Minerals is set out to safeguard the mineral supply and associated infrastructure including aggregate wharves and processing sites. It also seeks to encourage recycled aggregate production. This is likely to provide long-term economic stability, ensuring that the construction sector has a reliable and sustainable supply of materials and therefore a minor positive effect is expected in relation to IIA objective **7: Economy and employment**.

6.84 The policy states that all site allocations for mineral extraction identified in the Local Plan will be based on areas identified as Mineral Safeguarding Areas (MSA). These areas will be safeguarded from non-mineral related development. This will

help to protect mineral resources from unnecessary sterilisation, and therefore a minor positive effect is expected against IIA objective **10: Soils**.

6.85 The policy seeks to ensure the prudent use of Thurrock's mineral resources, permitting mineral working only where there is an identified need. The policy also encourages the use of recycled and secondary aggregates which will reduce pressure on natural resources and help to support a circular economy. As such, a significant positive is expected in relation to IIA objective **11: Resource consumption and waste**.

Place and site allocation policies

6.86 The plan includes 'Place Policies' that address land use considerations specific to the main areas of Thurrock:

- Grays, West Thurrock and Purfleet-on-Thames
- Tilbury, East Tilbury and Chadwell St Mary
- Stanford-le-Hope and Corringham
- Aveley and South Ockendon
- Rural Thurrock
- West Horndon

6.87 The plan also includes a number of strategic and non-strategic site allocation policies for each of these areas. The appraisal of the site allocation policies is presented after each of the place policies for the area of Thurrock within which those sites are located. Given their importance for the development of the area within which they lie, each of the strategic site allocation has been appraised separately. The non-strategic allocations have been grouped together for appraisal.

6.88 As described in **Chapter 2**, the appraisal of the site allocation policies in this chapter of the IIA takes the 'policy-off' appraisal of the equivalent site option as the starting point. It then considers whether this would be affected by the specific

requirements of the site allocation policy, as included in the Local Plan document (i.e. the ‘policy-on’ appraisal).

6.89 The appraisal of the site allocation policies in this chapter of the IIA does not consider the wider suite of development management style policies include in the Local Plan. It is recognised that these policies could help to achieve further mitigation of negative effects identified and enhancement of positive effects identified for the site allocations. The effects of these development management policies are considered individually later in this chapter and the cumulative effects of the plan policies are considered in **Chapter 7**.

Grays, West Thurrock and Purfleet-on-Thames

6.90 This section presents the appraisal findings for the vision and place policies included under the ‘Grays, West Thurrock and Purfleet-on-Thames’ heading of the Local Plan. The policies included are:

- PP01 - Purfleet Port
- PP02 - Lakeside Regional Town Centre
- PP03 - Grays Town Centre
- PP04 - Local Green Space in Grays, West Thurrock and Purfleet-on-Thames

6.91 The effects are summarised in Table 6.3 and described below the table.

Table 6.3: Appraisal findings for the vision and place policies relating to Grays, West Thurrock and Purfleet-on-Thames

IIA objective	Vision and place policies relating to Grays, West Thurrock and Purfleet-on-Thames
1: Housing	+
2: Health, wellbeing and safety	++
3: Community cohesion	+
4: Access to services and facilities	++
5: Equalities	+
6: Education and skills	+
7: Economy and employment	++
8: Transport	+
9: Air quality	+
10: Soils	+
11: Resource consumption and waste	0
12: Water resources and quality	+
13: Climate change and energy	+
14: Flood risk	+
15: Biodiversity and geodiversity	++
16: Historic environment	+
17: Landscape, townscape and visual impacts	+

6.92 The vision and place policies collectively support housing delivery by allowing for residential development as part of a mix of uses in Lakeside Regional Town Centre (PP02 - Lakeside Regional Town Centre) and on first floors and above with Grays Town Centre (PP03 - Grays Town Centre). Furthermore, the vision for the

area includes new neighbourhoods to the north-east of Grays and the regeneration of Blackshots at which new housing will be delivered. As such, a minor positive effect is likely in relation to IIA objective **1: Housing**.

6.93 Development and regeneration in Lakeside and Grays Town Centre as supported in Policies PP02 - Lakeside Regional Town Centre and PP03 - Grays Town Centre, will improve access to services and facilities through new retail, leisure and town centre uses. Furthermore, at these locations the policies support increased opportunities for active and public travel which will benefit accessibility for a range of potential users. As such a significant positive effect is expected in relation to IIA objective **4: Access to services and facilities**.

6.94 Given the support set out in the policies for travel by healthier and less pollution modes of transport, positive effects are also expected in relation to IIA objectives **2: Health, wellbeing and safety**, **3: Community cohesion**, **4: Access to services and facilities**, **5: Equalities**, **8: Transport**, **9: Air quality** and **13: Climate change and energy**. It is expected that the incorporation of services and facilities in locations where residents can access them will benefit their health and wellbeing as well as social integration in the area. The evolution of Lakeside into a fully functioning regional town centre where an amount of residential development will be provided and residents can meet many of their day to day needs, is likely to help reduce car dependency in the area. Furthermore, the maintenance of Purfleet Port (PP01 – Purfleet Port) will support employment in the area and could promote self-containment, thereby limiting the need for commuting outside of the plan area. The incorporation of green space at Lakeside and Grays Town Centre as well as the designation of Local Green Spaces across the area (Policy PP04 – Local Green Space in Grays, West Thurrock and Purfleet-on-Thames) will have additional benefits in relation to IIA objective 2: Health, wellbeing and safety. Given the important role these areas are likely to play in relation to providing space for physical activity, the positive effect expected in relation to this IIA objective is significant.

6.95 The diversification of town centre uses in Lakeside Regional Town Centre and Grays Town Centre (PP02 - Lakeside Regional Town Centre and PP03 - Grays Town Centre) is to include education facilities. Furthermore, safeguarding Purfleet Port for port operational activities in line with Policy PP01, will support economic growth that could benefit residents in the area. As such, positive effects are likely in

relation to IIA objectives **6: Education and skills** and **7: Economy and employment**. Given the importance of the port area for the international trade and the UK economy, the opportunities for economic growth that the related place policy could support, are likely to be substantial. Therefore, the positive effect recorded in relation to IIA objective 7 is significant.

6.96 Town centre regeneration and public realm improvements at Grays is supported by PP03 – Grays Town Centre. This location and Purfleet Port already accommodate relatively high levels of development and this approach could support more efficient use of land resources in Thurrock. A minor positive effect is therefore expected in relation to IIA objective **10: Soils**. The approach of supporting regeneration in the Borough could also help to enhance the townscape and the settings of historic assets. The approach set out in PP03 allows for the redevelopment of the former State Cinema in Grays, where it is sympathetic to the building's history and its designation as a Grade II Listed Building. As such, minor positive effects are likely in relation to IIA objectives **16: Historic environment** and **17: Landscape, townscape and visual impacts**.

6.97 Landscape setting could also benefit from the designation of Local Green Spaces across this part of Thurrock as set out through Place PP04 - Local Green Space in Grays, West Thurrock and Purfleet-on-Thames. Designations of this type could also have benefits in relation to wildlife considering the NPPF definition of Local Green Space. Therefore, a significant positive effect is expected in relation to IIA objective **15: Biodiversity and geodiversity**. Given that maintaining areas of undeveloped green space in the Borough could also support the safe infiltration of surface water, minor positive effects are expected in relation to IIA objectives **12: Water resources and quality** and **14: Flood risk.**

Strategic Site Allocation Policies

6.98 This section presents the appraisal findings for the Strategic Site Allocation Policies included under the 'Grays, West Thurrock and Purfleet-on-Thames' heading of the Local Plan. The policies included are:

- SS01 - Grays Shopping Centre, High Street, Grays

- SS02 - Purfleet-on-Thames Regeneration
- SS03 - Former Arena Essex site and fishing lake, Lakeside

SS01 - Grays Shopping Centre, High Street, Grays

6.99 Policy SS01 sets out the development of the Grays Shopping Centre site for a mixed use scheme for the delivery of at least 600 homes, alongside retail, commercial, leisure and community use floorspace.

6.100 The site allocation was appraised policy-off as site option 61171.

Table 6.4: Appraisal findings for SS01 - Grays Shopping Centre, High Street, Grays

IIA objective	Site option 61171	SS01
1: Housing	N/A	++
2: Health, wellbeing and safety	+	++
3: Community cohesion	N/A	+
4: Access to services and facilities	+	++
5: Equalities	N/A	+
6: Education and skills	+	++
7: Economy and employment	+	+
8: Transport	N/A	+
9: Air quality	--	--
10: Soils	+	+
11: Resource consumption and waste	+	+
12: Water resources and quality	-	-
13: Climate change and energy	N/A	N/A

IIA objective	Site option 61171	SS01
14: Flood risk	--?	-?
15: Biodiversity and geodiversity	--	--/+
16: Historic environment	-	0
17: Landscape, townscape and visual impacts	0	+

6.101 SS01 allocates the site for the delivery of 600 homes. As such the site will make a substantial contribution to housing need in the plan area. The policy-off appraisal scoped out IIA objective **1: Housing** given that contribution to housing need would be considered through the appraisal of policies in the plan. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

6.102 The site is located relatively close to existing healthcare facilities, open space and PRoWs. However, it also lies within an AQMA and is affected by noise pollution associated with the railway line to the south. The requirement for the development to provide on-site or off-site healthcare as well as open space and play space could provide further benefits in relation to public health. Therefore, an improved significant positive effect is expected in relation to IIA objective **2: Health, wellbeing and safety**.

6.103 The allocation of the site to include retail, commercial, leisure and community use floorspace within the Grays town centre is likely to benefit access to services and facilities in the area. The active travel related improvements required as part of development of the site, including the provision of a pedestrian and cycle connection will also support benefits in this regard. This approach could strengthen the significant positive effect recorded policy-off for the site options in relation to IIA objective **4: Access to services and facilities**, reflecting the highly accessible location of the site in the town centre from which a range of services and facilities (including GPs and education facilities such as South Essex College) are within close walking distance. It is expected that providing services and facilities alongside new homes at the site would make good use of town centre location to benefit community cohesion and integration and to better meet the needs of range of users. Therefore,

minor positive effects are expected for IIA objectives **3: Community cohesion** and **5: Equalities** which were scoped out as part of the policy-off appraisal of site options. Given that the policy requires sufficient contribution to early years childcare, primary and secondary school and SEND provision on site or via off site contributions, the policy-off minor positive effect recorded in relation to IIA objective **6: Education and skills** is improved to a significant positive effect.

6.104 The allocation of the site for a mixed of uses including retail, leisure, commercial and community is likely to support the viability of the town centre it its located in. While this is likely to benefit the economy of Thurrock by bringing the site into a viable use that supports the functioning of the town centre, it would not deliver new employment land. As such no change is expected to the minor positive effect recorded for the sites policy-off in relation to IIA objective **7: Economy and employment.**

6.105 IIA objective **8: Transport** was scoped out of the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. Given the specific requirement in the policy for the site to be developed to deliver a range of active travel improvements, including a pedestrian and cycle connection, a minor positive effect is recorded in relation to IIA objective **8: Transport**. This could also have improvements for air quality. However, the location of the site within an AQMA means a policy-off significant negative effect was recorded in relation to IIA objective **9: Air quality**. Given that the policy does not set out requirements to mitigate existing air quality issues, no change is expected in relation to this effect.

6.106 Much of the site are affected by surface water flooding. The policy requires that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Furthermore, surface water drainage should be addressed on site which is likely to help mitigate the potential for impacts on new residents. Therefore, an improved minor negative effect is expected in relation to IIA objective **14: Flood risk**.

6.107 The site is located relatively close to Titan Works Local Wildlife Sites and within 1km of Grays Thurrock Chalk Pits SSSI. Therefore, a significant negative

effect was recorded policy-off in relation to IIA objective **15: Biodiversity and geodiversity**. The policy requires that that the site is developed to support enhancement of the surrounding landscape, principally through the Orsett Road woodland creation and enhancement. Given that the development is not required to directly address impacts on nearby designated biodiversity sites but considering the potential for development to contribute to woodland enhancement, a mixed minor positive and significant negative effect is expected for the policy in relation to IIA objective 15. The requirement for landscape enhancements could also support improvements in an area with low sensitivity to large scale housing delivery and as such an improved minor positive effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts**.

6.108 The site is close to a number of heritage assets including Listed Buildings the State Cinema and St Peter and St Paul's church. However, there are modern buildings between the site and the Listed Buildings. This is reflected in the policy-off minor negative effect recorded in relation to IIA objective **16: Historic environment**. The policy sets out that the massing and scale of development should be design-led and respond to nearby heritage assets with specific reference included to the cinema and church buildings. The policy sets out that development of the site should be informed by a Heritage Impact Assessment and an Archaeological Desk Assessment in consultation with Historic England. As such an improved effect is expected in relation to IIA objective 16. The improved effect is negligible in acknowledgement that there is potential for residual adverse impacts given the close proximity of the development site to heritage assets within the town centre.

SS02 - Purfleet-on-Thames Regeneration

6.109 SS02 sets out the development of the Purfleet-on-Thames Regeneration site for a mixed use scheme for the delivery of approximately 3,000 homes, alongside a new mixed-use centre with a range of retail, leisure, community and commercial facilities. The site will also provide employment areas and a primary school.

6.110 The site allocation was appraised policy-off as site option 61209.

Table 6.5: Appraisal findings for SS02 - Purfleet-on-Thames Regeneration

IIA objective	Site option 61209	SS02
1: Housing	N/A	++
2: Health, wellbeing and safety	+	+
3: Community cohesion	N/A	+
4: Access to services and facilities	+	++
5: Equalities	N/A	+
6: Education and skills	+	++
7: Economy and employment	--	+
8: Transport	N/A	++
9: Air quality	--	--
10: Soils	+	+
11: Resource consumption and waste	+	+
12: Water resources and quality	0	0
13: Climate change and energy	N/A	N/A
14: Flood risk	--?	--?
15: Biodiversity and geodiversity	--	--/+
16: Historic environment	--	-
17: Landscape, townscape and visual impacts	0	+

6.111 SS02 allocates the site for the delivery of 3,000 homes. As such the site will make a substantial contribution to housing need in the plan area. The policy-off appraisal scoped out IIA objective **1: Housing** given that contribution to housing need would be considered through the appraisal of policies in the plan. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

6.112 The site is located relatively close to existing healthcare facilities, PRoWs and open space. However, it is relatively close to an AQMA, contains an area of open space that could be lost to development and is affected by noise pollution associated with the railway line that runs through part of the site. The site also contains uses (waste treatment) that could affect residential amenity as a result of odours, however, it is expected that these uses would cease if development was to occur. The requirement for the development to provide on-site or off-site healthcare as well as open space, sport facilities and play space could provide further benefits in relation to public health. Therefore, an improved minor positive effect is expected in relation to IIA objective **2: Health, wellbeing and safety**.

6.113 The allocation of the site to include a range of retail, leisure, community and commercial facilities and a primary school within a new centre is likely to benefit access to services and facilities in the area. The public and active travel related improvements required as part of development of the site, including the provision of a new railway station, railway bridges to avoid severance in the area and strategic east–west pedestrian and cycling connection will also support benefits in this regard. This approach is likely to help improve the minor positive effect recorded policy-off for the site option in relation to IIA objective **4: Access to services and facilities** to a significant positive effect. The policy-off appraisal reflected the location of the site relatively close to a primary school, secondary school and GP surgery within Purfleet-on-Thames as well as bus stops and a railway station, but not close to any existing centres. It is expected that providing services and facilities as part of new centre in the Borough alongside new homes will provide a focus for the community thereby contributing to cohesion and integration and providing for the needs of range of users. Therefore, minor positive effects are expected for IIA objectives **3: Community cohesion** and **5: Equalities** which were scoped out as part of the policy-off appraisal of site options. Given that the policy requires the delivery of a primary school with early years childcare provision on site and sufficient contribution to secondary school and SEND provision on site or via off site contributions, the policy-off minor positive effect recorded in relation to IIA objective **6: Education and skills** is improved to a significant positive effect.

6.114 The site was appraised policy-off as having a significant negative effect given its location some distance from the nearest town or local centre. The allocation of the site for development, including a new centre is likely to support employment

opportunities in the area. Furthermore, the allocation of the site to include new employment area(s) that cater to start ups and small and medium sized business will directly benefit economic growth in Thurrock. As such an improved minor positive effect is expected in relation to IIA objective **7: Economy and employment.**

6.115 IIA objective **8: Transport** was scoped out of the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. Given the specific requirement in the policy for the site to be developed to deliver a range of public and active travel improvements, including the provision of a new railway station, railway bridges to avoid severance in the area and strategic east–west pedestrian and cycling connection, an improved significant positive effect is recorded in relation to IIA objective **8: Transport**. This could also have improvements for air quality. However, the location of the site close to parts of an AQMA means a policy-off minor negative effect was recorded in relation to IIA objective **9: Air quality**. Given that the policy does not set out requirements to mitigate existing air quality issues, no change is expected in relation to this effect.

6.116 The site is located adjacent to part of Purfleet Chalk Pits SSSI. It also includes part of Purfleet Thames-side Local Wildlife Site. Therefore, a significant negative effect was recorded policy-off in relation to IIA objective **15: Biodiversity and geodiversity**. The policy requires the development of the site to provide habitat creation, enhancement and restoration with regard to the Local Nature Recovery Strategy and improve connectivity towards the Rainham Marshes which are to the west. Given that the development is not required to directly address impacts on nearby designated biodiversity sites but considering the potential for development to support the objectives of the Local Nature Recovery Strategy and contribute to wider habitat connectivity, a mixed minor positive and significant negative effect is expected for the policy in relation to IIA objective 15.

6.117 The site takes in part of the Purfleet-on-Thames Conservation Area to the west which also contains a number of listed buildings meaning there is potential for adverse impacts on the settings of heritage assets as part of development. This is reflected in the policy-off significant negative effect recorded in relation to IIA objective **16: Historic environment**. The policy sets out that design of development should consider Purfleet-on-Thame's history as part of its design. Furthermore, it should respond positively to the conservation area. As such an improved effect is

expected in relation to IIA objective 16. The improved effect is minor negative in acknowledgement that there is potential for residual adverse impacts given the presence of the conservation area within part of development site.

6.118 The site falls within an area of low and very low sensitivity to large scale housing development. The policy requires that development should reflect landscape integration opportunities identified in the Landscape Sensitivity and Capacity Study. This approach is likely to support improvements in landscape character in an area with limited sensitivity and as such an improved minor positive effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts**.

SS03 - Former Arena Essex site and fishing lake, Lakeside

6.119 SS03 sets out the development of the Former Arena Essex site and fishing lake, Lakeside site for a data centre campus. The site will also deliver a new publicly accessible open space.

6.120 The site allocation was appraised policy-off as site option 60981.

Table 6.6: Appraisal findings for SS03 - Former Arena Essex site and fishing lake, Lakeside

IIA objective	Site option 60981	SS03
1: Housing	N/A	N/A
2: Health, wellbeing and safety	-	+
3: Community cohesion	N/A	N/A
4: Access to services and facilities	+	++
5: Equalities	N/A	N/A
6: Education and skills	+	+
7: Economy and employment	+	++

IIA objective	Site option 60981	SS03
8: Transport	N/A	+/-
9: Air quality	-	+/-
10: Soils	+	+
11: Resource consumption and waste	+	+
12: Water resources and quality	-	0
13: Climate change and energy	N/A	+
14: Flood risk	--	-
15: Biodiversity and geodiversity	--	--/+
16: Historic environment	-	-
17: Landscape, townscape and visual impacts	-	0

6.121 The site is located relatively close to existing areas of open space. However, it is less well related to existing healthcare facilities and is relatively close to an AQMA and areas affected by noise from the nearby A282 and A13. As such there is potential site users to be affected by air and noise pollution. The requirement for the development to provide access to the Mar Dyke for recreation and for open space provision around the existing lake is likely to promote healthier lifestyle choices amongst employees. Furthermore, development is required to be supported by noise and air quality assessments with appropriate mitigation to be incorporated thereby limiting the potential for site users to be adversely affected by these types of pollution. Therefore, an improved minor positive effect is expected in relation to IIA objective **2: Health, wellbeing and safety**.

6.122 The site is located at the north western edge of the urban area at Grays adjacent to Lakeside Regional Centre as well as exiting areas of open space. It is also relatively well related to Chafford Hundred railway station and several bus stops. However, it is less well related to other services and facilities that employees might otherwise make use of during breaks and before and after work. The site is located within an area where 30-40% of commuters to the area use public transport or active

modes. The development will not support new or improved services and facilities in the area. However, the allocation of the site is to deliver pedestrian and cycle routes connecting the site with the surrounding areas including Chafford Hundred and Lakeside for access to public transport which could improve access to services further afield. A multifunctional green corridor will also be provided on site. This approach could help improve the minor positive effect recorded policy-off for the site option in relation to IIA objective **4: Access to services and facilities** to a significant positive effect. Development of a new datacentre campus is not expected to greatly benefit community cohesion. It is also unlikely to have particular benefits for those from protected characteristics. Therefore, no changes are recorded in relation to IIA objectives **3: Community cohesion** and **5: Equalities** which were previously scoped out of the appraisal.

6.123 The policy requires that the development supports training opportunities for local people. This could help strengthen the minor positive effect recorded policy-off for the site in relation to IIA objective **6: Education and skills**. The effect previously recorded reflects the benefit new employment land will provide for the area in terms of increasing opportunities for training, regardless of the any specific policy requirement. However, the policy requirement is not considered to be of a scale to result in a significant positive effect and therefore the policy-off minor positive effect recorded in relation to IIA objective 6 remains applicable.

6.124 The site was appraised policy-off as having a minor positive effect given its location close to a town centre and the large amount of employment growth it would support. The specification of the site for data campus use through the policy will meet national employment needs. Furthermore, the development is required by the policy to provide employment for local people and to support local businesses through supply chains for construction. As such an improved significant positive effect is expected in relation to IIA objective **7: Economy and employment.**

6.125 IIA objective **8: Transport** was scoped out of the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. Given the specific requirement in the policy for the site to be developed to deliver improvements to the transport network, including public transport and active travel routes, such as crossing improvements on Arterial Road West, there is potential for an improved minor positive effect in relation to IIA objective 8. This is

combined with a minor negative effect given that the development is required to be supported by improvements to the local and strategic highways and sufficient vehicle parking which could lead to car dependency at the site. This is particularly likely given the site's location along the strategic road network in Thurrock. These requirements could have varying impacts on air quality in the area. The site is close to an AQMA and this is reflected in the policy-off minor negative effect that was recorded in relation to IIA objective **9: Air quality**. The policy requirement that development is supported by an air quality assessment with appropriate mitigation to be incorporated, is likely to help reduce the potential further air pollution because of development or operation of the site. However, given the varying impacts the travel related requirements for the site are likely to have in terms of air quality, a mixed minor positive and minor negative effect is recorded in relation to IIA objective 9.

6.126 The site contains a waterbody but only a part of the site to the east is within SPZ 1. The requirement for the development to maintain open space around the waterbody in the site and for surface water drainage should be addressed in an appropriate manner on site is likely to help limit the potential for run off to the waterbody and as such an improved negligible effect is recorded in relation to IIA objective **12: Water resources and quality**.

6.127 IIA objective **13: Climate change and energy** was previously scoped out of the appraisal of site options given that related issues will be most affected by the policy approach of the plan. Given that the development is required by the policy to minimise energy consumption and incorporate onsite renewable energy generation and energy storage, there is potential for the development to contribute to the mitigation of climate change. As such an improved minor positive effect is recorded in relation to IIA objective 13.

6.128 The site contains areas of Flood Zone 2 and is affected by surface water flood risk. This is reflected in the significant negative effect recorded policy-off in relation to IIA objective **14: Flood risk**. The policy requires that the development of the site minimises flood risk and is informed by a site-specific Flood Risk Assessment. As such flood risk at the site is expected to be appropriately mitigated an improved minor negative effect is expected in relation to IIA objective 14.

6.129 The site is located within 1km of Purfleet Chalk Pits SSSI. It also includes part of Arena Essex Local Wildlife Site and is adjacent to the Mar Dyke Valley Local Wildlife Site. Therefore, a significant negative effect was recorded policy-off in relation to IIA objective **15: Biodiversity and geodiversity**. The policy requires the development of the site to be supported by a green-blue infrastructure strategy and to deliver a multifunctional green corridor through the site, linking to the Mar Dyke River Valley, nearby priority habitats and woodland. In addition, the policy requires habitat creation, enhancement and restoration to have regard to the Local Nature recovery Strategy. Given that the development is not required to directly address impacts on nearby designated biodiversity sites (particularly in relation to the Local Wildlife Site much of which will be lost to development) but considering the potential for development to support wider habitat connectivity, a mixed minor positive and significant negative effect is expected for the policy in relation to IIA objective 15.

6.130 The site contains some recorded archaeological features, including former field boundaries, drainage ditches, peat deposits and evidence of chalk workings. However, previous extraction and later development mean that any remaining archaeological potential is likely to be limited, primarily to the northern part of the site. This is reflected in the policy-off minor negative effect recorded in relation to IIA objective **16: Historic environment**.

6.131 The policy sets out that the massing and scale of development should be design-led and respond to nearby heritage assets with specific reference included to the cinema and church buildings. The policy requires an Archaeological Desk Based Assessment to be submitted. The improved effect is negligible in acknowledgement that there is potential for residual adverse impacts given the close proximity of the development site to heritage assets within the town centre. No change is recorded for the effect expected in relation to IIA objective 16.

6.132 The site falls within an area of medium sensitivity to major warehouse/ industry development. The policy requires that development should be of a height, scale and massing to minimise visual impact and respond to the landscape context. Furthermore, boundary treatments should give particular attention to the northern and eastern edges to minimise visual impacts on the River Valley and surrounding landscape which is of much higher sensitivity. This approach is likely to help limit

impacts on landscape character and as such an improved negligible effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts**.

Non-strategic site allocation policies

6.133 This section presents the appraisal findings for the Strategic Site Allocation Policies included under the 'Grays, West Thurrock and Purfleet-on-Thames' heading of the Local Plan. The policies included are:

- NS01 - Blackshots Estate redevelopment (Site option 61088)
- NS02 - Land adjacent to Brookmans Avenue and North of Long Lane, Grays (Site option 61084)
- NS03 - Land North of Stifford Clays Road, Grays (Site option 60836)
- NS04 - Land East of the A1012, Grays (Site option 60835)
- NS05 - Land East of Malvern Road, Grays (Site option 60937)
- NS06 - Land North of Manor Road, Grays (Site option 61011)
- NS07 - Whitehall Works, Whitehall Lane, Grays (Site option 61178)
- NS08 - Telephone Exchange, Bradleigh Avenue, Grays (Site option 60444)
- NS09 - Land Adjacent Dell Road and Orsett Road, Grays (Site option 61195)
- NS10 - Gas Valve Compound Drake Road Chafford Hundred Grays (61202)
- NS11 - Rippleside Metalworks, Thames Road, Grays (Site option 60459)
- NS12 - Crown Road and Darnley Road Car Parks, Grays (Site option 61172)
- NS13 - Land at Hillside, Devonshire Close, Grays (Site option 60900)
- NS14 - Land North of Magnet Road, West Thurrock (Site option T33a)
- NS15 - Thurrock Shopping Park Site, West Thurrock (Site option 61010)
- NS16 - Kerneos Site, South of London Road, West Thurrock (Site option Part of T52)

- NS17 - Land east of Ship Lane adjacent to A1306 and Junction 31 of M25, Purfleet-on-Thames (Site option 61073)
- NS18 - Land South of Burnley Road, West Thurrock (Site option T81a)
- NS19 - Land East of Stoneness Road and North of Thurrock Sub Station, West Thurrock (Site option Part of T35a)
- NS20 - Land at eastern end of Manor Way Industrial Estate, Grays (T14a)
- NS32 - Land south of South Essex College, Thurrock Campus, Grays (Site option NS32)

6.134 The appraisal of each policy is included under each of the relevant headings below.

Table 6.7: Appraisal findings for NS01 to NS20 and NS32 - Grays, West Thurrock and Purfleet-on-Thames

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS01 policy off	N/A	+	N/A	+	N/A	+	--	N/A	0	+	+	-	N/A	0	--?	0	0
NS01 policy on	++	++	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	--?	0	0
NS02 policy off	N/A	+	N/A	0	N/A	+	--	N/A	0	-	--	-	N/A	0	--?	0	-
NS02 policy on	++	+	N/A	0	N/A	+	0	+	0	-	--	-	N/A	0	--	0	-

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS03 policy off	N/A	+	N/A	+	N/A	+	--	N/A	0	--	-	-	N/A	0	--?	--	-
NS03 policy on	++	++	N/A	+	N/A	+	--	+	0	+	+	-	N/A	0	--?	--	-
NS04 policy off	N/A	+	N/A	+	N/A	-	--	N/A	-	--	-	-	N/A	0	--?	0	-
NS04 policy on	++	++	N/A	+	N/A	0	--	+	-	--	-	-	N/A	0	--?	0	-
NS05 policy off	N/A	+	N/A	+	N/A	+	-	N/A	0	-	--	-	N/A	0	--?	0	0
NS05 policy on	++	+	N/A	+	N/A	+	-	+	0	-	--	-	N/A	0	--?	0	0

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS06 Policy off	N/A	+	N/A	+	N/A	+	-	N/A	0	+	+	--	N/A	--	--?	-	0
NS06 policy on	++	+	N/A	+	N/A	+	-	N/A	0	+	+	--	N/A	--	--?	-	0
NS07 policy off	N/A	+	N/A	+	N/A	++	-	N/A	0	+	+	-	N/A	0	-?	0	0
NS07 policy on	++	+	N/A	+	N/A	+	-	0	0	+	+	-	N/A	0	-?	0	0
NS08 policy off	N/A	+	N/A	++	N/A	++	0	N/A	-	+	+	-	N/A	--	--?	-	0
NS08 policy on	++	+	N/A	++	N/A	++	0	+	-	+	+	-	N/A	--	--?	-	0

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS09 policy off	N/A	+	N/A	++	N/A	++	0	N/A	-	-	--	-	N/A	0	--?	0	0
NS09 policy on	++	+	N/A	++	0	++	0	N/A	-	-	--	-	N/A	0	--?	0	0
NS10 policy off	N/A	+	N/A	+	N/A	-	-	N/A	-	--	--	-	N/A	0	--?	0	0
NS10 policy on	++	+	N/A	+	N/A	-	-	+	-	--	--	-	N/A	0	--	0	0
NS11 policy off	N/A	+	N/A	+	N/A	+	-	N/A	-	+	+	-	N/A	--	-?	0	0
NS11 policy on	++	+	N/A	+	N/A	+	+	+	-	+	+	-	N/A	--	-?	0	0

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS12 policy off	N/A	+	N/A	+	N/A	+	0	N/A	--	+	+	-	N/A	0	-?	-	0
NS12 policy on	++	++	N/A	+	N/A	+	0	+	--	+	+	-	N/A	0	-	-	0
NS13 policy off	N/A	+	N/A	+	N/A	+	-	N/A	-	-	-	-	N/A	0	--?	0	0
NS13 policy on	N/A	+	N/A	+	N/A	++	++	+	-	-	-	-	N/A	0	--?	0	0
NS14 policy off	N/A	+	N/A	0	N/A	+	0	N/A	-	+	+	-	N/A	0	--?	0	0
NS14 policy on	N/A	+	N/A	0	N/A	+	++	+	-	+	+	-	N/A	0	--	0	0

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS15 policy off	N/A	-	N/A	-	N/A	--	0	N/A	-	+	+	0	N/A	--	--?	0	0
NS15 policy on	N/A	-	N/A	-	N/A	++	++	+	-	+	+	0	N/A	-	--?	0	0
NS16 policy off	N/A	-	N/A	0	N/A	+	-	N/A	-	-	--	-	N/A	--	--?	0	0
NS16 policy on	N/A	-	N/A	0	N/A	+	++	N/A	-	-	--	-	N/A	--	--	0	0
NS17 policy off	N/A	-	N/A	-	N/A	-	0	N/A	-	--	-	-	N/A	--	--?	0	--
NS17 policy on	N/A	-	N/A	-	N/A	+	++	+	-	--	-	-	N/A	-	--?	0	--

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS18 policy off	N/A	-	N/A	0	N/A	+	-	N/A	0	-	-	-	N/A	--	--?	0	0
NS18 policy on	N/A	-	N/A	0	N/A	++	++	+	0	-	-	-	N/A	--	--?	0	0
NS19 policy off	N/A	+	N/A	0	N/A	+	0	N/A	-	-	--	-	N/A	--	--?	--	0
NS19 policy on	N/A	+	N/A	0	N/A	++	++	+	-	-	--	-	N/A	-	--?	--	0
NS20 policy off	N/A	+	N/A	0	N/A	+	+	N/A	0	+	+	-	N/A	--	--?	0	0
NS20 policy on	N/A	+	N/A	0	N/A	++	++	+	0	+	+	-	N/A	-	--?	0	0

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS32 policy off	N/A	+	N/A	+	N/A	++	0	N/A	0	0	-	-	N/A	-	-	-	-
NS32 policy on	N/A	+	N/A	+	N/A	++	0	N/A	0	0	-	-	0	-	-	-	-

IIA objective 1: Housing

6.135 Policies NS01-NS12 will deliver a small number of homes within Grays, West Thurrock and Purfleet-on-Thames. The policy-off appraisal scoped out **IIA objective 1: Housing** given that contribution to housing need would be considered through the appraisal of policies in the plan. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

IIA objective 2: Health, wellbeing and safety

6.136 Many of the non-strategic site allocations in this part of the area are located close to a GP surgery. The majority are located near a Public Rights of Way or cycle path and the majority require improvements to the rights of way and cycle network. Therefore the majority of the sites are expected to have at least a minor positive effect in relation to **IIA objective 2: Health, wellbeing and safety**. The policy wording for some of the non-strategic sites requires the provision of public realm, open space and amenity space. therefore, an improved score is expected for policies NS01, NS03, NS04 and NS12.

IIA objective 3: Community cohesion

6.137 IIA objective 3: Community cohesion which were scoped out as part of the policy-off appraisal of site options. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 4: Access to services and facilities

6.138 The majority of the non-strategic site allocations are located in close proximity to some services including primary schools, GP surgeries and some sustainable transport options such as Public Rights of Way and bus stops. Some are closer to

town centres. Therefore, largely positive effects are expected for the non-strategic site allocations NS01-NS20. The policy wording requires the provision of on site and off site infrastructure improvements, however, the exact infrastructure improvements are unknown. Therefore, the policy-on scores are the same.

IIA objective 5: Equalities

6.139 IIA objective 5: Equalities which were scoped out as part of the policy-off appraisal of site options. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 6: Education and skills

6.140 The majority of the non-strategic sites delivering housing are located near a primary school. Some are close to secondary schools, although the catchment area for these is larger. The effects have been amended in the table accordingly. Some of the non-strategic site allocations support the provision of early years childcare, primary and secondary school, SEND and post 16. Therefore, largely positive effects are expected in relation to **IIA objective 6: Education and skills**. For the employment sites, where the on policy includes provision for training and education, the effects have been amended accordingly to a significant positive effect. Similarly, sites which will offer employment are considered to score highly against this criteria.

IIA objective 7: Economy and employment

6.141 The employment sites are expected to deliver positive effects in relation to **IIA objective 7: Economy and employment**. Those residential sites close to employment areas have also expected to deliver at least minor positive effects. Many of the site policies make provision for improved connectivity, which would contribute to improved effects under this objective.

IIA objective 8: Transport

6.142 IIA objective 8: Transport was scoped out as part of the policy-off appraisal of site options. A number of the site policies (NS02, NS03, NS04, NS05, NS08 and NS10 – NS20) require improvements to the movement network, including by foot and by bicycle. The on policy effects for these sites has been amended accordingly.

IIA objective 9: Air quality

6.143 The majority of the site policies don't explicitly make provision for air quality issues, although many do incorporate a need to improve connectivity by modes other than vehicle. Only NS03 requires development to be supported by an Air Quality Assessment. In the regard, the effects for the on policy sites remains the same as recorded for off policy in relation to **IIA objective 9: Air quality**.

IIA objective 10: Soils

6.144 Some of the non-strategic allocations consist of largely Grade 3 agricultural land. Therefore, a minor negative effect is expected in relation to **IIA objective 10: Soils**. A significant negative effect is expected in relation to the non-strategic allocations that largely consist of Grade 2 agricultural land. However, almost half the non-strategic site allocations fall within urban land and therefore a minor positive effect is expected in relation to this IIA objective. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 11: Resource consumption and waste

6.145 Given the split of non-strategic sites that are located on greenfield land compared to urban land, a mix of positive and negative effects are expected in relation to **IIA objective 11: Resource consumption and waste**. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 12: Water resources and quality

6.146 The non-strategic site allocations largely fall within either Source Protection Zone 2 or 3. Therefore, a minor negative effect is expected in relation to **IIA objective 12: Water resources and quality**. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 13: Climate change and energy

6.147 IIA objective 13: Climate change and energy were scoped out as part of the policy-off appraisal of site options. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 14: Flood risk

6.148 The large majority of the non-strategic site allocations do not have any flood risk. However, some of the sites are located in areas at risk of flooding, notably surface water flooding. Therefore, a mix of negligible and significant negative effect are expected in relation to IIA objective 14: Flood risk. Some of the policies require the submission of a Flood Risk Assessment which could help to minimise surface water flooding on site. Therefore, the negative effect for NS15 and NS17-20 has been reduced.

IIA objective 15: Biodiversity and geodiversity

6.149 All of the non-strategic site allocations score negatively against **IIA objective 15: Biodiversity and geodiversity** as they are located in close proximity to a national or local biodiversity asset or a priority habitat. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 16: Historic environment

6.150 The majority of non-strategic site allocations are not expected to have an effect on this IIA objective. Negative effects are expected in relation to **IIA objective 16: Historic environment** for non-strategic site allocations under policies NS03, NS06, NS08, NS12 and NS19 due to the sites close proximity to either Listed Buildings or scheduled Monuments. A large number of the site allocation policies require the submission of an Archaeological Desk based assessment, however, this is not expected to result in a significant change to the scores due to the scores being largely negligible effect.

IIA objective 17: Landscape, townscape and visual impacts

6.151 The majority of non-strategic sites fall within an area that is not sensitive to housing delivery. Only a small number of sites (NS02-NS04 and NS17) are expected to have negative effects on **IIA objective 17: Landscape, townscape and visual impacts** as the development as these sites fall within areas at a medium or high sensitivity to housing delivery. The wording within the policies does not contain any measures to minimise the impacts of development on the landscape and townscape. Therefore the policy off scores have been retained.

Tilbury, East Tilbury and Chadwell St Mary

6.152 This section presents the appraisal findings for the vision and place policies included under the ‘Tilbury, East Tilbury and Chadwell St Mary’ heading of the Local Plan. The policies included are:

- PP05 - Port of Tilbury, Tilbury 2 and Tilbury 3
- PP06 - Tilbury Ferry and Cruise Terminal
- PP07 - Tilbury District Centre
- PP08 - Local Green Space in Tilbury, East Tilbury and Chadwell St Mary
- PP09 – North Thames Marshes Ecology Masterplan

6.153 The effects are presented in the **Table 6.8** and described below the table.

Table 6.8: Appraisal findings for the place policies relating to Tilbury, East Tilbury and Chadwell St Mary

IIA objective	Vision and place policies relating to Tilbury, East Tilbury and Chadwell St Mary
1: Housing	+
2: Health, wellbeing and safety	++
3: Community cohesion	+
4: Access to services and facilities	++
5: Equalities	+
6: Education and skills	+
7: Economy and employment	++
8: Transport	++
9: Air quality	+
10: Soils	0
11: Resource consumption and waste	0
12: Water resources and quality	+/-
13: Climate change and energy	+
14: Flood risk	+
15: Biodiversity and geodiversity	++
16: Historic environment	+
17: Landscape, townscape and visual impacts	+

6.154 The vision and place policies support the delivery of new neighbourhoods in Chadwell St Mary, allowing for a mix of homes alongside schools, health facilities,

sports facilities and local shops and services. Furthermore, the centres of Tilbury, East Tilbury and Chadwell St Mary are envisioned as locations where residents can meet many of their day to day needs. Policy PP07 – Tilbury District Centre specifically sets out that development that improves community infrastructure, will be supported within the centre. Across the settlements in question, increased opportunities for active and public travel will also be supported which is likely to benefit accessibility for a range of users. As such a significant positive effect is expected in relation to IIA objectives **2: Health, wellbeing and safety** and **4: Access to services and facilities**. The significant positive effect recorded for IIA objective 4 partly reflects the protection of Local Green Spaces through Policy PP08, which could provide opportunities for local people to partake of physical activities. Minor positive effects are likely in relation to IIA objectives **1: Housing, 3: Community cohesion, 5: Equalities** and **6: Education and skills.**

6.155 The vision for the area sets out that the expansion of the Port of Tilbury is to be achieved over the plan period through the delivery of Tilbury 3 which will contribute to the success of the Thames Freeport. Furthermore, Policy PP05 – Port of Tilbury, Tilbury 2 and Tilbury 3 sets out the specific policy approach for the safeguarding of the port including its employment/economic activity related uses. Given the importance of the port for local and national economic growth, as a nationally significant logistics and trade gateway, a significant positive effect is likely in relation to IIA objective **7: Economy and employment**.

6.156 The vision promotes enhanced public transport connectivity, setting out that by the end of the plan period, the centres of Tilbury, Wast Tilbury and Chadwell St May will be well connected with frequent public transport and a network of walking routes out into the neighbourhoods. Furthermore, Policy PP06 - Tilbury Ferry and Cruise Terminal sets out the approach to providing ferry crossings to Kent and new River bus services towards London. The upgrading of Tilbury Town Station is supported by Policy PP07 – Tilbury District Centre. As such the vision and place policies support more sustainable modes of travel that will help to reduce reliance on private vehicles. Positive effects are therefore likely in relation to IIA objectives **8: Transport**, as well as **9: Air quality** and **13: Climate change and energy** given the potential to limit air pollution and carbon emissions as modal shift occurs. Given the more substantial policy support set out for alternative modes of travel (including new river crossings

and upgrading of the railway station), the positive effect recorded in relation to IIA objective 8 is significant.

6.157 The designation of Local Green Spaces in the area (Policy PP08 – Local Green Space in Tilbury, East Tilbury and Chadwell St Mary) and setting out of requirements for ecological avoidance, mitigation and compensation in line with the North Marsh Thames Marshes Ecology Masterplan will benefit habitats and wildlife in the area. The area surrounding the River Thames within Thurrock benefits from several biodiversity designations, including parts of the Thames Estuary & Marshes Ramsar site, SPA and SSSI. Given the potential to protect land as Local Green Spaces and the strong policy protection set out in relation to the North Marsh Thames Marshes, a significant positive effect is likely in relation to **15: Biodiversity and geodiversity.** It is expected that the protection of these areas will support natural flood risk mitigation and infiltration of surface water. Positive effects are therefore likely in relation to IIA objectives **12: Water resources and quality** and **14: Flood risk**. However, given that the promotion of travel by ferry and river bus in line with Policy PP06 - Tilbury Ferry and Cruise Terminal could result in the degradation of water quality in some areas, a minor negative effect is recorded in combination for IIA objective 12.

6.158 The refurbishment of the Grade II listed London Cruise Terminal and Riverside Railway Station as set out in the vision and Policy PP06 - Tilbury Ferry and Cruise Terminal is expected to enhance the historic environment in the area. Further town centre improvements and public realm works supported within Tilbury District Centre (Policy PP07 – Tilbury District Centre) are also likely to benefit the townscape and the settings of heritage assets. As such, minor positive effects are likely in relation to IIA objectives **16: Historic environment** and **17: Landscape, townscape and visual impacts**.

SS04 - Land West of East Tilbury

6.159 SS04 sets out the development of the Land West of East Tilbury site for a residential-led mixed use scheme for the delivery of approximately 830 homes, alongside adaptable retail, commercial, leisure and community use floorspace.

6.160 The site allocation was appraised policy-off as site option 60847. The boundary for the site allocation was revised to exclude some of the land within the north and the east of the site option that was initially appraised.

Table 6.9: Appraisal findings for SS04 - Land West of East Tilbury

IIA objective	Site option 60847	SS04
1: Housing	N/A	++
2: Health, wellbeing and safety	+	++
3: Community cohesion	N/A	+
4: Access to services and facilities	0	+
5: Equalities	N/A	+
6: Education and skills	-	+
7: Economy and employment	--	+
8: Transport	N/A	+
9: Air quality	0	+
10: Soils	--	--
11: Resource consumption and waste	--	--
12: Water resources and quality	--	-
13: Climate change and energy	N/A	N/A
14: Flood risk	0	0
15: Biodiversity and geodiversity	--	--/+
16: Historic environment	--	-
17: Landscape, townscape and visual impacts	--	-

6.161 SS04 allocates the site for the delivery of approximately 830 homes. As such the site will make a substantial contribution to housing need in the plan area. The policy-off appraisal scoped out IIA objective **1: Housing** given that contribution to

housing need would be considered through the appraisal of policies in the plan. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

6.162 The site is located close to existing healthcare facilities, open space and public rights of way. However, it is affected by noise pollution associated with the railway line that runs through the site and nearby roads. The requirement for the development to provide on-site healthcare facilities as well as open space and play space could provide further benefits in relation to public health. Therefore, an improved significant positive effect is expected in relation to IIA objective **2: Health, wellbeing and safety**.

6.163 The allocation of the site to include retail, commercial, leisure and community use floorspace near to East Tilbury is likely to benefit access to services and facilities in the area. The active travel related improvements required as part of development of the site, including the provision of a new multi-modal road bridge crossing the railway, active travel routes, pedestrian and cycle networks through the development and beyond and public transport will also support benefits in this regard. This approach could result in an improved significant positive effect for the site options in relation to IIA objective **4: Access to services and facilities**. This reflects the accessible location of the site from which a range of services and facilities (including a railway station, GP surgery and education facilities) are within close walking distance as well as the service provision to be delivered at the site. It is expected that providing services such as a new primary school, healthcare and community facilities and a new neighbour centre alongside new homes would benefit community cohesion and integration and meet the needs of range of users. Therefore, minor positive effects are expected for IIA objectives **3: Community cohesion** and **5: Equalities** which were scoped out as part of the policy-off appraisal of site options. Given that the policy includes requirements for a new primary school to be delivered at the site and also requires sufficient contribution to early years childcare, secondary school and SEND provision on site or via off site contributions, the policy-off minor negative effect recorded in relation to IIA objective **6: Education and skills** is improved to a minor positive effect.

6.164 The site would not deliver new employment land that might support economic growth in the area. However, the allocation of the site includes a new neighbourhood

centre and a mix of uses including retail, leisure, commercial and community which could support job creation in East Tilbury. As such an improved minor positive effect is recorded in relation to IIA objective **7: Economy and employment.**

6.165 IIA objective **8: Transport** was scoped out the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. Given the specific requirement in the policy for the site to be developed to deliver a range of active travel improvements, including the provision of a new multi-modal road bridge crossing the railway, active travel routes, pedestrian and cycle networks through the development and beyond and public transport, a minor positive effect is recorded in relation to IIA objective **8: Transport**. This could also have improvements for air quality. As the site is not located within an AQMA, a policy-off negligible effect was recorded in relation to IIA objective **9: Air quality**. However, due to these improvements, IIA objective 9 is improved to a minor positive effect.

6.166 The site contains a waterbody and lies partly within SPZ 1 and SPZ2. The requirement for surface water drainage should be addressed in an appropriate manner on site is likely to help limit the potential for run off to the waterbody and as such an improve minor negative effect is recorded in relation to IIA objective 1**2: Water resources and quality**.

6.167 The site is located relatively close to Low Street Pit and East Tilbury Pit Local Wildlife Sites and within 1km of the Thames Estuary and Marshes SPA and Mucking Flats and Marshes SSSI. Therefore, a significant negative effect was recorded policy-off in relation to IIA objective **15: Biodiversity and geodiversity**. The policy requires that the site is developed to support multifunctional green blue infrastructure incorporating landscaping and habitat creation, enhancement and restoration works to have regard to the Local Nature Recovery Strategy. Given that the development is not required to directly address impacts on nearby designated biodiversity sites but considering the potential for development to contribute to biodiversity enhancement, a mixed minor positive and significant negative effect is expected for the policy in relation to IIA objective 15.

6.168 The site is located in the East & West Tilbury Open Undulating Farmland landscape area which has high landscape sensitivity to substantial housing developments (between 300-999 homes) As such, a policy-off significant negative effect was recorded in relation to IIA objective **17: Landscape, townscape and visual impacts.** Policy requirements for landscape enhancements in the form of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study and landscape buffers are likely to help mitigate adverse effects and as such an improved minor negative effect is likely in relation to IIA objective 17. The improved effect acknowledges that there is potential for residual adverse impacts given the substantial nature of the development and the high sensitivity of the location.

6.169 The site is close to a number of listed buildings and the East Tilbury Conservation Area. This is reflected in the policy-off significant negative effect recorded in relation to IIA objective **16: Historic environmen**t. The policy sets out that the development should preserve and enhance the significance of nearby heritage assets and their setting, and the character and appearance of the East Tilbury Conservation Area. In addition, the policy sets out that development of the site should be informed by a Heritage Impact Assessment and an Archaeological Desk Assessment in consultation with Historic England. As such an improved effect is expected in relation to IIA objective 16. The improved effect is minor negative in acknowledgement that there is potential for residual adverse impacts given the close proximity of the development site to nearby heritage assets.

SS05 - Land East of Chadwell St Mary

6.170 SS05 sets out the development of the Land East of Chadwell St Mary site for a residential-led mixed use scheme for the delivery of approximately 2,000 homes, alongside adaptable retail, commercial, leisure and community use floorspace.

6.171 The site allocation was appraised policy-off as site option 60956. The boundary for the site allocation was revised to include some additional land to the south west of the site option that was initially appraised.

Table 6.10: Appraisal findings for SS05 - Land East of Chadwell St Mary

IIA objective	Site option 60956	SS05
1: Housing	N/A	++
2: Health, wellbeing and safety	0	+
3: Community cohesion	N/A	+
4: Access to services and facilities	+	++
5: Equalities	N/A	+
6: Education and skills	+	++
7: Economy and employment	-	+
8: Transport	N/A	+/-
9: Air quality	0	+/-
10: Soils	--	--
11: Resource consumption and waste	--	--
12: Water resources and quality	--	-
13: Climate change and energy	N/A	N/A
14: Flood risk	0	0
15: Biodiversity and geodiversity	--	--/+
16: Historic environment	--	-
17: Landscape, townscape and visual impacts	--	-

6.172 SS05 allocates the site for the delivery of approximately 2,000 homes. As such the site will make a large contribution to housing need in the plan area. The policy-off appraisal scoped out IIA objective **1: Housing** given that contribution to housing need would be considered through the appraisal of policies in the plan. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

6.173 The site is located close to existing healthcare facilities in Chadwell St Mary, as well as areas of open space and PRoWs, which supports access to recreation and community infrastructure. The proximity of the allocation to existing waste management facilities has the potential to give rise to adverse impacts, including odour. The requirement for the development to provide healthcare and community facilities as well as open space and play space could provide benefits in relation to public health. Therefore, an improved minor positive effect is expected in relation to IIA objective **2: Health, wellbeing and safety**.

6.174 The allocation of the site to include retail, commercial, leisure and community use floorspace near to Chadwell St Mary is likely to benefit access to services and facilities in the area. The active travel related improvements required as part of development of the site will also support benefits in this regard. These include safe and convenient pedestrian and cycle connections through the site to maximise connectivity into the existing walking and cycling network, Hoford Road green bridge and connections with Linford Road, Brentwood Road and safe walking and cycling routes to East Tilbury This approach could result in an improved significant positive effect for the site in relation to IIA objective **4: Access to services and facilities**, reflecting the highly accessible location of the site from which a range of services and facilities (including GPs and education facilities) are within close walking distance. It is expected that providing services such as a new primary school, healthcare and community facilities alongside new homes at the site would make good use of the sites central location to benefit community cohesion and integration and to better meet the needs of range of users. Therefore, minor positive effects are expected for IIA objectives **3: Community cohesion** and **5: Equalities** which were scoped out as part of the policy-off appraisal of site options. Given that the policy includes requirements for a new primary school and secondary school, the policy-off minor positive effect recorded in relation to IIA objective **6: Education and skills** is improved to a significant positive effect.

6.175 The allocation of the site for a mixed of uses including retail, leisure, commercial and community at a new neighbourhood centre is likely to support some level of job creation in the area. While this is likely to benefit the economy of Thurrock, it would not deliver new employment land. As such an improved minor positive effect is recorded for the sites policy-off in relation to IIA objective **7: Economy and employment.**

IIA objective **8: Transport** was scoped out the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. Given the specific requirement in the policy for the site to be developed to deliver a range of active travel improvements, including safe and convenient pedestrian and cycle connections through the site to maximise connectivity into the existing walking and cycling network, Hoford Road green bridge and connections with Linford Road, Brentwood Road and safe walking and cycling routes to East Tilbury, a minor positive effect is recorded in relation to IIA objective **8: Transport**. This is combined with a minor negative effect. The policy requirement for Linford Road to be upgraded from a rural and to semi-rural distributor road will support car dependency in the area. This could also have variable impacts on local air quality. As the site is not located within an AQMA, a policy-off negligible effect was recorded in relation to IIA objective **9: Air quality**. However, due to these improvements, IIA objective 9 updated to a mixed minor positive and minor negative effect.

6.176 The site contains a waterbody and lies within the total catchment of SPZ3. However, the policy includes a requirement for the development to positively address the waterbody by using it as a local feature. As such, an improved minor negative effect is recorded in relation to IIA objective 1**2: Water resources and quality**.

6.177 The site is located relatively close to a number of Local Wildlife Sites, including Rainbow Wood and Ashen Shaw, Linford Pit and Hob Hill & Sandy Lane Pit. It is also close to areas of priority habitat. Therefore, a significant negative effect was recorded policy-off in relation to IIA objective **15: Biodiversity and geodiversity**. The policy requires that the site is developed to establish green corridors and links to Wickam Park. Landscape design should incorporate tree planting, open space and other multifunctional green infrastructure. Given that the development is not required to directly address impacts on nearby designated biodiversity sites but considering the potential for development to contribute to biodiversity enhancement, a mixed minor positive and significant negative effect is expected for the policy in relation to IIA objective 15.

6.178 The site boundary is in close proximity to three Grade II listed buildings and directly adjacent to the West Tilbury Conservation Area. This is reflected in the policy-off significant negative effect recorded in relation to IIA objective **16: Historic environment**. The policy requires development proposals to be accompanied by a

Heritage Impact Assessment addressing the nearby three listed buildings and West Tilbury Conservation Area. It also states that the design, scale and layout of any scheme must consider impacts on the setting and significance of the listed buildings and conservation area. As such an improved effect is expected in relation to IIA objective 16. The improved effect is minor negative in acknowledgement that there is potential for residual adverse impacts given the proximity of the development site to nearby heritage assets.

6.179 The site is located in an area assessed as having landscape sensitivity to large scale development. As such, a policy-off significant negative effect was recorded in relation to IIA objective **17: Landscape, townscape and visual impacts.** Policy requirements for landscape enhancements to the surrounding landscape through the delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study may support improvements. Furthermore, the development should also provide a robust landscape buffer to the north and east of the site between the development and the overhead powerlines to act as a permanent Green Belt boundary. As such an improved minor negative effect is likely in relation to IIA objective 17. The improved effect is minor negative in acknowledgement that there is potential for residual adverse impacts given the substantial nature of the development site and the high sensitivity of the location.

SS06 - Land West of Brentwood Road, Chadwell St Mary

6.180 SS06 sets out the development of the Land West of Brentwood Road, Chadwell St Mary site for a residential-led mixed use scheme for the delivery of approximately 900 homes.

6.181 The site allocation was appraised policy-off as site options 60942. The boundary for the site allocation was revised to include some additional land to the north of the site option that was initially appraised.

Table 6.11: Appraisal findings for SS06 - Land West of Brentwood Road, Chadwell St Mary

IIA objective	Site option 60942	SS06
1: Housing	N/A	++
2: Health, wellbeing and safety	+	++
3: Community cohesion	N/A	+
4: Access to services and facilities	-	+
5: Equalities	N/A	+
6: Education and skills	-	+
7: Economy and employment	--	--
8: Transport	N/A	+
9: Air quality	0	+
10: Soils	--	--
11: Resource consumption and waste	--	--
12: Water resources and quality	-	-
13: Climate change and energy	N/A	N/A
14: Flood risk	0	0
15: Biodiversity and geodiversity	--	--/+
16: Historic environment	-	-
17: Landscape, townscape and visual impacts	--	-

6.182 SS06 allocates the site for the delivery of approximately 900 homes. As such the site will make a substantial contribution to housing need in the plan area. The policy-off appraisal scoped out IIA objective **1: Housing** given that contribution to housing need would be considered through the appraisal of policies in the plan. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

6.183 There re existing healthcare facilities in Chadwell St Mary, however, they are not particularly close to the allocation. The site is close to areas of open space and PRoW. The requirement for the development to make provision for healthcare and community facilities as well as open space and play space could provide benefits in relation to public health. Therefore, an improved significant positive effect is expected in relation to IIA objective **2: Health, wellbeing and safety**.

6.184 The site is relatively close to a number of GP surgeries and some educational facilities (including primary and secondary) but is some distance from any town or local centres, which contain a number important facilities. The site is well accommodated by bus services however and is in close proximity to a number of public rights of way and cycle paths. The active travel related improvements required as part of development of the site, including the provision of footway and cycleway facilities at multiple points to link the new development with the existing settlement and enhancements to the existing public rights of way and bridleways will also support benefits in this regard. This approach could result in an improved minor positive effect for the site in relation to IIA objective **4: Access to services and facilities**. It is expected that providing a primary school with early years childcare provision at the site as well as retail, healthcare and community facilities would benefit community cohesion and integration and better meet the needs of range of users. Therefore, minor positive effects are expected for IIA objectives **3: Community cohesion** and **5: Equalities** which were scoped out as part of the policy-off appraisal of site options. Given that the policy's requirements for education improvements, the policy-off minor negative effect recorded in relation to IIA objective **6: Education and skills** is improved to a minor positive effect.

6.185 IIA objective **8: Transport** was scoped out the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. Given the specific requirement in the policy for the site to include the provision of footway and cycleway facilities at multiple points to link the new development with the existing settlement and enhancements to the existing public rights of way and bridleway, a minor positive effect is recorded in relation to IIA objective **8: Transport**. This could also have improvements for air quality. As the site is not located within an AQMA, a policy-off negligible effect was recorded in relation to IIA objective **9: Air quality**. However, due to these improvements, IIA objective 9 is improved to a minor positive effect.

6.186 The site intersects with a Priority Habitat (Deciduous woodland) and is located relatively close to a number of Local Wildlife Sites, including Terrels Heath and Mucking Heath Complex. The site is also approximately 1km from Hangmans Wood (Denholes) SSSI which is to the west. Therefore, a significant negative effect was recorded policy-off in relation to IIA objective **15: Biodiversity and geodiversity**. The policy requires that the site is developed to establish multifunctional green blue infrastructure and habitat creation, enhancement and restoration works to have regard to the Local Nature Recovery Strategy. Given that the development is not required to directly address impacts on nearby designated biodiversity sites but considering the potential for development to contribute to biodiversity enhancement, a mixed minor positive and significant negative effect is expected for the policy in relation to IIA objective 15.

6.187 The site was appraised policy-off as minor negative effect in relation to IIA objective **16: Historic environment**. However, the extended allocation boundary means that it is adjacent to Grade II Listed Building Heath Cottage and is relatively close to several others, including Heath Place and Whitecroft's Farmhouse. The policy requires that the site layout, massing and building height should be sympathetic to the nearby Grade II listed building and its setting. As such there is potential for adverse impacts relating to the historic environment to be mitigated. The effect remains minor negative in acknowledgement that there is potential for residual adverse impacts given the proximity of the development site to nearby heritage assets (most notably Heath Cottage).

6.188 The site is located within an area that is assessed as having high landscape sensitivity to substantial housing. As such, a policy-off significant negative effect was recorded in relation to IIA objective **17: Landscape, townscape and visual impacts.** The policy requires development to achieve enhancements to the surrounding landscape through the delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study. Furthermore, a robust landscape buffer should be delivered to the north of the site to act as a permanent Green Belt boundary. As such an improved minor negative effect is expected in relation to IIA objective 17. The improved effect is minor negative in acknowledgement that there is potential for residual adverse impacts given the substantial nature of the development site and the high sensitivity of the location.

SS07 – Tilbury 3

6.189 SS07 sets out the development of the Tilbury 3 site for port expansion. The site will deliver a range of employment and port related uses.

6.190 The site allocation was appraised policy-off as site options 60862 and 60854. The boundary for the site allocation was revised to exclude some of the land within the northern portion of site option 60854 that was initially appraised.

Table 6.12: Appraisal findings for SS07 – Tilbury 3

IIA objective	Site option 60854	Site option 60862	SS03
1: Housing	N/A	N/A	N/A
2: Health, wellbeing and safety	-	-	+
3: Community cohesion	N/A	N/A	N/A
4: Access to services and facilities	-	0	+
5: Equalities	N/A	N/A	N/A
6: Education and skills	++	++	++
7: Economy and employment	0	0	++
8: Transport	N/A	N/A	++/-
9: Air quality	0	0	+/-
10: Soils	0	-	-
11: Resource consumption and waste	0	-	-
12: Water resources and quality	--	-	-
13: Climate change and energy	N/A	N/A	N/A
14: Flood risk	--	0	-
15: Biodiversity and geodiversity	--	--	+/-
16: Historic environment	-	-	0

IIA objective	Site option 60854	Site option 60862	SS03
17: Landscape, townscape and visual impacts	-	-	0

6.191 Both parcels of the allocation are close to a PRoW but is less well related to existing areas of open space or healthcare facilities that site users might otherwise be able to make use of during breaks or before and after work. The allocation is also relatively close to an odour emitting use that might affect site users. The requirement for the development to contribute to access for walking and cycling, including retaining and enhancing the Thames Estuary Path is likely to help promote active travel which could benefit the public health of employees and other site users. Overall, an improved minor positive effect is recorded in relation to IIA objective **2: Health, wellbeing and safety**.

6.192 The allocation is located to the south west of Tilbury. The eastern parcel (60862) performs slightly better than the western parcel in terms of the those commuting in the area that make use of pubic or active modes of transport. The development will not support new or improved services and facilities in the area. However, the allocation of the site is to deliver a new railway link from Tilbury2 to serve Tilbury3 in addition to the waling and cycling improvement already highlighted which could improve access to services further afield. This approach could help improve the minor negative effect recorded policy-off for the site option in relation to IIA objective **4: Access to services and facilities** to a minor positive effect. Development of a new port related uses is not expected to greatly benefit community cohesion. It is also unlikely to have particular benefits for those from protected characteristics. Therefore, no changes are recorded in relation to IIA objectives **3: Community cohesion** and **5: Equalities** which were previously scoped out of the appraisal.

6.193 Both parcels of the allocation fall within one of the 20% most deprived areas within the Borough in terms of the education, skills and training deprivation domain in the IMD2025. The policy requires that the development supports training opportunities for local people. This could help strengthen the significant positive effect recorded policy-off for the site in relation to IIA objective **6: Education and**

skills. The effect previously recorded reflects the benefit new employment land will provide for the area in terms of increasing opportunities for training.

6.194 The site options were appraised policy-off as having a negligible effect given their location some distance from the nearest town or local centre but also considering the large amount of employment growth they would provide support. The development is required by the policy to provide employment for local people and to support local businesses through supply chains for construction. As such given the large amount of employment land that would be delivered and the national importance of the port location, an improved significant positive effect is expected in relation to IIA objective **7: Economy and employment.**

6.195 IIA objective **8: Transport** was scoped out of the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. Given the specific requirement in the policy for the site to be developed to deliver improvements to the transport network, including through the provision of a new railway link from Tilbury2 and enhancement of the Thames Estuary Path, there is potential for an improved significant positive effect in relation to IIA objective **8: Transport**. This is combined with a minor negative effect given that the nature of the development for port uses is likely to result in increased vehicle numbers in the area, including HGV traffic. These requirements could have varying impacts on air quality in the area. Therefore, a revised mixed minor positive and minor negative effect is recorded in relation to IIA objective **9: Air quality**.

6.196 The allocation includes substantial areas of Flood Zone 2 and 3 with parcel 60854, although both parcels lie behind flood defences. It is expected that much of the development will be made water compatible given its intended use as a port. Furthermore, the policy requires that proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. As such an improved minor negative effect is expected in relation to IIA objective **14: Flood risk** is amended to a minor negative effect.

6.197 The allocation is located within 1km of Thames Estuary and Marshes SPA and Ramsar, South Thames Estuary and Marshes SSSI and Mucking Flats and Marshes SSSI. It also includes part of West Tilbury Marshes Complex Local Wildlife Site and

part of Tilbury Riverfront Local Wildlife Site. Therefore, a significant negative effect was recorded policy-off in relation to IIA objective **15: Biodiversity and geodiversity**. The policy requires the development of the site to avoid significantly harm habitats or species within the Thames Estuary and Marshes SPA and Ramsar Site and where any impact is identified this should be mitigated to the satisfaction of Natural England. Habitat creation, enhancement and restoration at the site as part of development is required to have regard to the Local Nature Recovery Strategy. As such the development is required to address impacts on nearby national and international sites but not local sites (with potential for loss of parts of the Local Wildlife Sites at the location). As such a mixed minor positive and minor negative effect is expected for the policy in relation to IIA objective 15.

6.198 The western parcel of the allocation (60854) is relatively close to Tilbury Fort Scheduled Monument to the west, although there is existing development within Tilbury located between these two areas. There is also some potential for archaeological remains, particularly relating to earlier salt production and associated activity, in relation to the eastern parcel of the allocation (60862). This is reflected in the policy-off minor negative effect recorded in relation to IIA objective **16: Historic environment**. The policy requires development to be supported by a Heritage Statement to consider potential impacts of development on Tilbury Fort Scheduled Monument and other nearby heritage assets. The requirements are likely to help mitigate any residual effects relating to Tilbury Fort. As such an improved effect is expected in relation to IIA objective 16. The improved effect is negligible.

6.199 The allocation falls within an area of medium sensitivity to major warehouse/ industry development. The policy requires that development delivers enhancement to the surrounding landscape through landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study. This approach is likely to help limit impacts on landscape character and as such an improved negligible effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts**.

Non-strategic site allocation policies

6.200 This section presents the appraisal findings for the Strategic Site Allocation Policies included under the 'Tilbury, East Tilbury and Chadwell St Mary' heading of the Local Plan. The policies included are:

- NS21 Tilbury Football Club, Chadfields,Tilbury (Site option 61059)
- NS22 Car Park, Coronation Avenue, East Tilbury (Site option 60474)
- NS23 Land adjacent and rear of George and Dragon Public House, Linford (Site option 61187)
- NS24 Land at East Tilbury Road, Linford (Site option 60910)
- NS25 Land at Linford Road and Turnpike Lane, Chadwell St Mary (Site option 61022)
- NS26 Land at St Johns Road, Chadwell St Mary (Site option 61012)
- NS27 Garage site east of Vigerons Way, Chadwell St Mary (Site option 61104)
- NS28 11 River View, Chadwell St Mary (Site option 61190)
- NS29 Land North of B149 Wood View and River View, Chadwell St Mary (Site option 60941)
- NS30 Chadfields, Tilbury (Site option E)
- NS31 Lower Crescent, Linford (Site option T07a)
- NS33 Land to the North West of Thames Industrial Estate, East Tilbury (Site option NS32)
- NS34 Land to the South West of Thames Industrial Estate, East Tilbury (Site option T07b)

6.201 The appraisal of each policy is included under each of the relevant headings below.

Table 6.13: Appraisal findings for NS21 to NS34 - Tilbury, East Tilbury and Chadwell St Mary

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS21 policy off	N/A	+	N/A	+	N/A	+	-	N/A	0	0	+	--	N/A	--	0?	0	-
NS21 policy on	++	++	N/A	+	N/A	+	-	+	0	0	+	--	N/A	-	0	0	0
NS22 policy off	N/A	+	N/A	+	N/A	-	--	N/A	0	--	-	-	N/A	-	0?	--	0
NS22 policy on	++	+	N/A	+	N/A	-	--	N/A	0	--	-	-	N/A	-	0	-	0

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS23 policy off	N/A	+	N/A	0	N/A	--	--	N/A	0	--	--	--	N/A	-	--?	--	-
NS23 policy on	++	++	N/A	0	N/A	--	--	+	0	--	--	--	N/A	-	-	-	-
NS24 policy off	N/A	+	N/A	-	N/A	--	--	N/A	0	--	--	--	N/A	-	--?	-	-
NS24 policy on	++	+	N/A	-	N/A	--	--	+	0	--	--	--	N/A	0	--	0	-
NS25 policy off	N/A	+	N/A	-	N/A	-	--	N/A	0	--	-	-	N/A	0	-?	--	-
NS25 policy on	++	++	N/A	-	N/A	-	--	+	0	--	-	-	N/A	0	-	-	-

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS26 Policy off	N/A	+	N/A	+	N/A	+	--	N/A	0	--	--	-	N/A	0	--?	-	0
NS26 policy on	++	+	N/A	+	N/A	+	--	+	0	--	--	-	N/A	0	+	0	0
NS27 policy off	N/A	+	N/A	+	N/A	+	--	N/A	0	+	+	-	N/A	0	0?	0	0
NS27 policy on	++	+	N/A	+	N/A	+	--	N/A	0	+	+	-	N/A	0	0?	0	0
NS28 policy off	N/A	+	N/A	+	N/A	+	--	N/A	0	+	+	-	N/A	0	-?	--	0
NS28 policy on	++	+	N/A	+	N/A	+	--	N/A	0	+	+	-	N/A	0	-	-	0

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS29 policy off	N/A	+	N/A	+	N/A	++	--	N/A	0	--	-	--	N/A	0	--?	-	-
NS29 policy on	++	+	N/A	+	N/A	++	--	N/A	0	--	-	--	N/A	0	-	-	-
NS30 policy off	N/A	+	N/A	0	N/A	+	0	N/A	0	-	0	-	N/A	--	-?	0	-
NS30 policy on	++	+	N/A	0	N/A	+	0	+	0	-	0	-	0	-	0?	0	-
NS31 policy off e	N/A	+	N/A	0	N/A	+	-	N/A	0	--	--	--	N/A	0	0?	--	-
NS31 policy on	++	+	N/A	0	N/A	+	-	N/A	0	--	--	--	N/A	0	0?	--	-

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS33 policy off	N/A	+	N/A	+	N/A	+	-	N/A	0	--	--	-	N/A	0	--?	-	-
NS33 policy on	N/A	+	N/A	+	N/A	++	-	+	0	--	--	-	N/A	0	--?	0	-
NS34 policy off	N/A	+	N/A	0	N/A	+	-	N/A	0	--	--	-	N/A	0	0?	--	-
NS34 policy on	N/A	+	N/A	0	N/A	++	-	+	0	0	+	--	N/A	--	--?	-	0

IIA objective 1: Housing

6.202 Policies NS21-NS31 will deliver a small number of homes within Tilbury, East Tilbury and Chadwell St Mary. The policy-off appraisal scoped out **IIA objective 1: Housing** given that contribution to housing need would be considered through the appraisal of policies in the plan. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

IIA objective 2: Health, wellbeing and safety

6.203 Many of the non-strategic site allocations in this part of the area are located close to a GP surgery. The majority are located near a Public Rights of Way or cycle path and the majority require improvements to the rights of way and cycle network. Therefore, the majority of the sites are expected to have a minor positive effect is expected in relation to **IIA objective 2: Health, wellbeing and safety**. The policy wording supports the provision for the delivery of open space (NS21-NS26) and therefore the policy on score has been upgraded for these sites.

IIA objective 3: Community cohesion

6.204 IIA objective 3: Community cohesion which were scoped out as part of the policy-off appraisal of site options. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 4: Access to services and facilities

6.205 The majority of the non-strategic site allocations are located in close proximity to some services including primary schools, GP surgeries and some sustainable transport options such as Public Rights of Way and bus stops. Some are closer to town centres. The policy wording in most instances requires the provision of on site

and off site infrastructure improvements, however, the exact infrastructure improvements are unknown. The on-policy scores for the sites therefore remain the same.

IIA objective 5: Equalities

6.206 IIA objective 5: Equalities were scoped out as part of the policy-off appraisal of site options. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 6: Education and skills

6.207 The majority of the non-strategic sites delivering housing are located near a primary school. Some are close to secondary schools, although the catchment area for these is larger. therefore, largely minor positive effect is expected in relation to **IIA objective 6: Education and skills**. However, a smaller number of sites (NS23 and NS24) are not located near any schools and therefore significant negative effect is expected. The policy wording is not expected to influence the scoring of these sites against the IIA objective.

IIA objective 7: Economy and employment

6.208 None of the policy off effects have been amended as the sites are all residential and the proposed policies associated with the sites do not amend the overall outcome as previously considered. In addition, a large number of the sites are not located in close proximity to a town or local centre. Therefore, largely negative effects are expected in relation to **IIA objective 7: Economy and employment**.

IIA objective 8: Transport

6.209 IIA objective 8: Transport was scoped out as part of the policy-off appraisal of site options. A number of the site policies require improvements to the movement network, including by foot and by bicycle. The policy on effects for these sites have been amended accordingly against **IIA objective 8: Transport**.

IIA objective 9: Air quality

6.210 None of the site policies explicitly make provision for air quality issues, although many do incorporate a need to improve connectivity by modes other than vehicle. In this regard, the effects for the on policy sites remains the same as recorded for off policy in relation to **IIA objective 9: Air quality**.

IIA objective 10: Soils

6.211 A significant negative effect is expected in relation to the majority of the non-strategic allocations as they largely consist of Grade 2 agricultural land. However, a small number of non-strategic site allocations (NS27 and NS28) fall within urban land and therefore a minor positive effect is expected in relation to **IIA objective 10: Soils**. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 11: Resource consumption and waste

6.212 Given the split of non-strategic sites that are located on greenfield land compared to urban land, a mix of positive and negative effects are expected in relation to **IIA objective 11: Resource consumption and waste**. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 12: Water resources and quality

6.213 The non-strategic site allocations largely fall within either Source Protection Zone 2 or 3. Therefore, negative effects are expected in relation to IIA objective 12: Water resources and quality. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 13: Climate change and energy

6.214 IIA objective 13: Climate change and energy which were scoped out as part of the policy-off appraisal of site options. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 14: Flood risk

6.215 Only a small number of sites (NS21-NS24) are located within an area of at risk of flooding, notably surface water flooding. Therefore, largely negligible effects are expected in relation to **IIA objective 14: Flood risk**. A number of the policies require flood storage capacity and Sustainable Urban Drainage to be delivered on site (NS21, NS30 and NS31) or the delivery of a Flood Risk Assessment (NS21, NS23, NS24 and NS25). Therefore, the policy on scores have been updated to reflect policy mitigation.

IIA objective 15: Biodiversity and geodiversity

6.216 The majority of the non-strategic site allocations score negatively against **IIA objective 15: Biodiversity and geodiversity** as they are located in close proximity to a national or local biodiversity asset or a priority habitat. Only a small number of policies require mitigation through not impacting Linford Local Wildlife Site (NS23) and habitat mitigation (NS30). Therefore, the majority of the policy off scores remain the same.

IIA objective 16: Historic environment

6.217 The majority of non-strategic site allocations are expected to have a negative effect in relation to **IIA objective 16: Historic environment** due to the sites close proximity to historic assets. A large number of the site allocation policies require the submission of an Archaeological Desk based assessment and Heritage Impact Assessment, therefore, the policy on score has been amended to reflect this. In addition, NS22 requires development to preserve and enhance the East Tilbury Conservation Area.

IIA objective 17: Landscape, townscape and visual impacts

6.218 Half the non-strategic sites fall within an area that is not sensitive to housing delivery. Therefore, these sites are expected to have negligible effects on **IIA objective 17: Landscape, townscape and visual impacts**. The remaining sites are expected to have a minor negative effect as the development as these sites fall within areas at a medium sensitivity to housing delivery. NS26 requires the submission of a Landscape and Visual Impact Assessment. The wording within the majority of the policies does not contain any measures to minimise the impacts of development on the landscape and townscape. Therefore the policy off scores have been retained.

Stanford-le-Hope and Corringham

6.219 This section presents the appraisal findings for the vision and place policies included under the ‘Stanford le Hope and Corringham’ heading of the Local Plan. The policies included are:

- PP10 – London Gateway Port
- PP11 – Stanford-Le-Hope District Centre
- PP12 - Local Green Space in Stanford-Le-Hope and Corringham
- PP13 - Rail improvements in Stanford-le-Hope

- PP14 - Corringham District Centre
- PP15 - New Transport Interchange in Corringham
- PP16 - Sustainable Connections with Canvey Island

Table 6.14: Appraisal findings for the vision and place policies relating to Stanford le Hope and Corringham

IIA objective	Vision and place policies relating to Stanford le Hope and Corringham
1: Housing	+
2: Health, wellbeing and safety	++
3: Community cohesion	+
4: Access to services and facilities	++
5: Equalities	+
6: Education and skills	0
7: Economy and employment	++
8: Transport	++
9: Air quality	+
10: Soils	+
11: Resource consumption and waste	0
12: Water resources and quality	+
13: Climate change and energy	+
14: Flood risk	+
15: Biodiversity and geodiversity	++
16: Historic environment	0
17: Landscape, townscape and visual impacts	+

6.220 The vision supports the delivery of a new neighbourhood with a range of homes to the north-east of Corringham and smaller scale growth to the south of Stanford-le-Hope by the end of the plan period. Within Stanford-le-Hope and Corringham District Centres (PP11 and PP14) development proposals for mixed use developments are to be supported where they achieve higher residential densities at locations where this is considered appropriate. As such, a minor positive effect is likely in relation to IIA objective **1: Housing**.

6.221 By enhancing the settlements of Stanford-le-Hope and Corringham, the vision sets out that the day-to-day needs of local people will be met at these locations. A balanced mix of shops, services, leisure and community facilities will be provided over the plan period at both settlements. This approach is reinforced by PP11 - Stanford-le-Hope District Centre and PP14 - Corringham District Centre, which seek to enhance the vitality of these centres by supporting appropriate uses (including early evening and night time uses) and bringing vacant uses back into active use including for uses that support community activities. Access to services and facilities in the area and surroundings is further supported by PP13 – Rail improvements in Stanford-le-Hope, PP15 - New Transport Interchange in Corringham and PP16 - Sustainable Connections with Canvey Island. As such, a significant positive effect is likely in relation to IIA objectives **2: Health, wellbeing and safety** and **4: Access to services and facilities.** The significant positive effect recorded for IIA objective 4 partly reflects the protection of Local Green Spaces through Policy PP12, which could provide opportunities for local people to partake of physical activities. Minor positive effects are recorded in relation to IIA objectives **2: Health, wellbeing and safety**, **3: Community cohesion** and **5: Equalities.**

6.222 Safeguarding London Gateway Port in line with Policy PP10 - London Gateway Port likely to support local employment and economic activity given the area's importance for UK trade and supply-chain resilience. As such, a significant positive effect is likely in relation to IIA objective **7: Economy and employment**.

6.223 As touched upon earlier in this section, the vision and place policies set out several sustainable transport improvements. This includes through the redevelopment of the Stanford Le Hope Station (PP13 – Rail improvements in Standford-le-Hope), a potential new transport interchange in Corringham including consideration of a new railway station at the settlement (PP15 – New Transport

Interchange in Corringham) and new sustainable transport link between the Coryton peninsula and Canvey Island (PP16 - Sustainable Connections with Canvey Island). These measures will greatly support modal shift and help reduce dependency on private transport. As such, a significant positive is likely in relation to IIA objectives **8: Transport**. Minor positive effects are expected in relation to IIA objectives **9: Air quality** and **13: Climate change and energy** given the potential to limit air pollution and carbon emissions as modal shift occurs. It should also be noted that Policies P11 – Stanford-le-Hope District Centre and PP14 – Corringham District Centre support development in these locations where they would incorporate green infrastructure and support more climate resilient environments.

6.224 Supporting higher densities of development and bringing vacant units back into use in Stanford-le-Hope and Corringham District Centres in line with PP11 – Stanford-le-Hope District Centre and PP14 – Corringham District Centre is likely to help achieve more efficient use of land resources in Thurrock. A minor positive effect is therefore expected in relation to IIA objective **10: Soils**.

6.225 The protection of Local Green Space protection in line with PP12 – Local Green Space in Stanford-le-Hope and Corringham is likely to benefit habitat provision and wildlife in the area. Furthermore, PP16 – Sustainable Connections with Canvey Island is clear that any improvements needed should enhance surrounding habitats. Therefore, a significant positive effect is expected in relation to IIA objective **15: Biodiversity and geodiversity**. Maintaining areas of undeveloped green space in the Borough could also support the safe infiltration of surface water. Therefore, minor positive effects are likely in relation to **12: Water resources and quality** and **14: Flood risk**.

6.226 Proposals for Stanford-le-Hope and Corringham District Centres (in line with PP11 and PP14) will be supported where they include the restoration of shopfronts and reinforce local distinctiveness, which is likely to benefit the character and townscape of the settlements in question. Furthermore, PP16 - Sustainable Connections with Canvey Isalnd sets out that related improvements should enhance surrounding landscapes. As such, a minor positive effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts.**

SS08 - Land to the Northeast of Corringham

6.227 SS08 sets out the development of the site Land to the Northeast of Corringham site for a residential-led mixed use scheme for the delivery of approximately 2,000 homes. The site is to deliver a new local centre.

6.228 The site allocation was appraised policy-off as site options 60820 and 60856. The boundary for the site allocation was revised to include exclude land to the north of both site options that were initially appraised.

Table 6.15: Appraisal findings for SS08 - Land to the Northeast of Corringham

IIA objective	Site option 60820	Site option 60856	SS05
1: Housing	N/A	N/A	++
2: Health, wellbeing and safety	+	+	++
3: Community cohesion	N/A	N/A	+
4: Access to services and facilities	+	+	++
5: Equalities	N/A	N/A	+
6: Education and skills	++	++	++
7: Economy and employment	-	-	+
8: Transport	N/A	N/A	+
9: Air quality	0	0	+
10: Soils	--	--	--
11: Resource consumption and waste	-	-	-
12: Water resources and quality	--	--	--
13: Climate change and energy	N/A	N/A	N/A
14: Flood risk	0	0	+

IIA objective	Site option 60820	Site option 60856	SS05
15: Biodiversity and geodiversity	-	--	--/+
16: Historic environment	-	-	0
17: Landscape, townscape and visual impacts	--	--	-

6.229 SS08 allocates the site for the delivery of approximately 2,000 homes. As such the site will make a large contribution to housing need in the plan area. The policy-off appraisal scoped out IIA objective **1: Housing** given that contribution to housing need would be considered through the appraisal of policies in the plan. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

6.230 There are healthcare facilities in Corringham, however, the allocation still some distance from them. The site is close to existing areas of open space and PRoWs. However, it is affected by noise pollution associated with the railway line that runs adjacent to the north of the site and nearby roads. The requirement for the development to make provision for healthcare and community facilities as well as open space including sports playing pitches and child play space could provide further benefits in relation to public health. Therefore, an improved significant positive effect is expected in relation to IIA objective **2: Health, wellbeing and safety**.

6.231 The allocation is close to a number of educational facilities (including primary, secondary and further education) and is relatively close to Corringham Local Centre, which provides access to additional services and facilities. The site is well serviced by bus stops and is in close proximity to a number of PRoWs. The active travel related improvements required as part of development of the site, include protected and continuous cycle routes connecting Southend Road, Lampitts Hill and surrounding neighbourhoods and the realignment of Southend Road to the east, with the existing alignment downgraded to prioritise walking, cycling and public realm. These requirements will support access to services and facilities further afield. The policy also supports a number of improvements to public transport access, including the provision of a bus route with bus stops through the site linking to Stanford-le-

Hope railway station. This approach could result in an improved significant positive effect for the site in relation to IIA objective **4: Access to services and facilities**. It is expected that providing on-site and off-site infrastructure improvements including new healthcare and community facilities would benefit community cohesion and integration and better meet the needs of range of users. Furthermore the delivery of a new local centre is likely provide a focus for the new community in the area. Therefore, minor positive effects are expected for IIA objectives **3: Community cohesion** and **5: Equalities** which were scoped out as part of the policy-off appraisal of site options. The site is within walking distance to a number of educational facilities, including a primary and secondary school and a further education college. The policy's requirement for improvements to early years childcare, primary including the delivery of two schools and secondary school and SEND provision on site or via off site contributions is likely to strengthen the policy-off significant positive effect recorded in relation to IIA objective **6: Education and skills**.

6.232 The allocation is located in relative proximity to the Corringham Local Centre. Furthermore, the development of the site is to include new retail, commercial and leisure uses in a new local centre could support some level of job creation in the area. As such an improved minor positive effect is expected in relation to IIA objective **7: Economy and employment.**

6.233 IIA objective **8: Transport** was scoped out the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. Given the specific requirement in the policy for the site to be developed to deliver a range of active travel and public transport improvements an improved minor positive effect is recorded in relation to IIA objective 8. This could also have improvements for air quality. An improved minor positive effect is therefore recorded in relation to IIA objective **9: Air quality**.

6.234 A minor positive effect is expected in relation to **IIA objective 14: Flood risk** as the policy requires development proposals to ensure that flood risk is minimised, mitigated and informed by a stie-specific Flood Risk Assessment. In addition, surface water drainage should be addressed on site.

6.235 The parcel 60856 of the allocation intersects with a Priority Habitat (Deciduous woodland) and is located relatively close to a number of Local Wildlife Sites, including Lodge Hall Shaw and Hawksbury Grasslands. The site is also approximately 500m south of the Langdon Ridge SSSI. Therefore, a significant negative effect was recorded policy-off in relation to IIA objective **15: Biodiversity and geodiversity**. Parcel 60820 is less constrained in terms of biodiversity designations. The policy requires that the site is developed to establish multifunctional green and open spaces that are guided by the Local Nature Recovery Strategy, retains existing mature trees on site, and establishes a linear park to the east of the site. Given that development is not required to directly mitigate potential impacts related to nearby biodiversity designations, but considering the potential for development to contribute to biodiversity enhancement, a mixed minor positive and significant negative effect is expected for the policy in relation to IIA objective 15.

6.236 The allocation is located around 400m from Fobbing Conservation Area which is to the south east and contains several listed buildings. However, it would form a logical extension to Corringham and therefore a distance of 250m has been considered in relation to potential effects on the settings of heritage assets. There are also records for pits and ditches within the Site and further records for Roman finds to the north of the Site indicating its archaeological potential. This is reflected in the policy-off minor negative effect recorded in relation to IIA objective **16: Historic environment**. The policy requires that any future application should be informed and accompanied by a suitably detailed Heritage Impact Assessment, including a setting assessment that adheres to Historic England guidance. It also requires that the design, scale and layout of any scheme must consider impacts on the setting and significance of the listed buildings and conservation area. It is expected that these requirements would help mitigate residual effects relating to the setting of the conservation area and listed buildings at that location. The policy also states that any application will need to be accompanied by an Archaeological Desk Based Assessment to determine the potential for archaeological survival. As such an updated effect is expected in relation to IIA objective 16. The improved effect is negligible. The site is located mostly in an area assessed as having high sensitivity to large scale housing development. The most south westerly portion of the site is located in an area that has not been assessed in relation to development of this size, however, it has been assessed as having low sensitivity to small scale housing development. As such, a policy-off significant negative effect was recorded in relation

to IIA objective **17: Landscape, townscape and visual impacts**. The policy requires enhancements to the surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study. This is to include the provision of a habitat buffer along the A13. Lower density development is to be delivered to the east to provide a gradual transition to the wider landscape and rural settlement of Fobbing which is likely to help limit impacts on the nearby village. As such an improved minor negative effect is expected in relation to IIA objective 17. The improved effect is minor negative in acknowledgement that there is potential for residual adverse impacts given the substantial nature of the development site and the high sensitivity of the location.

SS09 – London Gateway Logistics Park

6.237 SS09 supports the development of additional land to the west and southwest of the existing the London Gateway Logistics Park site for employment use.

6.238 The site allocation was appraised policy-off as site options 60976, 60988, T05a, T05b, T05c, T05d, T05g, T05h, T05i, T05j, T05k and T05l. The policy-off appraisal of these sites is in Chapter 4. The allocation includes additional land to the north of site options T05a and T05d. Given the large number of site options that comprise this site allocation, the site options column in the table below provides a summary of policy-off appraisal the site options in question.

Table 6.16: Appraisal findings for SS09 – London Gateway Logistics Park

IIA objective	Site options	SS09
1: Housing	N/A	N/A
2: Health, wellbeing and safety	+	++
3: Community cohesion	N/A	N/A
4: Access to services and facilities	--	-
5: Equalities	N/A	N/A

IIA objective	Site options	SS09
6: Education and skills	+	+
7: Economy and employment	++	++
8: Transport	N/A	+/-
9: Air quality	0	+/-
10: Soils	+	+
11: Resource consumption and waste	+	+
12: Water resources and quality	--	--
13: Climate change and energy	N/A	+
14: Flood risk	--	-
15: Biodiversity and geodiversity	--	-
16: Historic environment	--	-
17: Landscape, townscape and visual impacts	--	0

6.239 The site is located relatively close to existing open space and PRoWs but is less well related to healthcare facilities that site users might be able to make use of before and after work and during breaks. There is also potential for parts of the site to be affected by noise pollution associated with the surrounding strategic road network. The health related requirements for the development are limited to the incorporation of active travel routes. Therefore, no change is expected to the minor positive effect recorded policy-off in relation to IIA objective **2: Health, wellbeing and safety**.

6.240 The site is located to the south east of Corringham and Stanford-le-Hope. Many of the services and facilities in this settlement are not within easy walking distance of the site. The site is within easy walking distance of bus stops but not a railway station. The site also located within an area where only a small proportion of commuters to the area make use of public transport. The development will not support new or improved services and facilities in the area. Furthermore, the development requirements set out in relation to sustainable transport that might otherwise support access to services further afield are relatively limited. The policy makes reference to improvements to rail and bus services, but no specific schemes

are detailed. As such a slightly improved minor positive effect is expected in relation to IIA objective **4: Access to services and facilities**. Development of the site to deliver the Freeport is not expected to greatly benefit community cohesion. It is also unlikely to have particular benefits for those from protected characteristics. Therefore, no changes are recorded in relation to IIA objectives **3: Community cohesion** and **5: Equalities** which were previously scoped out of the appraisal.

6.241 The policy requires that the development supports training opportunities for local people. This could help strengthen the minor positive effect recorded policy-off for the site in relation to IIA objective **6: Education and skills**. The effect previously recorded reflects the benefit new employment land will provide for the area in terms of increasing opportunities for training. However, the policy requirement is not considered to be of a scale to result in a significant positive effect and therefore the policy-off minor positive effect recorded in relation to IIA objective 6 remains applicable.

6.242 The development of the allocation allows for the growth of the existing London Gateway development to support the Freeport development which is of strategic and national importance. The policy requires that the development should support local businesses through the supply chain. As such there is potential for the policy requirements to strengthen the significant positive effect recorded policy-off in relation to IIA objective **7: Economy and employment.**

6.243 IIA objective **8: Transport** was scoped out of the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. Given the specific requirement in the policy for the allocation to be developed to incorporate some transport improvements, including those relating to active and public modes, a minor positive effect is recorded in relation to IIA objective 8. This is combined with a minor negative effect given that development of site to include logistics is likely to result in increased HGV movements in the area. This is particularly likely given the site's location along the strategic road network in Thurrock. As such the development could have variable impacts on air quality and an overall mixed minor positive and minor negative effect is recorded in relation to IIA objective **9: Air quality**.

6.244 IIA objective **13: Climate change and energy** was also scoped out of policy-off appraisal. Given that the policy requirements include the development to include onsite renewable energy generation and energy storage, the allocation could support reduced carbon emissions in the plan area. Therefore, an improve minor positive effect is recorded in relation to IIA objective 13.

6.245 The allocation includes substantial areas of Flood Zone 2 and 3, although it lies behind flood defences. It is also affected by surface water flood risk. The policy requires that proposals should ensure that finished floor levels are informed by a Flood Risk Assessment. As such the significant negative effect recorded policy-off in relation to IIA objective **14: Flood risk** is amended to a minor negative effect.

6.246 The allocation is located relatively close to Titan Works Local Wildlife Sites and within 1km of Thames Estuary and Marshes SPA, Mucking Flats and Marshes SSSI and Vange & Fobbing Marshes SSSI. It is also adjacent to much of Corringham and Fobbing Marshes Local Wildlife Site which also falls partly within the site. Therefore, a significant negative effect was recorded policy-off in relation to IIA objective **15: Biodiversity and geodiversity**. The policy requires that that the site is developed to account for nearby Local Wildlife Sites (Corringham and Fobbing Marshes) and Zone of Influence for Thames Estuary SPA. It should also safeguard and enhance existing ecological mitigation land to the north. Habitat creation, enhancement and restoration should be provided having regard to the Local Nature Recovery Strategy. Given that the development is required to address impacts on nearby designated biodiversity sites, an improved minor negative effect is expected for the policy in relation to IIA objective 15.

6.247 The site is close to a number of heritage assets to the north west, including two Grade II Listed buildings. This is reflected in the policy-off significant negative effect recorded in relation to IIA objective **16: Historic environment**. The policy sets out that development will be required to be supported by a Heritage Statement to consider impacts on these listed buildings. As such an improved effect is expected in relation to IIA objective 16. The improved effect is minor negative in acknowledgement that there is potential for residual adverse impacts given the close proximity of the allocation to heritage assets, particularly the Grade II listed barn at Great Garlands Farmhouse, where the principal elevation faces the site, and the lack of development present between these areas.

6.248 The allocation falls within an area which mostly has very low sensitivity to major warehouse/ industry development. However, a small part of the allocation to the west has very high sensitivity to this type of development. The policy requires that development to achieve massing to account for townscape impacts on Stanford –le-Hope and Corringham and to enhance the boundary treatments with appropriate landscape measures. It should enhance the Green Belt boundary to the northern and western boundaries of the site. The policy requires enhancements to the surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study. This substantial approach is likely to help limit impacts on landscape character and as such an improved negligible effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts**.

SS10 - Thames Enterprise Park and Thames Oilport

6.249 SS10 sets out the development of the Thames Enterprise Park and Thames Oilport site for an advanced manufacturing, logistics and energy park.

6.250 The site allocation was appraised policy-off as site option 60984.

Table 6.17: Appraisal findings for Policy SS10 - Thames Enterprise Park and Thames Oilport

IIA objective	Site option 60984	SS10
1: Housing	N/A	N/A
2: Health, wellbeing and safety	-	+
3: Community cohesion	N/A	N/A
4: Access to services and facilities	--	-
5: Equalities	N/A	N/A
6: Education and skills	+	++
7: Economy and employment	-	++

IIA objective	Site option 60984	SS10
8: Transport	N/A	+/-
9: Air quality	0	+/-
10: Soils	+	+
11: Resource consumption and waste	+	+
12: Water resources and quality	-	0
13: Climate change and energy	N/A	++
14: Flood risk	--	-
15: Biodiversity and geodiversity	--	+/-
16: Historic environment	-	-
17: Landscape, townscape and visual impacts	0	+

6.251 The site is within close proximity to existing PROWs and areas of open space. However, it is less well-related to existing healthcare facilities and contains areas that are affected by noise pollution from the nearby A1014 with potential for site users to be adversely affected. The policy requirements relating to health and wellbeing include active travel routes and areas of open space to be provided at the site. Therefore, an updated minor positive effect is expected in relation to IIA objective **2: Health, wellbeing and safety.**

6.252 The site is located some distance from the south eastern edge of Stanford-le-Hope and Corringham. It is within an area where 0-10% of commuters to the area make use of public transport or active modes. The development will not support new or improved services and facilities in the area, however, it could support increased access through the new active travel routes incorporated at the site. Given that the requirements set out in this regard are relatively limited, the improved effect recorded in relation to IIA objective **4: Access to services and facilities** is minor negative. The development of an advanced manufacturing, logistics and energy park is not expected to greatly benefit community cohesion. It is also unlikely to have particular benefits for those from protected characteristics. Therefore, no changes are recorded

in relation to IIA objectives **3: Community cohesion** and **5: Equalities** which were previously scoped out of the appraisal.

6.253 The policy requires development to provide on-site and off-site employment and training opportunities for local people. Considering the policy requirements, an improved minor positive effect is recorded in relation to IIA objective **6: Education and skills** to a significant positive effect in relation to IIA objective 6.

6.254 The site was appraised as policy-off and identified as having a minor negative effect due to its location some distance from the nearest town or local centre, with limited potential for development to support the viability of these locations. However, the allocation of the site for development, specifically an advanced manufacturing, logistics and energy park, is expected to support a high number of employment opportunities in the area, providing jobs, investment and economic growth to the region and wider area. As such an improved significant positive effect is expected in relation to IIA objective **7: Economy and employment.**

6.255 IIA objective **8: Transport** was scoped out the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. Given the specific requirement in the policy for the site to support opportunities to increase the movement of freight via sustainable transport modes such as rail and river through the utilisation of existing wharves, jetties, and railway, and the provision of multi-modal access and improvements to the railway network to enable the movement of good to and from the site, an improved minor positive effect is recorded in relation to IIA objective 8. This is combined with a minor negative effect given that the development is required to be supported by improvements to the local and strategic highways and sufficient vehicle parking which could lead to car dependency at the site. This is particularly likely given the site's location along the strategic road network in Thurrock. Given that the uses at the site will include logistics it is likely result in increases in HGV movements in the area. As such an overall mixed minor positive and minor negative effect is recorded in relation to IIA objective **9: Air quality**.

6.256 The site contains a waterbody but it is not within an SPZ. The requirement for the development to address surface water drainage on site is likely to help limit the

potential for run-off to the waterbody. As such an improved negligible effect is expected in relation to IIA objective **12: Water resources and quality.**

6.257 IIA objective **13: Climate change and energy** was previously scoped out of the appraisal of site options given that related issues will be most affected by the policy approach of the plan. However, given that the allocation is set out to include energy generation and storage, low-carbon and green industries and energy-from-waste facilities, there is potential for the development to contribute to the mitigation of climate change. Furthermoe, the policy states that the development should be designed and landscaped to deliver a high-quality, climate-resilient business park, incorporating sustainable design principles, low-carbon technologies, and resilient green infrastructure. As such an improved significant positive effect is recorded in relation to IIA objective 13.

6.258 The entirety of the site is within Flood Zone 3 with small areas of Flood Zone 2, and this is reflected in the significant negative effect recorded policy-off in relation to IIA objective **14: Flood risk**. The policy requires that the development of the site minimises flood risk and is informed by a site-specific Flood Risk Assessment. As such flood risk at the site is expected to be appropriately mitigated an improved minor negative effect is expected in relation to IIA objective 13.

6.259 The site is adjacent to the Thames Estuary and Marshes Site of Special Scientific Interest (SSSI), and the Corringham and Fobbing Marshes Local Wildlife Site. The site is also within close proximity to a number of areas of priority habitat including coastal and floodplain grazing marsh and mudflats. Therefore, a significant negative effect was recorded policy-off in relation to IIA objective **15: Biodiversity and geodiversity**. The policy requires that that the site provides appropriate ecological mitigation and green infrastructure. The policy also seeks to ensure that development proposals assess potential impacts on impacts on the Local Wildlife Sites and not incur significant negative effects on these habitats. If any loss of habitat does occur, it should be compensated for by on-site habitat creation or enhancement. Additionally, the policy stipulates that green spaces, open spaces and ecological mitigation measures should be guided by the Local Nature Recovery Strategy. The policy also requires habitat creation, enhancement and restoration to be provided having regard to the Local Nature Recovery Strategy. Given that the development is required to directly address impacts on some of the nearby

designated biodiversity sites and also consider the potential for development to support the objectives of the LNRS, an improved minor positive and minor negative effect is expected for the policy in relation to IIA objective 15.

6.260 The site was appraised policy-off as minor negative effect in relation to IIA objective **16: Historic environment**. Much of the site is occupied by the former Coryton Oil Refinery but any remains are largely below ground and surface archaeology. The policy requires investigation of the site for contaminated land relating to its previous use as an oil refinery. However, the policy doesn't include any specific mitigation in relation to the historic environment. The effect remains minor negative in acknowledgement that there is potential for residual adverse impacts given the below ground and surface archaeology present on site.

6.261 The site falls mostly within an area with very low sensitivity to major warehouse/industry development. The most northerly part of the site falls within an area with very high sensitivity to this type of development. The policy requires that development should be of a height, scale and massing to account for townscape impacts on Stanford –le-Hope and Corringham. The development of the site seeks to enhance the surrounding landscape through the delivery of landscape integration opportunities identified in the Landscape Sensitivity and Capacity Study, in particular the Hole Haven to Fobbing Link. This approach is likely to help limit impacts and promote benefits in relation to landscape character in an area with limited sensitivity. As such an improved minor positive effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts**.

Non-strategic site allocation policies

6.262 This section presents the appraisal findings for the Strategic Site Allocation Policies included under the 'Stanford-le-Hope and Corringham' heading of the Local Plan. The policies included are:

- NS35 Land to the east of Butts Lane, Stanford-le-Hope (Site option 61123)
- NS36 Whitwell Court, Stanford-le-Hope (Site option 60888 part of)

- NS37 Land to the rear of Fairview Avenue, Stanford-le-Hope (Site option 61123)
- NS38 Land at Wharf Road, Stanford-le-Hope (Site option 61146)
- NS39 Land east of Rainbow Lane, Stanford-le-Hope (Site option 60944)
- NS40 Land at Lyndhurst Road, Corringham (Site option 61136)
- NS41 Former Police Station, Gordon Road, Corringham (Site option 61139)
- NS42 The Springhouse, Corringham (Site option 61136)
- NS43 Land between Thames Haven Road and Rookery Hill, Corringham (Site option 60948)
- NS44 Land west of Church Road, Corringham (Site option 61033)
- NS45 Manor View, Corringham (Site option 10)
- NS46 The Paddock, Corringham (Site option 6)

6.263 The appraisal of each policy is included under each of the relevant headings below.

Table 6.18: Appraisal findings for NS35 to NS46 - Stanford-le-Hope and Corringham

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS35 policy off	N/A	+	N/A	+	N/A	+	0	N/A	0	+	+	--	N/A	0	--?	-	0
NS35 policy on	++	+	N/A	+	N/A	+	0	+	0	+	+	--	N/A	0	--?	0	0
NS36 policy off	N/A	0	N/A	+	N/A	+	-	N/A	0	--	-	--	N/A	0	--?	0	-
NS36 policy on	++	0	N/A	+	N/A	+	-	+	0	--	-	--	N/A	0	-?	0	-

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS37 policy off	N/A	+	N/A	+	N/A	+	0	N/A	0	+	+	--	N/A	0	--?	-	0
NS37 policy on	++	+	N/A	+	N/A	+	0	N/A	0	+	+	--	N/A	0	--?	-	-
NS38 policy off	N/A	+	N/A	+	N/A	+	-	N/A	0	+	+	-	N/A	--	0?	0	0
NS38 policy on	++	0	N/A	+	N/A	++	-	+	0	+	+	-	N/A	--	0?	0	0
NS39 policy off	N/A	+	N/A	+	N/A	+	-	N/A	0	--	--	--	N/A	0	-?	0	-
NS39 policy on	++	+	N/A	+	N/A	++	-	0	0	--	--	--	N/A	0	-?	0	0

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS40 Policy off	N/A	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	0?	0	0
NS40 policy on	++	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	0?	0	0
NS41 policy off	N/A	+	N/A	+	N/A	++	0	N/A	0	+	+	-	N/A	0	0?	0	0
NS41 policy on	++	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	0?	0	0
NS42 policy off	N/A	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	0?	0	0
NS42 policy on	++	++	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	0?	0	0

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS43 policy off	N/A	+	N/A	+	N/A	+	-	N/A	0	--	--	--	N/A	0	--?	--	-
NS43 policy on	++	+	N/A	+	N/A	+	-	N/A	0	--	--	--	N/A	0	--?	--	-
NS44 policy off	N/A	+	N/A	+	N/A	+	-	N/A	0	--	--	--	N/A	0	--?	--	-
NS44 policy on	++	+	N/A	+	N/A	+	-	0	0	--	--	--	N/A	0	--?	--	-
NS45 policy off	N/A	-	N/A	-	N/A	-	0	N/A	0	0	0	-	N/A	0	-?	0	--
NS45 policy on	++	-	N/A	-	N/A	-	0	+	0	0	0	-	0	0	-?	0	--

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS46 policy off	N/A	--	N/A	--	N/A	-	0	N/A	0	0	0	-	N/A	0	-?	0	--
NS46 policy on	++	--	N/A	--	N/A	-	0	N/A	0	0	0	-	0	0	-?	0	--

IIA objective 1: Housing

6.264 Policies NS35-NS46 will deliver a small number of homes including provision for Gypsy and Traveller accommodation within Stanford-le-hope and Corringham. The policy-off appraisal scoped out **IIA objective 1: Housing** given that contribution to housing need would be considered through the appraisal of policies in the plan. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

IIA objective 2: Health, wellbeing and safety

6.265 Many of the non-strategic site allocations in this part of the area are located close to a GP surgery. The majority are located near a Public Rights of Way or cycle path and the majority require improvements to the rights of way and cycle network. Therefore the majority of the residential sites are expected to have at least a minor positive effect in relation to **IIA objective 2: Health, wellbeing and safety**. The policy wording for the sites requires the provision of on site and off site infrastructure improvements, however, in some cases, the exact infrastructure improvements are unknown. Only NS42 requires the delivery of leisure facilities and therefore an improved policy on score is expected for this site.

IIA objective 3: Community cohesion

6.266 IIA objective 3: Community cohesion which were scoped out as part of the policy-off appraisal of site options. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 4: Access to services and facilities

6.267 The majority of the non-strategic site allocations are located in close proximity to some services including primary schools, GP surgeries and some sustainable transport options such as Public Rights of Way and bus stops. Some are closer to town centres. The policy wording in most instances requires the provision of on site and off site infrastructure improvements, however, the exact infrastructure improvements are unknown. The on-policy scores for the residential sites against **IIA objective 4: Access to services and facilities** remain the same.

IIA objective 5: Equalities

6.268 IIA objective 5: Equalities which were scoped out as part of the policy-off appraisal of site options. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 6: Education and skills

6.269 The majority of the non-strategic sites delivering housing are located near a primary school. Some are close to secondary schools, although the catchment area for these is larger. Therefore, all the non-strategic sites are expected to score positive effect against **IIA objective 6: Education and skills**. However, NS38, NS39 and NS41 require education provision as part of development and therefore the policy on scores have been upgraded.

IIA objective 7: Economy and employment

6.270 None of the policy off effects have been amended as the sites are all residential and the proposed policies associated with the sites do not amend the overall outcome as previously considered. In addition, a large number of the sites are not located in close proximity to a town or local centre. Therefore, largely negative effects are expected in relation to **IIA objective 7: Economy and employment**.

IIA objective 8: Transport

6.271 IIA objective 8: Transport was scoped out as part of the policy-off appraisal of site options. A number of the site policies require improvements to the movement network, including by foot and by bicycle or enhancements to active travel routes. The policy on effects for these sites has been amended accordingly where at least a minor significant effect is expected.

IIA objective 9: Air quality

6.272 None of the site policies explicitly make provision for air quality issues, although many do incorporate a need to improve connectivity by modes other than vehicle. In the regard, the effects for the on policy sites remains the same as recorded for off policy in relation to **IIA objective 9: Air quality**.

IIA objective 10: Soils

6.273 A small number of the non-strategic allocations consist of largely Grade 2/3 agricultural land. Therefore, a negative effect is expected in relation to **IIA objective 10: Soils**. However, the majority of the non-strategic site allocations fall within urban land and therefore a minor positive effect is expected in relation to this IIA objective. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 11: Resource consumption and waste

6.274 Given the large number of non-strategic sites that are located on urban land compared to greenfield land, largely positive effects are expected in relation to **IIA objective 11: Resource consumption and waste**. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 12: Water resources and quality

6.275 The non-strategic site allocations largely fall within either Source Protection Zone 2 or 3. Therefore, negative effects are expected in relation to **IIA objective 12: Water resources and quality**. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 13: Climate change and energy

6.276 IIA objective 13: Climate change and energy which were scoped out as part of the policy-off appraisal of site options. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 14: Flood risk

6.277 Only one site (NS38) is located within an area of at risk of flooding, notably surface water flooding. Therefore, largely negligible effects are expected in relation to **IIA objective 14: Flood risk**. Two policies (NS35 and NS46) require the provision of Sustainable Urban Drainage on site. Therefore, the policy on scores have been updated to reflect policy mitigation.

IIA objective 15: Biodiversity and geodiversity

6.278 Approximately half the non-strategic site allocations score negatively against **IIA objective 15: Biodiversity and geodiversity** as they are located in close proximity to a national or local biodiversity asset or a priority habitat. The remaining sites score a negligible effect. NS36 requires lighting as part of development to face away from Grovehouse Wood Nature Reserve and therefore the policy on score has been updated accordingly. However, the majority of policies do not include any mitigation and therefore, the majority of the policy off scores remain the same.

IIA objective 16: Historic environment

6.279 The majority of non-strategic site allocations are expected to have a negligible effect in relation to **IIA objective 16: Historic environment** due to the sites not being located in close proximity to historic assets. A large number of the site allocation policies require the submission of an Archaeological Desk based assessment and Heritage Impact Assessment, therefore, the policy on score has been amended to reflect this where there is a negative effect.

IIA objective 17: Landscape, townscape and visual impacts

6.280 Half the non-strategic sites fall within an area that is not sensitive to housing delivery. Therefore, these sites are expected to have negligible effects on **IIA objective 17: Landscape, townscape and visual impacts**. The remaining sites are expected to have a minor negative effect as the development as these sites fall within areas at a medium sensitivity to housing delivery. Policies NS35, NS38 and NS39 require landscape enhancements as part of development and therefore, the policy on scores for these sites have been upgraded. The wording within the majority of the policies does not contain any measures to minimise the impacts of development on the landscape and townscape. Therefore the policy off scores have been retained.

Aveley and South Ockendon

6.281 This section presents the appraisal findings for the vision and place policies included under the ‘Aveley and South Ockendon’ heading of the Local Plan. The policies included are:

- PP17 - Aveley Local Centre
- PP18 - South Ockendon District Centre
- PP19 - Local Green Space in South Ockendon

6.282 The effects are presented in the **Table 6.19** and described below the table.

Table 6.19: Appraisal findings for the vision and place policies relating to Aveley and South Ockendon

IIA objective	Vision and place policies relating to Aveley and South Ockendon
1: Housing	+
2: Health, wellbeing and safety	++
3: Community cohesion	+
4: Access to services and facilities	++
5: Equalities	+
6: Education and skills	+
7: Economy and employment	0
8: Transport	+
9: Air quality	+
10: Soils	0
11: Resource consumption and waste	0
12: Water resources and quality	+
13: Climate change and energy	+
14: Flood risk	+
15: Biodiversity and geodiversity	+
16: Historic environment	+
17: Landscape, townscape and visual impacts	+

6.283 The vision for Aveley and South Ockendon sets out that new residential neighbourhoods will be delivered to the south of Aveley and south east and north of

South Ockendon. These areas are to incorporate a mix of housing types and integrate with existing communities and as such a minor positive effect is expected in relation to IIA objective **1: Housing**. Furthermore, the vision and place policies collectively support the regeneration of Aveley Local Centre and South Ockenden District Centre. In line with Policies PP17 – Aveley Local Centre and PP18 – South Ockendon District Centre, this is to be achieved through improved accessibility and connectivity in the area. Furthermore, the role of the centres as locations where residents have some or all their needs met is also supported. Therefore, a significant positive effect is expected in relation to IIA objective **4: Access to services and facilities**. Given that access to essential services and facilities in the centres and areas surroundings is likely to support residents' satisfaction in their local area, a minor positive effect is expected in relation to IIA objective **3: Community cohesion.** The vision sets out that within South Ockendon, the facilities residents will benefit from access to, will include schools. Therefore, a minor positive effect is expected in relation to IIA objective **6: Education and skills**.

6.284 In addition to supporting the potential for trips to be made by active modes of transport, the place policies (PP19 - Local Green Space in South Ockendon) will support the protection of a Local Green Space in South Ockendon which is likely to provide residents with space for recreation. The health and wellbeing of residents will be further supported by the approach set out in Policies PP17 – Aveley Local Centre and PP18 – South Ockendon District Centre that include the delivery of street lighting within the two centres. This approach could make these areas more welcoming to all residents, including those who might otherwise be more likely to be subject to intimidation. As such a significant positive effect is expected in relation to IIA objective **2: Health, wellbeing and safety** and a minor positive effect is expected in relation to IIA objective **5: Equalities**.

6.285 The policy approach for improving footpaths within the centres is likely to support active travel and could help limit air pollution and carbon emissions associated with vehicular travel. Therefore, minor positive effects are expected in relation to IIA objectives **8: Transport**, **9: Air quality** and **13: Climate change and energy.**

6.286 A minor positive effect is expected in relation to IIA objective **15: Biodiversity and geodiversity**, given the policy requirement for the protection of the Local Green

Space in South Ockendon and the likelihood that this area will provide habitats for local wildlife. Given that maintaining areas of undeveloped green space could support the safe infiltration of surface water, minor positive effects are also expected in relation to IIA objectives **12: Water resources and quality** and **14: Flood risk.**

6.287 Improvements to the public realm and new landscaping in both centres in line with Policies PP17 – Aveley Local Centre and PP18 – South Ockendon District Centre are likely to help enhance the townscape at both locations. Within Aveley Local Centre, PP17 requires that developments strengthen the historic environment. The vision sets out that the Belhus Park Conservation Management Plan will be used to guide restoration of the historic landscape associated with the park. As such, minor positive effects are likely in relation to IIA objectives **16: Historic environment** and **17: Landscape, townscape and visual impacts**.

Strategic Site Allocation Policies

SS11 – Land south of Aveley

6.288 SS11 sets out the development of the Land south of Aveley site for a residential-led mixed-use development, delivering approximately 600 new homes, alongside retail, community, and leisure uses.

6.289 The site allocation was appraised policy-off as site options 60844 and 60958.

Table 6.20: Appraisal findings for SS11 – Land south of Aveley

IIA objective	Site option 60844	Site option 60958	Site option 60844 (reduced boundary)	SS11
1: Housing	N/A	N/A	N/A	++

IIA objective	Site option 60844	Site option 60958	Site option 60844 (reduced boundary)	SS11
2: Health, wellbeing and safety	+	+	+	++
3: Community cohesion	N/A	N/A	N/A	+
4: Access to services and facilities	+	+	+	++
5: Equalities	N/A	N/A	N/A	+
6: Education and skills	+	-	+	++
7: Economy and employment	+	-	+	+
8: Transport	N/A	N/A	N/A	+/-
9: Air quality	-	-	-	+/-
10: Soils	--	--	--	--
11: Resource consumption and waste	--	-	-	-
12: Water resources and quality	-	0	-	0
13: Climate change and energy	N/A	N/A	N/A	N/A
14: Flood risk	0	0	0	0
15: Biodiversity and geodiversity	--	-	-	--/+
16: Historic environment	--	-	--	-
17: Landscape, townscape and visual impacts	--	--	--	-

6.290 SS11 allocates the site for the delivery of 600 homes. As such, the site will make a substantial contribution to housing need in the plan area. The policy-off

appraisal scoped out IIA objective **1: Housing** given that contribution to housing need would be considered through the appraisal of policies in the plan. The policy states that the new development should deliver a range of housing types including affordable housing, older persons accommodation, self/custom build homes, and gypsy and traveller pitches. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

6.291 The allocation is located relatively close to existing healthcare facilities and is within close proximity to cycle routes. The site is also within close proximity to a number of areas of open space. However, it also lies within close proximity to an AQMA and is affected by noise pollution associated with the railway line to the south and the M25 to the east. The requirement for the development to provide social facilities such as a potential new health centre, and new publicly accessible open space and child space could provide further benefits in relation to public health. The policy seeks to secure financial contributions towards new or enhanced sport, leisure, and recreational facilities at Belhus Park. This will help to improve opportunities for physical activity and support public health. Therefore, an improved significant positive effect is expected in relation to IIA objective **2: Health, wellbeing and safety**.

6.292 The scale of development to be delivered and the requirements set out in the policy are expected to support the delivery of a range of facilities. The allocation of the site will include the creation of social facilities such as a health centre and a pub. Additionally, the policy will include the provision of education facilities, specifically a 2FE (two-form entry) primary school with early years childcare provision. Additionally, the policy sets out that approximately 2,000sqm of floorspace will be used for a foodstore/supermarket. As such the policy approach will ensure convenient access to a range of essential amenities to meet the day-to-day needs of residents and visitors. The provision of on-site facilities, complemented by the site's close proximity to existing GP practices, primary schools, and Aveley local centre, is expected to enhance access to services and facilities for both new and existing communities. As a result, the policy approach is likely to result in an improved significant positive effect in relation to IIA objective **4: Access to Services and Facilities.** It is expected that providing services and facilities alongside new homes at the site will help to benefit community cohesion and integration and help to meet the range of users. Therefore, minor positive effects are expected for IIA objectives **3: Community cohesion** and **5: Equalities** which were scoped out as part of the policy-off appraisal

of site options. Given that the policy requires the provision of a new primary school with early years childcare provision, as well as sufficient contribution to early years childcare, primary and secondary school and SEND provision on site or via off site contributions an improved significant positive effect is expected in relation to **IIA objective 6: Education and skills**. It is noted that site option 60958 is not as well related to education facilities (the closest being a primary school which is within 600m of the site boundary) and therefore a minor negative effect was recorded policy off in relation to IIA objective 6.

6.293 Site option 60844 is particularly close to Aveley local centre. The allocation of the wider site for a residential-led mixed-use development, including retail and community uses, is likely to support the viability of the nearby local centre, through increased footfall and demand for local services. The policy states that opportunities for employment-generating uses, compatible with adjacent residential development should be explored. In particular, the eastern part of the site could accommodate appropriate employment uses to provide a buffer between the residential areas and the A13 / Junction 30 of the M25, while also contributing to job creation and economic diversification. However, while the site will contribute to economic activity, it will not deliver new employment land. Overall, a minor positive effect is expected in relation to IIA objective **7: Economy and employment.**

6.294 IIA objective **8: Transport** was scoped out the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. Given the specific requirement in the policy for the site to be developed to deliver a range of active travel improvements, including the provision of safe and convenient pedestrian and cycle connections through the site to connect into the existing walking and cycling network, along Love Lane and Hall Road, and downgrading and re-routing of northern section of Ship Lane to discourage vehicle movements by through traffic and encourage walking and cycling, a minor positive effect is recorded in relation to IIA objective 8. This is combined with a minor negative effect given that the development is required to be supported by a new link road, which could lead to car dependency at the site. This is particularly likely given the site's location along the strategic road network in Thurrock. The policy requires residential development to be located away from impacting sources and avoid adverse amenity impacts from the A13 and Junction 30 of the M25. These requirements could have varying impacts on air quality in the area. Overall, a mixed

minor positive and minor negative effect is expected in relation to IIA objective **9: Air quality**.

6.295 Site option 60844 contains part of a waterbody. However, the requirement for the development to address surface water drainage on site is likely to help limit the potential for run-off to the waterbody, and therefore a negligible effect is expected in relation to IIA objective **12: Water resources and quality**.

6.296 The allocation is adjacent to the Purfleet Road, Aveley SSSI, and is close to the Thames Estuary and Marshes SSSI. Site option 60844 contains part of Love Lane Pasture Local Wildlife Site and is also close to Mar Dyke Valley, Fanns Farm and Stifford Road Pit Local Wildlife Sites. Therefore, a significant negative effect was recorded policy-off in relation to IIA objective **15: Biodiversity and geodiversity**. Site option 60958 is less constrained in this regard with a minor negative effect recorded in relation to IIIA objective 15. The policy requires that habitat creation, enhancement and restoration is provided having regard to the Local Nature Recovery Strategy are provided at the site. Given that the development is not required to directly address impacts on nearby designated biodiversity sites but considering the potential for development to support the objectives of the Local Nature Recovery Strategy and contribute to wider habitat connectivity, a mixed minor positive and significant negative effect is expected for the policy in relation to IIA objective 15.

6.297 The part of the allocation that is covered by site option 60844 is close to a number of listed buildings, including the Grade II listed Aveley Hall, the Grade I listed Church of St Michael, and the Scheduled Ancient Monument of the moated manor house east of St Michael's Church. It is also close to a Scheduled Monument. There is therefore potential for adverse impacts on the setting and significance of these assets, which is reflected in the policy-off significant negative effect recorded in relation to IIA objective **16: Historic environment.** Site option 60958 is less constrained in this regard with a minor negative effect recorded in relation to IIA objective 16, reflecting its relatively close proximity to the Grade II listed Aveley Hall, which is also a Scheduled Monument. In addition, the policy sets out that development of the site should be informed by a Heritage Impact Assessment and a Archaeological Desk Assessment in consultation with Historic England. The policy also seeks to ensure that development conserves and enhances the significance and settings of Aveley Hall and the Church of St Michael, while promoting the sensitive

regeneration of Aveley Hall for community, commercial, and residential uses. As such an improved effect is expected in relation to IIA objective 16. The amended effect is minor negative in acknowledgement that there is still potential for residual adverse impacts given the proximity of the development site to heritage assets.

6.298 The allocation falls within an area of high sensitivity to large scale housing development and medium sensitivity to small scale housing development. Therefore, a significant negative effect and a minor negative effect were recorded policy-off in relation to IIA objective **17: Landscape, townscape and visual impacts**. The policy requires the site to be developed to support the enhancement of the surrounding landscape through the delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study. This approach is likely to support mitigation of impacts on landscape character in an area with high sensitivity and as such, an improved minor negative effect is expected for the policy in relation to IIA objective 17.

SS12 – Land to the west of Romford Road, Aveley

6.299 SS12 sets out the development of the Land to the west of Romford Road, Aveley site for a residential-led mixed-use scheme for the delivery of approximately 450 homes, alongside new community facilities such as a potential new health centre as well as retail, commercial and community floorspace.

6.300 The site allocation was appraised policy-off as site option 60935.

Table 6.21: Appraisal findings for SS12 – Land to the west of Romford Road, of Aveley

IIA objective	Site option 60935	SS12
1: Housing	N/A	++
2: Health, wellbeing and safety	-	+

IIA objective	Site option 60935	SS12
3: Community cohesion	N/A	+
4: Access to services and facilities	-	+
5: Equalities	N/A	+
6: Education and skills	+	++
7: Economy and employment	--	-
8: Transport	N/A	+
9: Air quality	0	0
10: Soils	0	0
11: Resource consumption and waste	-	-
12: Water resources and quality	-	0
13: Climate change and energy	N/A	N/A
14: Flood risk	0	0
15: Biodiversity and geodiversity	--	--/+
16: Historic environment	-	-
17: Landscape, townscape and visual impacts	--	-

6.301 SS12 allocates the site for the delivery of 450 homes. As such the site will support the delivery of a relatively large number of homes and contribute to a range of housing needs. The policy-off appraisal scoped out IIA objective **1: Housing** given that contribution to housing need would be considered through the appraisal of policies in the plan. The policy will support the delivery of affordable housing and housing of differing tenures and types at the site. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

6.302 The site is located at the western edge of the built-up urban area of Aveley. It benefits from proximity to existing areas of open space, PRoWs and cycle routes, providing opportunities for active travel. However, the site is relatively poorly related to existing services and facilities, being located some distance from healthcare facilities. The requirement for the development to provide new community facilities

such as a potential new health care centre, will help to support the health of residents. The policy also requires the provision of new publicly accessible open space and children's play areas, which includes a centralised public open space with opportunity for green walking cycling trails and corridors within the site as part of a green network linking to adjacent Kennington Park and Belhus Country Park. This will help to support health, wellbeing, and social interaction. Therefore, an improved minor positive effect is expected in relation to IIA objective **2: Health, wellbeing and safety.**

6.303 The allocation of the site to include retail, commercial and community floorspace, and community facilities such as a potential new health centre is likely to benefit access to services and facilities in the area. The policy is also set out to secure financial contributions towards nursery, primary and secondary education, including the extension of Ormiston Academy. This approach is likely to help improve the minor negative effect recorded policy-off for the site option in relation to IIA objective **4: Access to services and facilities** to a minor positive. The policy-off appraisal reflected the site's proximity to a primary school, relative closeness to a secondary school and bus stops, but greater distance from town centres and railway stations. By delivering new on-site facilities and services, the development will help to address these accessibility limitations. It is expected that providing services and facilities on site alongside new homes will provide a focus for the community thereby contributing to cohesion and integration and providing for the needs of range of users. Therefore, minor positive effects are expected for IIA objectives **3: Community cohesion** and **5: Equalities** which were scoped out as part of the policy-off appraisal of site options. Given that the policy requires relating to education, the policy-off minor positive effect recorded in relation to IIA objective **6: Education and skills** is improved to a significant positive effect.

6.304 The site was appraised policy-off as having a significant negative effect given its location some distance from the nearest town or local centre. The allocation of the site for development, including allocating land for retail, commercial and community floorspace, is likely to support some level of employment opportunity in the area. This approach could help improve the significant negative effect recorded policy-off for the site option in relation to IIA objective **7: Economy and employment** to a minor negative effect.

6.305 IIA objective **8: Transport** was scoped out the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. Given the specific requirement in the policy for the site to provide safe and convenient pedestrian and cycle routes including along Romford Road, alongside appropriate on-site and off-site measures to promote and enhance active and sustainable travel modes, a minor positive effect is recorded in relation to IIA objective 8. These requirements could support improvements in local air quality, however, the provisions to be made are not considered to be of a scale to warrant a minor positive effect in relation to IIA objective **9: Air quality** and therefore a negligible effect remains applicable.

6.306 The site is adjacent to a waterbody. The requirement for the development to address surface water drainage on site and the requirement for a flood risk assessment is likely to help limit the potential for run-off to the waterbody. This approach could help improve the minor negative effect recorded policy-off for the site option in relation to IIA objective **12: Water resources and quality** to a negligible effect.

6.307 The site intersects with Kennington Park Local Wildlife Site and is close to areas of priority habitats, specifically deciduous woodland. Therefore, a significant negative effect was recorded policy-off in relation to IIA objective **15: Biodiversity and geodiversity**. The policy requires that that the site provides suitable multifunctional green blue infrastructure, habitats and habitat restoration in line with the Greater Essex Local Nature Recovery Strategy (LNRS) and the Thames Chase Plan. Given that the development is not required to directly address impacts on nearby designated biodiversity sites but considering the potential for development to support the objectives of LNRS and contribute to wider habitat connectivity, a mixed minor positive and significant negative effect is expected for the policy in relation to IIA objective 15.

6.308 The site is within close proximity to several designated heritage assets, including two Grade II* listed buildings with associated medieval moats and historic farmsteads, and a further Grade II listed building. The site is also located approximately 300m west of Belhus Park, a Grade II Registered Park and Garden. This is reflected in the policy-off minor negative effect recorded in relation to IIA objective **16: Historic environment**. The policy sets out that development must

preserve and, where appropriate, enhance the setting of Sir Henry Gurnett public house. Additionally, the policy stipulates that development proposals must be accompanied by a Heritage Impact Assessment and Archaeological Desk Based Assessment. As such there is potential for adverse impacts relating to the historic environment to be mitigated. The effect remains minor negative in acknowledgement that there is potential for residual adverse impacts given the proximity of the development site to nearby heritage assets.

6.309 The site falls within an area of high sensitivity to large scale housing development. Therefore, a significant negative effect was recorded policy-off in relation to IIA objective **17: Landscape, townscape and visual impacts**. The policy requires the site to be developed to support the enhancement of the surrounding landscape through the delivery of landscape integration opportunities outlined in the Landscape Character Assessment. In addition, a robust landscape buffer along the site boundary is required. This approach is likely to support improvements in landscape character in an area with high sensitivity and as such, an improved minor negative effect is expected for the policy in relation to IIA objective 17.

SS13 – Land south-east of South Ockendon

6.310 SS13 sets out the development of the Land to the west of Romford Road, Aveley site for a residential-led mixed-use scheme for the delivery of approximately 2,000 homes, alongside a new mixed-use centre with a range of retail, commercial, leisure and community facilities. The site will also provide an all-through school with early years childcare.

6.311 The site allocation was appraised policy-off as site options 60853, 60911, and 61030.

Table 6.22: Appraisal findings for SS13 – Land south-east of South Ockendon

IIA objective	Site option 60853	Site option 60911	Site option 61030	SS13
1: Housing	N/A	N/A	N/A	++
2: Health, wellbeing and safety	+	+	+	++
3: Community cohesion	N/A	N/A	N/A	+
4: Access to services and facilities	+	-	+	+
5: Equalities	N/A	N/A	N/A	+
6: Education and skills	-	-	-	+
7: Economy and employment	-	--	-	+
8: Transport	N/A	N/A	N/A	+/-
9: Air quality	0	0	0	0
10: Soils	--	--	-	--
11: Resource consumption and waste	-	-	--	-
12: Water resources and quality	--	--	-	-
13: Climate change and energy	N/A	N/A	N/A	N/A
14: Flood risk	0	0	0	0
15: Biodiversity and geodiversity	--	--	0	+/-
16: Historic environment	--	-	0	-
17: Landscape, townscape and visual impacts	--	--	--	-

6.312 SS13 allocates the site for the delivery of 2,000 homes. As such the site will support the delivery of a substantial number of homes and contribute to a range of housing needs. The policy-off appraisal scoped out IIA objective **1: Housing** given that contribution to housing need would be considered through the appraisal of policies in the plan. The policy will support the delivery of affordable housing and housing of differing tenures and types at the site. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

6.313 The allocation benefits from its proximity to existing healthcare facilities, areas of open space, and PROWs and cycle routes. However, it is also affected by noise pollution from the railway line, as well as from the B186 and the M25, which are all located to the west of the site. The policy makes provision for new publicly accessible open space and child play space on the site and also requires the development to provide on-site or off-site healthcare as well as open space, sport facilities and play space could provide further benefits in relation to public health. Therefore, an improved significant positive effect is expected in relation to IIA objective **2: Health, wellbeing and safety**.

6.314 The allocation is within variable distances of services and facilities, being located relatively close to bus stops, healthcare facilities, a primary school and local centre, but some distance from other types of facilities. The most easterly portion of the allocation (site options 60911) is particularly poorly related to certain types of services and facilities. The allocation of the site to include a range of retail, commercial, leisure and community facilities and an all-through school with early years childcare provision within a new neighbourhood centre is likely to benefit access to services and facilities in the area. The public and active travel related improvements required as part of development of the site include new pedestrian and cycle links via a junction on South Road connecting to Foxglove Road, as well as enhanced walking and cycling connections to Verbena Close and Elwick Road. This approach is likely to result in an improved minor positive effect in relation to IIA objective **4: Access to services and facilities**. It is expected that providing services and facilities as part of new centre in the Borough alongside new homes will provide a focus for the community thereby contributing to cohesion and integration and providing for the needs of range of users. Therefore, minor positive effects are expected for IIA objectives **3: Community cohesion** and **5: Equalities** which were scoped out as part of the policy-off appraisal of site options. Given that the policy

requires the delivery of a 3FE primary school with early years childcare provision on site or via off-site contributions, the policy-off minor negative effect recorded in relation to IIA objective **6: Education and skills** is improved to a minor positive effect.

6.315 The site was appraised policy-off as having a minor negative effect in relation to IIA objective **7: Economy and employment** given the location of the western part of the allocation (i.e. site options 60853 and 61030) close to a local centre with development having potential to contribute to increased footfall within this area. All parts of the site are located some distance from a town centre. The allocation of the site for a mixed of uses including retail, leisure, commercial and community is likely to support employment opportunities in the area. The provision of new facilities in a new neighbourhood centre could support economic growth in the part of the Borough. As such an improved minor positive effect is recorded for the allocation in relation to IIA objective 7**.**

6.316 IIA objective **8: Transport** was scoped out the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. Given the specific requirement in the policy for the site to be developed to deliver a range of active travel improvements, including new pedestrian and cycle links via a junction on South Road connecting to Foxglove Road, as well as enhanced walking and cycling connections to Verbena Close and Elwick Road, and on-site and off-site measures to promote and enhance active and sustainable modes of transport, an improved minor positive effect is recorded for the policy in relation to IIA objective 8 .This is combined with a minor negative effect given that the development is required to be supported by new vehicular access points and link road from South Road and Medebridge Road, as well as appropriate improvements to the local and strategic road network as required, including financial contributions towards delivery of a remodel and upgrade to the Stifford interchange junction, which could lead to car dependency at the site. These requirements could also result in variable effects in in local air quality, however, the provisions to be made are not considered to be of a scale to warrant a change to negligible effect recorded policy-off in relation to IIA objective **9: Air quality**.

6.317 The site contains a waterbody and is located entirely within SPZ 3. The requirement for the development address surface water drainage through surface

drainage systems (SuDS) is likely to help limit the potential for run off to the waterbody and as such an improved minor negative effect is recorded in relation to IIA objective **12: Water resources and quality**.

6.318 The site intersects with Mardyke Valley Local Wildlife Site and contains with areas of priority habitat, including deciduous woodland and ponds. Therefore, a significant negative effect was recorded policy-off in relation to IIA objective **15: Biodiversity and geodiversity**. The policy requires that that the site provides suitable multifunctional green blue infrastructure, habitat creation, enhancement and restoration with regard to the Local Nature Recovery Strategy (LNRS). Additionally, the policy stipulates that development must protect and enhnace the Mardyke Valley ensuring development provides required mitigation measures and supports future enhancement. The policy also sets out that opportunities for a new country park might be delivered in this location. Given that the development is required to directly address impacts on nearby designated biodiversity sites with potential to provide new habitats through a new country park, an improved mixed minor positive and minor negative effect is expected for the policy in relation to IIA objective 15.

6.319 The site contains the Grade II listed Ford Place and associated Garden Wall to the west. There is therefore potential for adverse impacts on the settings of heritage assets as part of development. This is reflected in the policy-off significant negative effect recorded in relation to IIA objective **16: Historic environment**. The policy sets out that design of development should preserve and where appropriate enhance the setting of the listed buildings at Ford Place. The policy also sets out that development proposals to be accompanied by a Heritage Impact Assessment and an Archaeological Desk Based Assessment. As such an improved effect is expected in relation to IIA objective 16. The improved effect is minor negative in acknowledgement that there is potential for residual adverse impacts given the presence of the listed buildings within part of the allocation.

6.320 The site falls partly within an area of high sensitivity to large scale housing development. It also is partly within the Lower Mar Dyke River Valley which has not been assessed in relation to this scale of housing (although this area is assessed as having very high sensitivity to smaller scales housing development). Therefore, a significant negative effect was recorded policy-off in relation to IIA objective **17: Landscape, townscape and visual impacts**. The policy requires the site to be

developed to support the enhancement of the surrounding landscape through the delivery of landscape integration opportunities outlined in the Landscape Character Assessment. The Mardyke Valley is required to be enhanced through appropriate landscape buffers with potential for the establishment of a new country park. This approach is likely to help mitigate impacts on in landscape character in an area with high sensitivity. As such, an improved minor negative effect is expected for the policy in relation to IIA objective 17.

SS14 - Land north of South Ockendon

6.321 SS14 sets out the development of the Land north of South Ockendon site for a mixed use scheme for the delivery of approximately 2,000 homes, alongside commercial, leisure and community use floorspace. A new neighbourhood centre will also be provided as part of development.

6.322 The site allocation was appraised policy-off as site options 60883 and 60972. The boundary for the site allocation was revised to exclude some of the land within the north of site option 60883 that was initially appraised.

Table 6.23: Appraisal findings for SS14 - Land north of South Ockendon

IIA objective	Site option 60883	Site option 60972	SS14
1: Housing	N/A	N/A	++
2: Health, wellbeing and safety	+	+	+
3: Community cohesion	N/A	N/A	+
4: Access to services and facilities	+	+	+
5: Equalities	N/A	N/A	+
6: Education and skills	-	-	+

IIA objective	Site option 60883	Site option 60972	SS14
7: Economy and employment	--	--	-
8: Transport	N/A	N/A	+/-
9: Air quality	0	0	+/-
10: Soils	--	--	--
11: Resource consumption and waste	--	--	--
12: Water resources and quality	--	--	-
13: Climate change and energy	N/A	N/A	N/A
14: Flood risk	0	0	0
15: Biodiversity and geodiversity	--	-	--/+
16: Historic environment	-	-	-
17: Landscape, townscape and visual impacts	--	--	-

6.323 SS14 allocates the site for the delivery of approximately 2,000 homes. As such the site will make a substantial contribution to housing need in the plan area. The policy-off appraisal scoped out IIA objective **1: Housing** given that contribution to housing need would be considered through the appraisal of policies in the plan. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

6.324 The site is located close to a healthcare facility as well as PRoWs and open spaces within South Ockendon. However, there is potential for the allocation to be affected by noise pollution associated with the railway line that runs from north to south through the middle of the site. The requirements for the site to be supported by contributions towards and/or on site provision of healthcare provision as well as open space provision is likely to provide health benefits for new residents and those in the surroundings. The policy also includes requirement for a buffer to be provided towards the railway line which is likely to help address the potential for noise pollution to affect residents. The requirements of the policy are not considered substantial

enough to warrant a significant positive effect given that the development could be delivered to align with the policy approach through securing a financial contribution towards healthcare without additional provision being achieved on site. As such no change is expected for the minor positive effect previously recorded for the site options in relation to IIA objective **2: Health, wellbeing and safety**.

6.325 The allocation is to be delivered to incorporate a mix of uses including retail, commercial, leisure and community in a new neighbourhood centre. A 2FE primary school and early years childcare provision is also required to be delivered. The active and public travel related improvements required as part of development of the site include safe and convenient walking cycling route towards key facilities in South Ockendon and the souring area as well as a new multi-modal crossing point for the railway line. These improvements will go some way to support good access to services at the site and further afield. The site options were appraised as having a minor positive effect in relation to IIA objective **4: Access to services and facilities**. This reflects the site position relatively close proximity to many existing services and facilities including a railway station, bus stops, PRoWs, healthcare facilities and a primary school. While the policy would support good access services and facilities, it does not support improved access to services which are not nearby. This includes a secondary school, the closest of which is more than 1km from the site. As such no change is expected in relation to IIA objective 4. Delivering services and facilities in a new neighbourhood centre alongside new homes at the site is likely to benefit community cohesion and integration and better meet the needs of range of users. Therefore, minor positive effects are expected for IIA objectives **3: Community cohesion** and **5: Equalities** which were scoped out as part of the policy-off appraisal of site options. Given that the policy requires the development to deliver a new 3FE primary school onsite, the policy-off minor negative effect recorded in relation to IIA objective **6: Education and skills** is improved to a minor positive effect.

6.326 The provision of a new neighbourhood centre is likely to support some level of economic growth in Thurrock through growth and spending in retail and service related sectors. As such an improved minor negative effect is recorded in relation to IIA objective **7: Economy and employment.** The adverse effect recorded partly reflects the allocation’s location some distance from town and local centres in Thurrock.

6.327 IIA objective **8: Transport** was scoped out of the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. The policy requirements include public transport and active travel improvements, such as the incorporation of safe and convenient walking cycling routes and a multi-modal bridge across the railway line. These improvements could support modal shift to some degree. However, the development is also required to be supported by the delivery of a new link road between West Road and North Road which could result in continued reliance on travel by private car in the area. As such a mixed minor positive and minor negative effect is recorded in relation to IIA objective 8. These requirements could also result in a mixed minor positive and minor negative effect in relation to IIA objective **9: Air quality**.

6.328 Parts of both site options take in watercourses and fall within SPZ 3. As such there is potential for development to contribute to runoff into watercourses and to affect the quality of groundwater resources. This is reflected in the policy-off significant negative effect recorded in relation to IIA objective **12: Water resources and quality**. The policy sets out that the development should incorporate existing water bodies as part of the green infrastructure network. development is also required to ensure that flood risk is minimised and mitigated as well as surface water being addressed. This approach is expected to limit the potential for runoff to watercourses. As such an improved minor effect is recorded in relation to IIA objective 12.

6.329 The western parcel of the site is adjacent to Little Belhus Country Park Local Wildlife Site and within 250m of areas of priority habitat. The eastern parcel is less constrained in terms of nearby biodiversity assets. Therefore, significant and minor negative effects were recorded policy-off in relation to IIA objective **15: Biodiversity and geodiversity**. The policy requires that that the site is developed to provide habitat creation, enhancement and restoration having regard to the Local Nature Recovery Strategy. Given that the development is not required to directly address impacts on nearby designated biodiversity sites, but considering the potential for development to contribute to habitat provision and connectivity, a mixed minor positive and significant negative effect is expected for the policy in relation to IIA objective 15.

6.330 The eastern parcel of the allocation is within relatively close proximity to a number of listed buildings at the northern edge of South Ockendon. This is reflected in the policy-off minor negative effect recorded in relation to IIA objective **16: Historic environment.** The policy sets out that development of the site should be informed by a Heritage Impact Assessment and an Archaeological Desk Based Assessment. As such there is potential for adverse impacts relating to the historic environment to be mitigated. The effect remains minor negative in acknowledgement that there is potential for residual adverse impacts given the proximity of the development site to nearby heritage assets.

6.331 The requirement for the site to be developed to positively address the Green Belt edge with built form to respect the character of the existing settlement is likely to help mitigate adverse impacts relating to character and distinctiveness. The area has high sensitivity to large scale housing delivery and it is likely to prove difficult to fully mitigate adverse impacts as result of a large scale extension into the Green Belt. Therefore, a residual minor negative effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts**.

SS15 – Distribution Centre, Arisdale Avenue, South Ockendon

6.332 SS15 sets out the development of the Distribution Centre, Arisdale Avenue, South Ockendon site for a mixed use scheme for the delivery of approximately 350 new homes, alongside retail, commercial, leisure and community use floorspace.

6.333 The site allocation was appraised policy-off as site option 61008.

Table 6.24: Appraisal findings for SS15 – Distribution Centre, Arisdale Avenue, South Ockendon

IIA objective	Site option 61008	SS15
1: Housing	N/A	+

IIA objective	Site option 61008	SS15
2: Health, wellbeing and safety	+	+
3: Community cohesion	N/A	+
4: Access to services and facilities	+	+
5: Equalities	N/A	+
6: Education and skills	+	+
7: Economy and employment	--	-
8: Transport	N/A	+
9: Air quality	0	+
10: Soils	+	+
11: Resource consumption and waste	+	+
12: Water resources and quality	--	-
13: Climate change and energy	N/A	N/A
14: Flood risk	0	0
15: Biodiversity and geodiversity	-	+/-
16: Historic environment	0	0
17: Landscape, townscape and visual impacts	-	0

6.334 SS15 allocates the site for the delivery of approximately 350 homes. As such the site will make a sizeable contribution to housing need in the plan area. The policy-off appraisal scoped out IIA objective **1: Housing** given that contribution to housing need would be considered through the appraisal of policies in the plan. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

6.335 The site is located adjacent to PRoWs and is close to areas of open space and a healthcare facility. There is potential for the allocation to be affected by noise pollution associated with the railway line that runs from north to south along the eastern site boundary. The requirements for the site to be supported by contributions

towards and/or provision of healthcare and community facilities as well as open space provision (to include a new pocket park / centralised open space) is likely to provide health benefits for new residents and those in the surroundings. Additionally, the policy notes that development should be appropriately setback from the railway to minimise impact on residential amenity. While the requirements set out could benefit public health they are not of a scale to result in a change in relation to the minor positive effect previously recorded for the site option for IIA objective **2: Health, wellbeing and safety**.

6.336 The allocation is required to deliver a mix of uses including retail, commercial, leisure and community. Early years childcare, primary and secondary school and SEND facilities will be provided on or off site. The site is located in close proximity to a primary school and healthcare facilities as well as a train station, numerous bus stops and PRoWs. In addition, the policy notes that active and public travel related improvements are required as part of development of the site. These improvements will go some way to support good access to services at the site and further afield. The site option was appraised as having a minor positive effect in relation to IIA objective **4: Access to services and facilities**. While the policy would support good access to services and facilities, it does not support improved access to services which are not nearby. This includes a secondary school, the closest of which is within South Ockendon and is around 1km from the site. As such no change is expected in relation to IIA objective 4. Delivering services and facilities on site alongside new public realm and homes is likely to benefit community cohesion and integration and better meet the needs of range of users. Therefore, minor positive effects are expected for IIA objectives **3: Community cohesion** and **5: Equalities** which were scoped out as part of the policy-off appraisal of site option. The policy requires the development to deliver additional early years childcare as well as priority and secondary school and SEND provision on site or via off site contributions. This is likely to benefit access to education facilities, however, the requirements are not considered of a scale to warrant improvement of the policy-off minor positive effect recorded in relation to IIA objective **6: Education and skills**.

6.337 The provision of adaptable retail and commercial is likely to support some level of economic growth in Thurrock through growth and spending in retail and service-related sectors. As such an improved minor negative effect is recorded in relation to IIA objective **7: Economy and employment.** The adverse effect recorded partly

reflects the allocation's location some distance from town and local centres in Thurrock.

6.338 IIA objective **8: Transport** was scoped out of the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. The policy requirements include public transport and active travel improvements, such as upgrades to the Ockendon railway station as well as pedestrian and cycle access points from West Road. As such an improved minor positive effect is recorded in relation to IIA objective 8. These requirements could also result in an improved minor positive effect in relation to IIA objective **9: Air quality**.

6.339 Parts of the northern boundary of the site is adjacent to a watercourse and falls within SPZ 3. As such there is potential for development to contribute to runoff into watercourses and to affect the quality of groundwater resources. This is reflected in the policy-off significant negative effect recorded in relation to IIA objective **12: Water resources and quality**. The policy sets out that the development should address surface water drainage and ensure that flood risk is minimised and mitigated. As such an improved minor negative effect is recorded in relation to IIA objective 12.

6.340 The western boundary of the site is less than 25m from the Little Belhus Country Park Local Wildlife Site. Therefore, minor negative effects were recorded policy-off in relation to IIA objective **15: Biodiversity and geodiversity**. The policy requires that development of the site provides appropriate habitat mitigation and creation in accordance with the Local Nature Recovery Strategy. Given that the development is not required to directly address impacts on nearby designated biodiversity sites but considering the potential for development to contribute to habitat provision and connectivity, a mixed minor positive and minor negative effect is expected for the policy in relation to IIA objective 15.

6.341 The site allocation is not in close proximity to any heritage assets, the closest being around 400m to the east. This is reflected in the policy-off negligible effects recorded in relation to IIA objective **16: Historic environment.** The policy sets out the character, layout and scale of the development should respond to the

surrounding area. As such, there is no change to the effect in relation to IIA objective 16.

6.342 There is potential for development to impact upon the existing rural character of the settlement. The site has a medium sensitivity to substantial housing development. The requirement for the site to enhance the surrounding landscape through the delivery of landscape integration opportunities in line with the Landscape Character Assessment is likely to help mitigate adverse impacts relating to character and distinctiveness. The policy sets out additional landscape related requirements including the siting of taller elements towards the southern and eastern edges of the site and the provision of an appropriate landscaped settlement edge. Given the policy requirements an improved negligible effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts**.

SS16 – Buckles Lane, South Ockendon

6.343 SS16 is set out to address development at the Buckles Lane, South Ockendon site. The site is included in the plan to meet the needs of Travelling Showpeople, providing permanent yard spaces including residential pitches, storage and workshop space for fairground equipment, rides and vehicles, along with provision of utilities and amenity facilities for those living and working within the site.

6.344 The policy seeks to facilitate harmonisation of lawful uses and facilitate a strategy for ensuring that the site is available for the purpose of meeting Travelling Showpeople need. The site benefits from existing planning permissions and is mostly developed. The policy does not set out a specific level of development for the site. As such a policy-off appraisal of the site is not included and the appraisal of focusses on the requirements included in the policy text.

Table 6.25: Appraisal findings for SS16 – Buckles Lane, South Ockendon

IIA objective	SS16
1: Housing	+
2: Health, wellbeing and safety	+
3: Community cohesion	+
4: Access to services and facilities	+
5: Equalities	++
6: Education and skills	0
7: Economy and employment	0
8: Transport	+
9: Air quality	+
10: Soils	0
11: Resource consumption and waste	0
12: Water resources and quality	0
13: Climate change and energy	0
14: Flood risk	0
15: Biodiversity and geodiversity	+
16: Historic environment	0
17: Landscape, townscape and visual impacts	+

6.345 SS17 aims to meet the needs of Travelling Showpeople by providing permanent yard spaces including residential pitches, storage and workshop space for fairground equipment, rides and vehicles, along with provision of utilities and amenity facilities for those living and working within the site. As such the site will contribute to accommodation needs for Travelling Showpeople in the plan area. As such, a minor positive effect is expected in relation to IIA objective **1: Housing**.

6.346 The site is relatively well related to healthcare facilities as well as open space and PRoWs within South Ockendon. The site is also not within close proximity to an AQMA or area associated with noise pollution. The policy requires that amenity facilities, including playspace are delivered at the site for residents but does not seek to provide additional healthcare facilities on site. As such a minor positive effect is expected in relation to IIA objective **2: Health, wellbeing and safety**.

6.347 The main aim of the policy is to provide permanent yard spaces for the Travelling Showpeople community. Alongside this development is required to deliver amenity facilities as well as well-designed and safe vehicle, walking and cycling routes. These improvements will go some way to support good access to services at the site and further afield. The policy is expected to have a minor positive effect in relation to IIA objective **4: Access to services and facilities**. The site is relatively close to bus stops and PRoWs,as well as healthcare facilities and a primary school within South Ockendon. While the policy would support the delivery of amenity facilities on site, which could support integration to some degree, more substantial provisions are not required at the site. Therefore, a minor positive effect is also expected for IIA objective **3: Community cohesion**. The policy will also help to ensure access to accommodation for a group that might otherwise be underrepresented. As such a significant positive effect is expected in relation to IIA objective **5: Equalities**.

6.348 The policy requirements include adequately designed and safe vehicle, walking and cycling access and routes throughout the site. Furthermore, the policy states that the provision of electric vehicle charging points should be provided. As such, given the potential for travel by mode sustainable modes, a minor positive effect is expected for IIA objective **8: Transport**. These requirements could also result in a minor positive effect in relation to IIA objective **9: Air quality**.

6.349 Part of the southern section of the site lies next to Great Palmer's Shaw Local Wildlife Site and within 250m of areas of priority habitat. Furthermore, the surrounding land includes semi-natural habitats. As such, the policy requires that any redevelopment of the site will need to consider biodiversity and provide an adequate buffer between the site and surrounding land. The site is mostly developed and given the mitigation requirements set out, any further development might be achieved to limit the potential for adverse effects on surrounding habitats. Therefore, a minor

positive effect is recorded in relation to IIA objective **15: Biodiversity and geodiversity**.

6.350 The area has medium sensitivity to small scale housing delivery. However, the site is already mostly developed which is likely to limit the potential for adverse impacts as new development might be delivered in the area. In addition, the policy states that a landscape buffer should be provided between the site and surrounding areas which could improve the local landscape setting. Therefore, a minor positive effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts**.

Non-strategic site allocation policies

6.351 This section presents the appraisal findings for the Strategic Site Allocation Policies included under the 'Aveley and South Ockendon' heading of the Local Plan. The policies included are:

- NS47 Land west of Park Lane, Aveley (Site option 60961)
- NS48 Former St Michaels Church Hall, Mill Lane, Aveley (Site option 61112)
- NS49 Land at former library & public hall, Purfleet Road, Aveley (Site option 61113)
- NS50 Former Prince of Wales Public House, West Road, South Ockendon (Site option 61095)
- NS51 Land & garages to rear of 20-24 and 34-44 Anton Road, South Ockendon (Site option 61099)
- NS52 Land adjoining Tamarisk Road, South Ockendon (Site option 61147)
- NS53 Land east of South Road & adj. Echo Farm & Mollands Lane, South Ockendon (Site option 60918)
- NS54 Former Culver Centre & land to rear, Daiglen Drive, South Ockendon (Site option 61114)

- NS55 Land east of South Road & north of Buckles Lane, South Ockendon (Site option 61030)
- NS56 1 to 431 odds, Broxburn Drive, South Ockendon (Site option 61116)
- NS57 Jack O' Lantern Public House, Daiglen Drive, South Ockendon (61117)
- NS58 Belhus Park Boxing Club, Darenth Lane, South Ockendon (Site option 61115)
- NS59 The Willows (adjacent to Buckles Lane), South Ockendon (Site option 8)
- NS60 Holy Lands (adjacent to Buckles Lane), South Ockendon (Site option 11)
- NS61 Extension to Hangmans Wood Industrial Estate, South Ockendon (Site option 11)

6.352 The appraisal of each policy is included under each of the relevant headings below.

Table 6.26: Appraisal findings for NS47-61 - Aveley and South Ockenden

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS47 policy off	N/A	+	N/A	+	N/A	+	-	N/A	-	--	-	0	N/A	0	--?	--	-
NS47 policy on	++	+	N/A	+	N/A	+	-	0	-	--	-	0	N/A	0	--?	-	-
NS48 policy off	N/A	+	N/A	+	N/A	+	-	N/A	-	-	-	0	N/A	0	--?	0	0
NS48 policy on	++	+	N/A	+	N/A	+	-	0	-	-	-	0	N/A	0	--?	0	0

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS49 policy off	N/A	+	N/A	+	N/A	-	0	N/A	-	+	+	0	N/A	0	-?	0	0
NS49 policy on	++	+	N/A	+	N/A	-	0	0	-	+	+	0	N/A	0	-?	0	0
NS50 policy off	N/A	-	N/A	+	N/A	+	0	N/A	0	+	-	--	N/A	--	--?	--	0
NS50 policy on	N/A	-	N/A	+	N/A	+	0	N/A	0	+	-	--	0	--	--?	--	0
NS51 policy off	N/A	+	N/A	+	N/A	+	-	N/A	0	+	+	-	N/A	0	-?	-	0
NS51 policy on	++	+	N/A	+	N/A	+	-	0	0	+	+	-	N/A	0	-	0	0

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS52 Policy off	N/A	+	N/A	+	N/A	-	--	N/A	0	+	+	-	N/A	0	-?	0	0
NS52 policy on	++	+	N/A	+	N/A	-	--	0	0	+	+	-	N/A	0	-?	0	0
NS53 policy off	N/A	+	N/A	+	N/A	-	-	N/A	0	--	--	--	N/A	0	-?	0	-
NS53 policy on	++	+	N/A	+	N/A	+	-	+	0	--	--	--	N/A	0	-?	0	-
NS54 policy off	N/A	+	N/A	+	N/A	+	0	N/A	0	-	--	-	N/A	0	--?	0	0
NS54 policy on	++	+	N/A	+	N/A	+	0	0	0	-	--	-	N/A	0	--?	0	0

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS55 policy off	N/A	+	N/A	+	N/A	-	-	N/A	0	-	--	-	N/A	0	0?	0	-
NS55 policy on	++	+	N/A	+	N/A	-	-	0	0	-	--	-	N/A	0	0?	0	-
NS56 policy off	N/A	+	N/A	+	N/A	+	-	N/A	0	+	+	-	N/A	0	0?	0	0
NS56 policy on	++	+	N/A	+	N/A	+	-	0	0	+	+	-	N/A	0	0	0	0
NS57 policy off	N/A	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	-?	0	0
NS57 policy on	++	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	-?	0	0

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS58 policy off	N/A	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	--?	0	0
NS58 policy on	++	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	--?	0	0
NS59 policy off	N/A	-	N/A	-	N/A	-	0	N/A	0	0	0	-	N/A	0	--?	0	--
NS59 policy on	++	-	N/A	-	N/A	-	0	N/A	0	0	0	-	0	0	-?	0	--
NS60 policy off	N/A	-	N/A	-	N/A	-	0	N/A	0	0	-	-	N/A	0	0?	0	--
NS60 policy on	++	-	N/A	-	N/A	-	0	N/A	0	0	-	-	0	0	0?	0	--

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS61 policy off	N/A	0	N/A	+	N/A	-	-	N/A	0	+	+	-	N/A	0	--?	0	-
NS61 policy on	N/A	0	N/A	+	N/A	-	-	0	0	+	+	-	N/A	+	--?	0	-

IIA objective 1: Housing

6.353 Policies NS47-NS61 will deliver a small number of homes within Aveley and South Ockendon. The policy-off appraisal scoped out **IIA objective 1: Housing** given that contribution to housing need would be considered through the appraisal of policies in the plan. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

IIA objective 2: Health, wellbeing and safety

6.354 Many of the non-strategic site allocations in this part of the area are located close to a GP surgery. The majority are located near a Public Rights of Way or cycle path and the majority require improvements to the rights of way and cycle network. Therefore the majority of the residential sites are expected to have at least a minor positive effect in relation to **IIA objective 2: Health, wellbeing and safety**. The policy wording for the sites requires the provision of on site and off site infrastructure improvements, however, in some cases, the exact infrastructure improvements are unknown.

IIA objective 3: Community cohesion

6.355 IIA objective 3: Community cohesion which were scoped out as part of the policy-off appraisal of site options. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 4: Access to services and facilities

6.356 The majority of the non-strategic site allocations are located in close proximity to some services including primary schools, GP surgeries and some sustainable transport options such as Public Rights of Way and bus stops. Some are closer to

town centres. Therefore, all of the sites score minor positive in relation to **IIA objective 4: Access to services and facilities**.

IIA objective 5: Equalities

6.357 IIA objective 5: Equalities which were scoped out as part of the policy-off appraisal of site options. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 6: Education and skills

6.358 The majority of the non-strategic sites delivering housing are located near a primary school. Some are close to secondary schools, although the catchment area for these is larger. Therefore, a mix of positive and negative effects are expected in relation to **IIA objective 6: Education and skills**.

IIA objective 7: Economy and employment

6.359 None of the policy off effects have been amended as the sites are all residential and the proposed policies associated with the sites do not amend the overall outcome as previously considered. In addition, a large number of the sites are not located in close proximity to a town or local centre. Therefore, largely negative effects are expected in relation to **IIA objective 7: Economy and employment**.

IIA objective 8: Transport

6.360 IIA objective 8: Transport was scoped out as part of the policy-off appraisal of site options. A small number of the site policies (NS53, NS59 and NS60) require improvements to the movement network, including by foot and by bicycle and active travel enhancements. The on policy effects for these sites has been amended accordingly where at least a minor significant effect is expected.

IIA objective 9: Air quality

6.361 None of the site policies explicitly make provision for air quality issues, although many do incorporate a need to improve connectivity by modes other than vehicle. In the regard, the effects for the on policy sites remains the same as recorded for off policy in relation to **IIA objective 9: Air quality**.

IIA objective 10: Soils

6.362 A small number of the non-strategic allocations consist of largely Grade 2/3 agricultural land. Therefore, a negative effect is expected in relation to **IIA objective 10: Soils**. However, the majority of the non-strategic site allocations fall within urban land and therefore a minor positive effect is expected in relation to this IIA objective. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 11: Resource consumption and waste

6.363 Given the large number of non-strategic sites that are located on urban land compared to greenfield land, largely positive effects are expected in relation to **IIA objective 11: Resource consumption and waste**. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 12: Water resources and quality

6.364 The non-strategic site allocations largely fall within either Source Protection Zone 2 or 3. Therefore, negative effects are expected in relation to **IIA objective 12: Water resources and quality**. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 13: Climate change and energy

6.365 IIA objective 13: Climate change and energy which were scoped out as part of the policy-off appraisal of site options. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 14: Flood risk

6.366 None of the non-strategic sites are located within an area of at risk of flooding, notably surface water flooding. Therefore, largely negligible effects are expected in relation to **IIA objective 14: Flood risk**. Three policies (NS59, NS60 and NS61) require the provision of Sustainable Urban Drainage on site. Therefore, the policy on scores have been updated to reflect policy mitigation.

IIA objective 15: Biodiversity and geodiversity

6.367 The majority of the non-strategic site allocations score negatively against **IIA objective 15: Biodiversity and geodiversity** as they are located in close proximity to a national or local biodiversity asset or a priority habitat. The remaining two sites score a negligible effect. Two policies (NS59 and NS60) require habitat mitigation and creation as part of the proposal and therefore the policy on score has been updated accordingly. However, the majority of policies do not include any mitigation and therefore, the majority of the policy off scores remain the same.

IIA objective 16: Historic environment

6.368 The majority of non-strategic site allocations are expected to have a negligible effect in relation to **IIA objective 16: Historic environment** due to the sites not being located in close proximity to historic assets. A large number of the site allocation policies require the submission of an Archaeological Desk based assessment and Heritage Impact Assessment. Therefore, the policy on score has been amended to reflect this where there is a negative effect.

IIA objective 17: Landscape, townscape and visual impacts

6.369 The majority of the non-strategic sites fall within an area that is not sensitive to housing delivery. Therefore, these sites are expected to have negligible effects on **IIA objective 17: Landscape, townscape and visual impacts**. The remaining sites are expected to have a minor negative effect as the development as these sites fall within areas at a medium sensitivity to housing delivery. The wording within the policies does not contain any measures to minimise the impacts of development on the landscape and townscape. Therefore the policy off scores have been retained.

Rural Thurrock

6.370 This section presents the appraisal findings for the vision and policies included under the 'Rural Thurrock' heading of the Local Plan. The policies included are:

- Policy PP20 - Local Green Space in Rural Thurrock
- Policy PP21 - Infill Development within Village Boundaries

6.371 The effects are presented in the **Table 6.27** and described below the table.

Table 6.27: Appraisal findings for the vision and place policies relating to Rural Thurrock

IIA objective	Vision and Place Policies relating to Rural Thurrock
1: Housing	+/-
2: Health, wellbeing and safety	+
3: Community cohesion	+
4: Access to services and facilities	+
5: Equalities	0

IIA objective	Vision and Place Policies relating to Rural Thurrock
6: Education and skills	0
7: Economy and employment	+
8: Transport	+/-
9: Air quality	+/-
10: Soils	+
11: Resource consumption and waste	0
12: Water resources and quality	+
13: Climate change and energy	+/-
14: Flood risk	+
15: Biodiversity and geodiversity	++
16: Historic environment	+
17: Landscape, townscape and visual impacts	++

6.372 The vision supports limited, sensitively designed housing to meet local needs and sustain village vitality. Furthermore, Policy PP21 – Infill Development within Village Boundaries is supportive of small-scale infill developments. While this approach may contribute to meeting rural housing needs, the vision's approach is informed by the need to the protect the Green Belt as well as the rural identity and landscape character of the area which could constrain the scale and location of new housing development. As such, a mixed minor positive and minor negative effect is likely in relation to IIA objective **1: Housing**.

6.373 The designation of Local Green Spaces in line with Policy PP20 – Local Green Space in Rural Thurrock is likely to benefit the health and wellbeing of residents in the area. Furthermore, the vision sets out that within rural communities walking and cycling routes will provide connectivity and the limited amount of development allowed for will include new community facilities. This approach is likely to support travel by active modes as well as integration in more rural areas. Opportunities to improve local services and community facilities are also supported through Policy

PP21 – Infill Development within Village Boundaries. As such, minor positive effects are likely in relation to IIA objectives **2: Health, wellbeing and safety**, **3: Community cohesion** and **4: Access to services and facilities**.

6.374 The vision supports the diversification of the rural economy through small businesses, sustainable enterprise and culture and tourism. Accessible transport linkages from the villages to nearby towns will support better access to employment beyond the villages and enhanced digital connectivity is likely to promote opportunities for diversifying local employment and job opportunities. As such, a minor positive effect is likely in relation to IIA objective **7: Economy and employment.**

6.375 Support set out in the vision and Policy PP21 – Infill Development within Village Boundaries for improvements to walking and cycling routes as well as transport links to nearby towns may reduce the need for some private car journeys. The support included in this policy for the provision of local services and community facilities could help also help achieve a degree of self-containment in these locations. As such, minor positive effects are likely in relation to IIA objective **8: Transport**, **9: Air quality** and **13: Climate change and energy**. However, allowing for a limited amount of development in more rural settlements could mean private vehicle use will result as development is delivered given the lack of existing services and jobs at these locations. As such the minor positive effects are mixed with minor negative effects.

6.376 The vision's approach to the protection of Green Belt land, could help direct development to brownfield sites within more developed locations and reduce pressure on higher value soils. As such, a minor positive effect is likely in relation to IIA objectives **10: Soils.** The vision also places emphasis on flood management and habitat restoration at Bulphan Fen, Fobbing Marshes and Mucking Marshes. Furthermore, Local Green Spaces in the rural areas are designated for protection through Policy PP20 – Local Green Space in Rural Thurrock. As such, a significant positive effect is likely in relation to IIA objective **15: Biodiversity and geodiversity.** Minor positive effects are likely in relation to IIA Objectives **12: Water resources and quality** and **14: Flood risk.**

6.377 The vision sets out that development within the rural areas will be designed to sit sensitivity within the landscape and preserve Conservation Areas such as Horndon on the Hill and Orsett. Its approach to limiting development within the rural areas and protecting the settlement pattern is also likely to benefit the character of the plan area as well as settings of heritage assets. Furthermore, Policy PP21 – Infill Development within Village Boundaries is set out to maintain the identity of rural settlements including through high-quality design and use of materials and landscaping that respond to local distinctiveness. As such, a significant positive effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts** and a minor positive effect is likely in relation to IIA objective **16: Historic environment**.

Non-strategic site allocation policies

6.378 This section presents the appraisal findings for the Strategic Site Allocation Policies included under the 'Rural Thurrock' heading of the Local Plan. The policies included are:

- NS62 Land north of Church Road, Bulphan (Site option 61066)
- NS63 Land south of School Lane, Orsett (Site option 60821)
- NS64 Land adjacent to The Paddocks, Hillcrest Road, Horndon-on-the-Hill (Site option 60827)

6.379 The appraisal of each policy is included under each of the relevant headings below.

Table 6.28: Appraisal findings for NS62-64 - Rural Thurrock

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS62 policy off	N/A	+	N/A	+	N/A	-	--	N/A	0	-	--	0	N/A	0	0	-	--
NS62 Policy on	+	+	N/A	+	N/A	-	--	N/A	0	-	--	0	N/A	0	0	0	--
NS63 policy off	N/A	+	N/A	+	N/A	-	--	N/A	0	--	--	-	N/A	0	0	-	--
NS63 Policy on	+	+	N/A	+	N/A	-	--	N/A	0	--	--	-	N/A	0	0	0	--

	1: Housing	2: Health, wellbeing and safety	3: Community cohesion	4: Access to services and facilities	5: Equalities	6: Education and skills	7: Economy and employment	8: Transport	9: Air quality	10: Soils	11: Resource consumption and waste	12: Water resources and quality	13: Climate change and energy	14: Flood risk	15: Biodiversity and geodiversity	16: Historic environment	17: Landscape, townscape and visual impacts
NS64 policy off	N/A	+	N/A	-	N/A	--	--	N/A	0	-	--	-	N/A	0	0	0	--
NS64 Policy on	+	+	N/A	-	N/A	--	--	N/A	0	-	--	-	N/A	0	0	0	--

IIA objective 1: Housing

6.380 Policies NS62-64 will deliver a small number of homes within Rural Thurrock. The policy-off appraisal scoped out **IIA objective 1: Housing** given that contribution to housing need would be considered through the appraisal of policies in the plan. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

IIA objective 2: Health, wellbeing and safety

6.381 Both non-strategic site allocations under policies NS63 and NS64 are located within 400m of a GP surgery. All the non-strategic site allocations are located near a Public Rights of Way or cycle path. Therefore, a minor positive effect is expected in relation to **IIA objective 2: Health, wellbeing and safety**. The policy wording requires the provision of on site and off site infrastructure improvements, however, the exact infrastructure improvements are unknown. Therefore the policy-on scores are the same.

IIA objective 3: Community cohesion

6.382 IIA objective 3: Community cohesion which were scoped out as part of the policy-off appraisal of site options. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 4: Access to services and facilities

6.383 The non-strategic site allocations are located in close proximity to some services including primary schools, GP surgeries and some sustainable transport options such as Public Rights of Way and bus stops. However, all the sites are located away from local and town centres. Therefore, a minor positive effect is

expected in relation **to IIA objective 4: Access to services and facilities** for the non-strategic site allocations under policy NS63 and NS62. A minor negative effect is expected for NS64. The policy wording requires the provision of on site and off site infrastructure improvements, however, the exact infrastructure improvements are unknown. Therefore the policy-on scores are the same.

IIA objective 5: Equalities

6.384 IIA objective 5: Equalities which were scoped out as part of the policy-off appraisal of site options. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 6: Education and skills

6.385 The non-strategic site allocations under policies NS62 and NS63 are both located near a primary school. None of the non-strategic site allocations are located near a secondary school of furth education facility. Therefore, a minor negative effect is expected for policies NS62 and NS63 in relation to **IIA objective 6: Education and skills**. A significant negative effect is expected in relation to NS64. The policy wording requires the provision of on site and off site infrastructure improvements, however, the exact infrastructure improvements are unknown. Therefore the policy-on scores are the same.

IIA objective 7: Economy and employment

6.386 Due to the rural location of the non-strategic site allocations none of them are located in close proximity to a town or local centre. Therefore, a significant negative effect is expected for policies NS62-64 for IIA objective 7: Economy and education. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 8: Transport

6.387 IIA objective 8: Transport which were scoped out as part of the policy-off appraisal of site options. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 9: Air quality

6.388 None of the non-strategic site allocations under policies NS62-64 are located within close proximity to a AQMA. Therefore, a negligible effect is expected in relation to **IIA objective 9: Air quality**.

IIA objective 10: Soils

6.389 The non-strategic allocations under policies NS62 and NS64 consist of largely Grade 3 agricultural land. Therefore, a minor negative effect is expected in relation to IIA objective 10: Soils. A significant negative effect is expected in relation to the non-strategic allocation under policy NS63 as the site largely consist of Grade 2 agricultural land. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 11: Resource consumption and waste

6.390 All three of the non-strategic site allocations under policies NS62-64 consist of largely greenfield land and therefore a minor negative effect is expected in relation to **IIA objective 11: Resource consumption and waste**. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 12: Water resources and quality

6.391 The non-strategic site allocations under policies NS63 and NS64 both fall within either Source Protection Zone 2 or 3. Therefore, a minor negative effect is expected in relation to **IIA objective 12: Water resources and quality**. The non-strategic site allocation under policy NS62 does not fall under any source protection zone or contain a waterbody and therefore a negligible effect applies. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 13: Climate change and energy

6.392 IIA objective 13: Climate change and energy which were scoped out as part of the policy-off appraisal of site options. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 14: Flood risk

6.393 None of the non-strategic site allocations are located within a flood risk zone of an area at risk of surface water flooding. Therefore, a negligible effect is expected in relation to IIA objective 14: Flood risk. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 15: Biodiversity and geodiversity

6.394 None of the non-strategic site allocations are located in close proximity to a national or local biodiversity asset or a priority habitat. Therefore, a negligible effect is expected in relation to **IIA objective 15: Biodiversity and geodiversity**. None of the policies address this objective, therefore the policy-on scores are the same.

IIA objective 16: Historic environment

6.395 A minor negative effect is expected in relation to **IIA objective 16: Historic environment** for non-strategic site allocations under policies NS62 and NS63 due to the sites close proximity to either Listed Buildings or scheduled Monuments. The non-strategic site allocation under Policy NS64 is not located in close proximity to any historical assets. Therefore, a negligible effect is expected for Policy NS64 in relation to IIA objective 16: Historic environment. Policies NS62 and NS63 require consultation with Historic England and the submission of a Heritage Impact Assessment whereas all policies require the submission of an Archaeological Desk Based Assessment. Therefore, the policy on effects for this IIA objective have reduced to take out of mitigation in the policy.

IIA objective 17: Landscape, townscape and visual impacts

6.396 All three non-strategic site allocations under policies NS62-64 fall within an area that has high sensitivity to housing delivery. The wording within the policies doesn’t contain any measures to minimise the impacts of development on the landscape and townscape. Therefore, a significant negative effect remains for the policy off and policy on score in relation to **IIA objective 17: Landscape, townscape and visual impacts**.

West Horndon

6.397 This section presents the appraisal findings for the vision included under the ‘West Horndon’ heading of the Local Plan. The section of the Local Plan does not include any place policies.

6.398 The effects are presented in **Table 6.29**: Appraisal findings for the vision relating to West Horndon and described below the table.

Table 6.29: Appraisal findings for the vision relating to West Horndon

IIA objective	Vision
1: Housing	++
2: Health, wellbeing and safety	+
3: Community cohesion	++
4: Access to services and facilities	++
5: Equalities	+
6: Education and skills	+
7: Economy and employment	+
8: Transport	+
9: Air quality	+
10: Soils	+
11: Resource consumption and waste	0
12: Water resources and quality	+
13: Climate change and energy	++
14: Flood risk	+
15: Biodiversity and geodiversity	++
16: Historic environment	+
17: Landscape, townscape and visual impacts	+

6.399 The vision sets out that by 2044, the West Horndon new settlement will comprise distinct residential neighbourhood centres with a wide range of housing types and tenures delivered from the outset. Given the settlement's residential-led focus, a significant positive effect is likely in relation to IIA objective **1: Housing**.

6.400 The vision places emphasis on creating walkable neighbourhood centres that provide for a range of services and facilities, including health, education and

community as well as quality public spaces and parks. The vision for the new settlement also seeks to incorporate measures to establish a strong community identity and encourage social interaction in the area. A sense of community ownership will be fostered and governance models will be implemented, which is likely to further support a cohesive community spirit in the new settlement. As such, given the range of measures set out in the vision, including support for centres at which many of the needs of new residents might be met, significant positive effects are likely in relation to IIA objectives **3: Community cohesion** and **4: Access to services and facilities.** Considering the types of services and facilities expected to be incorporated at the new settlement and the likelihood that they will benefit a range of user types, minor positive effects are likely in relation to IIA objectives **2: Health, wellbeing and safety**, **5: Equalities** and **6: Education and skills.**

6.401 The creation of a vibrant town centre, local employment spaces, micro-sites for small enterprises within the new settlement is also set out in the vision for West Horndon. As such new residents will have access to some employment opportunities within the settlement. Strong public transport connections are to be provided to wider employment centres, including the Thames Freeport and this is likely to enhance access to job opportunities outside of West Horndon. As such, a minor positive effect is likely in relation to IIA objective **7: Economy and employment.**

6.402 The vision prioritises walking, cycling and public transport through a compact and permeable environment. The area benefits from strong east-west connectivity to London and Essex which provides the opportunity for more sustainable travel habits to result which may help to limit air pollution and carbon emissions. Furthermore, the vision seeks to position West Horndon as an exemplar for green technologies, with homes powered by on-site renewable energy and designed to deliver low-to-zero energy bills. Combined with sustainable transport patterns, this is likely to greatly benefit climate change mitigation and resilience. As such, a significant positive effect is likely in relation to IIA objective **13: Climate change and energy** and minor positive effects are likely in relation to IIA objectives **8: Transport** and **9: Air quality**.

6.403 The promotion of compact forms of development within the vision is likely to help achieve more efficient use of land resources in the area and minimise unnecessary land take. As such, a minor positive effect is expected in relation to IIA objective **10: Soils**. The vision is also strongly informed by the flood plains of the Mar

Dyke tributaries and includes proposals to enhance the river corridors for biodiversity and to reduce flood risk. This is supported by a commitment to biodiversity net gain of 20% and to incorporate a biodiversity park as part of development. Given the biodiversity improvements set out in the vision, a significant positive effect is likely in relation to IIA objective **15: Biodiversity and geodiversity.** Minor positive effects are likely in relation to IIA objectives **12: Water resources and quality**, **14: Flood risk** and **17: Landscape, Townscape and visual impacts.** This reflects the potential to achieve natural flood management and surface water infiltration at the new settlement and the potential for new parkland to support the integration of development within the surrounding landscape.

6.404 The vision seeks to guide the sensitive development of West Horndon in line with a thorough understanding of its pre-existing assets, including its rural character and historic environment. As such, a minor positive effect is likely in relation to IIA objective **16: Historic environment**.

Strategic Site Allocation Policy

6.405 This section presents the appraisal findings for the Strategic Site Allocation Policy included under the 'West Horndon' heading of the Local Plan. The only policy included in this section of the Local Plan is SS17 - West Horndon New Town.

SS17 - West Horndon New Town

6.406 SS17 sets out the development of the West Horndon New Town site for a mixed use scheme. The development will be delivered as a self-sustaining community to include approximately 10,000 dwellings, 50ha employment land together with necessary health, education, community, leisure and retail facilities and comprehensive infrastructure.

6.407 The site allocation was appraised policy-off as site options 60913 and 60969. The boundary for the site allocation was revised to exclude some of the land within the south of both site options that were initially appraised.

Table 6.30: Appraisal findings for Policy SS17 - West Horndon New Town

IIA objective	Site option 60913	Site option 60969	Policy SS17
1: Housing	N/A	N/A	++
2: Health, wellbeing and safety	--	--	--/+
3: Community cohesion	N/A	N/A	+
4: Access to services and facilities	-	-	++
5: Equalities	N/A	N/A	+
6: Education and skills	-	-	+
7: Economy and employment	-	-	++
8: Transport	N/A	N/A	++
9: Air quality	0	0	+
10: Soils	+	+	+
11: Resource consumption and waste	+	+	+
12: Water resources and quality	-	-	0
13: Climate change and energy	N/A	N/A	N/A
14: Flood risk	-	-	0
15: Biodiversity and geodiversity	--	-	--/+
16: Historic environment	--	-	-
17: Landscape, townscape and visual impacts	--	--	-

6.408 Policy SS17 allocates the site for the delivery of approximately 10,000 dwellings. As such the site will make a substantial contribution to housing need in the plan area. The policy-off appraisal scoped out IIA objective **1: Housing** given that contribution to housing need would be considered through the appraisal of policies in

the plan. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

6.409 The site is not located close to healthcare facilities or existing areas of open space within Thurrock. It is recognised that there is a healthcare facility and playing fields in the existing development at West Horndon however, these facilities are separated from the development by the presence of the railway line to the north. The allocation is also affected by noise pollution associated with the railway line. The requirement for the development to incorporate community services and facilities, including health centres as well as sports and leisure facilities and open space is likely to provide health benefits for new residents and those already within the area. The policy also requires that walking and cycling access is provided over the railway line and this would support access to the existing facilities to the north for new residents at the site. However, the policy does not seek to address the potential for noise pollution at the site. Given the new healthcare and open space provision to be made, an improved significant positive effect is expected in relation to **IIA objective 2: Health, wellbeing and safety**. This is mixed with a minor negative effect given the potential for residents to be affected by noise pollution.

6.410 The allocation is to be delivered to achieve a self-sustaining community with new a new town centre as well as health, education, community, leisure and retail facilities delivered at the site. The active and public travel related improvements required as part of development of the site include upgrades to West Horndon railway station, new bus services to a range of locations and improve waling and cycling to surrounding existing settlements. These improvements will help support good access to services and facilities at the site and further afield. The site options were appraised as having a minor negative effect in relation to IIA objective **4: Access to services and facilities**, reflecting the relatively isolated location of the site from many existing services and facilities but their proximity to a railway station, bus stops, PRoWs and a primary school within the Borough. Given the substantial requirements of the policy and ambitions of delivering the site as a self-sustaining settlement, an improved, significant positive effect is expected in relation to IIA objective 4. It is expected that providing services and facilities focussed around a new town centre alongside new homes at the site would benefit community cohesion and integration and better meet the needs of range of users. Therefore, minor positive effects are expected for IIA objectives **3: Community cohesion** and **5:**

Equalities which were scoped out as part of the policy-off appraisal of site options. Given that the policy requires the development to deliver new primary and secondary education facilities, the policy-off minor negative effect recorded in relation to IIA objective **6: Education and skills** is improved to a minor positive effect.

6.411 The allocation of the site is to include 50ha employment land, which will provide local job opportunities for residents. The provision of a new town centre is also likely to support economic growth in Thurrock through growth and spending in retail and service related sectors. The policy also includes the requirement for development to avoid competition with Lakeside as the sub-regional centre and this will help ensure economic growth in the wider area is not adversely affected as development occurs. As such an improved significant positive effect is recorded for the in relation to IIA objective **7: Economy and employment.**

6.412 IIA objective **8: Transport** was scoped out of the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. The policy requirements include substantial public transport and active travel improvements, such as improvements to the nearby railway station, provision of new bus services to a range of nearby settlements and improved pedestrian access including new crossings at the A128 and across the railway line. While the development also is to be supported by improvements for local and strategic highway network capacity, considering all improvements together, the new settlement is expected to support self-containment and reduce the need for residents to travel distances on a regular basis. As such an improved significant positive effect is recorded in relation to IIA objective 8. These requirements could also have improvements for air quality. As such an improved minor positive effect is recorded in relation to IIA objective **9: Air quality**.

6.413 Parts of both site options take in watercourses and fall within Flood Zone 2 and 3. This is reflected in the policy-off minor negative effects recorded in relation to IIA objectives **12: Water resources and quality** and **14: Flood risk**. The policy sets out that areas of river corridors and higher flood risk on site should be used as an asset to deliver a fully integrated nature-based and SuDS strategy. As such it is expected that the policy requirements would limit the potential for runoff to watercourses as well as the potential for flood risk to affect new residents. As such improved negligible effects are recorded in relation to IIA objectives 12 and 14.

6.414 The site contains Lower Shaw Local Wildlife Site and is within 1km of Langdon Ridge SSSI. Therefore, significant negative effects were recorded policy-off in relation to IIA objective **15: Biodiversity and geodiversity**. The policy requires that that the site is developed to deliver a comprehensive green and blue infrastructure network and opportunities outlined in the Greater Essex Local Nature Recovery Strategy. Given that the development is not required to directly address impacts on nearby designated biodiversity sites, but considering the potential for development to contribute to habitat provision and connectivity, a mixed minor positive and significant negative effect is expected for the policy in relation to IIA objective 15.

6.415 The allocation contains a number of heritage assets including Listed Buildings Slough House, Little Tillingham Hall Farm, and Field House Farm. The eastern parcel of the allocation (60969) is with close proximity to the Grade II listed Barnards Farm. This is reflected in the policy-off significant negative effect recorded in relation to IIA objective **16: Historic environment.** The policy sets out that development of the site should be informed by a Heritage Impact Assessment and a Archaeological Desk Assessment in consultation with Historic England. As such an improved effect is expected in relation to IIA objective 16. The improved effect is minor negative in acknowledgement that there is potential for residual adverse impacts given the location of heritage assets within the allocation boundary.

6.416 The requirement for the site to be developed using garden community principles and to meet design principles appropriate to Thurrock is likely to help mitigate adverse impacts relating to character and distinctiveness. The area has high sensitivity to very large scale housing delivery and it is likely to prove difficult to fully mitigate adverse impacts on the landscape as well as in relation to the existing character of West Horndon village. Therefore, a residual minor negative effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts.**

Lower Langdon and Corringham Park Farm

6.417 This section presents the appraisal findings for the vision included under the ‘Lower Langdon and Corringham Park Farm’ heading of the Local Plan. The section of the Local Plan does not include any place policies.

6.418 The effects are presented in the **Table 6.31** and described below the table.

Table 6.31: Appraisal findings for the vision in relation to Lower Langdon and Corringham Park Farm

IIA objective	Vision
1: Housing	++
2: Health, wellbeing and safety	+
3: Community cohesion	++
4: Access to services and facilities	++
5: Equalities	+
6: Education and skills	0
7: Economy and employment	0
8: Transport	+/-
9: Air quality	+/-
10: Soils	-
11: Resource consumption and waste	0
12: Water resources and quality	+
13: Climate change and energy	+/-
14: Flood risk	+
15: Biodiversity and geodiversity	+
16: Historic environment	0
17: Landscape, townscape and visual impacts	+

6.419 The vision sets out that by 2044, the Lower Langdon and Corringham Park Farm will have evolved into a distinctive, landscape led Garden Village comprising two interconnected neighbourhoods forming a single, cohesive new settlement with a range of housing delivered as part of the development. Given the settlement's

residential-led focus, a significant positive effect is likely in relation to **IIA objective 1: Housing**.

6.420 The vision places emphasis on creating a compact, walkable and well connected neighbourhood with a movement network that priorities walking, cycling and public transport. The vision supports the creation of a vibrant local centre which will form the heart of the community supported by community facilities and public open space. As such, given the range of measures set out in the vision, including support for centres at which many of the needs of new residents might be met, significant positive effects are likely in relation to **IIA objectives 3: Community cohesion** and **4: Access to services and facilities**. Considering the types of services and facilities expected to be incorporated at the new settlement and the likelihood that they will benefit a range of user types, minor positive effects are likely in relation to **IIA objectives 2: Health, wellbeing and safety** and **5: Equalities**.

6.421 The vision prioritises walking, cycling and public transport through a compact and permeable environment. The area benefits from having connections to Corringham and Stanford-le-Hope but its rural setting could encourage the use of private car increasing air pollution and carbon emissions. in addition, the vision requires development to support low carbon living. As such, a mixed positive and negative effect is likely in relation to **IIA objective 13: Climate change and energy**, **IIA objectives 8: Transport** and **9: Air quality**.

6.422 The development of a garden village will likely result in the take up of potentially greenfield land. As such, a minor negative effect is expected in relation to **IIA objective 10: Soils**. The vision is supports a landscape led approach to the garden village and the new community will be shaped by its rural setting. Given the biodiversity improvements set out in the vision, a minor positive effect is likely in relation to **IIA objective 15: Biodiversity and geodiversity**. Minor positive effects are likely in relation to **IIA objectives 12: Water resources and quality, 14: Flood risk** and **17: Landscape, Townscape and visual impacts**. This reflects the potential to achieve natural flood management and sustainable drainage at the new settlement and the potential for new parkland to support the integration of development within the surrounding landscape.

Policy SS18 – New settlement north of the A13 (Lower Langdon and Corringham Park Farm)

6.423 Policy SS18 sets out the development of Lower Langdon Garden Village for a mixed use scheme. The development will be delivered as a self-sustaining community to include approximately 5,000 dwellings, employment floorspace together with necessary health, education, community, leisure and retail facilities and comprehensive infrastructure.

6.424 The site allocation was appraised policy-off as site option 60940.

Table 6.32: Appraisal findings for Policy SS18 - New settlement north of the A13 (Lower Langdon and Corringham Park Farm)

IIA objective	Site option 60940	Policy SS18
1: Housing	N/A	++
2: Health, wellbeing and safety	+	++
3: Community cohesion	N/A	+
4: Access to services and facilities	+	++
5: Equalities	N/A	+
6: Education and skills	+	+
7: Economy and employment	-	+
8: Transport	N/A	+
9: Air quality	0	+
10: Soils	--	--
11: Resource consumption and waste	-	+/-
12: Water resources and quality	--	0
13: Climate change and energy	N/A	+

IIA objective	Site option 60940	Policy SS18
14: Flood risk	0	0
15: Biodiversity and geodiversity	--?	--/+
16: Historic environment	-	0
17: Landscape, townscape and visual impacts	--	-

6.425 Policy SS18 allocates the site for the delivery of approximately 5,000 dwellings. As such the site will make a substantial contribution to housing need in the plan area. The policy-off appraisal scoped out **IIA objective 1: Housing** given that contribution to housing need would be considered through the appraisal of policies in the plan. An updated significant positive effect is therefore recorded for the policy in relation to IIA objective 1.

6.426 The site is located close to healthcare facilities but not existing areas of open space within Thurrock. The requirement for the development to incorporate community services and facilities, including health centres as well as sports and leisure facilities and open space is likely to provide health benefits for new residents and those already within the area. The policy also requires that walking and cycling access is provided over the A13 and railway line and this would support access to the existing facilities to the north for new residents at the site. However, the policy does not seek to address the potential for noise pollution at the site. Given the new healthcare and open space provision to be made, an improved significant positive effect is expected in relation to IIA objective 2: Health, wellbeing and safety. The allocation is to be delivered to achieve a self-sustaining community with new a new local centre as well as health, education, community, leisure and retail facilities delivered at the site. The active and public travel related improvements required as part of development of the site include direct walking and cycling connections under/over the A13 and railway line and new bus services through the site. These improvements will help support good access to services and facilities at the site and further afield. The site options were appraised as having a minor positive effect in relation to **IIA objective 4: Access to services and facilities**, reflecting good access to many existing services and facilities but their proximity to a bus stops and a primary school within the Borough. Given the substantial requirements of the policy

and ambitions of delivering the site as a self-sustaining settlement, an improve significant positive effect is expected in relation to IIA objective 4. It is expected that providing services and facilities focussed around a new local centre alongside new homes at the site would benefit community cohesion and integration and better meet the needs of range of users. Therefore, minor positive effects are expected for **IIA objectives 3: Community cohesion** and **5: Equalities** which were scoped out as part of the policy-off appraisal of site options. Given that the policy requires the development to deliver new primary and secondary education facilities, the policy-off minor negative effect recorded in relation to **IIA objective 6: Education and skills** is improved to a minor positive effect.

6.427 The allocation of the site includes employment floorspace (including employment Use Class E g(i-iii), B2 and B8) which will provide nearby access to job opportunities for residents. The provision of a new centre is also likely to support economic growth in Thurrock through growth and spending in retail and service related sectors. As such an improved minor positive effect is recorded for the in relation to **IIA objective 7: Economy and employment**.

6.428 IIA objective 8: Transport was scoped out of the policy-off appraisal given its relationship with access to services and facilities which is covered through a separate IIA objective. The policy requirements include public transport and active travel improvements, such as provision of new bus services to a range of nearby settlements and improved pedestrian access including new crossings under/over the A13 and railway line. While the development also is to be supported by improvements for local and strategic highway network capacity, considering all improvements together, the new settlement is expected to support self-containment and reduce the need for residents to travel distances on a regular basis. As such an improved minor positive effect is recorded in relation to **IIA objective 8**. These requirements could also have improvements for air quality. As such an improved minor positive effect is recorded in relation to **IIA objective 9: Air quality**.

6.429 The policy includes provision for waste and recycling management facilities. As such a mixed minor positive and minor negative effect is expected in relation to **IIA objective 11: Resource consumption and waste.**

6.430 The policy sets out that areas of river corridors and higher flood risk on site should used be as an asset to deliver a fully integrated nature-based and SuDS strategy. As such it is expected that the policy requirements would limit the potential for runoff to watercourses as well as the potential for flood risk to affect new residents. As such improved negligible effects are recorded in relation to IIA objectives 12 and 14.

6.431 The site contains Fell-me-down Shaw Wildlife Site and is located next to a SSSI. Therefore, significant negative effects were recorded policy-off in relation to **IIA objective 15: Biodiversity and geodiversity**. The policy requires that the site is developed to deliver a comprehensive green and blue infrastructure network and opportunities outlined in the Greater Essex Local Nature Recovery Strategy. The policy also requires a comprehensive programme of ecological survey and monitoring to guide a Biodiversity Net Gain and Management Plan. Development should also deliver SANG to reduce the recreational impacts on the Langdon Ridge SSSI and retain and enhance Fell-me-down Shaw and Lodge Hall Local Wildlife Sites and Streamside Wood Biodiversity Area of Local Interest. Given the ecological enhancements proposed through the policy the policy on score has been upgraded to a mixed minor positive and significant negative effect is expected for the policy in relation to IIA objective 15.

6.432 The allocation is located near a small number of Listed Buildings and Horndon on the Hill Conservation Area. This is reflected in the policy-off minor negative effect recorded in relation to IIA objective 16: Historic environment. The policy sets out that development of the site should be informed by the assessment, conservation and enhancement of heritage assets on site and in the vicinity, appropriate to their significance. This includes Horndon on the Hill Conservation Area and nearby Grade I and II listed buildings. As such an improved effect is expected in relation to IIA objective 16. The improved effect is negligible in acknowledgement that there is potential for residual adverse impacts given the location of heritage assets within the allocation boundary.

6.433 The requirement for the site to be developed using garden community principles and to meet design principles appropriate to Thurrock is likely to help mitigate adverse impacts relating to character and distinctiveness. The policy also requires enhancement to the surrounding landscape through the delivery of

landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study. The area has high sensitivity to very large scale housing delivery and it is likely to prove difficult to fully mitigate adverse impacts on the landscape as well as in relation to the existing character of West Horndon village. Therefore, a residual minor negative effect is likely in relation to IIA objective 17: Landscape, townscape and visual impacts.

Development management policies

6.434 The plan includes various development management policies that are set out to address specific topic areas relevant to Thurrock. The policies have been grouped together for appraisal by the topic they are drafted to address.

Climate Change and Sustainable Development

6.435 This section presents the appraisal findings for the policies included under the 'Climate Change and Sustainable Development' heading of the Local Plan. The effects are presented in **Table 6.33** and described below the table.

Table 6.33: Appraisal findings for the policies relating to climate change and sustainable development

IIA objective	DMP01	DMP02	DMP03	DMP04	DMP05	DMP06	DMP07
1: Housing	+	0	0	0	0	0	0
2: Health, wellbeing and safety	0	0	0	+	0	+	+
3: Community cohesion	0	0	0	+	0	0	0
4: Access to services and facilities	0	0	0	0	0	0	0
5: Equalities	0	0	0	+	0	0	0
6: Education and skills	0	0	0	0	0	0	0
7: Economy and employment	0	0	0	0	+	0	0
8: Transport	0	+	0	0	+	0	+
9: Air quality	+	+	0	+	+	0	+
10: Soils	0	+	0	+	+	+	0
11: Resource consumption and waste	+	+	+	+	++	+	0
12: Water resources and quality	0	0	++	+	0	+	+

IIA objective	DMP01	DMP02	DMP03	DMP04	DMP05	DMP06	DMP07
13: Climate change and energy	++	++	+	++	++	0	+
14: Flood risk	0	0	0	0	0	0	0
15: Biodiversity and geodiversity	0	0	0	+	0	+	+
16: Historic environment	0	0	0	+	0	0	+
17: Landscape, townscape and visual impacts	0	0	0	+	0	0	+

DMP01 – Operational Carbon

6.436 DMP01 – Operational Carbon is expected to support the delivery of a more energy efficient and higher quality housing stock in Thurrock and therefore a minor positive effect is recorded in relation to IIA objective **1: Housing**. Promoting the delivery of more energy efficient buildings is likely to directly address the contribution that the Borough makes to carbon emissions and a significant positive effect is expected in relation to IIA objective **13: Climate change and energy**. There is also potential for the policy to limit air pollution and resource consumption associated with energy and heat production. Therefore, minor positive effects are expected in relation to IIA objectives **9: Air quality** and **11: Resource consumption and waste**.

DMP02 – Embodied Carbon

6.437 DMP02 – Embodied Carbon is expected to directly reduce carbon emissions associated with building materials and construction processes in Thurrock. It is likely that moving towards the use of materials and processes that are less carbon intensify will mean some materials that result in higher levels of air pollution (from example, through the transport of materials) are less likely to be made use of. Therefore, minor positive effects are expected for the policy in relation to IIA objectives **8: Transport** and **9: Air quality** and a significant positive effect is expected in relation to IIA objective **13: Climate change and energy**. The policy is also expected to support the re-use of existing buildings and structures in Thurrock which is likely to reduce the need to develop greenfield land which may contain higher value soils. This approach is likely to help reduce waste in the plan area. Therefore, minor positive effects are also recorded in relation to IIA objectives **10: Soils** and **11: Resource consumption and waste**.

DMP03 – Water Efficient Development

6.438 DMP03 – Water Efficient Development will directly contribute to the achievement of higher levels of water efficiency in residential and non-residential developments. It should be demonstrated how opportunities to reuse water has been maximised. Therefore, a significant positive effect is expected to in relation to IIA objective **12: Water resources and quality**. The policy approach is expected to help to help prevent overconsumption of natural resources in Thurrock. This is of particular importance in Thurrock given that the Borough falls in an area of serious water stress. This is an issue that is likely to become of increased relevance in light of the effects of climate change. Minor positive effects are therefore expected for the policy in relation to IIA objectives **11: Resource consumption and waste** and **13: Climate change and energy**.

DMP04 – Integrating Renewable Development

6.439 DMP04 – Integrating Renewable Development is likely to help limit the potential for renewable and low carbon energy schemes to have impacts on human health and a range of environmental receptors. Therefore, minor positive effects are expected in relation to IIA objectives **2: Health, wellbeing and safety**, **12: Water resources and quality**, **15: Biodiversity and geodiversity**, **16: Historic environment** and **17: Landscape, townscape and visual impacts**. The policy is also supportive of community-led schemes, those that would have community benefits and those that have involved community engagement. Given that this approach is likely to promote benefits for a range of resident types in the Borough's communities, minor positive effects are expected in relation to IIA objectives **3: Community cohesion** and **5: Equalities**. By encouraging renewable and low energy generation and storage in Thurrock, the policy will directly address limit carbon emissions and could also limit air pollution associated with energy generation. Therefore, a minor positive effect is expected in relation to IIA objective **9: Air quality** and a significant positive effect is expected in relation to IIA objective **13: Climate change and energy**. The policy requires that the impacts of developments should consider impacts relating to agricultural land and therefore a minor positive effect is expected in relation to IIA objective **10: Soils**.

DMP05 – Reducing Waste and promoting a Circular Economy

6.440 DMP05 – Reducing Waste and promoting a Circular Economy is likely to support job creation in the areas of repair, re-use and recycling. Therefore, a minor positive effect is expected in relation to IIA objective **7: Economy and employment**. The policy requires that major applications demonstrate opportunities to reduce vehicle movements and how the performance of developments relating to transport emissions will be monitored. As such the policy could support a modal shift towards less polluting modes of transport and therefore minor positive effects are expected in relation to IIA objectives **8: Transport** and **9: Air quality**. Promoting the re-use of existing materials in the plan area is likely to help bring existing buildings back into use and may prevent the need for development of greenfield land and higher value agricultural soils. Therefore, a minor positive effect is expected in relation to IIA objective **10: Soils**. Given the policy's direct focus on reducing waste and achieving a circular economy in Thurrock, it is likely to support reduced use of natural resources and a significant positive effect is recorded in relation to IIA objective **11: Resource consumption and waste**. This approach is also likely to contribute to limiting carbon emissions associated with the production and transport of materials and a significant positive effect is also expected in relation to IIA objective **13: Climate change and energy**.

DMP06 – Contaminated Land

6.441 DMP06 – Contaminated Land will support the remediation of land that might otherwise contribute to adverse impacts on public health or biodiversity assets. Therefore, minor positive effects are recorded in relation to IIA objectives **2: Health, wellbeing and safety** and **15: Biodiversity and geodiversity**. The policy will support the remediation of land that may not otherwise be suitable for development. Therefore, it could help limit the need for development on higher value agricultural land and other greenfield sites in Thurrock and minor positive effects are expected in relation to IIA objectives **10: Soils** and **11: Resource consumption and waste**. Given that the policy will help prevent risks to groundwater in Thurrock, a minor

positive effect is also expected for the policy in relation to IIA objective **12: Water resources and quality**.

DMP07 – Construction Environmental Management

6.442 DMP07 – Construction Environmental Management will require certain types of developments to be supported by the submission of Construction Management Statements. This is likely to help limit the creation of dust, noise and vibration in Thurrock and therefore a minor positive effect is recorded in relation to IIA objective **2: Health, wellbeing**. Given that the approach is likely to help limit the potential for unacceptable levels of HGV traffic and congestion and emissions associated with these types of vehicles, minor positive effects are also expected in relation to IIA objectives **8: Transport**, **9: Air quality** and **13: Climate change and energy.** Minor positive effects are recorded in relation to IIA objective **12: Water resources and quality** given that the requirement for Construction Management Statements is likely to help limit the potential for water pollution as a result of runoff. In line with the policy, developments that are close to sensitive receptors should also be supported by Construction Management Statements which is likely to help limit the potential for impacts on biodiversity assets as well as landscape setting and the setting of heritage assets. Therefore, minor positive effects are also expected in relation to IIA objectives **15: Biodiversity and geodiversity, 16: Historic environment** and **17: Landscape, townscape and visual impacts.**

Economy, Employment and Skills

6.443 This section presents the appraisal findings for the policies included under the 'Economy, Employment and Skills' heading of the Local Plan. The effects are presented in **Table 6.34** and described below the table.

Table 6.34: Appraisal findings for the policies relating to Economy, Employment and Skills

IIA objective	DMP08	DMP09	DMP10
1: Housing	0	0	0
2: Health, wellbeing and safety	0	+	0
3: Community cohesion	0	+	+
4: Access to services and facilities	+	0	0
5: Equalities	0	0	+
6: Education and skills	++	0	++
7: Economy and employment	++	++	++
8: Transport	+	+	0
9: Air quality	+	+	0
10: Soils	--	+	0
11: Resource consumption and waste	0	+	0
12: Water resources and quality	-	0	0
13: Climate change and energy	+	+	0
14: Flood risk	--	0	0
15: Biodiversity and geodiversity	-	+	0
16: Historic environment	0	0	0
17: Landscape, townscape and visual impacts	+	+	0

DMP08 – Protecting Designated Employment Areas

6.444 DMP08 – Protecting Designated Employment Areas safeguards land within designated Employment Areas to maintain a supply of employment land across Thurrock. By protecting land for a range of employment uses (including E(g), B2, B8 and related sui generis uses) and resisting the loss of employment floorspace unless clearly justified, the policy supports job creation and economic resilience. The policy also places a strong emphasis on skills and local workforce development, including support for digital apprenticeships, cybersecurity training, cloud computing bootcamps and STEM outreach in schools. In addition, the policy supports improving digital connectivity for surrounding businesses. As such, significant positive effects are likely in relation to IIA objectives **6: Education and skills** and **7: Economy and employment**.

6.445 The policy supports ancillary uses within Employment Areas, such as childcare, food provision and training facilities, where these complement main employment uses. Spatially, the sites are also located in close proximity to a number of Thurrock's main centres with good access to public transport, including Grays, South Ockendon, Tilbury and Stanford-le-Hope. This is likely to improve access to everyday services for employees in more accessible locations and promote the use of public transport. As such, minor positive effects are likely in relation to IIA objectives **4: Access to services and facilities**, **8: Transport** and **9: Air quality**.

6.446 A number of employment sites are located on sensitive greenfield land, including areas of agricultural land classified as Grades 1 and 2. Whilst the policy provides requirements for Employment Areas to make the most efficient use of land, the policy does not include specific measures to avoid the loss of these high quality soils, or provide green infrastructure as part of new proposals. As a result, a significant negative effect is likely in relation to IIA Objective **10: Soils** and a minor negative effect is likely in relation to IIA objective **15: Biodiversity and geodiversity**.

6.447 A number of employment sites are located within an SPZ, which are particularly sensitive to pollution and designated to safeguard groundwater sources used for public water supply. Without appropriate mitigation, certain employment uses could increase risks of pollution that may adversely affect groundwater quality.

In addition, several employment sites are located adjacent to the River Thames and within areas of high flood risk. As such, a significant negative effect is likely in relation to IIA objective **14: Flood risk** and a minor negative effect is expected in relation to IIA objective **12: Water resources and quality**. However, the policy is supportive of improving the site's sustainability and climate resilience. As such, a minor positive effect is likely in relation to IIA objective **13: Climate change and energy**.

6.448 The policy requires development within designated Employment Areas to be compatible with neighbouring uses, to avoid adverse impacts on the vitality and viability of nearby town and local centres and to deliver modern, high-quality buildings and external areas. As such, a minor positive effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts**.

DMP09 – Employment Uses Outside Designated Employment Areas

6.449 DMP09 – Employment Uses Outside Designated Employment Areas will help meet the employment needs of Thurrock, including in locations that are not close to designated Employment Areas or town or local centres. This could help reduce the need for long distance commuting and car travel in the area, with some journeys likely to be made by active modes instead. Furthermore, the policy states that employment uses beyond designated Employment Areas will be supported where they would not detrimentally affect highway capacity and safety, which is likely to limit the potential for adverse effects relating to congestion and vehicle accidents. Therefore, minor positive effects are expected in relation to IIA objectives **2: Health, wellbeing and safety**, **8: Transport**, **9: Air quality** and **13: Climate change and energy**.

6.450 Helping to ensure residents in Thurrock have access to nearby employment is likely to encourage integration and therefore a minor positive effect is also expected in relation to IIA objective **3: Community cohesion**. Given the direct support set out in the policy for employment uses, a significant positive effect is recorded in relation to IIA objective **7: Economy and employment**. The policy supports the re-use of land and buildings for employment uses which is likely to help limit the consumption

of higher value soils and natural. As such, minor positive effects are expected in relation to IIA objectives **10: Soils** and **11: Resource consumption and waste**. Given that the policy is also supportive of changes of use from employment outside of Employment Areas where environmental benefits can be demonstrated and where development would not adversely affect the character of the area, minor positive effects are expected in relation to IIA objectives **15: Biodiversity and geodiversity** and **17: Landscape, townscape and visual impacts**.

DMP10 – Business, Employment and Skills

6.451 DMP10 – Business, Employment and Skills requires major developments to contribute to benefits for residents and local businesses. The requirements set out are likely to contribute to community cohesion and make the development more acceptable to the local community. They are also likely to help those from potentially more deprived background feel the benefits of new development. As such, minor positive effects are expected in relation to IIA objectives **3: Community cohesion** and **5: Equalities**. Given that the policy is directly supportive of employment, economic opportunities and upskilling for local people and businesses, significant positive effects are expected for IIA objectives **6: Education and skills** and **7: Economy and employment**. This includes through the requirement for the preparation of Construction Local Employment, Skills and Supply Plans and End User Local Employment and Skills Plans.

Housing

6.452 This section presents the appraisal findings for the policies included under the 'Housing' heading of the Local Plan. The effects are presented in **Table 6.36** and described below the table.

Table 6.35: Appraisal findings for the policies relating to housing

IIA objective	DMP11	DMP12	DMP13	DMP14	DMP15	DMP16	DMP17
1: Housing	++	++	++	++	++	++	++
2: Health, wellbeing and safety	0	0	+/-	+	0	0	+
3: Community cohesion	+	+	+	+	+	+	+
4: Access to services and facilities	0	0	+	0	0	+	+
5: Equalities	+	+	++	+	+	+	+
6: Education and skills	0	0	+	0	0	0	0
7: Economy and employment	0	0	+	0	0	0	0
8: Transport	0	0	+	0	0	0	+
9: Air quality	0	0	+/-	0	0	0	+
10: Soils	0	0	--	0	0	0	0
11: Resource consumption and waste	0	0	+	0	0	0	+
12: Water resources and quality	0	0	+/-	0	0	0	+
13: Climate change and energy	0	0	0	0	0	0	+

IIA objective	DMP11	DMP12	DMP13	DMP14	DMP15	DMP16	DMP17
14: Flood risk	0	0	--/+	0	0	0	0
15: Biodiversity and geodiversity	0	0	-	0	0	0	0
16: Historic environment	0	0	+	0	0	0	0
17: Landscape, townscape and visual impacts	+	0	+	0	0	+	+

DMP11 – Housing Mix

6.453 DMP11 – Housing Mix supports the delivery of an appropriate mix of dwelling types, sizes and tenures in Thurrock and therefore a significant positive effect is expected in relation to IIA objective **1: Housing.** Given that the policy will support the delivery of housing that will help meet needs of a range of users which could support integration and benefit equality, minor positive effects are expected in relation to IIA objectives **3: Community cohesion** and **5: Equalities**. The policy is clear that the mix of housing should be appropriate to local character which is likely to help prevent the potential for adverse visual impacts. Therefore, a minor positive effect is recorded in relation to IIA objective **17: Landscape, townscape and visual impacts**.

DMP12 – Maximising the delivery of Affordable Housing

6.454 DMP12 – Maximising the delivery of Affordable Housing will help achieve the delivery of the required level and mix of affordable homes in Thurrock as informed by the Housing Needs Assessment. Therefore, a significant positive effect is expected in relation to IIA objective **1: Housing.** The policy supports access to housing for those who might otherwise not be able to benefit from access as well as the integration of this type of housing with market homes. As such minor positive effects are expected in relation IIA objectives **3: Community cohesion** and **5: Equalities**.

DMP13 – Gypsy, Traveller and Travelling Showpeople Sites

6.455 DMP13 – Gypsy, Traveller and Travelling Showpeople Sites supports the delivery of accommodation for Gypsy, Travellers and Showpeople with particular need through the allocation of sites, which will help ensure the housing needs of all are met in Thurrock. As such a significant positive effect is expected in relation to IIA

objective **1: Housing.** Additionally, the policy supports Gypsies, Travellers and Travelling Showpeople, who are protected under the Equalities Act and are often disproportionately affected by insecure housing and discrimination. By requiring sites to be well-designed and integrated with surrounding communities, the policy further supports integration between new sites and neighbouring areas. As such, a significant positive effect is also expected in relation to IIA objective **5: Equalities** and a minor positive effect is expected in relation to IIA objective **3: Community cohesion**.

6.456 The policy requires new sites to be located on land that is suitable for general housing in terms of living conditions (including flood risk) and to provide safe and accessible environments for future residents. The requirement to provide adequate children's play space is also expected to support opportunities for physical activity and social interaction. Spatially, the majority of sites are located close to Thurrock's main centres, including Grays, South Ockendon, Aveley, Tilbury and Stanford-le-Hope. This proximity is likely to improve access to healthcare facilities, essential services, education, employment opportunities and public transport. These positive effects are reinforced by the policy requirement that sites should be suitably accessible to local community services, facilities and public transport. Overall, minor positive effects are expected in relation to IIA objectives **2: Health, wellbeing and safety**, **4: Access to services and facilities, 6: Education and skills, 7: Economy and employment**, **8: Transport, 9: Air quality** and **14: Flood risk**. However, it is noted that a number of sites are located within areas of high flood risk and in close proximity to major transport corridors in Thurrock, including the A1306, A1089 and A126. These locations may increase the potential for exposure to flood risk, traffic-related air pollution and high noise levels, which could negatively impact living conditions. By locating sites along these corridors, this may also encourage the use of private vehicles. As a result, a significant negative effect is expected in relation to **14: Flood risk** and minor negative effects are identified in relation to IIA objectives **2: Health, wellbeing and safety** and **9: Air quality**.

6.457 A number of sites are located on greenfield land, including areas of agricultural land classified as Grades 1 and 2. The policy does not include specific measures to avoid the loss of these high quality soils, or provide green infrastructure as part of new proposals. As a result, a significant negative effect is likely in relation to IIA

Objective **10: Soils** and a minor negative effect is likely in relation to IIA objective **15: Biodiversity and geodiversity**.

6.458 The policy requires new sites to be served by adequate water, water treatment and waste collection infrastructure. This is likely to minimise land pollution and protect local water quality. As such, minor positive effects are likely in relation to IIA objective **11: Resource consumption and waste** and **12: Water resources and quality**. However, a number of sites are located within SPZs 1 and 2, which are particularly sensitive to pollution and designated to safeguard groundwater sources used for public water supply. As such, a minor negative effect is expected in relation to IIA objective **12: Water resources and quality**.

6.459 The policy requires new sites to be of an appropriate scale having regard to their setting and surrounding uses and to avoid unacceptable harm to the character of the area and the built and historic environment. As such, minor positive effects are likely in relation to IIA objectives **16: Historic environment** and **17: Landscape, townscape and visual impacts**.

DMP14 – Ensuring that specialist housing needs are met

6.460 DMP14 – Ensuring that specialist housing needs are met supports the delivery of housing for those with particular needs, which will help ensure the housing needs of all are met in Thurrock. As such in addition to the significant positive effect expected in relation to IIA objective **1: Housing**, minor positive effects are recorded in relation to IIA objectives **3: Community cohesion** and **5: Equalities**. The approach of the policy will also help ensure the needs of groups who may have vulnerabilities or health concerns are met at the housing provided. Therefore, a minor positive effect is expected in relation to IIA objective **2: Health, wellbeing and safety**.

DMP15 – Self & Custom Build Housing

6.461 DMP15 – Self & Custom Build Housing supports the development of self-build and custom-build housing where a need is identified. The policy is expected to help meet the housing needs of wider range of users and therefore a significant positive effect is expected in relation to IIA objective **1: Housing**. Given that the policy could help meet the needs of those whose needs might not be met by standard market-led housing, minor positive effects are also expected in relation to IIA objectives **3: Community cohesion** and **5: Equalities**.

DMP16 – Build to Rent Housing

6.462 DMP16 – Build to Rent Housing supports the delivery of a mix of high-quality homes for long-term private rent. The policy is expected to help meet the housing needs of a range of households by diversifying the housing market and increasing the supply of professionally managed rented accommodation, including a proportion of affordable homes. By expanding access to stable and more affordable private rented housing, the policy is likely to improve housing choice and affordability for groups who may otherwise struggle to access home ownership. As such, a significant positive effect is expected in relation to IIA Objective **1: Housing** and minor positive effects are expected in relation to IIA Objective **3: Community cohesion** and **5: Equalities**. The new homes are required to be designed to integrate well with surrounding development and include the provision of appropriate communal spaces and resident facilities. This will enhance the cohesiveness of the local townscape and ensure that residents have good access to local facilities. As such, minor positive effects are expected in relation to IIA objectives **4: Access to services and facilities** and **17: Landscape, townscape and visual impacts**.

DMP17 – Housing in Multiple Occupation

6.463 DMP17 – Housing in Multiple Occupation is set out to ensure that houses in multiple occupation provide a necessary standard of accommodation for occupants. Therefore, a significant positive effect is expected in relation to IIA objective **1:**

Housing. Given that the policy includes requirements to ensure healthy living conditions at these types of properties including fire safety and security and that residential amenity is maintained, a minor positive effect is recorded in relation to IIA objective **2: Health, wellbeing and safety**. The policy is also likely to have minor positive effects in relation to IIA objectives **3: Community cohesion** and **5: Equalities** as it will support the integration of houses in multiple occupation into the wider community by preventing their over-concentration. The policy also provides qualified support for a type of housing that will meet the specific needs of certain groups in Thurrock (for example students and young professionals). The policy supports development where it provides good access to services and facilities and a range of transport types without leading to unacceptable pressure on local services such as waste collection, parking, public transport and community facilities. This approach is likely to help limit the need more higher numbers of journeys to be made by private vehicle from accommodations of this type and minor positive effects are recorded in relation to IIA objectives **4: Access to services and facilities, 8: Transport** and **9: Air quality**. The policy also requires that developments provide facilities for waste management (including recycling provision) and encourages design and layout that supports sustainable living, including energy efficient measures and water efficiency. Therefore, minor positive effects are recorded in relation to IIA objectives **11: Resource consumption and waste**, **12: Water resources and quality** and **13: Climate change and energy**. The policy further seeks to ensure that new development does not result in a detrimental change in the character of the surrounding area. As such, a minor positive effect is expected in relation to IIA objective **17: Landscape, townscape and visual impacts.**

Centres, Retail and Services

6.464 This section presents the appraisal findings for the policies included under the ‘Centres, Retail and Services’ heading of the Local Plan. The effects are presented in **Table 6.36** and described below the table.

Table 6.36: Appraisal findings for the policies relating to centres, retail and services

IIA objective	DMP18	DMP19	DMP20	DMP21	DMP22
1: Housing	+/-	0	0	0	0
2: Health, wellbeing and safety	+	+	+	++	0
3: Community cohesion	+	+	+	+	0
4: Access to services and facilities	++	++	++	+	0
5: Equalities	0	0	0	0	0
6: Education and skills	+	0	0	0	0
7: Economy and employment	+	+	+	+	0
8: Transport	+	+	+	+	0
9: Air quality	+	+	+	+	0
10: Soils	0	0	0	0	0
11: Resource consumption and waste	0	0	0	0	0
12: Water resources and quality	0	0	0	0	0
13: Climate change and energy	+	+	+	+	0
14: Flood risk	0	0	0	0	0
15: Biodiversity and geodiversity	+	0	0	0	0
16: Historic environment	+	0	0	0	0
17: Landscape, townscape and visual impacts	**+**	**0**	0	**+**	**0**

DMP18 – Primary Shopping Areas

6.465 DMP18 – Primary Shopping Areas supports the development of residential uses on upper floors in the Primary Shopping Areas. However, within these locations, residential development through change of use of ground floor E class units is not supported. Therefore, a mixed minor positive and minor negative effect is expected for IIA objective **1: Housing**. Focussing retail and other town centre uses within the Primary Shopping Areas, which are amongst the most accessible locations in Thurrock, is likely to have a range of benefits. This approach is likely to help ensure good access to a range of services and facilities for many residents by public transport and active travel with a significant positive effect recorded in relation to IIA objective **4: Access to services and facilities**. A minor positive effect is expected in relation to IIA objective **3: Community cohesion** and **15: Biodiversity and geodiversity** given that the policy will support integration by supporting access to essential services and facilities, community spaces and to enhanced public realm with green infrastructure. Associated benefits are likely in relation to public health, air quality and carbon emissions given the potential to encourage travel by alternative modes with minor positive effects expected in relation to IIA objectives **2: Health, wellbeing and safety**, **8: Transport**, **9: Air quality** and **13: Climate change and energy**. By concentrating retail and related uses in the Primary Shopping Area, the policy will help support this area as a destination for shoppers and its economic viability. It also promotes the integration of smaller business units, studios and co-working spaces, where this helps diversify the offer and support local employment. A minor positive effect therefore recorded in relation to IIA objective **7: Economy and employment**. The policy is supportive of education facilities within the town and local centres of Thurrock where they are likely to be accessible to many residents and a minor positive effect is expected in relation to IIA objective **6: Education and skills.** The policy also seeks to balance traditional high-street uses to ensure that butchers, bakers, greengrocers and other specialist shops that contribute to local character are retained. This is likely to support the continued operation of established businesses while protecting and reinforcing local distinctiveness and townscape character. As such, minor positive effects are expected in relation to IIA objectives **16: Historic environment** and **17: Landscape, townscape and visual impacts**.

DMP19 – Centres Sequential Test

6.466 DMP19 – Centres Sequential Test is likely to help support the viability of centres in the plan area. The policy approach will help to ensure that services and facilities within centres continue to function in highly accessible locations and therefore a significant positive effect is recorded in relation to IIA objective **4: Access to services and facilities**. Allowing for good access to essential services and facilities is likely to benefit the integration of residents in the plan area and therefore a minor positive effect is expected in relation to IIA objective **3: Community cohesion.** Furthermore, this approach is likely to help encourage travel by alternative modes given the accessibility of Thurrock's centres via public transport and active travel. Therefore, minor positive effects are expected in relation to IIA objectives **2: Health, wellbeing and safety**, **8: Transport**, **9: Air quality** and **13: Climate change and energy**. Supporting the viability of centres in Thurrock is also likely to support economic growth and job creation in the retail and service sectors. As such a minor positive effect is expected in relation to IIA objective **7: Economy and employment**.

DMP20 – Local Impact Assessment

6.467 DMP20 – Local Impact Assessment is set out to help ensure the continued vitality and viability of Thurrock's centres. As such DMP20 - Local Impact Assessment is likely to have similar effects to those recorded for DMP20 – Centres Sequential Test. A significant positive effect is likely for the policy in relation to IIA objective **4: Access to services and facilities** and minor positive effects are recorded in relation to IIA objectives **2: Health, wellbeing and safety**, **3: Community cohesion**, **7: Economy and employment**, **8: Transport**, **9: Air quality** and **13: Climate change and energy**.

DMP21 – Hot Food Takeaways

6.468 DMP21 – Hot Food Takeaways seeks to maintain the vitality and attractiveness of centres by preventing an over-concentration of hot food takeaways. Resisting over-concentrations of hot food takeaways (including those close to

education facilities or within areas where there are higher concentrations of children who are obese) is likely to benefit public health in Thurrock by promoting healthier food choices and therefore a significant positive effect is likely in relation to IIA objective **2: Health, wellbeing and safety**. By supporting the functioning of centres as locations where residents have good access to a range of services and facilities, the policy will support integration in the plan area and minor positive effects are expected in relation to IIA objectives **3: Community cohesion** and **4: Access to services and facilities.** Supporting centres in the plan area is also likely to encourage travel by non-car based modes given their higher levels of accessibility. Therefore, minor positive effects are expected in relation to IIA objectives **8: Transport**, **9: Air quality** and **13: Climate change and energy**. The policy is likely to contribute to economic growth and job creation in the centres and therefore a minor positive effect is likely in relation to IIA objective **7: Economy and employment**. Furthermore, by helping to protect the attractiveness of centres in Thurrock, there is potential for the character of these areas to be preserved and a minor positive effect is also likely in relation to IIA objective **17: Landscape, townscape and visual impacts**.

DMP22 – Local Shops

6.469 DMP22 – Local Shops seeks to protect existing local shops and the delivery of new development of this type where it would help make the local community more sustainable. As part of the policy approach this type of development should not adversely affect nearby residents and therefore a minor positive effect is recorded in relation to IIA objective **2: Health, wellbeing and safety**. Given that the policy is likely to support good access to services and facilities for residents and support community integration, a minor positive effect is also expected in relation to IIA objective **3: Community cohesion.** This is in addition to a significant positive effect in relation to IIA objective **4: Access to services and facilities.** Providing residents with nearby access to shops may encourage trips by active transport and reduce the need for private car use and therefore minor positive effects are expected in relation to IIA objectives **8: Transport**, **9: Air quality** and **13: Climate change and energy**. The policy also requires that development for local shops considers the character of the area and therefore a minor positive effect is expected in relation to IIA objective **17: Landscape, townscape and visual impacts**.

Natural Environment and Landscape

6.470 This section presents the appraisal findings for the policies included under the 'Natural Environment and Landscape' heading of the Local Plan. The effects are presented in **Table 6.37** and described below the table.

Table 6.37: Appraisal findings for the policies relating to natural environment and landscape

IIA objective	DMP23	DMP24	DMP25	DMP26	DMP27	DMP28	DMP29	DMP30
1: Housing	-	0	0	0	0	0	0	0
2: Health, wellbeing and safety	0	+	0	+	++	+	+	++
3: Community cohesion	0	0	0	0	+	0	0	0
4: Access to services and facilities	0	0	0	0	+	0	0	0
5: Equalities	0	0	0	0	+	0	0	0
6: Education and skills	0	0	0	0	0	0	0	0
7: Economy and employment	0	0	0	0	0	0	0	0
8: Transport	0	0	0	0	0	+	+	0
9: Air quality	0	0	+	0	0	0	+	++
10: Soils	0	0	0	0	0	0	0	0
11: Resource consumption and waste	0	0	0	0	0	0	0	0
12: Water resources and quality	0	+	+	+	+	+	+	0
13: Climate change and energy	0	+	+	+	+	0	+	0
14: Flood risk	0	+	+	+	+	+	++	0

IIA objective	DMP23	DMP24	DMP25	DMP26	DMP27	DMP28	DMP29	DMP30
15: Biodiversity and geodiversity	++	++	++	+	+	++	+	0
16: Historic environment	0	0	0	+	+	+	+	0
17: Landscape, townscape and visual impacts	0	+	++	++	+	+	+	0

DMP23 – Thames Estuary Marshes Special Protection Area Zone of Influence

6.471 DMP23 – Thames Estuary Marshes Special Protection Area Zone of Influence is expected to have a strong protective role for internationally designated biodiversity sites by ensuring that residential development within the Zone of Influence is subject to Habitats Regulations Assessment and effective mitigation measures. By requiring either financial contributions to the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy or bespoke mitigation informed by visitor surveys, the policy is likely to avoid adverse effects on the integrity of the Thames Estuary Marshes SPA and Ramsar site, resulting in a significant positive effect in relation to IIA objective **15: Biodiversity and geodiversity**. In some instances, the requirements of the policy may result in residential proposals being considered unacceptable in planning terms. Therefore, a minor negative effect is expected in relation to IIA objective **1: Housing**.

DMP24 – Biodiversity and Geodiversity

6.472 DMP24 – Biodiversity and Geodiversity is expected result in a significant positive effect in relation to IIA objective **15: Biodiversity and geodiversity**. The effect recorded reflects the requirement of the policy for the achievement of a minimum 10% biodiversity net gain, as well as its approach to prioritise impact avoidance and on-site mitigation before off-site measures. The policy should also strengthen the Borough's Nature Recovery Network by directing net gain to align with the Local Nature Recovery Strategy and Thurrock Green Grid, protecting designated sites (including SSSIs, Ramsar sites and SPAs) from adverse effects, and resisting harm to geodiversity designations unless mitigation prevents damage.

6.473 Minor positive effects are also expected in relation to IIA objectives **2: Health, wellbeing and safety** and **17: Landscape, townscape and visual impacts**. The policy approach will support enhanced green and blue infrastructure, nature-rich design measures (e.g. green roofs/walls), and improved access to nature

conservation areas which can support recreation, wellbeing and local environmental quality. The incorporation of green and blue infrastructure is also likely to support benefits in relation to climate change adaptation and natural water and flood risk management. Therefore, minor positive effects are recorded in relation in to IIA objectives **12: Water resources and quality**, **13: Climate change and energy** and **14: Flood risk**.

DMP25 – Trees and Hedgerows

6.474 DMP25 – Trees and Hedgerows is expected to have a significant positive effect in relation to IIA objective **15: Biodiversity and geodiversity**, given that it prioritises the retention and restoration of existing tree cover and multi-species native hedgerows. It also resists development that would result in the loss or deterioration of irreplaceable habitats such as ancient woodland. The requirement for major developments to be sympathetic to their landscape setting and visually attractive, deliver multifunctional landscaping and to protect trees during construction is expected to result in a significant positive effect for IIA objective **17: Landscape, townscape and visual impacts** by improving townscape quality and strengthening landscape character.

6.475 The policy is also likely to result in minor positive effects in relation to IIA objectives **9: Air quality, 12: Water resources and quality**, **13: Climate change and energy** and I**14: Flood risk**. These effects are expected given that the policy expects landscaping schemes to incorporate tree species that reduce the impact of air pollution and contribute to sustainable drainage measures, intercept rainfall and slow surface water runoff. The positive effects recorded in relation to climate change mitigation reflect the potential for trees to contribute to climate change resilience.

DMP26 – Landscape Character

6.476 DMP26 – Landscape Character is expected to have a significant positive effect in relation to IIA objective **17: Landscape, townscape and visual impacts**. The policy directly seeks to retain and enhance significant natural, historic and built

features, protect strategic and local views. It also requires high-quality landscape design that responds to local character. Development should also have regard to the Thurrock Integrated Landscape Character Assessment (2018) and the Thurrock Landscape Sensitivity and Capacity Study (2026). The mandatory use of Landscape and Townscape Visual Impact Assessments is likely to ensure that the sensitivity of and capacity for change to landscapes are appropriately considered, reducing the risk of visually intrusive development.

6.477 The policy's emphasis on planting, including new trees and vegetation, is also likely to contribute minor positive effects for IIA objectives **12: Water resources and quality**, **13: Climate change and energy, 14: Flood risk** and **15: Biodiversity and geodiversity**. This reflects the potential for trees and vegetation to contribute to natural water and flood management processes as well as other elements of climate adaptation. Planting is also expected to contribute to habitat provision and connectivity.

6.478 The requirement for developments to be supported Landscape and Townscape Visual Impact Assessments in certain circumstances is likely to help protect the settings of heritage assets in Thurrock. Therefore, a minor positive effect is also expected in relation to IIA objective **16: Historic environment**.

DMP27 - Open Spaces, Sports and Recreation

6.479 DMP27 – Open Spaces, Sports and Recreation will help to protect accessible and multifunctional open space, sports and recreational facilities in Thurrock. It is expected that the policy will directly support healthier lifestyles by promoting physical activity, outdoor recreation and access to inclusive and well-designed open spaces, resulting in a significant positive effect in relation to IIA objective **2: Health, wellbeing and safety**. By safeguarding local provision, encouraging community access to school sports facilities, and requiring replacement provision where losses occur, the policy is also likely to strengthen social interaction and shared use of facilities that are accessible to a range of residents and minor positive effects are expected in relation to IIA objectives **3: Community cohesion**, **4: Access to services and facilities** and **5: equalities**.

6.480 Furthermore, the policy supports new developments that improve open space provision in Thurrock, including in relation to the connection of new spaces to the wider green and blue infrastructure network. The incorporation of well-connected open spaces in Thurrock is likely to support climate resilience including the role these features can play for natural water and flood management processes. Minor positive effects are therefore recorded in relation to IIA objectives **12: Water resources and quality**, **13: Climate change and energy, 14: Flood risk**. A requirement is also set out in the policy for developments in existing open space to protect its ecological value, the character of the space as well as its heritage significance. Therefore, minor positive effects are expected for the policy in relation to IIA objectives **15: Biodiversity and geodiversity**, **16: historic environment** and **17: Landscape, townscape and visual impacts**.

DMP28 – Riverside Uses, including River-dependent, River-related and Adjacent Uses

6.481 DMP28 – Riverside Uses, including River-dependent, River-related and Adjacent Uses is expected to strengthen the functional and environmental role of the River Thames and its tributaries. This includes through support for river-related development while safeguarding docks, safeguarded wharves and other river-based infrastructure. By supporting development that would deliver public riverside walks and cycle paths, improved public access and high-quality open spaces, the policy is likely to encourage walking and cycling and support healthier lifestyles, with minor positive effects expected in relation to IIA objectives **2: Health, wellbeing and safety** and **8: Transport**. The policy's strong requirements to protect and enhance habitat value, promote naturalisation of riverbanks and resist culverting are likely to deliver a significant positive effect in relation to IIA objective **15: Biodiversity and geodiversity**, and a minor positive effect in relation to IIA objective **12: Water resources and quality**. Safeguarding flood defences and limiting uses in river channels to water-compatible development should help reduce the number of new developments that are at risk of flooding, and developments should also not affect the continuity of flood defences resulting in a minor positive effect in relation to IIA objective **14: Flood risk**. Protections set out in the policy for strategic/local views and river archaeology are also likely to result in minor positive effects in relation to IIA objectives **16: Historic environment** and **17: Landscape**.

DMP29 – Managing Flood Risk and Riverside Design

6.482 DMP29 – Managing Flood Risk and Riverside Design is expected to significantly reduce the risk and impacts of flooding in Thurrock by directing development away from areas at highest risk and requiring a comprehensive, site-specific approach where development in flood risk areas is necessary. The requirement for Flood Risk Assessments, the application of the Sequential and Exception Tests, and the incorporation of flood-resilient design, Sustainable Drainage Systems and appropriate finished floor levels is likely to help ensure development is safe over its lifetime and does not increase flood risk elsewhere. A significant positive effect is therefore recorded in relation to IIA objective **14: Flood risk**, with a minor positive effect in relation to IIA objective **13: Climate change and energy** given the potential to support climate resilient in light of growing flood risk. The emphasis on multifunctional and high quality SuDS is also likely to deliver wider environmental benefits, resulting in minor positive effects for IIA objectives **12: Water resources and quality**, **15: Biodiversity and geodiversity** and **17: Landscape, townscape and visual impacts**. By reducing risks to people, infrastructure and heritage assets and improving the resilience of transport networks (including those for walking, cycling and public transport) and public spaces, minor positive effects are also recorded for IIA objectives **2: Health, wellbeing and safety**, **8: Transport**, **9: Air quality** and **16: Historic environment**.

DMP30 – Minimising Pollution and Impacts on Amenity, Health and Safety

6.483 DMP30 – Minimising Pollution and Impacts on Amenity, Health and Safety is expected to have a strong role in protecting and enhancing the living environment in Thurrock by preventing, avoiding and mitigating adverse effects associated with air pollution, noise, vibration, light pollution and poor residential amenity. The policy requires new development to meet air quality neutral standards, be supported by an Air Quality Assessment where appropriate, and incorporate on-site or off-site mitigation measures, which is likely to reduce exposure to harmful pollutants, particularly for sensitive receptors. Measures to control noise, vibration and lighting, alongside requirements to protect privacy, outlook, sunlight and daylight, are

expected to safeguard residential amenity and support both physical and mental health outcomes. As a result, significant positive effects are identified in relation to IIA objectives **2: Health, wellbeing and safety** and **9: Air quality**.

Infrastructure

6.484 This section presents the appraisal findings for the policies included under the 'Infrastructure' heading of the Local Plan. The effects are presented in **Table 6.38** and described below the table.

Table 6.38: Appraisal findings for the policies relating to infrastructure

IIA objective	DMP31	DMP32	DMP33	DMP34	DMP35	DMP36
1: Housing	+	0	+	0	0	0
2: Health, wellbeing and safety	+	+	++	+	+	+
3: Community cohesion	0	+	++	+	0	+
4: Access to services and facilities	0	0	++	+	+	+
5: Equalities	0	+	+	+	0	0
6: Education and skills	0	0	+	++	+	+
7: Economy and employment	+	+	0	0	+	+
8: Transport	0	0	+	+	+	+
9: Air quality	0	0	+	+	+	+
10: Soils	0	0	0	0	0	0
11: Resource consumption and waste	0	+	0	+	0	0
12: Water resources and quality	+	0	0	0	0	0
13: Climate change and energy	0	0	+	+	+	+
14: Flood risk	0	0	0	0	0	0

IIA objective	DMP31	DMP32	DMP33	DMP34	DMP35	DMP36
15: Biodiversity and geodiversity	0	0	0	0	0	0
16: Historic environment	0	0	0	0	+	0
17: Landscape, townscape and visual impacts	0	+	0	0	+	0

DMP31 – Utilities

6.485 DMP31 – Utilities is expected to have an important enabling role in ensuring that new development and infrastructure in Thurrock can be delivered in a timely and coordinated manner by requiring early engagement with utility providers and evidence of sufficient capacity for connection to essential infrastructure. By reducing the risk of infrastructure constraints delaying housing and employment development, the policy is likely to support the delivery of planned growth, resulting in minor positive effects in relation to IIA objectives **1: Housing** and **7: Economy and employment**. Connections to essential infrastructure (including gas, electricity and water) will help support the physical and mental health of residents in Thurrock and therefore a minor positive effect is recorded in relation to IIA objective **2: Health, wellbeing and safety**. Ensuring adequate water supply and wastewater capacity is also likely to help avoid adverse effects on water quality, leading to minor positive effects in relation to IIA objective **12: Water resources and quality**.

DMP32 – Space for Culture

6.486 DMP32 – Space for Culture is expected to have a positive influence on social, economic and placemaking outcomes in Thurrock by embedding cultural activity within new development. The policy supports community cohesion and social interaction through the provision of inclusive cultural spaces, meanwhile uses and festivals, which is likely to generate minor positive effects in relation to IIA objectives **2: Health, wellbeing and safety** and **3: Community cohesion**. The support for spaces where under-represented groups might meet means a minor positive effect is also likely in relation to IIA objective **5: Equalities**. The emphasis included in the policy for providing affordable and flexible workspaces is expected to support the local economy and employment opportunities, particularly for emerging and small-scale cultural enterprises, resulting in a minor positive effect in relation to IIA objective **7: Economy and employment**. The re-use of underused buildings and land and the activation of sites during construction phase for temporary creative projects may help reduce vacancy, support efficient use of land resources and improve townscape quality, leading to minor positive effects in relation to IIA

objectives **11: Resource consumption and waste** and **17: Landscape, townscape and visual impacts**.

DMP33 – Community, Health, Leisure and Cultural Facilities

6.487 DMP33 – Community, Health, Leisure and Cultural Facilities is expected to have significant positive effects in relation to social sustainability objectives in Thurrock. The policy directly supports the retention, enhancement and provision of new community, health, leisure and cultural facilities, including through proportionate contributions from larger residential developments, which is likely to improve access to services and facilities that support health and wellbeing and contribute to social integration and reduced inequalities in provision. The policy also provides stringent criteria relating to the loss of community, health, leisure or cultural facilities, stating that loss will only be permitted where there is clear evidence demonstrating that there is no current or future community need or that the facility is no longer viable, or that equivalent or improved replacement provision will be delivered in an equally or more accessible location, which will help to safeguard existing community facilities. therefore, the policy is expected to deliver significant positive effects in relation to IIA objectives **2: Health, wellbeing and safety**, **3: Community cohesion** and **4: Access to services and facilities.** A minor positive effect is expected in relation to IIA objective **5: Equalities** given the potential for those who might be under represented in society to make of these spaces for meetings. The policy also supports the provision of key worker housing, including for healthcare and emergency service staff where it would improve recruitment and retention. It is expected that this approach will support the upskilling of residents in this area of employment. As such minor positive effects for IIA objectives **1: Housing** and **6: Education and skills**. By encouraging local provision of services and facilities and helping to prevent the loss of those existing in Thurrock, the policy may reduce the need to travel, resulting in minor positive effects in relation to IIA objectives **8: Transport**, **9: Air quality** and **13: Climate change and energy**.

DMP34 – Education and Early Years Childcare

6.488 DMP34 – Education and Early Years Childcare is expected to support substantial social and community benefits for Residents in Thurrock by ensuring that education and early years childcare provision is delivered in line with population growth and identified need. Provision should align with the evidence of the Infrastructure Delivery Plan. By safeguarding existing facilities and requiring new provision or financial contributions where demand arises, the policy is likely to have a significant positive effect in relation to IIA objective **6: Education and skills**. The requirement for facilities to be located in accessible locations, with good public transport links and safe walking and cycling access, is expected to result in minor positive effects for IIA objectives **2: Health, wellbeing and safety**, **4: Access to services and facilities**, and **8: Transport**. Providing schools facilities in Thurrock to meet local needs is likely to help limit the need to travel and air pollution and carbon emissions associated with this. Therefore, minor positive effects are also expected in relation to IIA objectives **9: Air quality** and **13: Climate change and energy**. Inclusive design requirements to meet the needs of a range of users, including disabled people, and the support for the provision of safe outdoor spaces are likely to support equal access and community use, leading to minor positive effects in relation to IIA objectives **3: Community cohesion** and **5: Equalities**. The policy also supports the shared use of services between education facilities which could support more efficient land use in the plan area and a minor positive effect is therefore recorded in relation to IIA objective **11: Resource consumption and waste**.

DMP35 - Digital Communications Infrastructure

6.489 DMP35 – Digital Communications Infrastructure is expected to support improved digital connectivity across Thurrock by requiring major developments to be served by full-fibre broadband capable of gigabit download speeds, and encouraging the provision of wider digital and mobile communications infrastructure. Enhanced digital connectivity is likely to help prevent mental health issues associated with social isolation, support home working, online services, digital inclusion and business productivity. Therefore, minor positive effects are expected in relation to IIA objectives **2: Health, wellbeing and safety, 4: Access to services and facilities**,

6: Education and skills and **7: Economy and employment**. By facilitating remote working and reducing the need to travel for services, the policy may also contribute to reduced travel demand, as well as air pollution and carbon emissions associated with this. Minor positive effects are therefore expected in relation to IIA objectives **8: Transport**, **9: Air quality** and **13: Climate change and energy**. Requirements in the policy to minimise visual and amenity impacts, particularly on rooftops and through careful siting and design, are likely to help prevent adverse effects on the historic and environment and landscapes. Minor positive effects are therefore recorded in relation to IIA objectives **16: Historic environment** and **17: Landscape, townscape and visual impacts.**

DMP36 – Delivery of Infrastructure

6.490 DMP36 – Delivery of Infrastructure seeks to ensure that development contributes appropriately to the infrastructure needed to support growth, including through on-site provision, off-site works or financial contributions towards delivery. By requiring infrastructure provision to be aligned with site allocations and place-based policies, the policy is likely to support the timely delivery of transport, education, health, utilities and community infrastructure necessary to create sustainable and functional communities. This approach is expected to result in minor positive effects in relation to IIA objectives **4: Access to services and facilities**, **6: Education and skills**, and **7: Economy and employment**. The delivery of substantial infrastructure to meet local needs is likely to support integration in the plan area and ensure the health and wellbeing of resident and therefore minor positive effects are expected in relation to IIA objective **2: Health, wellbeing and safety** and **3: Community cohesion.** The policy may also contribute to minor positive effects for IIA objective **8: Transport** by supporting infrastructure needed to mitigate development-related impacts. Furthermore, the delivery of infrastructure in the plan area to reduce the need for travel afield is likely to help limit air pollution and carbon emissions associated with transport and therefore minor positive effects are expected in relation to IIA objectives **9: Air quality** and **13: Climate change and energy**.

Travel, Transport and Movement

6.491 This section presents the appraisal findings for the policies included under the 'Travel, Transport and Movement' heading of the Local Plan. The effects are presented in **Table 6.** and described below the table.

Table 6.39: Appraisal findings for the policies relating to travel, transport and movement

IIA objective	DMP37	DMP38
1: Housing	0	0
2: Health, wellbeing and safety	+	+
3: Community cohesion	+	0
4: Access to services and facilities	+	+
5: Equalities	+	+
6: Education and skills	0	0
7: Economy and employment	0	+
8: Transport	++	+
9: Air quality	+	+
10: Soils	0	0
11: Resource consumption and waste	0	0
12: Water resources and quality	0	0
13: Climate change and energy	+	++
14: Flood risk	0	0
15: Biodiversity and geodiversity	0	0
16: Historic environment	0	0
17: Landscape, townscape and visual impacts	0	+

DMP37 – Active Travel, Transport and Cycling

6.492 DMP37 – Active Travel, Transport and Cycling is expected to contribute to a modal shift towards walking, cycling and public transport by requiring development to prioritise safe, attractive and well-connected active travel routes, inclusive design, and alignment with the Local Cycling, Walking and Infrastructure Plan. This is likely to reduce reliance on private car use, helping to address congestion, improve road safety and increase levels of physical activity, resulting in a significant positive effect in relation to IIA objective **8: Transport** and a minor positive effect in relation to IIA objective **2: Health, wellbeing and safety**. By encouraging reduced vehicle trips and supporting travel plans for major developments, the policy is also likely to contribute to lower transport-related emissions and therefore minor positive effects are expected in relation to IIA objectives **9: Air quality** and **13: Climate change and energy**. The inclusive access requirements and improved connectivity supported by the policy are likely to benefit a range of user types. They are also likely to support improved access to services and facilities in the plan area. Therefore, minor positive effects are expected in relation to IIA objectives **4: Access to services and facilities** and **5: Equalities**.

DMP38 – Parking and Electric Vehicle Charging

6.493 DMP38 – Parking and Electric Vehicle Charging is expected to support a transition to more sustainable transport patterns in Thurrock by requiring electric vehicle (EV) charging infrastructure in all new development, encouraging car club provision, and supporting car-free development within Controlled Parking Zones in appropriate locations. These measures are likely to reduce reliance on travel by private car and car ownership over time, support modal shift and help address congestion, resulting in a significant positive effect in relation to IIA objective **8: Transport**. While the policy sets out an approach that encourages modal shift it still requires new developments to provide an appropriate level of off-street parking. This will support access to services and facilities and employment for all, and minor positive effects are therefore expected in relation to IIA objectives **4: Access to services and facilities** and **7: Economy and employment.** The promotion of EV charging and, where feasible, on-site renewable energy generation for car parks is

expected to help reduce emissions from road transport, leading to a minor positive effect in relation IIA objective **9: Air quality** and a significant positive effect in relation to IIA objective **13: Climate change and energy**. The policy also promotes inclusive and accessible parking provision, including Blue Badge spaces and compliance with PAS1899 standards or any standard that may replace it. This approach is likely to support accessibility for disabled people and those with limited mobility, resulting in minor positive effects in relation to IIA objectives **2: Health, wellbeing and safety** and **5: Equalities**. The requirement of the policy for residential development parking to contribute positively to street character and neighbourhood quality is likely to benefit the character of the plan area. As such a minor positive effect is also expected for the policy in relation to IIA objective **17: Landscape, townscape and visual impacts.**

Green Belt

6.494 This section presents the appraisal findings for the policy included under the 'Green Belt' heading of the Local Plan. The effects are presented in **Table 6.40** and described below the table.

Table 6.40: Appraisal findings for the policy relating to Green Belt

IIA objective	DMP39
1: Housing	-
2: Health, wellbeing and safety	+
3: Community cohesion	0
4: Access to services and facilities	-
5: Equalities	0
6: Education and skills	0
7: Economy and employment	-
8: Transport	+/-
9: Air quality	+/-

IIA objective	DMP39
10: Soils	+
11: Resource consumption and waste	0
12: Water resources and quality	0
13: Climate change and energy	+/-
14: Flood risk	0
15: Biodiversity and geodiversity	+
16: Historic environment	0
17: Landscape, townscape and visual impacts	++

DMP39 – Development in the Green Belt

6.495 DMP39 – Development in the Green Belt provides a strong framework for protecting and enhancing the openness, character and quality of the Green Belt. By safeguarding countryside access and opportunities for outdoor sport and recreation, the policy supports physical health and mental wellbeing. The support the Council will provide for opportunities for enhancement of biodiversity in the Green Belt is also referenced by the policy. As such, minor positive effects are likely in relation to IIA objectives **2: Health, wellbeing and safety** and **15: Biodiversity and geodiversity**. However, the policy places restrictions on new development within the Green Belt that might otherwise contribute to the local need for housing and/or employment or support the delivery of new services and facilities. As such, minor negative effects are likely in relation to IIA Objectives **1: Housing**, **4: Access to Services and Facilities** and **7: Economy and Employment**.

6.496 While the protection of the Green Belt is likely to help promote a more compact distribution of development, which could limit the need for residents to have to travel longer distances for employment or to access certain provisions, as well as air pollution and carbon emissions associated with this travel, in some instances there may be a need for development to have to 'jump' the Green Belt. This could result in residents having to travel longer distances in some instances. Therefore, mixed

minor positive and minor negative effects are expected in relation to IIA objectives **8: Transport, 9: Air quality** and **13: Climate change and energy**. The promotion of a more compact distribution of development is likely to help prevent the development of greenfield land in some location and therefore a minor positive effect is expected in relation to IIA objective **10: Soils**.

6.497 Green Belt related controls on new development, extensions, replacement buildings, infilling and redevelopment will help to ensure that development proposals do not undermine the purposes of the Green Belt. While Green Belt is a policy designation that does not directly align with areas of high-quality landscape in all instances, the designation takes in large areas that contribute to the landscape character of Thurrock. As such, a significant positive effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts**.

Good Design

6.498 This section presents the appraisal findings for the policies included under the 'Good Design' heading of the Local Plan. Due to the relatively large number of policies included under this heading in the plan, the effects are presented across two tables:

- **Table 6.42** (presented below, setting out the findings for DMP40 to 46); and
- **Table 6.43** (presented later in this section, setting out the findings for DMP47 to 53).

6.499 The effects for each group of policies are described below each of these tables.

Table 6.41: Appraisal findings for policies DMP40 to DMP46

IIA objective	DMP40	DMP41	DMP42	DMP43	DMP44	DMP45	DMP46
1: Housing	0	0	+	++	++	0	+
2: Health, wellbeing and safety	+	+	++	+	+	+	+
3: Community cohesion	+	+	+	+	+	0	+
4: Access to services and facilities	0	+	+	+	0	+	++
5: Equalities	0	+	+	+	+	0	+
6: Education and skills	0	0	0	0	0	0	0
7: Economy and employment	0	0	0	0	0	++	+
8: Transport	+	+	+	0	0	+	+
9: Air quality	+	+	+	0	0	+	+
10: Soils	0	0	0	0	0	0	+
11: Resource consumption and waste	0	0	0	0	0	0	0
12: Water resources and quality	0	+	0	+	+	+	0
13: Climate change and energy	+	+	+	+	+	+	+
14: Flood risk	+	+	0	+	+	+	0

IIA objective	DMP40	DMP41	DMP42	DMP43	DMP44	DMP45	DMP46
15: Biodiversity and geodiversity	+	+	+	+	+	+	0
16: Historic environment	+	+	0	0	+	0	0
17: Landscape, townscape and visual impacts	++	++	0	+	+	+	+

DMP40 – Cohesive and Distinctive Places

6.500 DMP40 – Cohesive and Distinctive Places emphasises the achievement of high-quality design, requiring development to be well-integrated and respond positively to its site, surrounding townscape and landscape character. By promoting context-responsive and high-quality design and public realm, the policy supports the creation of healthy, inclusive and socially cohesive places, including through 'good neighbour' requirements to secure community benefits and improved access and movement, which suggests that active travel will be prioritised in new development. Providing an appropriate mix of uses and higher densities where it is appropriate will also help to reduce the need for residents to have to travel longer distances on a regular basis to meet their needs . As such, minor positive effects are likely in relation to IIA objectives **2: Health, wellbeing and safety**, **3: Community cohesion** and **8: Transport**. A minor positive effect is also expected in relation to IIA objective **9: Air quality** and **13: Climate change and energy** given the potential to limit air pollution associated with transport.

6.501 The policy also references requirements for site analysis, including sun path, microclimate and topography, supporting passive solar design, daylighting and natural ventilation, contributing to climate change mitigation and adaptation. Working with existing landscape features and integrating green and blue infrastructure provides opportunities to support biodiversity and manage surface water. These requirements could provide further benefits in relation to IIA objective **13: Climate Change and Energy**. They are also expected to result in minor positive effects in relation to IIA objectives **14: Flood risk** and **15: Biodiversity and geodiversity**. Additional requirements are set out in the policy for development to complement and enhance historic street blocks and buildings, restore lost patterns of urban grain and ensure sensitive transitions in areas of distinctive heritage character. As such, a minor positive effect is also likely in relation to IIA objective **16: Historic environment**. Furthermore, the policy also highlights that public realm and landscape must be designed as integral elements of development proposals and not treated as residual or leftover space and must make a positive contribution to the character of their immediate and wider setting. As such, a significant positive effect is likely in relation to IIA objective **17: Landscape, townscape and visual impact.**

DMP41 – Delivering Great Design

6.502 DMP41 – Delivering Great Design is a broad policy that establishes a strong framework to secure high quality design that is responsive to its context across all scales of development. As part of its overarching approach, the policy sets out support for the creation of healthy, socially-inclusive and climate responsive places through consideration of Building for a Healthy Life guidance, healthy placemaking standards and provisions for walking, cycling and public transport in new masterplans. These masterplan requirements are likely to improve access to services and facilities and reduce the release of air pollutants and greenhouse gases. The community engagement and stewardship supported through the policy may help foster a sense of local community ownership. As such, minor positive effects are likely in relation to IIA objectives **2: Health, wellbeing and safety**, **3: Community cohesion**, **4: Access to services and facilities**, **5: Equalities**, **6: Education and skills**, **9: Air quality** and **13: Climate change and energy**.

6.503 The policy also sets out requirements for proposals to incorporate details for new green and blue infrastructure in masterplans and Design and Access Statements. This approach is likely to support the incorporation of features that might help manage water resources and flood risk as well as promoting net gain in biodiversity. As such, minor positive effects are likely in relation to IIA objectives **12: Water resources and quality**, **14: Flood risk** and **15: Biodiversity and geodiversity**.

6.504 The requirement in the policy for developments to be informed by relevant national and local design guidance, considered alongside requirements for context-informed design and appraisal, design review and Masterplanning is expected to help safeguard the townscape and landscape character of Thurrock. As such, a significant positive effect is likely in relation to IIA objective **17: landscape, Townscape and Visual Impacts**. These requirements are also likely to provide protections for heritage assets and their setting. As such a minor positive effect is likely in relation to IIA objective **16: Historic environment**.

DMP42 – Health Impact Assessments

6.505 DMP42 – Health Impact Assessments is set out to ensure that new development proposals are be designed to help promote healthy lifestyles. As part of the approach proposals should demonstrate on how adverse impacts relating to health and inequalities have been minimised. Health Impact Assessments (HIAs) are required to be embedded early in the design process and informed by updated health data. As such, a significant positive effect is likely in relation to IIA objective **2: Health, wellbeing and safety.**

6.506 The policy promotes the delivery of housing that is secure, affordable and diverse to meet the needs of everyone. This will help to support access to suitable housing for different groups and help to address affordability pressures. As such, a minor positive effect is likely in relation to IIA objective **1: Housing**.

6.507 Furthermore, the policy requires development to support good access to health facilities and services. It also requires HIAs to identify impacts on different population groups, which is likely to help address potential inequality in health outcomes. The policies support for affordable housing will also help to address housing inequalities in Thurrock. As such, minor positive effects are also likely in relation to IIA Objectives **3: Community Cohesion**, **4: Access to services and facilities** and **5: Equalities**.

6.508 The policy encourages active travel which has the potential to reduce reliance on private car use, which in turn can contribute to reductions in emissions and air pollution. Similarly, the policy seeks to ensure that air quality in the Borough is maintained and improved where possible and that risks such as pollution, environmental hazards and climate change are minimised and mitigated. Minor positive effects are therefore likely in relation to IIA objective **8: Transport, 9: Air quality** and **13: Climate change and energy.**

6.509 The provision, protection and enhancement of blue and green infrastructure in the Borough is also supported by the policy. As such, a minor positive effect is likely in relation to IIA Objective **15: Biodiversity and geodiversity**.

DMP43 – Design of Residential Development

6.510 DMP43 – Design of Residential Development sets out a framework for delivering quality and inclusive housing. By requiring compliance with Nationally Described Space Standards, maximising the number of dual-aspect dwellings, avoiding single-aspect units and promoting good daylight, sunlight, ventilation and avoiding overheating, the policy is likely to deliver achieve the provision of a high quality of housing stock in Thurrock. Therefore, a significant positive effect is likely in relation to IIA objective **1: Housing**. These requirements are also likely to benefit residents' health and wellbeing and a minor positive effect is recorded in relation to IIA objective **2: Health, wellbeing and safety**. The policy's alignment with best practice guidance, including the Healthy Homes Standard, Building for a Healthy Life and 'HAPPI' principles for housing for older people, further supports the policy's ability to support long-term wellbeing as well as the adaptability of homes as residents' needs change over time. The requirement for accessible and adaptable homes, including a defined proportion (10%) of wheelchair user dwellings, alongside the tenure-blind approach to affordable housing, is likely to ensure greater equality and social inclusion. Furthermore, ensuring that affordable homes are externally indistinguishable and have equal access to amenities and services, including open space, supports social integration and improves living conditions for all residents. As such, and minor positive effects are also likely in relation to IIA objectives **3: Community Cohesion**, **4: Access to services and facilities** and **5: Equalities.**

6.511 Additional requirements set out in the policy for the delivery of soft landscaping, trees and habitats within residential amenity spaces will contribute towards biodiversity whilst also creating greener residential environments. The policy's emphasis on housing quantity and quality that reflects neighbourhood character is also likely to support the townscape. As such, minor positive effects are likely in relation to IIA **15: Biodiversity and Geodiversity** and **17: Landscape, Townscape and Visual Impact.** Given that these types of features can provide benefits in terms of natural water and flood management as well as climate change adaptation, minor positive effects are also recorded in relation to IIA objectives **12: Water resources and quality**, **13: Climate change and energy** and **14: Flood risk**

DMP44 – Householder Alterations and Extensions

6.512 DMP44 – Householder Alterations and Extensions supports good living conditions for occupants by requiring that extensions and alterations function effectively for their intended use and do not adversely affect neighbouring uses. This is to include through the preservation of amenity space and ensuring adequate daylight and ventilation. Expectations set out in the policy around accessibility will help to ensure that homes remain comfortable for a variety of users. The requirement that subdivisions of dwellings meet minimum housing design standards further protects against the creation of substandard accommodation. As such, a significant positive effect is likely in relation to IIA objective **1: Housing** and a minor positive effect is likely in relation to IIA objective **2: Health, wellbeing and safety**, **3: Community cohesion** and **5: Equalities**.

6.513 The inclusion of biodiversity requirements in the policies such as native planting, bird and bat boxes, green roofs and wildlife friendly landscaping is likely to deliver biodiversity gains. Similarly, requirements for the management of surface water through driveway and hard surface design, alongside soft landscaping, may help reduce surface water runoff and contribute to local flood risk management. The support in the policy for the incorporation of renewable energy sources where practicable will help achieve climate change mitigation. As such, minor positive effects are likely in relation to IIA objectives **12: Water resources and quality**, **13: Climate change and energy**, **14: Flood risk** and **15: Biodiversity and geodiversity.** Additionally, by requiring development to complement local character and avoid harm to the street scene, the policy supports the protection of the local townscape and historic environment. Particular regard is to be had to these issues within historically sensitive areas. As such, a minor positive effect is also likely in relation to IIA objective **16: Historic environment** and **17: Landscape, townscape and visual impacts.**

DMP45 - Commercial & Industrial Development

6.514 DMP45 – Commercial & Industrial Development provides support for quality commercial and industrial development that contributes positively to economic

growth and employment. Requirements to integrate staff facilities that support businesses and staff, enhance connections to centres and transport hubs and co-locate uses are likely to help to ensure that employment areas function as accessible and integrated parts of the Borough. As such, a significant positive effect is likely in relation to IIA objective **7: Economy and employment**.

6.515 Additionally, the policy promotes safer and healthier environments through the separation of service vehicles from pedestrians and cyclists to minimise conflict and the application of good neighbour principles to limit nuisance and disturbance. Improved walking and cycling, particularly near centres and transport hubs, supports active travel and reduces reliance on private vehicles, with associated benefits for health and air quality. The policy states that development should be co-located with or contribute to community uses such as sports grounds, nature parks, bike trails, which will further encourage healthy lifestyles. As such, a minor positive effect is likely in relation to IIA objectives **2: Health, wellbeing and safety**. There is potential for employees to make use of new facilities that might be delivered and a minor positive effect is also expected in relation to IIA objective **4: Access to services and facilities.** Given the potential to support travel by less populating modes, minor positive effects are recorded in relation to IIA objectives **8: Transport** and **9: Air quality**.

6.516 The policy further supports climate change mitigation through requirements for designs to contribute towards net zero carbon targets and development that generates significant excess heat to contribute towards heating networks. Climate resilience may be further supported by the integration of green and blue infrastructure into site design. These types of provision could also deliver biodiversity enhancements and potential natural water and flood management solutions. As such, minor positive effects are likely in relation to IIA objectives **12: Water resources and quality**, **13: Climate change and energy**, **14: Flood risk** and **15: Biodiversity and geodiversity**. Additionally, requirements are included in the policy for landscape frameworks and Landscape and Visual Impact Assessments to ensure that development integrates within the wider landscape . As such, a minor positive effect is also likely in relation to IIA objective **17: Landscape, townscape and visual impacts.**

DMP46 – Mixed-Use Development

6.517 DMP46 – Mixed-Use Development supports the creation of mixed-use developments within larger schemes. Within urban sites, mixed use developments should include centres and neighbourhood hubs that provide services to meet local needs in accessible locations. This approach is likely to help meet the needs of range of resident types close to their homes and support the integration of new residential development in the plan area. Therefore, minor positive effects are recorded in relation to IIA objectives **1: Housing, 3: Community cohesion** and **5: Equalities**.

6.518 Furthermore, the policy seeks to locate mixed-use centres at well-connected street intersections, within walking and cycling distance of surrounding residential development and in locations that are served by frequent bus routes. This approach is expected to support modal shift away from private car use. Associated benefits for physical activity and improved air quality and reduced carbon emissions are expected. As such, minor positive effects are likely in relation to IIA objectives **2: Health, wellbeing and safety**, **8: Transport**, **9: Air quality** and **13: Climate change and energy**.

6.519 By setting out guidance for the delivery of local centres, the policy is likely to help support good access to services and facilities for many residents and as such, a significant positive effect is likely in relation to IIA objectives **4: Access to Services and Facilities.** It may also support job creation in certain sectors and access to jobs for some residents and therefore a minor positive effect is recorded in relation to IIA objective **7: Economy and Employment**.

6.520 The policy also supports the integration of residential uses above non-residential floorspace, thereby supporting efficient land use. Therefore, a minor positive effect is expected in relation to IIA objective **10: Soils**. The policy includes design requirements for active frontages, high quality public realm and concealed servicing areas which will contribute towards an attractive townscape. As such, a minor positive effect is likely in relation to IIA objective **17: Landscape, Townscape and Visual Impacts**.

Table 6.42: Appraisal findings for DMP47 to DMP53

IIA objective	DMP47	DMP48	DMP49	DMP50	DMP51	DMP52	DMP53
1: Housing	0	0	0	0	+	0	0
2: Health, wellbeing and safety	+	+	+	+	+	**+**	**+**
3: Community cohesion	++	**+**	+	0	0	0	+
4: Access to services and facilities	+	+	0	**+**	0	0	**+**
5: Equalities	+	++	0	**+**	0	**+**	0
6: Education and skills	0	0	0	0	0	0	0
7: Economy and employment	0	0	0	0	0	0	0
8: Transport	+	**+**	0	+/-	0	0	**+**
9: Air quality	+	**+**	0	**+/-**	+	0	**+**
10: Soils	0	0	0	0	0	0	0
11: Resource consumption and waste	0	0	0	0	+	0	0
12: Water resources and quality	+	0	+	**+**	0	0	0
13: Climate change and energy	+	**+**	+	**+/-**	+	0	**0**
14: Flood risk	+	0	+	+	0	0	0

IIA objective	DMP47	DMP48	DMP49	DMP50	DMP51	DMP52	DMP53
15: Biodiversity and geodiversity	+	0	++	+	+	0	+
16: Historic environment	0	0	0	0	0	+	++
17: Landscape, townscape and visual impacts	+	0	+	+	0	+	++

DMP47 – Layout, Streets and Public Realm

6.521 DMP47 – Layout, Streets and Public Realm supports the creation of attractive, safe, inclusive and legible streets and public spaces within which social interaction and a sense of community can be fostered. A significant positive effect is therefore likely in relation to IIA objective **3: Community cohesion**. Given that this approach will help promote interaction between different social groups and thereby help to promote social tolerance, a minor positive effect is likely in relation to IIA objective **5: Equalities**.

6.522 Maximising permeability and connections to surrounding areas is likely to improve accessibility to services, facilities and open spaces for all users and as such a minor positive effect is also expected in relation to IIA objective **4: Access to services and facilities**. By prioritising walkability, active travel and future public transport options, the policy supports modal shift away from private transport. This is likely to contribute to lower emissions and improved air quality and health and wellbeing. Measures set out in the policy relating to the promotion of natural surveillance, appropriate lighting and overlooked streets will also support perceptions of safety. As such, minor positive effects are likely in relation to IIA objectives **2: Health, wellbeing and safety**, **8: Transport** and **9: Air quality**. The integration of planting, hard and soft landscaping, street furniture, public art and sustainable drainage is likely to enhance the townscape whilst contributing towards biodiversity gains. As such, minor positive effects are likely in relation to IIA objectives **15: Biodiversity and geodiversity** and **17: Landscape, townscape and visual impacts**. There is also potential for soft landscaping and sustainable drainage measures to help support natural water and flood management processes as well as climate change adaptation. Therefore, minor positive effects are also recorded in relation to IIA objectives **12: Water resources and quality, 13: Climate change and energy** and **14: Flood risk**.

DMP48 – Accessibility and Inclusive Design

6.523 DMP48 – Accessibility and Inclusive Design provides a framework for delivering inclusive design by requiring major development to be accessible to people with different needs and abilities. By embedding inclusive design principles, the policy is likely to reduce barriers to participation in everyday life for all abilities. As such, a significant effect is likely in relation to IIA objective **5: Equalities** and a minor positive effect is likely in relation to IIA objective **2: Health, wellbeing and safety**.

6.524 Requirements set out in the policy for the provision of inclusive routes, seating and accessible wayfinding as well as inclusive facilities and amenities in public areas, as part of new major development will improve accessibility for a wide range of users. As such, a minor positive effect is likely in relation to IIA objective **4: Access to services and facilities**. Supporting good access to facilities and amenities for a range of users is likely to benefit social interaction in the plan area and therefore a minor positive effect is expected in relation to IIA objective **3: Community cohesion**.

6.525 There is potential for the improved accessibility of facilities to encourage travel by more sustainable modes and reduce the potential for air pollution and carbon emissions associated with travel. Therefore, minor positive effects are expected in relation to IIA objectives **8: Transport, 9: Air quality** and **13: Climate change and energy**.

DMP49 – Design of Landscape and Green-Blue Infrastructure (GBI)

6.526 DMP49 – Design of Landscape and Green-Blue Infrastructure (GBI) provides a foundation for the introduction of multifunctional green and blue infrastructure into development from the earliest design stages, informed by site context and existing natural features. By requiring green infrastructure to be multifunctional and contribute to health and wellbeing, play, recreation and social interaction, the policy supports physical activity and community interaction. As such, minor positive effects are likely

in relation to IIA objectives **2: Health, wellbeing and safety** and **3: Community cohesion**.

6.527 The policy is likely help provide habitat space and promote connectivity between existing habitats in the plan area. The policy includes specific requirements to maximise opportunities for planting and biodiversity enhancement. As such, a significant positive effect is likely in relation to IIA objective **15: Biodiversity and geodiversity**. The delivery of the green infrastructure as part of new development is also required by the policy to incorporate sustainable drainage features which are likely to deliver several benefits and minor positive effects are recorded in relation to IIA objectives **12: Water resources**, **13: Climate change and energy** and **14: Flood risk**. Additionally, the requirement for green infrastructure to mitigate visual impacts of new development is likely to benefit local landscape character as well as the townscape of Thurrock and a minor positive effect is also likely in relation to IIA objective **17: Landscape, townscape and visual impacts**.

DMP50 – Design of parking, servicing and utilities

6.528 DMP50 – Design of parking, servicing and utilities requires parking to contribute positively to safe, attractive and functional streets and public spaces, including by prioritising the needs to pedestrians and cyclists in the design of parking areas. The policy also includes a requirement for secure and accessible cycle storage, which may help to encourage opportunities for active travel and limit air pollution and carbon emissions associated with travel by car. As such, minor positive effects are likely in relation to IIA objectives **2: Health, wellbeing and safety, 8: Transport, 9: Air quality** and **13: Climate change and energy**. However, the continued provision of parking spaces may reinforce existing levels of private car use and limit opportunities for transitions towards more sustainable travel modes. Therefore, the minor positive effects recorded for IIA objectives 8, 9 and 13 are mixed with minor negative effects.

6.529 Incorporating appropriate levels of car parking in Thurrock will help ensure certain groups of residents (including those with accessibility issues) can access services and facilities. Therefore, minor positive effects are expected in relation to IIA objectives **4: Access to services and facilities** and **5: Equalities**.

6.530 The policy also emphasises minimising visual clutter and softening the impact of parking through landscaping and layout, including through integrating new development with planting and sustainable drainage. These requirements are likely to benefit climate resilience in relation to natural water and flood management. They are also likely to promote habitat connectivity in the plan area. As such, minor positive effects are likely in relation to IIA objectives **12: Water resources**, **14: Flood risk** and **15: Biodiversity and geodiversity.** The policy notes that residential parking should also contribute positively to both the street and neighbourhood character and reflect the site's context, density and location. A minor positive effect is also recorded for the policy in relation to IIA objective **17: Landscape, townscape and visual impacts**

DMP51 – Sustainable Design

6.531 DMP51 – Sustainable Design seeks to ensure that new development is sustainably designed to contribute positively to the wider environment and to provide healthy living environments for residents. The policy also promotes high-quality development that is comfortable and provides a healthy living environment and is more affordable for residents when considering issues including energy costs. As such, minor positive effects are likely in relation to IIA Objectives **1: Housing** and **2: Health, wellbeing and safety**. The policy also sets out requirements relating to passive design principles that seek to reduce energy demand through interventions that harness natural energy through low-tech and simple solutions. By lowering energy use, the policy contributes to climate change mitigation while also supporting reduced air pollution associated with energy generation. The focus on durable and easily maintained design further supports efficient use of resources. As such, minor positive effects are likely in relation to IIA objectives **9: Air quality**, **11: Resource consumption and waste** and **13: Climate change and energy**. The policy also includes requirements for the integration of biodiversity and habitats into buildings through green roofs and nest boxes, which will contribute to biodiversity gain and improved ecological networks. As such, a minor positive effect is likely in relation to IIA Objective **15: Biodiversity and geodiversity**.

DMP52 – Advertisements, Signage and Shop Fronts

6.532 DMP52 – Advertisements, Signage and Shop Fronts details requirements on the design, scale, illumination and impact of advertisements and shopfronts, with reference to protecting conservation areas, listed buildings and other heritage assets. Requirements for sensitive design are likely to help conserve and enhance the townscape and setting of heritage assets. As such, significant positive effects are likely in relation to IIA objectives **16: Historic environment** and **17: Landscape, townscape and visual impacts**.

6.533 The policy also requires that advertisements and signage are designed to consider the potential for impacts on public safety. Furthermore, any illumination of hoarding should avoid nuisance impacts. As such the policy is likely to help prevent the potential for street clutter resulting from advertisements which might otherwise affect the potential for those with mobility issues to safely navigate footpaths. It is also likely to limit the potential for illuminations and other types of advertisements to adversely affect the health and welling of residents, including in relation to the potential for roadside advertisements to distract drivers. Therefore, minor positive effects are recorded for the policy in relation to IIA objectives **2: Health, wellbeing and safety** and **5: Equalities.**

DMP53 – Tall Buildings

6.534 DMP53 – Tall Buildings sets out a clear definition of tall buildings for the plan and requires the careful assessment of height, scale, massing and design of tall buildings to limit adverse impacts on the public realm and neighbouring amenity. The policy stipulates that all Tall Buildings must be supported by a Tall Building Statement which demonstrates the impact on heritage assets, including the assessment of any harm (less than substantial or substantial), and the justification for that harm, and the effect on landscape and townscape character, including the need for a Landscape and Visual Impact Assessment (LVIA) or Townscape and Visual Impact Assessment (TVIA). The policy is therefore likely to have significant positive effects in relation to IIA objectives **16: Historic environment** and **17: Landscape, townscape and visual impacts**.

6.535 Requiring the design of tall buildings to consider their impact on public space and community infrastructure is likely to support the health and wellbeing of the population and could support access to services and facilities in the area. There is also potential for this wholistic approach to reduce the need for residents to travel long distances (many of which might otherwise be undertaken by car and contribute to air pollution and carbon emissions) from the location of tall buildings. As such minor positive effects are expected in relation to IIA objectives **2: Health, wellbeing and safety, 3: Community cohesion, 4: Access to services and facilities, 8: Transport, 9: Air quality** and **13: Climate change and energy.** The policy also requires that tall buildings are designed to consider the effect on the local environment. This approach is expected to help limit the potential adverse impacts on ecology and therefore a minor positive effect is expected in relation to IIA objective **15: Biodiversity and geodiversity**.

Heritage

6.536 This section presents the appraisal findings for the policies included under the 'Heritage' heading of the Local Plan. The effects are presented in the **Table 6.** and described below the table.

Table 6.43: Appraisal findings for the policies relating to heritage

IIA objective	DMP54	DMP55	DMP56	DMP57
1: Housing	-	-	0	-
2: Health, wellbeing and safety	+	0	0	+
3: Community cohesion	+	0	0	+
4: Access to services and facilities	+	0	0	+
5: Equalities	+	0	0	+
6: Education and skills	0	0	0	0
7: Economy and employment	-	-	0	-
8: Transport	0	0	0	0

IIA objective	DMP54	DMP55	DMP56	DMP57
9: Air quality	0	0	0	0
10: Soils	+	0	0	0
11: Resource consumption and waste	+	0	0	0
12: Water resources and quality	0	0	0	0
13: Climate change and energy	0	0	0	0
14: Flood risk	0	0	0	0
15: Biodiversity and geodiversity	+	0	0	+
16: Historic environment	++	++	++	++
17: Landscape, townscape and visual impacts	+	+	+	+

DMP54 – Designated Heritage Assets

6.537 DMP54 – Designated Heritage Assets provides a framework for the conservation of heritage assets and their significance. The approach set out in the policy includes support for the retention and retrofitting of assets over demolition, as well as sensitive reuse. Collectively, the policy measures are expected to result in effective conservation and enhancement of designated assets, while supporting their future use. As such, a significant positive effect is likely in relation to IIA Objective **16: Historic environment**. The policy will also help protect and enhance townscape character by controlling the massing and scale of new development within the setting of listed buildings and ensuring that new development respects historic character. As such, a minor positive effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts**.

6.538 Allowing for the retrofitting of heritage assets and for sensitive reuse of these assets where the certain requirements are met will help bring disused properties back into use. It is also likely to limit the need for the development on greenfield land

in Thurrock. Therefore, minor positive effects are expected in relation to IIA objectives **10: Soils** and **11: Resource consumption and waste.**

6.539 The policy seeks to protect historic parks and gardens, which are important open spaces for the local population and play an important role in providing access to green infrastructure. In doing so, the policy supports opportunities for recreation, social interaction and contact with nature. As such, minor positive effects are expected in relation to IIA Objective **2: Health, wellbeing and safety**, **3: Community cohesion**, **4: Access to services and facilities**, and **15: Biodiversity and geodiversity**.

6.540 It is noted that the policy approach could make proposals for housing and economic development unacceptable in instances where adverse effects might result in relation to designated heritage assets or their settings. Therefore, minor negative effects are expected in relation to IIA objectives **1: Housing** and **7: Economy and employment.**

DMP55 – Conservation Areas

6.541 DMP55 – Conservation Areas provides a framework for the conservation and enhancement of conservation areas and their settings in Thurrock. This includes in relation to preserving or enhancing their character and resisting demolition. These measures are likely to result in the long-term conservation of areas with special historic interest in Thurrock . As such, a significant positive effect is likely in relation to IIA objective **16: Historic environment.** The policy's emphasis on design quality will benefit the townscape and character of the Borough's historic areas. As such, a minor positive effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts.**

6.542 However, the policy approach could make proposals for housing and economic development unacceptable where they would harm the character or appearance of a conservation area. Therefore, minor negative effects are expected in relation to IIA objectives **1: Housing** and **7: Economy and employment.**

DMP56 – Archaeological Assets

6.543 DMP56 – Archaeological Assets provides a framework for the protection and management of the Borough's archaeological assets. This includes requirements relating to the appropriate protection and, where possible, enhancement of remains and non-designated archaeological assets. Given the support the policy provides for the interpretation of elements of the historic environment a significant positive effect is likely in relation to IIA objective **16: Historic environment.** The policy is also likely to help conserve historic landscapes in the plan area and as such, a minor positive effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts.**

DMP57 – Non – Designated Heritage Assets

6.544 DMP57 – Non – Designated Heritage Assets provides a framework for the protection and management of non-designated heritage assets in Thurrock. This includes applying a strong presumption in favour of retention and enhancement where possible. Collectively, the measures set out are highly likely to result in the enhancement of locally important heritage and as such, a significant positive effect is likely in relation to IIA objective **16: Historic environment.** The policy is expected to help protect the contribution non-designated assets make to the townscape. As such, a minor positive effect is likely in relation to IIA objective **17: Landscape, townscape and visual impacts.** Furthermore, The policy seeks to retain all parks and landscaped public gardens, with development only supported where it is ancillary to the open space function and respects the inherent character of the site. By requiring development proposals to demonstrate that there will be no adverse effects on the setting or visual appearance of historic parks and gardens, the policy is expected to help safeguard valued green spaces. As such the policy is expected to support the role parks and landscaped public gardens play for recreation, social interaction, public health and ecology. Therefore, minor positive effects are expected in relation to IIA objectives **2: Health and wellbeing, 3: Community cohesion, 4: Access to services and facilities** and **15: Biodiversity and geodiversity.**

6.545 The support set out in the policy for the retention of non-designated assets may mean some proposals for housing and economic development may not be acceptable in planning terms. Therefore, minor negative effects are expected in relation to IIA objectives **1: Housing** and **7: Economy and employment.**

Chapter 7
Cumulative effects

7.1 It is a requirement of the SEA Regulations to consider cumulative effects. As such, the likely sustainability effects of the Publication version Local Plan as a whole are presented in this chapter.

7.2 The cumulative effects assessment considers the total effects of the policies and site allocations in the Publication version Local Plan document taken as a whole in relation to each of the SA objectives. A summary of the likely total sustainability effects of the Plan are presented in **Table 7.1** below. The effects of each individual policy (including site allocation policies) set out in the plan are presented in **Table 7.2** later in this chapter. The policies within the Local Plan, cumulatively, are expected to result in a positive (++ or +) or mixed positive and negative (+/-, ++/- or --/+) effects due to the division between policies proposing development and policies providing mitigation to minimise any adverse effects. Some effects remain uncertain as the effect of new development on some of the IIA objectives will be unknown until detailed proposals for sites come forward later in the planning process

7.3 Following the presentation of the total effects of the Publication version Local Plan, this chapter also presents the cumulative effects of the Plan together with growth proposed in the surrounding local authorities and with relevant major projects.

Table 7.1: Total effects of the Local Plan

IIA objective	Thurrock Local Plan cumulative effects
1: Housing	++
2: Health, wellbeing and safety	+
3: Community cohesion	+
4: Access to services and facilities	+

IIA objective	Thurrock Local Plan cumulative effects
5: Equalities	+
6: Education and skills	++
7: Economy and employment	++
8: Transport	+
9: Air quality	+/-
10: Soils	--/+
11: Resource consumption and waste	+/-
12: Water resources and quality	+/-
13: Climate change and energy	++/-
14: Flood risk	--/+
15: Biodiversity and geodiversity	+/-?
16: Historic environment	+/-?
17: Landscape, townscape and visual impacts	+/-?

IIA objective 1: Housing

7.4 The Local Plan, through the spatial strategy (SP01 – Development Requirement and Spatial Strategy) and SP05 – Housing, provides for the delivery of a minimum of 28,880 new homes over the plan period (2024-2044), equalling a minimum annual provision of 1,444 dwellings per annum. This includes the delivery of 17 strategic site allocations and 61 non-strategic site allocations. The spatial strategy directs the highest levels of development towards Thurrock's most sustainable settlements, specifically the Borough's Principal Urban Area and Towns, with more modest levels of development to be delivered at the smaller settlements that sit lower in the settlement hierarchy. Furthermore, the spatial strategy includes housing growth at locations that contain land within the 30% most deprived in England in terms of the 'Barriers to Housing and Services' domain in the IMD2025. As such, the strategy is expected to deliver enough housing to meet the needs of the Borough. The spatial

strategy also supports the delivery of 206 pitches for Gypsies and Travellers, and 13 plots for Travelling Showpeople, which will further help to ensure that the accommodation needs of all are met in Thurrock.

7.5 The Local Plan will help to ensure that an appropriate mix of types, tenures and sizes of dwellings are delivered to contribute to the Borough's current and projected housing need, as stipulated in DM Policies 11 - Housing mix and 12 - Maximising the delivery of Affordable Housing, which seek to provide a mix of housing in terms of size, type and tenure to meet identified need. The policies contained with the 'Housing' chapter of the Local Plan will combine to ensure that new housing is of high quality and includes a range of types and tenures, including housing to meet the needs of specific groups such as the elderly and students. The Building Regulations alongside other policies in the 'Housing' chapter will ensure that housing is built to high standards of design and construction.

7.6 Overall, a cumulative significant positive effect (++) is expected in relation to IIA objective 1: Housing.

IIA objective 2: Health, wellbeing and safety

7.7 Healthcare facilities, specifically GP facilities, are primarily concentrated in the larger settlements in the plan area, namely the Principal Urban Area and Towns. The spatial strategy (SP01 – Development Requirement and Spatial Strategy) directs most of the housing development to the larger settlements, which will help to ensure that many new residents are well-served. Residents at these locations may be encouraged to use active travel to access services and facilities at these locations given their close proximity. In addition, the larger settlements benefit from good access to open spaces and active travel routes, which is likely to further benefit the health and wellbeing of residents. The strategy also sets out that development should contribute to enhancements to existing services and facilities while also delivering additional necessary infrastructure to support new communities.

7.8 However, some larger settlements within Thurrock are affected by Air Quality Management Areas (AQMAs) and/or elevated levels of noise and odour pollution, primarily associated with the strategic road network and nearby waste management facilities. This may adversely affect the health of new residents and it is possible that growth in those locations may exacerbate existing issues.

7.9 The Local Plan includes Strategic Objectives 2, 6, 7 and 8, as well as various policies that will combine to improve the health and wellbeing of local people, both directly and indirectly. Specifically, SP02 - Healthy, Inclusive Places and High-Quality New Development requires the preparation of Health Impact Assessments (HIAs) for large development schemes, which will help to improve health outcomes and reduce levels of deprivation and inequality. Furthermore, the policy sets out that developments should provide opportunities for active and healthy lifestyle choices and maximise potential for active travel and provision of green space within which physical active might be undertaken by residents. DMP27 - Open Spaces, Sports and Recreation also seeks to support healthy communities in the plan area, through its promotion of new and enhanced open space. Furthermore, the delivery of healthcare infrastructure and other social infrastructure is likely to be achieved through DMP33 – Community, Health, Leisure and Cultural Facilities. The Local Plan also includes several other policies that will address health and wellbeing directly and indirectly, including those that will support increased levels of walking and cycling.

7.10 The sites allocated were initially assessed against this SA objective on the basis of the access they will provide to existing healthcare facilities, open space and Public Rights of Way as well as noise and odour. The number of sites that would deliver a considerable amount of new homes whilst also being within close proximity to these services was fairly substantial. The overall scale of growth proposed through the Thurrock Local Plan could put pressure on those existing healthcare facilities such as GP surgeries.

7.11 Overall, a cumulative minor positive effect (+) is expected in relation to IIA objective 2: Health, wellbeing and safety.

IIA objective 3: Community cohesion

7.12 The Local Plan, particularly through the spatial strategy (SP01 – Development Requirement and Spatial Strategy) focuses the highest level of growth within the Principal Urban Area and Towns, which benefit from the widest range of existing services and facilities including healthcare and open spaces. By directing much of the required development to these areas, the Local Plan is likely to help promote the creation of inclusive, well-connected, and cohesive communities across Thurrock. The more established nature of these settlements means that the community networks at these locations may be more resilient to change. These settlements also benefit from good transport links with potential to easily access services and facilities further afield. All contain railway stations apart from Aveley, Chadwell St Mary and Corringham and all contain bus stops that are served at least relatively frequently. All of the larger settlements (apart from the West Horndon new settlement) also contain at least some small areas that are within the 30% most deprived in England as per the IMD2025. Therefore, there is potential for new development in line with the spatial strategy to support regeneration and service provision in areas of most need. Additionally, the proposed spatial distribution of development to the larger settlements, with small-scale growth directed to the smaller settlements in the plan area, is likely to help limit the disruption of existing communities in these locations.

7.13 The Local Plan includes a number of thematic strategic policies that will further support community cohesion in the Borough. In particular DMP33 – Community, Health, Leisure and Cultural Facilities is expected to support the delivery of new health, community, education and other essential facilities through on-site provision, land, as well as the protection of existing community, health, leisure and cultural facilities. These measures will help to meet the needs of residents in the plan area. Additionally, DMP9 – Employment Uses Outside Designated Employment Areas is expected to support the employment needs of Thurrock, including in locations that are not close to designated Employment Areas or town or local centres, which will help to ensure that residents have access to nearby employment.

7.14 A number of the strategic site allocations support the creation of a centre as part of development which could have a positive impact on community cohesion and offering places for social interaction.

7.15 Overall, a cumulative minor positive effect (+) is expected in relation to IIA objective 3: Community cohesion.

IIA objective 4: Access to services and facilities

7.16 The Local Plan, through the spatial strategy (SP01 – Development Requirement and Spatial Strategy), directs the majority of development to the Principal Urban Area and Towns, where there is good access to public transport, active travel networks, services, community facilities and open space. These locations benefit from the widest range of facilities in Thurrock and strong public transport connectivity, including rail and frequent bus services. More limited growth is directed to smaller and more rural settlements lower in the settlement hierarchy. While this may result in some increased car use in rural areas, concentrating the majority of development in well-connected urban locations will help to support sustainable travel and ensures good access to essential services and facilities.

7.17 Although population growth resulting from the residential development proposed in the Local Plan could put pressure on existing services and facilities, the Local Plan makes provision for the delivery of new services, facilities, and infrastructure. This includes through several thematic strategic policies, including DMP18 – Primary Shopping Areas and DMP19 – Centres Sequential Test, which promote a town centre first approach to retail and related uses, directing development to highly accessible locations. This is expected to support the vitality and viability of centres and ensure good access to services and facilities by public transport and active travel. In addition, DMP27 – Open Spaces, Sports and Recreation support the retention, enhancement, and delivery of open spaces and essential infrastructure to meet the needs of residents in areas that are accessible to them.

7.18 The sites allocated for residential and employment development were initially assessed against this objective by considering their proximity to local and town centres and public transport links, in addition to primary and/or secondary schools. Sites for employment use were only assessed in relation to access to public transport

links. the majority of the site allocations are not located in close proximity to local or town centres due to their position on the edge of towns. This is particularly relevant for large strategic allocations. however, the development of some of the large strategic site allocations require the creation of a local or town centre as part of the development.

7.19 Overall, a cumulative minor positive effect (+) is expected in relation to IIA objective 4: Access to services and facilities.

IIA objective 5: Equalities

7.20 The spatial strategy (SP01 – Development Requirement and Spatial Strategy) focuses much of the development over the plan period to the larger and more accessible settlements with existing transport infrastructure. This is likely to benefit less mobile people such as older people and those with disabilities. The spatial strategy also makes provision for 206 pitches for Gypsies and Travellers and 13 plots for Travelling Showpeople, which will ensure access to suitable accommodation for Gypsies, Travellers and Travelling Showpeople, who are protected under the Equalities Act and are often disproportionately affected by insecure housing and discrimination. DMP13 – Gypsy, Traveller and Travelling Showpeople Sites further supports the delivery of accommodation for Gypsies, Travellers, and Travelling Showpeople with particular needs through the allocation of sites, helping to ensure that the housing needs of all communities in Thurrock are met. By requiring sites to be well-designed and integrated with surrounding communities, the policy further supports integration between new sites and neighbouring areas.

7.21 The spatial strategy distributes new growth to the most sustainable locations within the Borough, which are the larger and more accessible settlements. However, given that some of the larger settlements contain AQMAs there is potential for impacts on potentially vulnerable groups. This includes people with disabilities (such as those affected by cardiovascular disease), younger people (particularly infants and young children), older people and those who are pregnant.

7.22 The policies contained within the 'Good Design' chapter of the Local Plan seek to create and support safe, inclusive and healthy communities through design. In particular, DMP46 – Mixed-Use Development supports development proposals that promote a mix of uses within larger schemes to provide services to meet local needs, are conveniently located where they are most accessible, which is likely to help meet the needs of range of resident types close to their homes and support the integration of new residential development in the plan area. DMP47 – Layout, Streets and Public Realm and 48 – Accessibility and Inclusive Design respectively support the creation of attractive, safe, inclusive and legible streets and public spaces and the delivery of inclusive design, which are expected to promote interaction between different social groups and reduce barriers to participation in everyday life for all abilities.

7.23 Similar to IIA objective 3: Community cohesion, a number of the strategic site allocations support the creation of a local or town centre as part of development which could have a positive impact on community cohesion and offering places for social interaction. In addition, some site allocations require the delivery of a primary school further supporting community cohesion and equality.

7.24 Overall, a cumulative minor positive effect (+) is expected in relation to IIA objective 5: Equalities.

IIA objective 6: Education and skills

7.25 The spatial strategy (SP01 – Development Requirement and Spatial Strategy) directs the highest level of growth to the Principal Urban Areas and Towns, which contain the greatest concentration of primary and secondary schools. With the exception of East Tilbury and Linford, the existing larger settlements in Thurrock (i.e. the Principal Urban Area and Towns) all contain both a primary school and secondary school. This approach is therefore expected to support good access to education for most residents. The proposed new settlement at West Horndon would also benefit from proximity to existing primary school provision within Brentwood and it is expected that new provision would be made as part of the new development.

7.26 The scale of development proposed within the Principal Urban Area and Towns is likely to support the delivery of new and enhanced primary and secondary school facilities. However, the scale of development in these locations may put pressure on the ability of these educational establishments to accommodate new students. The proximity of new residential development to existing educational establishments, however, is expected to have a long-term and permanent positive effect due to improved access to education. Timescales for this effect will depend to some extent on the appropriate phasing of new education infrastructure alongside new housing developments.

7.27 Additionally, areas with the highest levels of deprivation reported in relation to the 'Education and Skills' domain in the IMD2025, include parts of the larger settlements, such as north portions of Tilbury which are amongst the 10% most deprived in England. Directing growth to these locations, as detailed in the spatial strategy, has the potential to support improvements in educational infrastructure and services, thereby contributing to improved educational attainment and reduced inequalities.

7.28 SP03 - Economy and Skills supports significant economic growth within the Borough, including the creation of 16,975 jobs by 2044 and investing in skills, education, and training opportunities to improve access to jobs created by growth, promote career development, reduce health inequalities and increase local prosperity for local residents. These objectives are further supported by thematic policies in the Local Plan, including DMP10 - Business, Employment and Skills, which requires major developments to deliver benefits for residents and local businesses, including financial contributions towards training providers and employment brokerage services. Additionally, DMP34 – Education and Early Years Childcare safeguards existing facilities and requires new provision or financial contributions where demand arises. The overall scale of commercial development proposed through the Local Plan is also expected to result in an increase in opportunities for work-based learning and skills development.

7.29 The site allocations were considered in relation to their distance from primary and secondary schools and further education. The majority of the site allocations are located in close proximity to a primary school. In addition, a number of the strategic site allocations require the delivery of a primary school as part of the development.

7.30 Overall, a cumulative significant positive effect (++) is expected in relation to IIA objective 6: Education and skills.

IIA objective 7: Economy and employment

7.31 The Local Plan supports the development of employment land, which will create new opportunities for existing and new residents. The spatial strategy (SP01 – Development Requirement and Spatial Strategy) provides for the delivery of employment land to accommodate 999,886 sqm of employment floorspace which aligns with the requirements identified in Thurrock's Economic Development Needs Assessment. The majority of existing employment sites in Thurrock are located in the south-west, at Purfleet-on-Thames, West Thurrock and Grays (in the Principal Urban Area), Tilbury as well as at London Gateway and Thames Enterprise Park (close to Corringham), where much of the new housing development will be delivered. The amount of residential development proposed in the Local Plan will also help to sustain and attract the local workforce, thereby supporting economic vitality across the Borough.

7.32 Growth within smaller settlements is more limited, and residents in some of these locations, particularly Tier 3, 4 and 5 settlements north of the A13, may need to travel longer distances to access employment opportunities within Thurrock. However, their relative proximity to Basildon and Brentwood is likely to provide alternative employment options.

7.33 SP03 – The Economy and skills supports sustainable economic growth across the plan period, including the creation of up to 16,975 jobs by 2044. The policy seeks to ensure a sufficient and flexible supply of employment land by allocating an additional 172.9 hectares of land in appropriate locations and of suitable scale and quality to meet identified demand. Additional employment development is supported at underutilised sites within existing employment areas, including Thames Enterprise Park, Thames Oil Port and London Gateway. The policy also supports the delivery of the Thames Freeport ambitions while recognising the international ports at Purfleet-on-Thames, Tilbury and DP World London Gateway as key economic assets for the

borough and the region by safeguarding them for port-related uses. Growth in digital technology is to be supported by allocating land at the former Essex Arena site.

7.34 The policies contained within the 'Economy, Employment and Skills' section of the Local Plan further support employment needs within the Borough. DMP08 - Protecting Designated Employment Areas safeguards land within designated Employment Areas to maintain a supply of employment sites and support economic resilience. By protecting a range of employment uses and resisting the unjustified loss of employment floorspace, the policy supports job creation and long-term economic stability. DMP09 - Employment Uses Outside Designated Employment Areas supports employment development in locations beyond designated Employment Areas and town and local centres, including rural areas where appropriate. This is expected to help meet local employment needs, reduce the need for long-distance commuting, and support more sustainable travel patterns, with some journeys potentially undertaken by active modes.

7.35 A number of sites allocated within the Publication version Local Plan are allocated solely for employment use. These sites range in scale from small employment growth sites under 5ha to large strategic employment development at London Gateway Logistics Park and Thames Enterprise Park and Thames Oilport.

7.36 Overall, a cumulative significant positive effect (++) is expected in relation to IIA objective 7: Economy and employment.

IIA objective 8: Transport

7.37 There are seven train stations in Thurrock, located at the larger settlements including Purfleet, Tilbury Town and East Tilbury, which provide services between Southend-on-Sea and London. Bus networks in the Borough are focused around the densely populated areas and routes between them. This translates to a high frequency network in the south and west of Thurrock, and across the centre to Stanford-le-Hope. The Local Plan spatial strategy (SP0 1 – Development Requirement and Spatial Strategy), and Strategic Policies including SP03 – The Economy and skills and 4 – Thurrock's Centres and their Futures, support

development across the Borough, but particularly in the larger settlements, specifically the Principal Urban Area and Towns, which benefit from existing modes of sustainable transport, including bus stops, train stations and Public Rights of Way, which have the potential to reduce reliance on the private car. This has associated benefits including reduction in air pollution and improvements in the health and wellbeing of residents through more physical exercise. SP09 – Transport and Movement also supports the delivery of a sustainable transport movement in Thurrock, focusing on multi-modal transport, enabling and enhancing walking, cycling, and public transport, and improving conditions and infrastructure to support these modes.

7.38 A number of thematic policies in the Local Plan seek to enhance the connectivity of the active transport network. In particular, DMP37 - Active Travel, Transport and Cycling requires development to prioritise safe, attractive and well-connected active travel routes, inclusive design, and alignment with the Local Cycling, Walking and Infrastructure Plan, thereby encouraging a modal shift to walking and public transport. DMP38 - Parking and Electric Vehicle Charging also supports a transition to more sustainable transport patterns in Thurrock, requiring electric vehicle (EV) charging infrastructure in all new development, encouraging car club provision, and supporting car-free development within Controlled Parking Zones.

7.39 Appraisal of the site allocations was scoped out for this objective. However, however, all the strategic site allocation policies require the delivery of active travel routes and sometimes the provision of bus services.

7.40 Overall, a cumulative minor positive effect (+) is expected in relation to IIA objective 8: Transport.

IIA objective 9: Air quality

7.41 The high number of homes (a minimum of 28,880 over the plan period) to be delivered in the Borough and therefore overall scale of development is likely to contribute to increased air pollution in the plan area. Emissions are likely from car travel and as homes and businesses are occupied and require power and heat. The

potential to reduce travel by private vehicle is likely to be highest where development is delivered at locations which have good access to existing and planned for services and facilities and public transport links. The spatial strategy (SP01 – Development Requirement and Spatial Strategy) guides the majority of new growth to the larger settlements, specifically the Principal Urban Area and Towns, which provide better access to services and facilities and jobs as well as public transport links. Employment growth over the plan period also aligns mostly with these locations which could help reduce long distance commuting.

7.42 However, focussing much of the growth within more urban locations may see the intensification of existing air pollution problems, particularly in relation to the Principal Urban Area, Aveley, Purfleet-on-Thames and Tilbury, which contain Air Quality Management Areas (AQMAs). The cumulative effects of growth set out in the plan could place additional pressure on these AQMAs. Furthermore, the limited amount of development at the smaller villages could increase traffic on the strategic road network and an AQMA is present along the A13 in the area between the Principal Urban Area and North Stifford. However, the trend towards less polluting and electric vehicles as well as the Government's commitment to banning the sale of all new petrol and diesel cars by 2030 are likely to help mitigate these types of effects.

7.43 Numerous policies in the Local Plan will help to mitigate the negative effects of the overall scale of growth proposed in the Local Plan, including in the short-term. In particular, DMP37 - Active Travel, Transport and Cycling seeks to limit air pollution by encouraging a modal shift towards more sustainable forms of transport. Additionally, DMP30 – Minimising Pollution and Impacts on Amenity, Health and Safety requires new development to meet air quality neutral standards, undertake Air Quality Assessments where appropriate, and incorporate on-site or off-site mitigation measures, which is likely to reduce exposure to harmful pollutants, particularly for sensitive receptors, reducing both pollutant levels and exposure for residents.

7.44 Overall, a cumulative mixed minor positive and minor negative effect (+/-) is expected in relation to IIA objective 9: Air quality.

IIA objective 10: Soils

7.45 The spatial strategy (SP01 – Development Requirement and Spatial Strategy) prioritises the redevelopment and recycling of underused, derelict and previously developed land in the larger urban settlements. However, it is recognised that some greenfield land take will be required over the plan period in order to meet the Borough's housing target. The Agricultural Land Classification (ALC) system indicates that land surrounding the Principal Urban Area and Towns, where the majority of growth is directed, includes significant areas of Grade 2 and 3 agricultural land, with smaller areas of higher-quality Grade 1 land, particularly near the M25, north of South Ockendon and around Aveley. Additionally, DMP08 – Protecting Designated Employment Areas safeguards land within designated employment areas, a number of which are located on Grades 1 and 2 agricultural land. The policy does provide requirements for Employment Areas to make the most efficient use of land; however it does not include specific measures to avoid or mitigate the loss of these high-quality soils.

7.46 Due to the high level of greenfield development proposed within the Publication version Local Plan and the associated loss of soils, negative effects on this objective are expected. However, some smaller sites are proposed within the areas classified as urban on the Agricultural Land Classification. A number of policies within the Thurrock Local Plan do provide protection of greenfield land from development or support the efficient use of resources.

7.47 A number of thematic policies in the Local Plan seek to promote the use of previously developed land and encourage the efficient use of land resources. As such, while it is unlikely to be possible to entirely mitigate the adverse effect associated with the loss of greenfield land set out for development, benefits may be achieved through the Local Plan. DMP46 – Mixed-Use Development supports the creation of mixed-use developments within larger schemes. This includes integration of residential uses above non-residential floorspace, which will help to promote efficient land use. DMP02 – Embodied Carbon is also supportive of development that makes effective and efficient use of land, encouraging the re-use of existing buildings and structures in the Borough, which will help to reduce the need to develop greenfield land which may contain higher value soils.

7.48 Overall, a cumulative mixed significant negative and minor positive effect (--/+) is expected in relation to IIA objective 10: Soils.

IIA objective 11: Resource consumption and waste

7.49 All new development will inevitably involve an increase in mineral use, levels of pollution, and waste generation. However, these effects are not expected to be significantly influenced by the location of new development. The majority of proposed development does not lie within Minerals Safeguarding Areas, reducing the risk of sterilising important mineral resources. In addition, construction-related waste and pollution impacts are anticipated to be temporary and mitigated through the planning process.

7.50 The spatial strategy (SP01 – Development Requirement and Spatial Strategy) focuses the majority of growth within the established settlements in the plan area, which is likely to help promote redevelopment of brownfield land and could reduce requirement for substantial new infrastructure compared to an approach that makes use of less developed locations for growth. While the delivery of the proposed new settlement at West Horndon will require significant new infrastructure, there is potential to build upon existing development within the adjacent Brentwood area, helping to limit additional resource demands.

7.51 The potential impacts of construction-related waste and pollution from the overall scale of development proposed through the Local Plan are mitigated by a number of polices in the Local Plan. SP10 – Circular Economy and Waste prioritises waste prevention, reuse, recycling and recovery over disposal, supports the development of sustainable waste management infrastructure, and safeguards facilities that handle construction, demolition and excavation waste, including the production of secondary aggregates. Additionally, SP11 – Minerals seeks to ensure the prudent use of Thurrock's mineral resources, permitting mineral working only where there is an identified need. The policy also encourages the use of recycled

and secondary aggregates which will reduce pressure on natural resources and help to support a circular economy.

7.52 In addition, thematic policies in the Local Plan support making the best and most efficient use of buildings, which will reduce the need for new construction. DMP02 - Embodied Carbon supports the reuse and adaptation of existing buildings and structures, reducing the need for new construction. DMP05 - Reducing Waste and Promoting a Circular Economy requires development proposals to demonstrate how waste will be minimised and materials reused or recycled, while DMP06 - Contaminated Land supports the remediation and reuse of previously developed land. These policies will help to limit pressure on greenfield land and higher-quality agricultural soils, and reduce the cumulative impacts associated with mineral use, pollution and waste generation.

7.53 Overall, a cumulative mixed minor positive and minor negative effect (+/-) is expected in relation to IIA objective 11: Resource consumption and waste.

IIA objective 12: Water resources and quality

7.54 Thurrock experiences a high level of water stress, and population growth is expected to increase demand for water supply and sewerage services. The Borough is located on the River Thames, and the main watercourse that flows through Thurrock is the River Mardyke. The Thames Lower and Thames Middle waterbodies and the Mardyke and its tributaries currently show moderate ecological status but fail to meet chemical water quality standards. Further development may place additional pressure on water resources and quality, although ongoing management and infrastructure improvements is likely to help mitigate these effects. Thurrock also contains two areas of Source Protection Zone (SPZ) 1 and 2 towards North Stifford and East Tilbury and Linford. Much of the rest of Thurrock falls with SPZ 3, with the exceptions of Aveley, Bulphan, Fobbing and Purfleet-on-Thames as well as land within the Borough that is adjacent to existing development at West Horndon. The spatial strategy (Strategic Policy 1 – Development Requirement and Spatial

Strategy), directs the majority of growth towards the Principal Urban Area and Towns, many of which fall within a SPZ, where there is potential for development to adversely affect the quality of local water resources. Development to be delivered towards East Tilbury and Stanford le Hope has the potential to adversely affect the water-dependent Thames Estuary and Marshes SSSI/SPA/Ramsar site. Similarly, water dependent SSSIs (West Thurrock Lagoon and Marshes and Grays Chalk Pit) are located in the Principal Urban Area where new development could have adverse effects on water quality. Additionally, the overall amount of development set out in the Local Plan could increase pollution in watercourses through run from construction or as soil sealing occurs as part of development.

7.55 However, the Local Plan includes policies such as DMP03 - Water Efficient Development which promote more sustainable practices relating to water resources. The policy requires a higher level of water efficiency in residential and non-residential developments. The policy also requires development to demonstrate water efficiency design to ensure sustainable use of water resources. This includes through maximising opportunities for water reuse, including rainwater harvesting, stormwater reuse, greywater recycling and nature-based solutions. The policy also requires non-household development is also required to meet high water efficiency standards, in line with BREEAM requirements. Further to this, DMP24 - Biodiversity and Geodiversity supports the delivery of green infrastructure which is likely also to have benefits for water quality by supporting natural infiltration and managing surface runoff. The provision of new and enhanced high quality open spaces and the protection of open spaces as detailed in DMP27 - Open Spaces, Sports and Recreation is likely to support infiltration of surface water in the plan area. The policy could also have benefits in terms of improved water quality and reduced flood risk.

7.56 Therefore, the policies within the Local Plan will ensure the efficient use of water and help to protect the overconsumption of natural resources within Thurrock. This is of particular importance in Thurrock given that the Borough falls in an area of serious water stress. This is an issue that is likely to become of increased relevance in light of the effects of climate change.

7.57 Overall, a cumulative mixed minor positive and minor negative effect (+/-) is expected in relation to IIA objective 12: Water resources and quality.

IIA objective 13: Climate change and energy

7.58 The relatively large amount of development set out in the Local Plan is expected to result in an increase in cars on the road, contributing to increases in greenhouse gas emissions and air pollution. However, the spatial strategy, which directs the highest levels of growth to the Principal Urban Area and Towns and more limited development to smaller settlements lower in the settlement hierarchy, is likely to help promote self-containment. Concentrating growth in these larger, more accessible locations will enable many residents to benefit from proximity to jobs, services and public transport, thereby supporting more sustainable travel patterns and helping to limit reliance on private vehicles and associated emissions. However, the limited amount of development within smaller settlements could result in some new residents having to travel regularly by car. Mitigating climate change beyond emissions from vehicles and adapting to its impacts such as in relation to increased flood risk and extreme weather events will be most influenced by delivery of renewable energy and design measures incorporated in new developments. SP06 - Sustainable Development and Climate Change sets out an approach to development in the plan area, ensuring that development proposals are designed, constructed and operated to effectively address climate change. The policy highlights a number of measures which will help to mitigate against climate change and also promote climate change adaptation and resilience. This includes encouraging the generation of clean power, minimising carbon emissions in new development and retrofitting existing buildings.

7.59 Emissions from buildings, including heating and energy use, also contribute to climate change. The overall scale of new development set out through the Local Plan will contribute to an increase in carbon emissions from the Borough. This will not be affected by the distribution of growth achieved. Regulations are in place that seek to reduce emissions, namely the amended Building Regulations 2010 Part L and Future Building Standard from 2025 that require carbon emissions from new build homes and other buildings, including offices and shops, to be substantially lower than current standards. Alongside this, the Local Plan includes a number of policies that seek to mitigate climate change and promote resilience to its effects, particularly in

the ‘Climate Change and Sustainable Development’ chapter. Policies such as DMP01 - Operational Carbon require all new buildings to be designed and built to be net-zero carbon in operation. The policy stipulates that they must be ultra-low energy buildings, fossil fuel free, and generate renewable energy on-site to at least match annual energy use. DMP04 – Integrating renewable development supports renewable and low energy generation and storage in Thurrock, which will directly address limit carbon emissions and could also limit air pollution associated with energy generation. Additionally, DM Policies 24 – Biodiversity and Geodiversity and 25 – Trees and Hedgerows support the expansion of green infrastructure and support the preservation of individual or groups of natural features such as trees, hedges and woodland, and other topographical features which would increase the landscape’s carbon sequestration capabilities, and could also support climate resilience in terms of reduced flood risk and improved levels of shading.

7.60 This IIA objective was scoped out of the appraisal of the sites. The effects of new development will depend largely on the detailed design proposals for each site, rather than by the location of sites. a number of site allocation policies support the delivery of sustainable travel and low carbon design as part of the development. The overall scale of development proposed through the Local Plan will inevitably result in increased carbon emissions from buildings, commercial activities and road traffic, despite the strong mitigation built into the Plan.

7.61 Overall, a cumulative mixed significant positive and minor negative effect (++/-) is expected in relation to IIA objective 13: Climate change and energy.

IIA objective 14: Flood risk

7.62 The delivery of a relatively high level of development in Thurrock will invariably result in an increase in the extent of impermeable surfaces as greenfield land take occurs. Loss of greenfield and soil sealing will limit areas at which surface water can safely infiltrate and is likely to disrupt natural drainage patterns. The Local Plan through the spatial strategy (SP01 – Development Requirement and Spatial Strategy), focuses much of the growth over the plan period within the most urban and sustainable settlements, within the Principal Urban Area and Towns. Significant

development would therefore fall within areas of Flood Zone 2 and 3, adjacent to the River Thames and the River Mardyke, and their respective tributaries. Climate change could also exacerbate the risk of flooding in the future and increase the land area at risk due to increased intensity of rainfall from wetter winters.

7.63 The site allocations were initially assessed against SA Objective 14: Flood Risk on the basis of which flood zone they fall within and whether they are at risk of surface water flooding. Flood risk is largely associated with the River Thames and therefore, mainly site allocations located in Grays and Tilbury are likely to be at risk of flooding. Flood risk across the rest of Thurrock is generally low. Appropriate mitigation is include within policy for the strategic site allocations that are at risk of flooding.

7.64 DMP29 – Managing Flood Risk and Riverside Design directly addresses flood risk in the plan area. The policy sets out a requirement for development to apply the sequential test and exception test if required. This approach is expected to result in much of the new development over the plan period occurring at locations where levels of flood risk are lower. The policy also requires the incorporation of flood-resilient design, Sustainable Drainage Systems and appropriate finished floor levels. This is likely to ensure development is safe over its lifetime and does not increase flood risk elsewhere. Additionally, the policies contained within the ‘Natural Environment and Landscape’ chapter of the Local Plan, particularly DM Policies 24 – Biodiversity and Geodiversity, and 25 – Trees and Hedgerows support green and blue infrastructure which is likely to help with natural water and flood risk management.

7.65 Overall, a cumulative mixed significant negative and minor positive effect (--/+) is expected in relation to IIA objective 14: Flood risk.

IIA objective 15: Biodiversity and geodiversity

7.66 Thurrock contains or is close to a number of designated and non-designated biodiversity and geodiversity assets. This includes internationally and nationally important designated sites. The overall scale of growth proposed through the Local Plan could result in adverse impacts on biodiversity, including habitat loss, fragmentation and disturbance, as well as the displacement of species as a result of construction and human activities once development is occupied. However, there are potential opportunities to promote habitat connectivity through the delivery of green and blue infrastructure network and opportunities outlined in the Greater Essex Local Nature Recovery Strategy. this is required by the policies for the strategic sites.

7.67 The spatial strategy (SP01 – Development Requirement and Spatial Strategy) largely directs growth to the Principal Urban Area and Towns, which are the most urban and sustainable locations. However, a number of settlements within these settlement types are located relatively close to potentially sensitive designated biodiversity assets. For example, the Principal Urban Area, where much of the development over the plan period would be delivered, contains Lion Pit SSSI, Grays Thurrock Chalk Pit SSSI and Hangman's Wood and Deneholes SSSI and Globe Pit SSSI. As such, there is potential for development focussed within or at the edge of the larger settlements to detrimentally impact important biodiversity through habitat loss, fragmentation or disturbance.

7.68 The effect of new development on Thurrock's biodiversity and geodiversity is uncertain to some extent until detailed proposals for sites come forward later in the planning process. Furthermore, a number of policies included the Local Plan specifically seek to conserve and enhance biodiversity. The overarching approach to protecting and enhancing biodiversity assets and the wider environment is set out under SP07 - Environment, which seeks to ensure that the natural environment is protected, conserved and enhanced. The policy requires that new development achieves 10% Biodiversity Net Gain with the opportunity to uplift to up to 20% Biodiversity Net Gain and supports the objectives of the Greater Essex Nature Recovery Strategy, which will help to restore habitats and increase ecological

connectivity. This approach is reinforced by development management policies, including DMP24 – Biodiversity and Geodiversity, which prioritises impact avoidance and on-site mitigation, protects designated sites, supports habitat connectivity and aligns biodiversity net gain delivery with the Local Nature Recovery Strategy and Thurrock Green Grid. Policy DMP25 – Trees and Hedgerows prioritises the retention and restoration of existing tree cover and multi-species native hedgerows while resisting development that would result in the loss or deterioration of irreplaceable habitats such as ancient woodland. In addition, Policy DMP23 – Thames Estuary Marshes Special Protection Area Zone of Influence provides special protection for the SPA avoiding any adverse impacts on the sites integrity. DMP49 – Design of Landscape and Green-Blue Infrastructure (GBI) further supports landscape enhancement, planting, and integrated green-blue infrastructure.

7.69 Overall, a cumulative uncertain mixed minor positive and minor negative effect (+/-?) is expected in relation to IIA objective 15: Biodiversity.

IIA objective 16: Historic environment

7.70 There are over 200 Listed Buildings in the borough as well as seven Conservation Areas, and 17 Scheduled Monuments. The spatial strategy (SP01 - Development Requirement and Spatial Strategy), directs the majority of growth to the Principal Urban Area and Towns. While large parts of the Principal Urban Area contain relatively few designated assets, several of the Towns include notable concentrations of heritage features, the settings of which may be sensitive to change. In particular, East Tilbury and Linford contain Conservation Areas on the Heritage at Risk Register alongside multiple Grade II listed buildings; parts of Purfleet-on-Thames and Corringham are also designated as Conservation Areas with numerous listed buildings. There is therefore potential for cumulative negative effects on the historic environment, particularly through impacts on the setting and significance of heritage assets. However, by focusing development within existing settlements, the strategy also limits pressure on more sensitive rural heritage assets.

7.71 The effect of new development on the historic environment is uncertain to some extent until detailed proposals for sites come forward later in the planning process. A

Heritage Impact Assessment has been undertaken to consider the potential impact on strategic site allocations in relation to historical assets. Due to the large number of historic assets across Thurrock, the majority of site allocations have a negative effect against this objective. However, the site allocation policies do include mitigation to minimise the negative impacts on these assets. A number of Local Plan policies address the protection and enhancement of the historic environment and so should help to mitigate the potential negative effects of the overall scale of new development on cultural heritage. This includes those within the 'Heritage' chapter of the Local Plan. DM Policies 54: Designated Heritage Assets, 55: Conservation Areas, 56 – Archaeological Assets, and 57 – Non-Designated Heritage Assets collectively seek to conserve and enhance designated and non-designated heritage assets as well as Conservation Areas and protect and sustainably manage the Borough's archaeological assets. Other policies that address high quality design more generally should also provide mitigation for the potential impacts of new development on cultural heritage features in and around the Borough.

7.72 Overall, a cumulative uncertain mixed minor positive and minor negative effect (+/-?) is expected in relation to IIA objective 16: Historic environment.

IIA objective 17: Landscape, townscape and visual impacts

7.73 With the exception of the principal urban area of Thurrock, and the towns and villages, all of the land within the Borough is designated as Green Belt. The relatively high level of growth set out in the Local Plan, as detail in the spatial strategy (SP01 - Development Requirement and Spatial Strategy), is focused mostly within or adjacent to the more urban locations across the Borough, specifically in the Principal Urban Area and Towns. This approach will help to avoid the most sensitive locations in terms of landscape character. Furthermore, providing for growth on brownfield land within the Principal Urban Area and Towns will help deliver regeneration and is likely to benefit the character of Thurrock. The provision of some development at less developed locations of the plan area, particularly in the smaller villages and rural settlements will require the release of Green Belt land, which could have implications for the character of settlements and their perceived separation. Additionally, as set

out the in spatial strategy, the provision of a new settlement at West Horndon would involve development of a substantial amount of greenfield land at a concentrated location in LCA A1: Bulphan Fenland which has high sensitivity to development.

7.74 The effect of new development relating to landscape and character is uncertain to some extent until detailed proposals for sites come forward later in the planning process. However, the Local Plan offers opportunities to achieve enhancements through high quality and appropriately located new development which may benefit the townscape and landscape. The policies contained in the 'Green Belt' and 'Good Design' chapters of the Local Plan will help to conserve and enhance the quality and character of the Local Plan area. DMP39 – Development in the Green Belt applies strong controls to ensure that new development, extensions, replacement buildings and redevelopment do not undermine the purposes or openness of the Green Belt. Given the extensive coverage of the Green Belt across Thurrock, this policy is expected to play a key role in protecting landscape character of the Borough. Additionally, DMP26 - Landscape Character seeks to retain and enhance significant natural, historic and built features, protect strategic and local views. It also requires high-quality landscape design that responds to local character. The mandatory use of Landscape and Townscape Visual Impact Assessments is likely to ensure that the sensitivity of and capacity for change to landscapes are appropriately considered, reducing the risk of visually intrusive development.

7.75 The Local Plan also sets out design principles (DMP41 - Delivering Great Design) that will help to mitigate the potential negative effects of new development on sensitive landscapes and townscapes and local character. Additionally, policies relating to the provision of green infrastructure (most notably DMP49 – Design of Landscape and Green-Blue Infrastructure (GBI)), are likely to benefit the overall character and appearance of Thurrock and the setting of built development.

7.76 Overall, a cumulative uncertain mixed minor positive and minor negative effect (+/-?) is expected in relation to **IIA objective 17: Landscape, townscape and visual impacts.**

Table 7.2: Total effects of policies included in the Thurrock Local Plan

Policies	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17
Vision and Objectives	+	+?	+?	+?	+?	+?	+?	+?	+?	+?	0	+?	+?	+?	+?	+?	+?
SP01 – Development Requirement and Spatial Strategy	++	++/-	++/-	++/-	+/-	++/-	++/-	++/-	++/-	--/+	--/+?	-?	++/-	--	--/+?	--?	++/--?
SP02 - Healthy, inclusive places and high-quality new development	0	++	+	+	+	0	+	+	+	0	0	0	+	0	0	0	0
SP03 – The Economy and skills	0	+	+	0	+	++	++	+	+	+	0	0	+	0	0	0	0
SP04 - Thurrock's Centres and their Futures	+	+	+	++	+	+	++	+	+	+	+	0	+	0	+	0	+
SP05 – Housing	++	+	+	+	+	0	+	+	+	+	0	0	+	0	+	0	+
SP06 - Sustainable Development and Climate Change	+	+	+	0	+	+	0	0	+/-	+	+	+	++	+	+?	+?	0
SP07 - Environment	0	+	0	+/-	0	0	0	+/-	+/-	+	+	+	+/-	+	++	0	++
SP08 - Infrastructure	0	+	+	++	+	+	+	++/-	++/-	0	0	+	++/-	0	0	0	0
SP09 – Transport and Movement	0	+	+	0	+	0	0	++	+	0	0	-	+	0	0	0	0
SP10 – Circular economy and waste	0	+	0	0	0	0	0	+	+	+	++	+	+	0	+	0	+
SP11 – Minerals	0	0	0	0	0	0	+	0	0	+	++	0	0	0	0	0	0
DMP01 - Operational Carbon	+	0	0	0	0	0	0	0	+	0	+	0	++	0	0	0	0
DMP02 - Embodied Carbon	0	0	0	0	0	0	0	+	+	+	+	0	++	0	0	0	0
DMP03 - Water Efficient Development	0	0	0	0	0	0	0	0	0	0	+	++	+	0	0	0	0
DMP04 - Integrating Renewable Development	0	+	+	0	+	0	0	0	+	+	+	+	++	0	+	+	+
DMP05 - Reducing Waste and promoting a Circular Economy	0	0	0	0	0	0	+	+	+	+	++	0	++	0	0	0	0
DMP06 - Contaminated Land	0	+	0	0	0	0	0	0	0	+	+	+	0	0	+	0	0
DMP07 - Construction Environmental Management	0	+	0	0	0	0	0	+	+	0	0	+	+	0	+	+	+
DMP08 - Protecting Designated Employment Areas	0	0	0	+	0	++	++	+	+	--	0	-	+	--	-	0	+

Policies	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17
DMP09 - Employment Uses Outside Designated Employment Areas	0	+	+	0	0	0	++	+	+	+	+	0	+	0	+	0	+
DMP10 – Business, Employment and Skills	0	0	+	0	+	++	++	0	0	0	0	0	0	0	0	0	0
DMP11 – Housing Mix	++	0	+	0	+	0	0	0	0	0	0	0	0	0	0	0	+
DMP12 – Maximising the delivery of Affordable Housing	++	0	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0
DMP13 – Gypsy, Traveller and Travelling Showpeople Sites	++	+/-	+	+	++	+	+	+	+/-	--	+	+/-	0	--/+	-	+	+
DMP14 – Ensuring that specialist housing needs are met	++	+	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0
DMP15 – Self & Custom Build Housing	++	0	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0
DMP16 – Build to Rent Housing	++	0	+	+	+	0	0	0	0	0	0	0	0	0	0	0	+
DMP17 – Housing in Multiple Occupation	++	+	+	+	+	0	0	+	+	0	+	+	+	0	0	0	+
DMP18 - Primary Shopping Areas	+/-	+	+	++	0	+	+	+	+	0	0	0	+	0	+	+	+
DMP19 – Centres Sequential Test	0	+	+	++	0	0	+	+	+	0	0	0	+	0	0	0	0
DMP20 - Local Impact Assessment	0	+	+	++	0	0	+	+	+	0	0	0	+	0	0	0	0
DMP21 - Hot Food Takeaways	0	++	+	+	0	0	+	+	+	0	0	0	+	0	0	0	+
DMP22 – Local Shops	0	+	+	++	0	0	0	+	+	0	0	0	+	0	0	0	+
DMP23 – Thames Estuary Marshes Special Protection Area Zone of Influence	-	0	0	0	0	0	0	0	0	0	0	0	0	0	++	0	0
DMP24 – Biodiversity and Geodiversity	0	+	0	0	0	0	0	0	0	0	0	+	+	+	++	0	+
DMP25 – Trees and Hedgerows	0	0	0	0	0	0	0	0	+	0	0	+	+	+	++	0	++
DMP26 - Landscape Character	0	+	0	0	0	0	0	0	0	0	0	+	+	+	+	+	++
DMP27 - Open Spaces, Sports and Recreation	0	++	+	+	+	0	0	0	0	0	0	+	+	+	+	+	+
DMP28 - Riverside Uses, including River-dependent, River-related and Adjacent Uses	0	+	0	0	0	0	0	+	0	0	0	+	0	+	++	+	+
DMP29 – Managing Flood Risk and Riverside Design	0	+	0	0	0	0	0	+	+	0	0	+	+	++	+	+	+

Policies	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17
DMP30 – Minimising Pollution and Impacts on Amenity, Health and Safety	0	++	0	0	0	0	0	0	++	0	0	0	0	0	0	0	0
DMP31 - Utilities	+	0	0	0	0	0	+	0	0	0	0	+	0	0	0	0	0
DMP32 - Space for Culture	0	+	+	0	0	0	+	0	0	0	+	0	0	0	0	0	+
DMP33 - Community, Health, Leisure and Cultural Facilities	+	++	++	++	+	+	0	+	0	0	0	0	+	0	0	0	0
DMP34 - Education and Early Years Childcare	0	+	+	+	+	++	0	+	0	0	0	0	0	0	0	0	0
DMP35 - Digital Communications Infrastructure	0	0	0	+	0	+	+	+	+	0	0	0	+	0	0	0	0
DMP36 - Delivery of Infrastructure	0	0	0	+	0	+	+	+	0	0	0	0	0	0	0	0	0
DMP37 - Active Travel, Transport and Cycling	0	+	+	+	+	0	0	++	+	0	0	0	+	0	0	0	0
DMP38 - Parking and Electric Vehicle Charging	0	+	0	0	+	0	0	+	+	0	0	0	++	0	0	0	0
DMP39 – Development in the Green Belt	-	+	0	-	0	0	-	+/-	+/-	+	0	0	+/-	0	+	0	++
DMP40 – Cohesive and Distinctive Places	0	+	+	0	0	0	0	+	+	0	0	0	+	+	+	+	++
DMP41 – Delivering Great Design	0	+	+	+	+	0	0	+	+	0	0	+	+	+	+	+	++
DMP42 – Health Impact Assessments	0	++	+	+	+	0	0	+	+	0	0	0	+	0	0	0	0
DMP43 – Design of Residential Development	++	+	+	+	+	0	0	0	0	0	0	+	+	+	+	0	+
DMP44 – Householder Alterations and Extensions	++	+	+	0	+	0	0	0	0	0	0	+	+	+	+	+	+
DMP45 - Commercial & Industrial Development	0	+	0	+	0	0	++	+	+	0	0	+	+	+	+	0	+
DMP46 – Mixed-Use Development	+	+	+	++	+	0	+	+	+	+	0	0	+	0	0	0	+
DMP47 – Layout, Streets and Public Realm	0	+	++	+	+	0	0	+	+	0	0	+	+	+	+	0	+
DMP48 – Accessibility and Inclusive Design	0	+	+	+	++	0	0	+	+	0	0	0	+	0	0	0	0
DMP49 – Design of Landscape and Green-Blue Infrastructure (GBI)	0	+	+	0	0	0	0	0	0	0	0	+	+	+	++	0	+
DMP50 – Design of parking, servicing and utilities	0	+	0	+	+	0	0	+/-	+/-	0	0	+	+/-	+	+	0	+
DMP51 – Sustainable Design	+	+	0	0	0	0	0	0	+	0	+	0	+	0	+	0	0

Policies	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17
DMP52 – Advertisements, Signage and Shop Fronts	0	+	0	0	+	0	0	0	0	0	0	0	0	0	0	+	+
DMP53 – Tall Buildings	0	+	+	+	0	0	0	+	+	0	0	0	0	0	+	++	++
DMP54 – Designated Heritage Assets	-	+	+	+	+	0	-	0	0	+	+	0	0	0	+	++	+
DMP55 – Conservation Areas	-	0	0	0	0	0	-	0	0	0	0	0	0	0	0	++	+
DMP56 – Archaeological Assets	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	++	+
DMP57 – Non – Designated Heritage Assets	-	+	+	+	+	0	-	0	0	0	0	0	0	0	+	++	+
PP01 - Purfleet Port, PP02 - Lakeside Regional Town Centre, PP03 - Grays Town Centre and PP04 - Local Green Space in Grays, West Thurrock and Purfleet-on-Thames	+	++	+	++	+	+	++	+	+	+	0	+	+	+	++	+	+
SS01 - Grays Shopping Centre, High Street, Grays	++	++	+	++	+	++	+	+	--	+	+	-	N/A	-?	--/+	0	+
SS02 - Purfleet-on-Thames Regeneration	++	+	+	++	+	++	+	++	--	+	+	0	N/A	--?	--/+	-	+
SS03 - Former Arena Essex site and fishing lake, Lakeside	N/A	+	N/A	++	N/A	+	++	+/-	+/-	+	+	0	+	-	--/+	-	0
NS01 - Blackshots Estate redevelopment	++	++	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	--?	0	0
NS02 - Land adjacent to Brookmans Avenue and North of Long Lane, Grays	++	+	N/A	0	N/A	+	0	+	0	-	--	-	N/A	0	--	0	-
NS03 - Land North of Stifford Clays Road, Grays	++	++	N/A	+	N/A	+	--	+	0	+	+	-	N/A	0	--?	--	-
NS04 - Land East of the A1012, Grays	++	++	N/A	+	N/A	0	--	+	-	--	-	-	N/A	0	--?	0	-
NS05 - Land East of Malvern Road, Grays	++	+	N/A	+	N/A	+	-	+	0	-	--	-	N/A	0	--?	0	0
NS06 - Land North of Manor Road, Grays	++	+	N/A	+	N/A	+	-	N/A	0	+	+	--	N/A	--	--?	-	0
NS07 - Whitehall Works, Whitehall Lane, Grays	++	+	N/A	+	N/A	+	-	0	0	+	+	-	N/A	0	-?	0	0
NS08 - Telephone Exchange, Bradleigh Avenue, Grays	++	+	N/A	++	N/A	++	0	+	-	+	+	-	N/A	--	--?	-	0
NS09 - Land Adjacent Dell Road and Orsett Road, Grays	++	+	N/A	++	0	++	0	N/A	-	-	--	-	N/A	0	--?	0	0

Policies	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17
NS10 - Gas Valve Compound Drake Road Chafford Hundred Grays	++	+	N/A	+	N/A	-	-	+	-	--	--	-	N/A	0	--	0	0
NS11 - Rippleside Metalworks, Thames Road, Grays	++	+	N/A	+	N/A	+	+	+	-	+	+	-	N/A	--	-?	0	0
NS12 - Crown Road and Darnley Road Car Parks, Grays	++	++	N/A	+	N/A	+	0	+	--	+	+	-	N/A	0	-	-	0
NS13 - Land at Hillside, Devonshire Close, Grays	N/A	+	N/A	+	N/A	++	++	+	-	-	-	-	N/A	0	--?	0	0
NS14 - Land North of Magnet Road, West Thurrock	N/A	+	N/A	0	N/A	+	++	+	-	+	+	-	N/A	0	--	0	0
NS15 - Thurrock Shopping Park Site, West Thurrock	N/A	-	N/A	-	N/A	++	++	+	-	+	+	0	N/A	-	--?	0	0
NS16 - Kerneos Site, South of London Road, West Thurrock (Site option Part of T52)	N/A	-	N/A	0	N/A	+	++	N/A	-	-	--	-	N/A	--	--	0	0
NS17 - Land east of Ship Lane adjacent to A1306 and Junction 31 of M25, Purfleet-on-Thames	N/A	-	N/A	-	N/A	+	++	+	-	--	-	-	N/A	-	--?	0	--
NS18 - Land South of Burnley Road, West Thurrock	N/A	-	N/A	0	N/A	++	++	+	0	-	-	-	N/A	--	--?	0	0
NS19 - Land East of Stoneness Road and North of Thurrock Sub Station, West Thurrock	N/A	+	N/A	0	N/A	++	++	+	-	-	--	-	N/A	-	--?	--	0
NS20 - Land at eastern end of Manor Way Industrial Estate, Grays	N/A	+	N/A	0	N/A	++	++	+	0	+	+	-	N/A	-	--?	0	0
NS32 - Land south of South Essex College, Thurrock Campus, Grays	N/A	+	N/A	+	N/A	++	0	N/A	0	0	-	-	0	-	-	-	-
PP05 - Port of Tilbury, Tilbury 2 and Tilbury 3, PP06 - Tilbury Ferry and Cruise Terminal, PP07 - Tilbury District Centre, PP08 - Local Green Space in Tilbury, East Tilbury and Chadwell St Mary and PP09 – North Thames Marshes Ecology Masterplan	+	++	+	++	+	+	++	++	+	0	0	+/-	+	+	++	+	+
SS04 - Land West of East Tilbury	++	++	+	+	+	+	+	+	+	--	--	-	N/A	0	--/+	-	-

Policies	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17
SS05 - Land East of Chadwell St Mary	++	+	+	++	+	++	+	+/-	+/-	--	--	-	N/A	0	--/+	-	-
SS06 - Land West of Brentwood Road, Chadwell St Mary	++	++	+	+	+	+	--	+	+	--	--	-	N/A	0	--/+	-	-
SS07 – Tilbury 3	N/A	+	N/A	+	N/A	++	++	++/-	+/-	-	-	-	N/A	-	+/-	0	0
NS21 Tilbury Football Club, Chadfields,Tilbury	++	++	N/A	+	N/A	+	-	+	0	0	+	--	N/A	-	0	0	0
NS22 Car Park, Coronation Avenue, East Tilbury	++	+	N/A	+	N/A	-	--	N/A	0	--	-	-	N/A	-	0	-	0
NS23 Land adjacent and rear of George and Dragon Public House, Linford	++	++	N/A	0	N/A	--	--	+	0	--	--	--	N/A	-	-	-	-
NS24 Land at East Tilbury Road, Linford	++	+	N/A	-	N/A	--	--	+	0	--	--	--	N/A	0	--	0	-
NS25 Land at Linford Road and Turnpike Lane, Chadwell St Mary	++	++	N/A	-	N/A	-	--	+	0	--	-	-	N/A	0	-	-	-
NS26 Land at St Johns Road, Chadwell St Mary	++	+	N/A	+	N/A	+	--	+	0	--	--	-	N/A	0	+	0	0
NS27 Garage site east of Vigerons Way, Chadwell St Mary	++	+	N/A	+	N/A	+	--	N/A	0	+	+	-	N/A	0	0?	0	0
NS28 11 River View, Chadwell St Mary	++	+	N/A	+	N/A	+	--	N/A	0	+	+	-	N/A	0	-	-	0
NS29 Land North of B149 Wood View and River View, Chadwell St Mary	++	+	N/A	+	N/A	++	--	N/A	0	--	-	--	N/A	0	-	-	-
NS30 Chadfields, Tilbury	++	+	N/A	0	N/A	+	0	+	0	-	0	-	0	-	0?	0	-
NS31 Lower Crescent, Linford	++	+	N/A	0	N/A	+	-	N/A	0	--	--	--	N/A	0	0?	--	-
NS33 Land to the North West of Thames Industrial Estate, East Tilbury	N/A	+	N/A	+	N/A	++	-	+	0	--	--	-	N/A	0	--?	0	-
NS34 Land to the South West of Thames Industrial Estate, East Tilbury	N/A	+	N/A	0	N/A	++	-	+	0	0	+	--	N/A	--	--?	-	0
PP10 – London Gateway Port, PP11 – Stanford-Le-Hope District Centre, PP12 - Local Green Space in Stanford-Le-Hope and Corringham and PP13 - Rail improvements in Stanford-le-Hope	+	++	+	++	+	0	++	++	+	+	0	+	+	+	++	0	+
SS08 - Land to the Northeast of Corringham	++	++	+	++	+	++	+	+	+	--	-	--	N/A	+	--/+	0	-

Policies	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17
SS09 – London Gateway Logistics Park	N/A	++	N/A	-	N/A	+	++	+/-	+/-	+	+	--	+	-	-	-	0
SS10 - Thames Enterprise Park and Thames Oilport	N/A	+	N/A	-	N/A	++	++	+/-	+/-	+	+	0	++	-	+/-	-	+
NS35 Land to the east of Butts Lane, Stanford-le-Hope	++	+	N/A	+	N/A	+	0	+	0	+	+	--	N/A	0	--?	0	0
NS36 Whitwell Court, Stanford-le-Hope	++	0	N/A	+	N/A	+	-	+	0	--	-	--	N/A	0	-?	0	-
NS37 Land to the rear of Fairview Avenue, Stanford-le-Hope	++	+	N/A	+	N/A	+	0	N/A	0	+	+	--	N/A	0	--?	-	-
NS38 Land at Wharf Road, Stanford-le-Hope	++	0	N/A	+	N/A	++	-	+	0	+	+	-	N/A	--	0?	0	0
NS39 Land east of Rainbow Lane, Stanford-le-Hope	++	+	N/A	+	N/A	++	-	0	0	--	--	--	N/A	0	-?	0	0
NS40 Land at Lyndhurst Road, Corringham	++	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	0?	0	0
NS41 Former Police Station, Gordon Road, Corringham	++	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	0?	0	0
NS42 The Springhouse, Corringham	++	++	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	0?	0	0
NS43 Land between Thames Haven Road and Rookery Hill, Corringham	++	+	N/A	+	N/A	+	-	N/A	0	--	--	--	N/A	0	--?	--	-
NS44 Land west of Church Road, Corringham	++	+	N/A	+	N/A	+	-	0	0	--	--	--	N/A	0	--?	--	-
NS45 Manor View, Corringham	++	-	N/A	-	N/A	-	0	+	0	0	0	-	0	0	-?	0	--
NS46 The Paddock, Corringham	++	--	N/A	--	N/A	-	0	N/A	0	0	0	-	0	0	-?	0	--
NS35 Land to the east of Butts Lane, Stanford-le-Hope	++	+	N/A	+	N/A	+	0	+	0	+	+	--	N/A	0	--?	0	0
PP17 - Aveley Local Centre, PP18 - South Ockendon District Centre and PP19 - Local Green Space in South Ockendon	+	++	+	++	+	+	0	+	+	0	0	+	+	+	+	+	+
SS11 – Land south of Aveley	++	++	+	++	+	++	+	+/-	+/-	--	-	0	N/A	0	--/+	-	-
SS12 – Land to the west of Romford Road, Aveley	++	+	+	+	+	++	-	+	0	0	-	0	N/A	0	--/+	-	-
SS13 – Land south-east of South Ockendon	++	++	+	+	+	+	+	+/-	+/-	--	-	0	N/A	0	--/+	-	-
SS14 – Land north-east of South Ockendon	++	++	+	+	+	+	-	+/-	0	--	-	-	N/A	0	--/+	-	-

Policies	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17
SS15 - Land north of South Ockendon	++	+	+	+	+	+	-	+/-	+/-	--	--	-	N/A	0	--/+	-	-
SS15 – Distribution Centre, Arisdale Avenue, South Ockendon	+	+	+	+	+	+	-	+	+	+	+	-	N/A	0	+/-	0	0
SS16 – Buckles Lane, South Ockendon	+	+	+	+	++	0	0	+	+	0	0	0	0	0	+	0	+
NS47 Land west of Park Lane, Aveley	++	++	+	++	+	++	-	+/-	+/-	--	-	0	N/A	0	--/+	-	-
NS48 Former St Michaels Church Hall, Mill Lane, Aveley	++	+	N/A	+	N/A	+	-	0	-	--	-	0	N/A	0	--?	-	-
NS49 Land at former library & public hall, Purfleet Road, Aveley	++	+	N/A	+	N/A	+	-	0	-	-	-	0	N/A	0	--?	0	0
NS50 Former Prince of Wales Public House, West Road, South Ockendon	++	+	N/A	+	N/A	-	0	0	-	+	+	0	N/A	0	-?	0	0
NS51 Land & garages to rear of 20-24 and 34-44 Anton Road, South Ockendon	N/A	-	N/A	+	N/A	+	0	N/A	0	+	-	--	0	--	--?	--	0
NS52 Land adjoining Tamarisk Road, South Ockendon	++	+	N/A	+	N/A	+	-	0	0	+	+	-	N/A	0	-	0	0
NS53 Land east of South Road & adj. Echo Farm & Mollands Lane, South Ockendon	++	+	N/A	+	N/A	-	--	0	0	+	+	-	N/A	0	-?	0	0
NS54 Former Culver Centre & land to rear, Daiglen Drive, South Ockendon	++	+	N/A	+	N/A	+	-	+	0	--	--	--	N/A	0	-?	0	-
NS55 Land east of South Road & north of Buckles Lane, South Ockendon	++	+	N/A	+	N/A	+	0	0	0	-	--	-	N/A	0	--?	0	0
NS56 1 to 431 odds, Broxburn Drive, South Ockendon	++	+	N/A	+	N/A	-	-	0	0	-	--	-	N/A	0	0?	0	-
NS57 Jack O' Lantern Public House, Daiglen Drive, South Ockendon	++	+	N/A	+	N/A	+	-	0	0	+	+	-	N/A	0	0	0	0
NS58 Belhus Park Boxing Club, Darenth Lane, South Ockendon	++	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	-?	0	0
NS59 The Willows (adjacent to Buckles Lane), South Ockendon	++	+	N/A	+	N/A	+	0	N/A	0	+	+	-	N/A	0	--?	0	0
NS60 Holy Lands (adjacent to Buckles Lane), South Ockendon	++	-	N/A	-	N/A	-	0	N/A	0	0	0	-	0	0	-?	0	--

Policies	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17
NS61 Extension to Hangmans Wood Industrial Estate, South Ockendon	++	-	N/A	-	N/A	-	0	N/A	0	0	-	-	0	0	0?	0	--
Policy PP20 - Local Green Space in Rural Thurrock and Policy PP21 - Infill Development within Village Boundaries	+/-	+	+	+	0	0	+	+/-	+/-	+	0	+	+/-	+	++	+	++
NS62 Land north of Church Road, Bulphan	+	+	N/A	+	N/A	-	--	N/A	0	-	--	0	N/A	0	0	0	--
NS63 Land south of School Lane, Orsett	+	+	N/A	+	N/A	-	--	N/A	0	--	--	-	N/A	0	0	0	--
NS64 Land adjacent to The Paddocks, Hillcrest Road, Horndon-on-the-Hill	+	+	N/A	-	N/A	--	--	N/A	0	-	--	-	N/A	0	0	0	--
SS17 - West Horndon New Town	++	--/+	+	++	+	+	++	++	+	+	+	0	N/A	0	--/+	-	-
Policy SS18 – New settlement north of the A13 (Lower Langdon and Corringham Park Farm)	++	++	+	++	+	+	+	+	+	--	+/-	0	+	0	--/+	0	-

In-combination effects with other development

7.77 Development proposed in the Local Plan will not be delivered in isolation from development proposals in other plans and projects covering Thurrock District and the surrounding area. This section outlines the nationally Significant Infrastructure Projects (NSIPs) and development set out in the Local Plans of the six neighbouring authorities which may combine with the Thurrock Local Plan to produce cumulative effects.

Nationally significant infrastructure projects

7.78 The following NSIPs are identified within or near to Thurrock on the National Infrastructure Planning website.

Lower Thames Crossing

7.79 The Lower Thames Crossing will be a new road crossing connecting Kent, Thurrock and Essex. Approximately 23km in length, it will connect to the existing road network from the A2/M2 to the M25 with two tunnels (one southbound and one northbound) running beneath the River Thames. The south bound entrance will be located in Gravesham. The scheme also includes improvements to the M25, A2 and A13, where it connects to the road network as well as new structures and changes to existing ones (including bridges, buildings, tunnel entrances, viaducts, and utilities such as electricity pylons) along the length of the new road. A free flow charging system will be in place through the tunnel, whereby drivers pay remotely without stopping at barriers. The Secretary of State for Transport gave official permission for the project through a Development Consent Order (DCO) in March 2025. This follows

an official examination between June and December 2023 and the Planning Inspectorate's recommendation to the Secretary of State in March 2024.

AQUIND Interconnector

7.80 AQUIND Interconnector is a proposed 238km length of subsea and underground cables connecting converter stations in both the UK and France. Once completed the interconnector will have a nominal net capacity of 2000MW between Great Britain and France. In the UK, the Converter Station will be located in close proximity to the existing National Grid substation at Lovedean which is some distance from Gravesham in East Hampshire. In January 2022, the Secretary of State for the Department for Business, Energy and Industrial Strategy made the decision to refuse development consent stating that more appropriate alternatives to the proposed route had not been fully considered. In February 2023, an Order of the High Court was made to quash the decision of the Secretary of State refuse the application and the Secretary of State will now re-determine that application. As of October 2025, the AQUIND interconnector application remains under re-determination by the Secretary of State for Energy and Net Zero, with no final decision yet published. The outcome will determine whether the AQUIND interconnector can proceed to construction.

Norwich to Tilbury

7.81 Norwich to Tilbury is a proposal to build a new 400 kilovolt (kV) electricity transmission connection for approximately 180 kilometres from the Norwich Main substation via Bramford substation, a new East Anglia Connection Node (EACN) Substation and a new Tilbury North Substation. On 29th August 2025, a DCO application for Norwich to Tilbury was submitted to the Planning Inspectorate. Following submission, the Planning Inspectorate carried out an initial review of the application, and the application was accepted for examination on 26th September 2025.

Potential for cumulative effects with nationally significant infrastructure projects

7.82 The delivery of the Lower Thames Crossing could help to reduce congestion at the Dartford crossing and improve strategic connectivity across the Thames. There could also be associated benefits relating to air quality and carbon emissions as congestion is mitigated. However, a portion of the Lower Thames Crossing will be located within Thurrock. The Lower Thames Crossing will run from the M25 near South Ockendon through Thurrock, crossing the A13 at Orsett, and then under then the River Thames between Tilbury and East Tilbury. Construction and operation of the crossing is expected to affect Thurrock's rural areas, particularly Orsett Heath and East Tilbury. Key issues may include nitrogen deposition, the loss of substantial areas of agricultural land, and adverse effects on the landscape and character, particularly on views across Tilbury Marshes, Orsett Fen and the Mardyke Valley. In addition, there is potential for increased air and noise pollution arising from increases in traffic on parts of the local transport network, including the junction along the A13, as well as areas such as Orsett, Horndon and Chadwell St. Mary. Benefits for residents are expected to be very limited due to extremely limited access the current design offers from the Thurrock main road network, with the main beneficiaries from the scheme are those travelling along the route on long-distance trips, as opposed to local Thurrock communities. However, residents may benefit from access to an increased range of jobs that they might otherwise not be able to access.

7.83 The delivery of the AQUIND Interconnector is not expected to have any direct local impact on Thurrock as the physical infrastructure will be located in East Hampshire and the subsea route will run from Eastney in the UK to Normandy in France. However, there is potential for indirect benefits on Thurrock, and Kent County more widely through enhanced national grid resilience. The Interconnector also has the potential to reduce energy costs, enhance energy security, and support the integration of renewable energy sources into the UK's grid.

7.84 The completion of the Thurrock Flexible Generation Plant is expected to benefit energy security in Thurrock. The Plant will be located on land southwest of Station Road near Tilbury, Essex. This is likely to have implications for the wider landscape

setting and character of Thurrock. It is noted that much of the area surrounding and proposed for the scheme is currently developed as industrial dockland as part of Tilbury Docks. There is also potential for impacts on water quality particularly as construction occurs. However, these could be mitigated through appropriate construction management plans.

7.85 The completion of the Norwich to Tilbury electricity transmission connection is expected to enhance energy security in Thurrock. The scheme will connect the Norwich Main Substation, via the Bramford Substation and a new Tilbury North Substation, to the existing Tilbury Substation. This new transmission infrastructure will help to modernise the national grid, reduce reliance on fossil fuels, and support the UK's net-zero targets. However, the construction and operation of the scheme are likely to have impacts on Thurrock's rural landscape. Overhead lines and pylons may introduce prominent vertical elements into open and elevated views, potentially resulting in increased visual intrusion and temporary disturbance during construction.

7.86 At this stage, it is uncertain whether the Tilbury 3 project will proceed, as it remains at the planning application stage. However, the project is likely to have ecological implications, particularly during construction and operation. Activities such as dredging and in-water works may disturb sensitive habitats, introduce pollutants into watercourses including Tilbury Slough, and alter local hydrological conditions. However, these effects could be mitigated through appropriate construction management plans. There are also benefits to the project, including the retention of existing employment, the creation of new jobs, and increased investment in the local economy, which will have benefits on residents.

Surrounding development plans

7.87 Thurrock is adjoined by the local authorities of Brentwood, Basildon, Castle Point, Medway, Dartford, and Gravesham.

7.88 Brentwood and Basildon lie to the north of Thurrock. Across the River Thames to the south are Dartford and Gravesham, while Medway is located to the southeast.

7.89 The main development proposed in the respective Local Plans of these local authorities is summarised below.

Brentwood

7.90 Brentwood Borough Council adopted the Brentwood Local Plan 2016-2033 in March 2022 which makes provision for 7,752 net new residential dwellings to be built in the borough over the Plan period. The Plan sets a commercial development requirement of about 46.64 ha of new employment land which is met through Local Plan allocations. The majority of this new development is directed to the borough's two strategic transit growth corridors: the South Brentwood Growth Corridor and the Central Brentwood Growth Corridor where three strategic residential-led, mixed-use sites are allocated, including Dunton Hills Garden Village which makes provision for around 1,650 homes and 5.5 hectares of employment development in the plan period. The Dunton Hills Garden Village site lies adjacent to the northern Thurrock boundary and relatively close to the settlement of Bulphan.

Basildon

7.91 The current Basildon Local Plan was adopted in March 1998. In September 2007, the decision was made to save some of the policies in the Local Plan. The saved policies will be replaced by the new Local Plan when it is adopted. Policies setting out the housing and job requirement over the previous plan period are not saved. It should be noted that in March 2022 Basildon Borough Council made the decision to withdraw the Basildon Borough Revised Publication Local Plan 2014 – 2034 that had previously been submitted for examination. From November 2024 to January 2025 Basildon Council held a period of consultation on its Draft Local Plan. A further period of consultation was undertaken in from March to April 2025 to consider the implications of changes arising from the most recently published version of the NPPF. The emerging Local Plan sets out the delivery of 27,111 new homes and 65-82 ha of new employment land. At this relatively early stage of plan making, the Basildon Plan sets out that growth will be distributed through densification of the existing urban area and other settlements including Basildon Town (incorporating

Laindon, Langdon Hills, Noak Bridge and Pitsea) which is close to the northeastern boundary of Thurrock.

Castle Point

7.92 The current Castle Point Local Plan was adopted in November 1998. It was saved in its totality until September 2007. Since that date only certain policies are still in place as saved policies. The saved policies will be replaced by policies in the new Local Plan in due course. Policies setting out the housing and job requirement over the previous plan period are not saved. It should be noted that in 2022 Castle Point Borough Council made the decision to withdraw its submitted Local Plan that had been found sound at examination. Work is currently underway on the new Castle Point Local Plan. Between October and December 2025 consultation took place on the Regulation 19 draft plan covering growth in the borough up to 2043. The emerging plan sets out the delivery of 6,196 new homes. No additional land is included for employment growth with this type of development to be focussed on existing Strategic Employment Areas. The majority of housing development (3,143 homes) is to be allocated as Canvey Urban Sites Allocations and Broad Locations. This location has limited direct transport connection to Thurrock given that the Havenhole Creek lies directly between the two areas.

Medway

7.93 The 2003 Medway Local Plan is Medway Council's main local plan document. The Local Plan, adopted in May 2003, provides the strategic framework for development across the borough. The Council is in the process of preparing a new Local Plan which will cover the period up to 2041, considering the number of homes, jobs and supporting infrastructure. The new plan is at the Regulation 19 (pre-submission) stage. Two public consultations were previously held in 2023 and 2024 under Regulation 18.

7.94 The emerging Local Plan seeks to meet the housing need of 24,540 dwellings and the employment floorspace need of 240,500sqm over the period 2026 to 2041.

The development strategy for Medway prioritises regeneration and directs development to urban waterfront and centre opportunity areas. Chatham will be an important focus for much of the urban regeneration, with development proposed in the centre of Chatham and in areas adjacent to the centre, such as Chatham Intra and the station gateway. Around 1,350 homes will be delivered at the settlement. Around 1,350 homes will be delivered at the settlement which is located some distance from the River Thames and the boundary with Thurrock. The plan also seeks to provide approximately 52.8 hectares of employment land over the plan period, which will create around 5,850 new jobs. The plan sets out that there is significant potential for the regeneration, and redevelopment, of employment sites on the Hoo Peninsula, in particular at the Isle of Grain, and the site of the former Kingsnorth Power Station. These sites are also not close to the boundary with Thurrock.

Dartford

7.95 Dartford Borough Council adopted the Dartford Local Plan 2024 – 2037 in April 2022, replacing all policies from the previous Core Strategy 2011 and Development Policies Plan 2017. The Local Plan makes provision for the development of 12,640 dwellings. Of the large sites set out for allocation Ebbsfleet Central is close to the River Thames and the boundary with Thurrock. The Ebbsfleet Central site will be supported by a public transport hub and substantial education, health and community facilities. The plan also seeks to provide an average of 25,000sqm per annum of industrial/distribution development, which will result in a total provision of approximately 400,000sqm over the plan period, inclusive of development already delivered in the plan period. Growth will primarily be provided through the intensification and expansion of existing employment areas.

Gravesham

7.96 The Development Plan for Gravesham comprises the Local Plan Core Strategy and Local Plan Policies Map (2014) and Local Plan First Review (1994). The Local Plan Core Strategy seeks to deliver 6,170 new dwellings in the period 2011 to 2028,

much of which will be delivered in the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area, Gravesend Town Centre Opportunity Area and the Gravesend Riverside East and North East Gravesend Opportunity Area. Dwellings will also be delivered borough-wide and on known sites that have development potential. The Local Plan Core Strategy also seeks to deliver 186,490sqm employment floorspace –most of which would be at the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area. Gravesham Borough Council is currently in the process of updating its evidence base to inform work on the new Local Plan. Consultation on the Regulation 19 version of the Local Plan is expected in winter 2025-26. The Regulation 18 Local Plan (2020) considered several options for the distortion of development in Gravesham. Given that the spatial strategy for the emerging Local Plan is unknown, the potential for in-combination effects is currently unknown.

Chapter 8
Monitoring

8.1 This chapter presents the proposed monitoring framework for monitoring the significant (both positive and negative) and uncertain effects of implementing the Local Plan, as identified through the IIA.

8.2 The SEA Regulations require that "member states shall monitor the significant environmental effects of the implementation of plans or programmes … in order, inter alia, to identify at an early stage, unforeseen adverse effects, and be able to undertake appropriate remedial action" and that the environmental report should provide information on "a description of the measures envisaged concerning monitoring".

8.3 Monitoring proposals should be designed to provide information that can be used to highlight specific issues and significant effects and which could help decision-making. Monitoring should be focused on the significant sustainability effects that may give rise to irreversible damage (with a view to identifying trends before such damage is caused) and the significant effects where there is uncertainty in the IIA and where monitoring would enable preventative or mitigation measures to be taken. Specifically, significant effects were recorded against the following IIA objectives: 10: Soils, 11: Resource consumption and waste, 14: Flood risk, 16: Historic environment and 17: Landscape, townscape and visual impacts.

8.4 The occurrence of significant adverse environmental effects not predicted and mitigated by this assessment, which are directly attributable to the implementation of the Local Plan, would necessitate consideration of these effects in the context of the strategy and potential remediation action(s) and/or review of part(s) of the Local Plan.

8.5 Where possible, the monitoring framework draws on the proposed monitoring framework set out in the Publication version Local Plan. Additional indicators have been suggested to ensure that the framework adequately covers all IIA objectives for which significant or uncertain effects have been recorded.

Monitoring Framework

8.6 Monitoring is based around indicators which allow quantitative measures of trends and progress over time relating to the IIA objectives identified in **Chapter 3** and used in the evaluation.

8.7 Monitoring is an ongoing process, and the programme allows for flexibility and the further refinement of indicators and targets. The monitoring programme may be updated to deal with specific environmental issues – including unforeseen effects – as they arise.

8.8 Sources for indicators may include existing monitoring databases (including those maintained by planning authorities and national/regional government departments and agencies) and the output of lower-tier environmental assessment and decision making (including a review of project approvals granted and associated documents and the output of any EIA monitoring programmes).

8.9 The following paragraphs outline the indicators which have been selected for monitoring the likely significant and uncertain environmental effects of implementing the strategy. Monitoring is suggested in relation to all IIA objectives. This is because significant or uncertain effects were identified in relation to all IIA objectives for at least one element of the Local Plan.

IIA objective 1: Housing

- Indicators:
  - Number of years' deliverable housing land supply demonstrated.
  - Net additional dwellings completed per annum.
  - % and total number of affordable homes delivered on qualifying schemes.
  - Total number of new specialist housing units delivered per annum.

- Total number of permanent Gypsy and Traveller pitches delivered per annum.
- Housing mix of new developments, measured against alignment with the Strategic Housing Market Assessment (SHMA).
- Density of new development.

IIA objective 2: Health, wellbeing and safety

- Indicators:
  - Total number of new healthcare facilities delivered (e.g. GP surgeries, health centres).
  - Net change in healthcare floorspace, where applicable.
  - Net loss or gain of leisure, recreation and sports facilities (number and/or floorspace).
  - Access to high quality green infrastructure.
  - Recorded crime rate per 1,000 population.
  - Proportion of people reporting they are in ‘very good’ or ‘good’ health as per ONS figures.

IIA objective 3: Community cohesion

- Indicators:
  - % and total number of new residential development within 800m walking distance of key community facilities (e.g. primary school, GP surgery, local centre, open space).
  - Net loss or gain of community facilities delivered (e.g. health, education, community centres, libraries).
  - % of major developments supported by community engagement activities, including pre-application consultation and public participation.

IIA objective 4: Access to services and facilities

- Indicators:
  - Net loss or gain of community facilities delivered (e.g. health, education, community centres, libraries).
  - Total number of new residential developments within proximity to public transport (e.g. bus stop, train station).
  - Total number of new residential developments within proximity to local centres.
  - School place capacity vs. projected capacity in growth areas.
  - GP patient-to-practice ratio.

IIA objective 5: Equalities

- Indicators:
  - % and total number of affordable homes delivered on qualifying schemes.
  - % and total number of new dwellings meeting Building Regulations M4[2].

IIA objective 6: Education and skills

- Indicators:
  - Net loss or gain of education facilities delivered (early years, primary, secondary, further education, SEND).

IIA objective 7: Economy and employment

- Indicators:
  - Employment floorspace delivered.
  - Amount of new employment floorspace and land consented per annum.

- Available employment land (ha).
- Employment rate (%) of working-age population.
- Vacancy rates in town centres.
- Footfall levels in town centres.
- Amount/change in retail floorspace.
- Annual loss of employment land.
- Infrastructure funding secured.

IIA objective 8: Transport

- Indicators:
  - Length (km) of new and improved footpaths, cycle routes and permeability routes in the town.
  - Number of new active travel schemes delivered per annum.
  - % and total number of new residential development within proximity to public transport (e.g. bus stop, train station).
  - Number of upgraded or improved transport interchanges delivered.
  - Levels of traffic and congestion in the Borough.
  - Proportion of residents living within 400m walking distance of public transport stop
  - Provision of EV charging infrastructure..

IIA objective 9: Air quality

- Indicators:
  - % and total number of new dwellings permitted within designated Air Quality Management Areas (AQMAs).
  - Number of AQMAs declared, amended or revoked.

- NOx, SOx, PM10 and PM2.5 as measured by automatic monitoring sites in Thurrock.
- Proportion of people commuting to work and school/college by sustainable modes of transport or private vehicle.

IIA objective 10: Soils

- Indicators:
  - Area of new development on infill, brownfield and contaminated land compared to greenfield.
  - Area (ha) of BMV agricultural land (Grades 1–3a) lost to development.
  - Number of currently active sites, number for which restoration is underway or has been completed.
  - Number of planning permissions issued/refused for inappropriate development in the Green Belt.
  - Number of planning permissions issued for land defined as Grey Belt.

IIA objective 11: Resource consumption and waste

- Indicators:
  - Total waste generated per annum.
  - Recycling and recovery rates for municipal and commercial waste per annum.
  - % of major developments providing on-site recycling and waste segregation facilities.
  - Amount of energy generated from waste per annum.
  - Tonnes processed per facility per year.
  - Tonnes imported/exported by waste type and direction.

IIA objective 12: Water resources and quality

- Indicators:
  - % and total number of new developments located within Source Protection Zones (SPZs).
  - % and total number of new developments incorporating Sustainable Drainage Systems (SuDS).
  - Number of water bodies in the authority area achieving good ecological and chemical status (per Water Framework Directive).

IIA objective 13: Climate change and energy

- Indicators:
  - Installed renewable and low-carbon energy capacity (MW) within Thurrock including community-led schemes.
  - Per capita CO_2 emissions (tonnes per person).
  - Number of existing homes retrofitted through recognised schemes (e.g. insulation, heat pumps, solar PV).
  - % and total number of new developments incorporating Sustainable Drainage Systems (SuDS).
  - Proportion of housing stock achieving improved Energy Performance Certificate (EPC) ratings.

IIA objective 14: Flood risk

- Indicators:
  - Area of built development in areas at risk of flooding.
  - Number and proportion of planning permissions incorporating SuDS features each year.

IIA objective 15: Biodiversity and geodiversity

- Indicators:
  - Changes in condition of SSSIs (improvement or deterioration).
  - Number and extent of sites designated for nature conservation and their quality.
  - Proportion of site area in planning permissions committed to Local Nature Recovery Strategy priority habitat or species improvements. Completed developments to be monitored to assess Biodiversity Net Gain commitments being met.
  - Provision of accessible open space.
  - Tree canopy / green infrastructure coverage.

IIA objective 16: Historic environment

- Indicators:
  - Total number of heritage assets that are publicly accessible.
  - Total number of assets listed on the Historic England Heritage at Risk Register.
  - % and total number of planning permissions granted that impact condition of designated or non-designated heritage assets.
  - Condition of Conservation Areas.

IIA objective 17: Landscape, townscape and visual impacts

- Indicators:
  - Development affecting sensitive landscapes.

Chapter 9

Conclusions and next steps

9.1 The IIA of the Publication version Thurrock Local Plan was undertaken to meet the requirements of the SEA Regulations and to accord with good practice and the guidance on SA/SEA set out in the PPG. IIA objectives developed at the Scoping stage of the IIAA process were used to guide a detailed appraisal of the policies and site allocations included in the Publication version Local Plan, as well as the reasonable alternative options considered. A large number of site options has been identified, including through Call for Sites exercises, and subject to IIA from early in the plan-making process. This enabled the Council to select sites for allocation on the basis of a robust assessment of the sustainability credentials of each site, as well as other planning factors.

9.2 The Publication version Local Plan provides a vision for the borough up to 2044 together with supporting strategic objectives, a range of strategic policies to set out the spatial distribution of development and place and site allocation policies that will make this up. It also includes development management policies that cover a range of important topic areas. Due to the overall scale of development proposed in the Publication version Local Plan, adverse effects have inevitably been identified in relation to some of the IIA objectives, in particular relating to biodiversity, flood risk, the landscape, historic environment and soil resources. Some of these effects have the potential to be significant. However, the development proposed will meet the identified need for housing and economic development in Thurrock, benefiting the social and economic sustainability topics considered.

9.3 The overall development strategy, which directs most growth to Grays, West Thurrock and Purfleet-on-Thames, Tilbury and Chadwell St Mary, will minimise impacts on rural areas and will provide new residents with good access to the jobs, services and facilities in those locations, although rural areas are not overlooked by the Plan. In addition, there is a suite of strong development management policies in the Local Plan that will help to mitigate the potential adverse effects of new development.

9.4 Infrastructure to support the housing and employment growth should be planned in and delivered in advance or alongside new development, and this is being addressed through policies in the Infrastructure section. There are also measures in the Plan to promote active travel and the use of other sustainable forms of public transport which should help to reduce road travel overall, vehicle emissions and therefore air pollution and greenhouse gas emissions. Delivering a significant amount of the required development through the strategic allocations will enable the creation of new communities, with services, facilities and employment opportunities delivered alongside housing. This will further support the delivery of sustainable development and minimise the potential adverse impacts of growth, although it is recognised that residual impacts on the landscape in particular will inevitably remain.

Next steps

9.5 This IIA Report will be available for consultation alongside the Publication version of the Local Plan in late summer 2026.

9.6 Following this consultation, the Local Plan and accompanying IIA Report will be submitted to the Secretary of State for public examination. Any proposed modifications to the Local Plan arising out of this process may require IIA, which will be consulted upon, as necessary.

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July 2026

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