

Thurrock Council

Local Plan Evidence Base

South Ockendon Site Specific Assessment

Reference: 00B2

Issue | 12 August 2026

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Job number 312159-07

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Document Verification

Project title Local Plan Evidence Base
Document title South Ockendon Site Specific Assessment
Job number 312159-07
Document ref 00B2
File reference

Revision	Date	Filename	South Ockendon Site Specific Assessment		
002B	12 August 2026	Description	For consultation		
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Issue Document Verification with Document ☒

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1. Introduction

1.1 Overview

Thurrock Council (TC) is preparing a new Local Plan that will set out the vision and framework for the future development in Thurrock. Through the development of this new Local Plan, South Ockendon has been identified as identified as an area with the potential to deliver approximately 4,800 homes.

Evidence is required to better understand the feasibility of growth at these two major sites and to ensure they meet the development needs of the area, align growth and infrastructure, improve the environment and mitigate and adapt to the effects of climate change in accordance with the National Planning Policy Framework (NPPF paragraph 11).

Furthermore, it is important that if new development is allocated to the major sites, not just at West Horndon but also at South Ockendon and Lower Langdon, it should be comprehensively planned so that the infrastructure needed to support growth of this scale is provided when and where it is needed.

Ove Arup & Partners Limited (Arup) has been commissioned by TC to prepare transport evidence for the emerging Thurrock Local Plan which is delivered in two Phases:

Phase 1: Transport Evidence:

- a) **Baseline Transport Report** - Provides a summary of existing conditions relating to transport in Thurrock.
- b) **Transport Assessment** – Provides a summary of the vision for Local Plan development and details how transport impacts will be mitigated.

Phase 2:

- a) **Infrastructure Delivery Plan** – Provides a summary of transport infrastructure necessary to accommodate Local Plan growth as developed through the Transport Assessment and engagement with infrastructure providers and key stakeholders.

Arup has also been commissioned by TC to prepare the following supplementary transport evidence to illustrate how development could come forward at major site allocations identified within the emerging Local Plan preferred spatial option including:

- **South Ockendon site specific assessment (SSA)** – Provides a concept layout and access strategy to identify associated transport infrastructure requirements for the South Ockendon allocation sites (this report).
- **West Horndon SSA** – Provides a concept layout and access strategy to identify associated transport infrastructure requirements for the West Horndon allocation sites.
- **Lower Langdon SSA** – Provides a concept layout and access strategy to identify associated transport infrastructure requirements for the Lower Langdon / Corringham Park Farm allocation sites.

This report provides the site specific assessment for site allocations at South Ockendon, with the potential to deliver approximately 4,800 new homes which will feed into the emerging Local Plan Transport Assessment and Infrastructure Delivery Plan for Regulation 19 consultation. Figure 1-1 shows the location of South Ockendon and boundary of Thurrock Council.

1.2 Policy context

A review of transport policy relevant to Local Plan development is included in the Baseline Transport Report; however, two additional documents have subsequently been identified which have informed the Transport Assessment and this site specific assessment as summarised below:

1. **Draft Thurrock Transport Strategy 2026 – 2040** (November 2025) – Aims to guide future transport investment, improve travel choices, and support sustainable growth. This represents a shift from road capacity expansion (predict and provide) to vision-led planning, emphasizing the needs of communities, environmental stewardship and inclusive mobility.
2. **Thurrock Design Code** (Emerging) – This will build on the draft Thurrock Design Charter (2023) to provide prescriptive design requirements for creating healthy, beautiful, and distinctive places with a high and consistent standard of design.

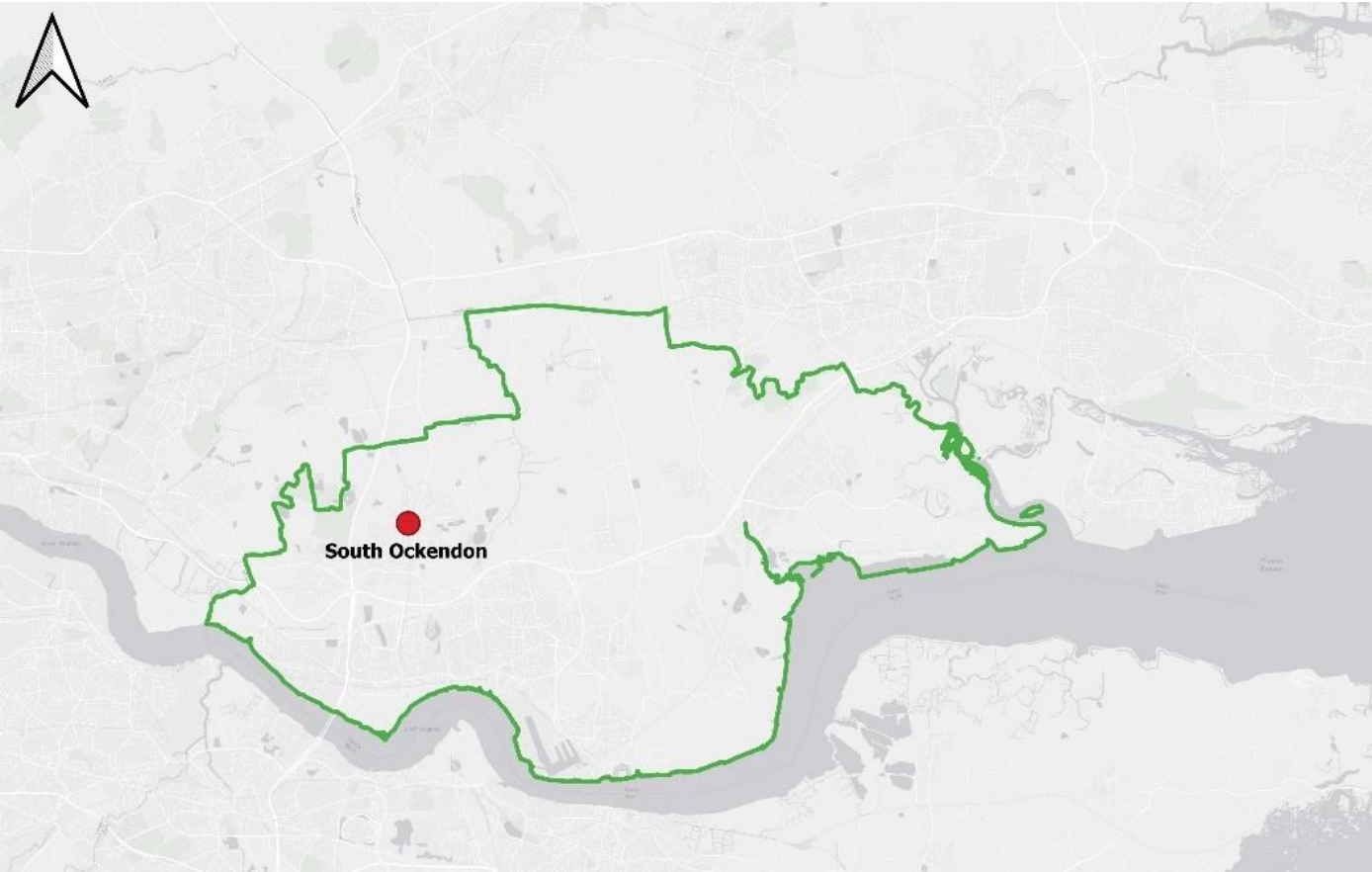


Figure 1-1: Location of South Ockendon within Thurrock

1.3 Report structure

This report relates to the South Ockendon housing and employment sites, and is structured as follows:

- Chapter 2: Site context
- Chapter 3: Constraints mapping
- Chapter 4: Vision and objectives
- Chapter 5: Combined contextual analysis
- Chapter 6: Transport infrastructure proposals
- Chapter 7: Next steps

2. Site context

2.1 South Ockendon allocations and existing land use

South Ockendon is a town located in the west of Thurrock, with the M25 motorway and Aveley immediately to the west and London Borough of Havering (LBH), part of Greater London, beyond. Grays, Chafford Hundred, and Lakeside Shopping Centre are situated to the south. To the north, North Ockendon is outside Thurrock within LBH.

South Ockendon is largely residential, with a population of 22,440 in 2021. Emerging Local Plan residential and employment site allocations at South Ockendon have been identified by TC to provide c.4,800 homes across total of 83 Ha net developable area, and employment across a net developable area of 2.5 Ha of employment land, largely within former industrial areas.

A planning application for the ‘Kemps Farm’ site within the emerging Local Plan residential site allocation was submitted to Thurrock Council in November 2025, and at the time of reporting proposals to deliver mixed-use development with up to 800 homes is ‘awaiting decision’. The location of Kemps Farm in relation to the wider South Ockendon housing sites is shown in Figure 2-1.

A site visit was undertaken on 4 December 2025 to supplement desktop assessments of local characteristics, with further details provided in subsequent sections of this report.

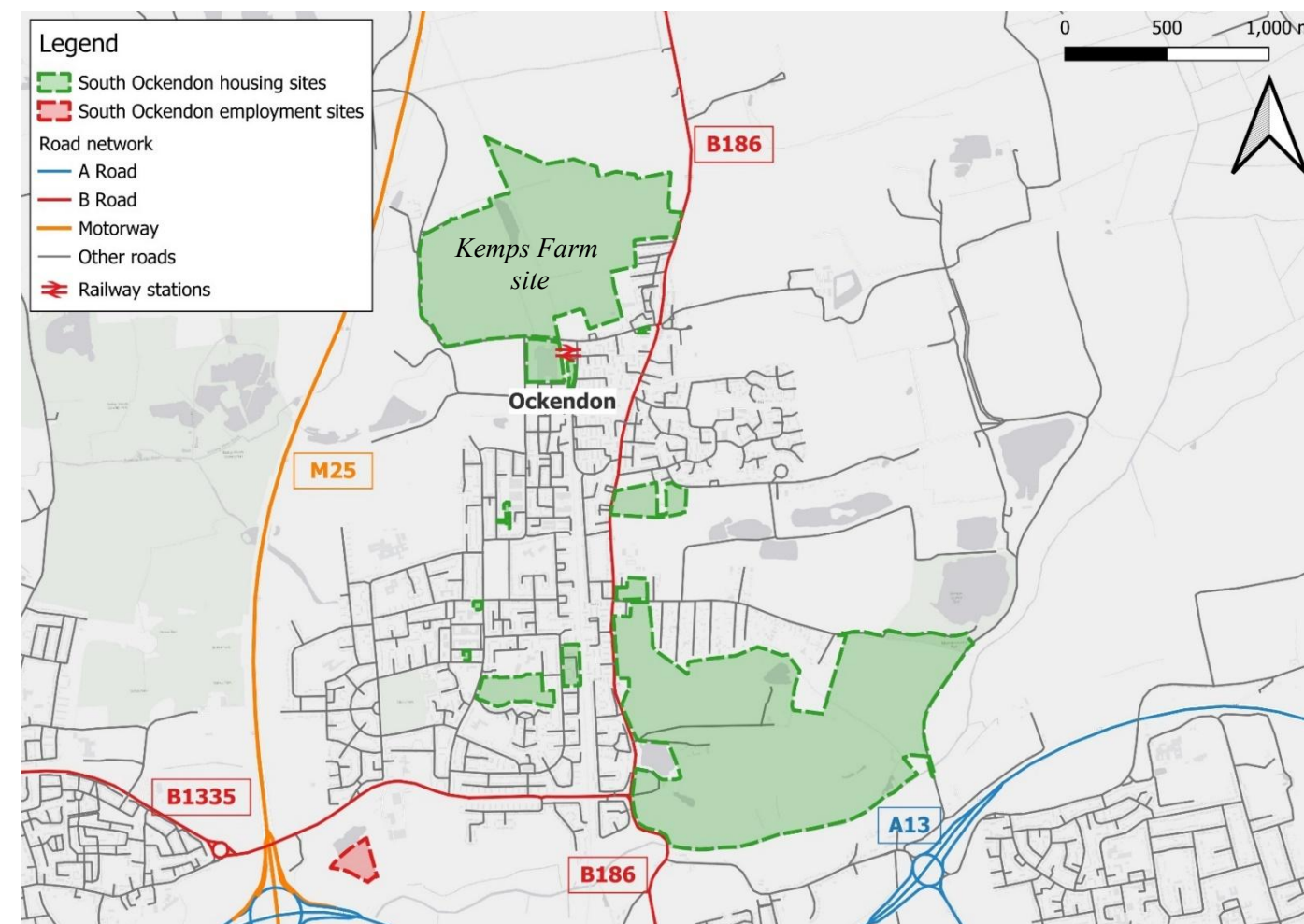


Figure 2-1: Location of potential housing and employment sites in South Ockendon, with road network

2.2 Walking and cycling

2.2.1 Walking network

Most roads within South Ockendon have footways running along both sides of the road and are in good condition, with dropped kerbs at crossings and some areas of the town pedestrianised, including the main high street, Derwent Parade.

Whilst some roads to and from South Ockendon have footways, such as Stifford Road and Stifford Hill to the south, some roads beyond the main urban areas do not, such as West Road and North Road to the north. High Road which crosses the A13 was observed to not present an attractive pedestrian route due to the volume of traffic using the junction, and the lack of designated pedestrian crossings.

There are several Public Rights of Way running through South Ockendon, as shown in Figure 2-2, largely through open spaces and rural farmland. These routes are likely most attractive for recreational and leisure purposes but do connect the town with the neighbouring settlements of Bulphan to the North and Chafford Hundred to the South.

The railway line running through South Ockendon creates a degree of severance between east and west throughout the town. As shown in Figure 2-2, there are four railway crossings in the town: a vehicular bridge with dedicated footways on West Road, the ‘Zig Zag’ footbridge connecting South Road with Arisdale Avenue, a pedestrian bridge connecting South Road with Ashdon Drive, and a vehicular bridge with dedicated footways on Stifford Road to the south. All four crossings are suitable for pedestrians but would benefit from improvements to better accommodate cyclists.



Figure 2-2: Public Rights of Way and rail crossings in South Ockendon

2.2.2 Cycle network

There are several sections of cycleway in South Ockendon, as shown in Figure 2-3, but these are disconnected and do not form an intuitive, cohesive or comprehensive network, which is likely to be a significant deterrent for local people to choose cycling over other modes. However, the area’s generally flat topography and largely residential, low-speed roads provide opportunities, subject to investment in improvements and protected infrastructure, to make cycling an attractive travel option.

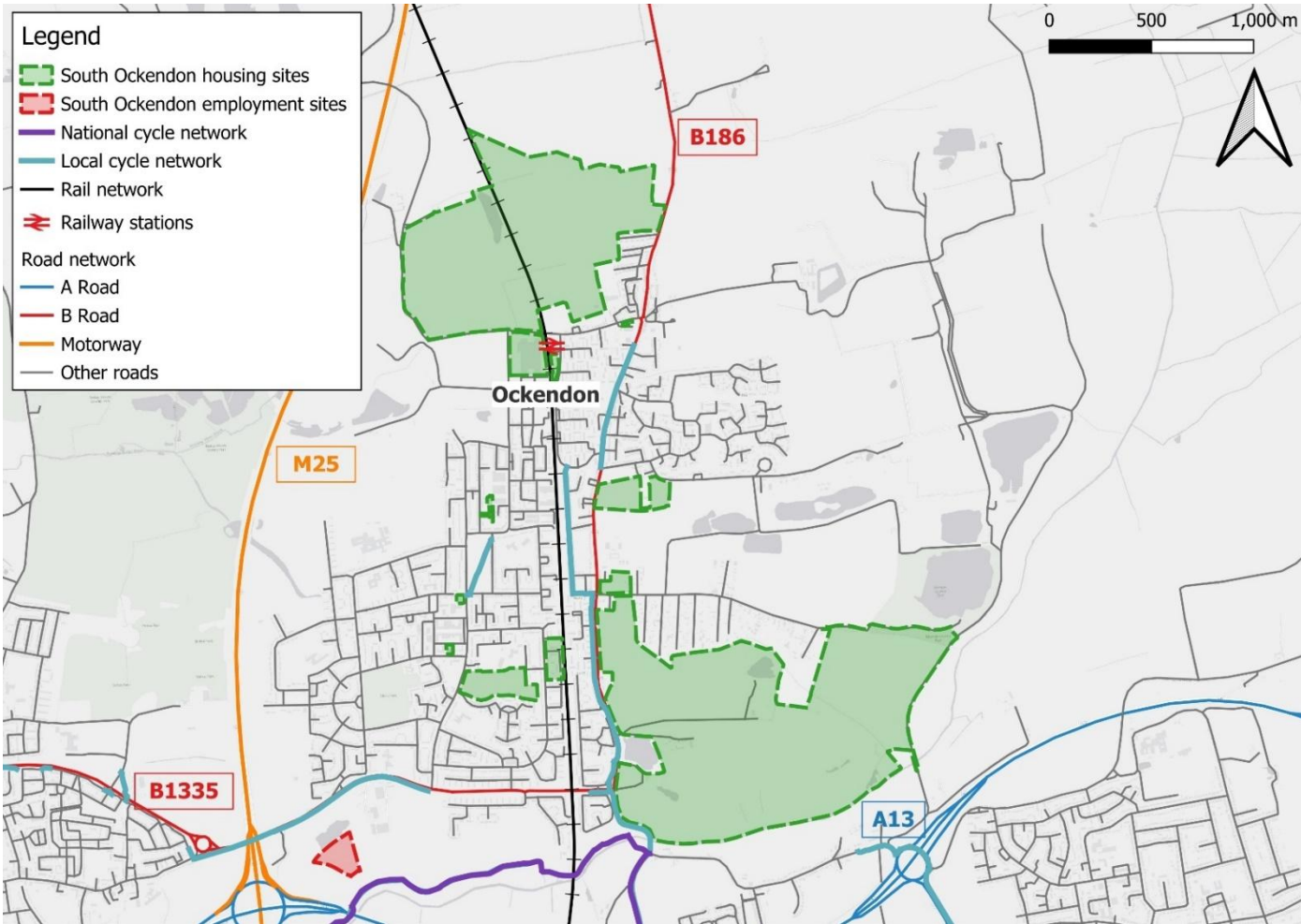


Figure 2-3: Existing cycle network in South Ockendon

2.3 Public transport accessibility

2.3.1 Bus services

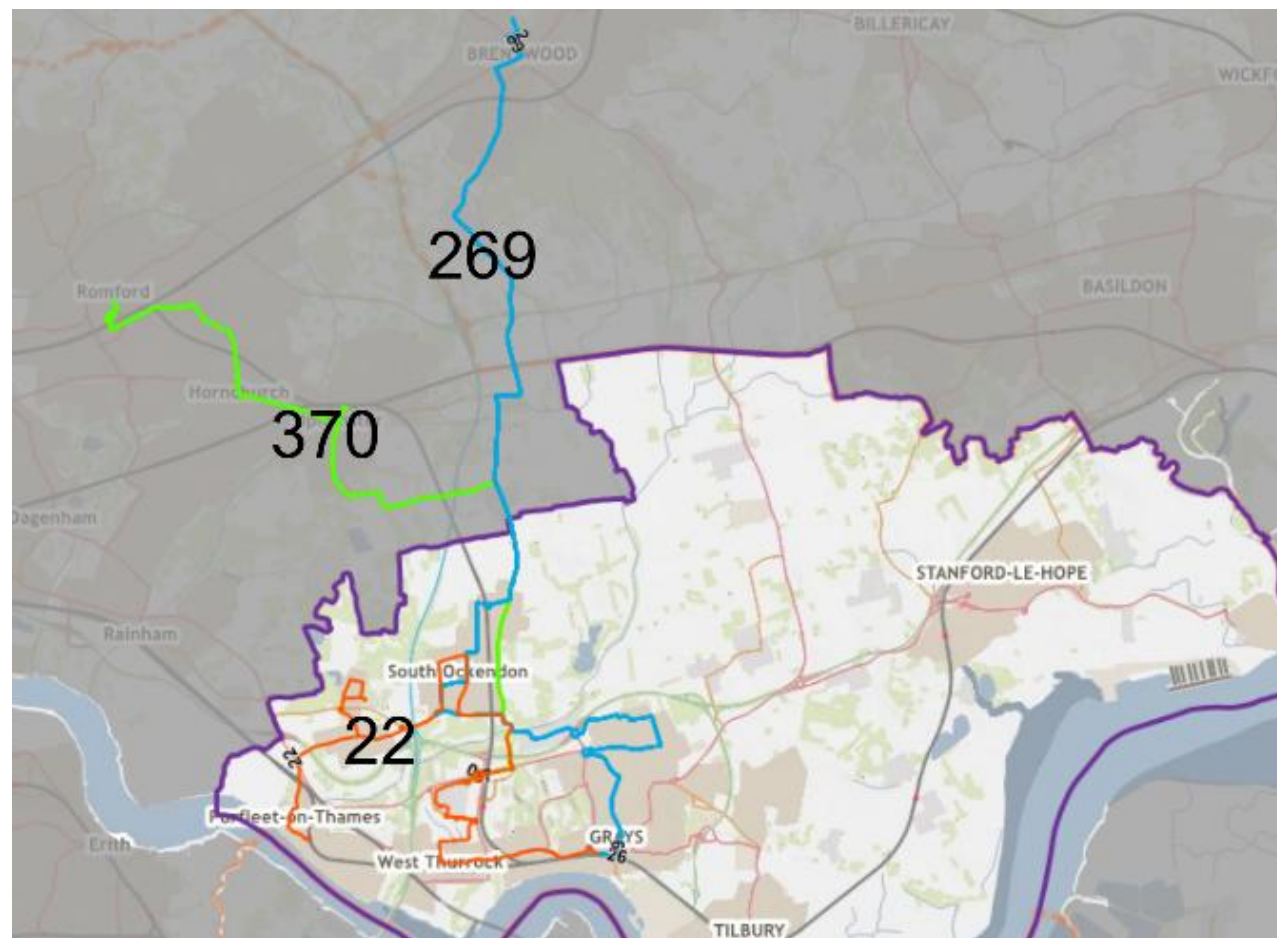
There are three main bus routes serving South Ockendon - London Bus route 370, Ensignbus route 22 and NIBS Buses route 269. These buses provide connections to Lakeside Shopping Centre, Romford, Upminster, Grays, Tilbury and Brentwood. These are summarised in Table 2-1 and shown in Figure 2-4.

Bus route Z1 is an Ensignbus service from Aveley Usk Road via South Ockendon to the Amazon Tilbury LYC2 fulfilment centre. This is mainly for Amazon employees, although the public are also allowed to take it. This service is therefore limited and includes two morning services, two evening services and one lunch hour return journey.

Figure 2-5 shows the coverage of the bus network in South Ockendon, in relation to the higher-frequency corridor as identified in the Local Plan Transport Assessment. Within South Ockendon, North Road / South Road, Daiglen Drive and Stifford Road have been identified as being relatively higher frequency corridors.

Table 2-1: Main Bus routes and frequency in South Ockendon

Route no.	Operators	Origin-destination	Frequency
22	Ensignbus	Purfleet-on-Thames – Grays Via Aveley, South Ockendon, Lakeside, West Thurrock	Monday-Friday: every 15-30 minutes (05:00 – 23:00) Saturday: every 30 minutes (06:30 – 23:00) Sunday and public holidays: every 30 minutes (06:30 – 21:00)
269	NIBSBuses	Brentwood – Grays Via Great Warley, North Ockendon, South Ockendon, Stifford	Monday-Saturday: every 2 hours (07:00-17:30) No Sunday or public holiday service
370	TfL	Romford - Lakeside Shopping Centre Via Hornchurch, Upminster, North Ockendon, South Ockendon	Monday-Friday: every 9-15 minutes (05:30 – 01:00) Saturday: every ~10 minutes (06:00 – 01:00) Sunday: every ~20 minutes (06:30 – 01:00)



(Adapted from: Thurrock.gov.uk - Public Transport, Thurrock.statmap.co.uk)

Figure 2-4: Bus routes through South Ockendon

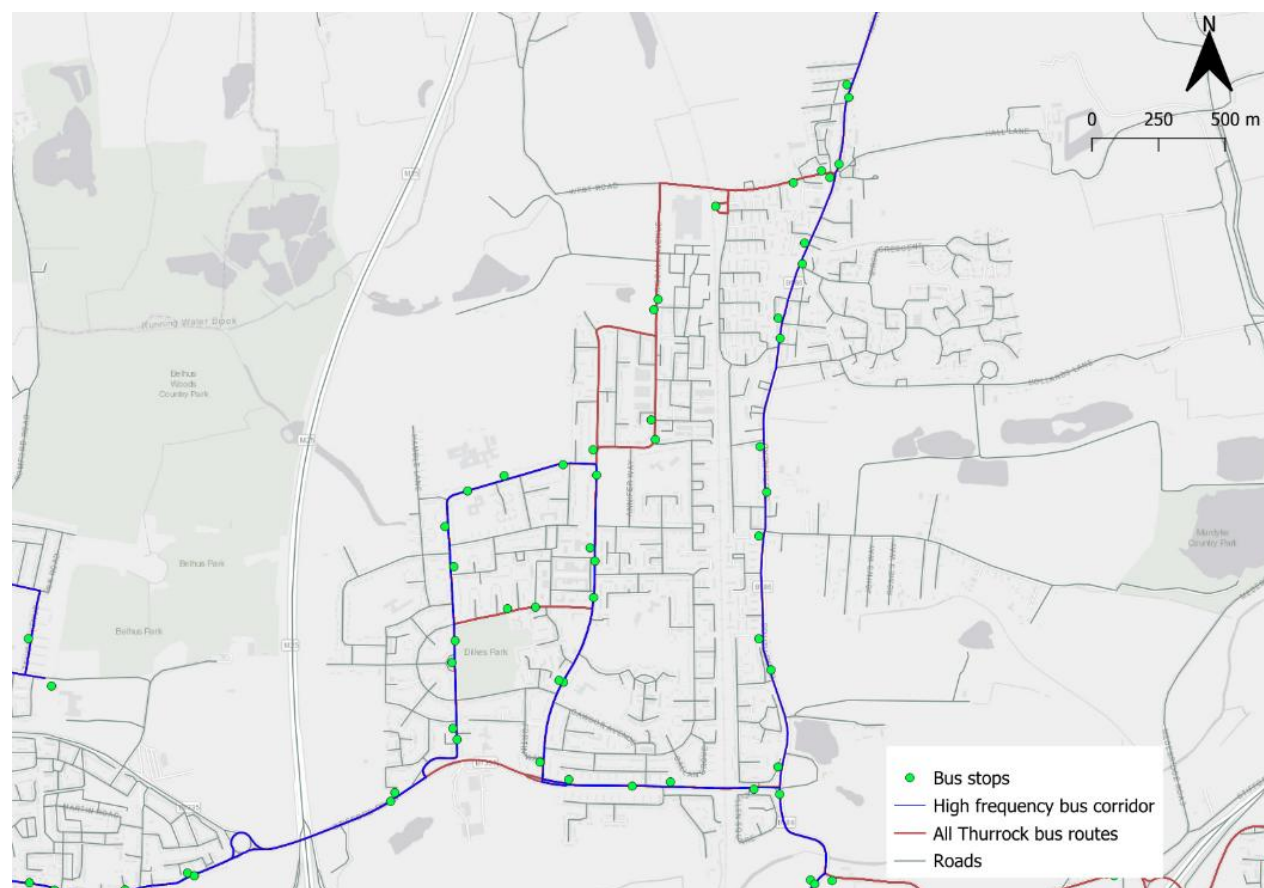


Figure 2-5: Bus corridors and stops in South Ockendon

2.3.2 Rail services

Ockendon railway station is served by the London, Tilbury and Southend (LTS) rail line, which provides direct connections between Shoeburyness and London Fenchurch Street stations, via Pitsea, Tilbury, Grays, Southend and Shoeburyness. It is operated by c2c (under public ownership and managed by DfT Operator Ltd since 2025).

There are on average 2 services per hour to London Fenchurch Street, increasing to 4 services per hour in peak times (07:00-10:00 and 16:00-19:00), with 2 services per hour to Shoeburyness.

Journey times are approximately 30 minutes from Ockendon to London Fenchurch Street, and 45 minutes from Ockendon to Southend. The line and wider connections are shown in Figure 2-6.

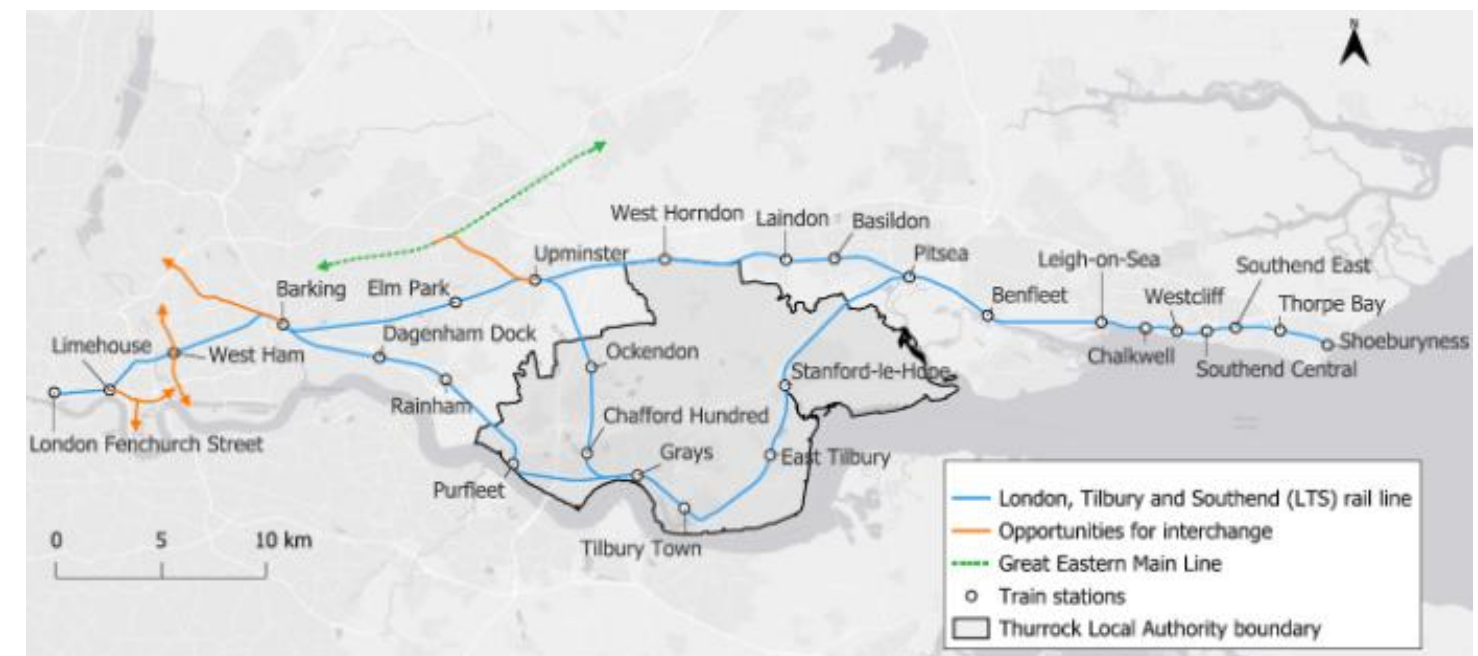


Figure 2-6: South Ockendon location in relation to wider rail network

The LTS line plays a strategic role in supporting access to major employment hubs, particularly within the Thames Freeport area, including DP World London Gateway, the Port of Tilbury, and the Ford site at Dagenham. These connections are essential for facilitating sustainable access to jobs in logistics, port operations, and industrial sectors with the rail network within Thurrock.

Ockendon railway station is situated on Tamarisk Road, in the northern part of South Ockendon. As outlined in Section 2.2.1, there is good pedestrian access around the town, though the station is approximately a 30-minute walk from the local centre at Derwent Parade.

There is step-free access to both platforms at the station, and tactile warnings provided on all platforms and Passenger Assistance meeting points are available. There is a small, sheltered waiting area in the main station building, and a gateline of 4 ticket barriers.

There are a total of 46 cycle parking spaces available at the station, as both tiered cycle parking in a secure fob-access bike cage, and Sheffield stands outside of this.

The station forecourt includes a bus loop for drop-off, a taxi rank, and bus stop and standing provision for rail replacement services. Bus route 269 connects the station to the town centre in approximately five minutes, with three intermediate stops. There are 36 parking spaces in the station car park, and 11 accessible parking spaces. Nearby streets operate a resident permit scheme between 10:00 and 15:00, Monday to Friday.

Areas within a 5-, 10-, 20- and 30-minute walking distance to/from Ockendon Station based on the current transport network are shown in Figure 2-7 and cycle catchment in Figure 2-8.

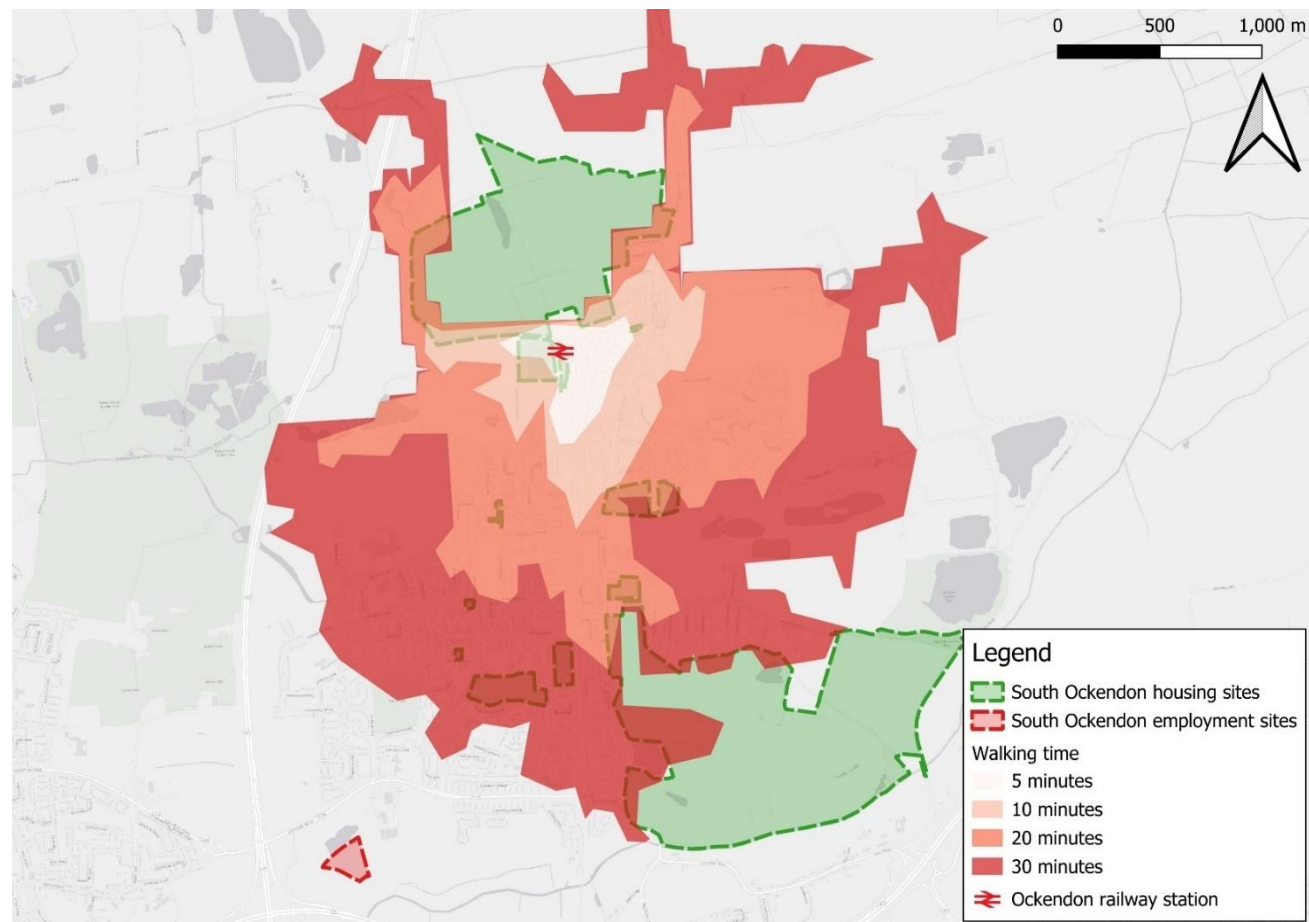


Figure 2-7: Walking catchment showing a 5-, 10-, 20- and 30-minute walking distance to Ockendon station

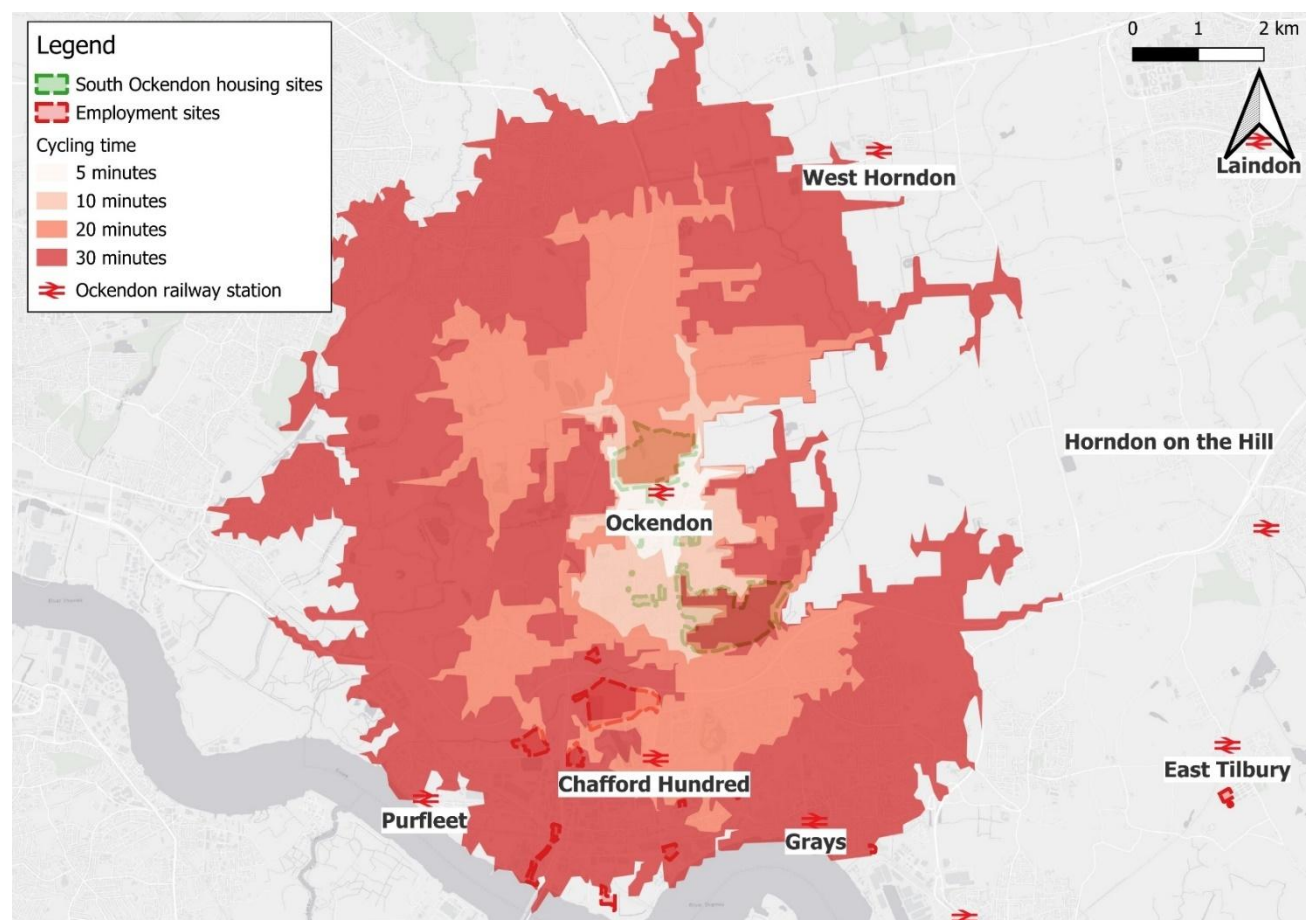


Figure 2-8: Cycling catchment within a 5-, 10-, 20- and 30-minute cycling distance to Ockendon station

2.4 Highway network

South Ockendon lies adjacent to the M25, though direct access is not provided. Access to the M25 is provided via the A13 to the south of the town, which is a key strategic route broadly following the alignment of the London, Tilbury and Southend railway line and connecting Shoeburyness, Grays, and Tilbury to East London at Aldgate. Figure 2-9 shows the highway network in and around the town.

The main road running through South Ockendon is the B186 South Road. This is a two-way single carriageway with a footway on one side across its entirety, and on both sides in some sections, with a 30mph speed limit throughout. There is an HGV restriction on B186 South Road between Buckles Lane and North Road.

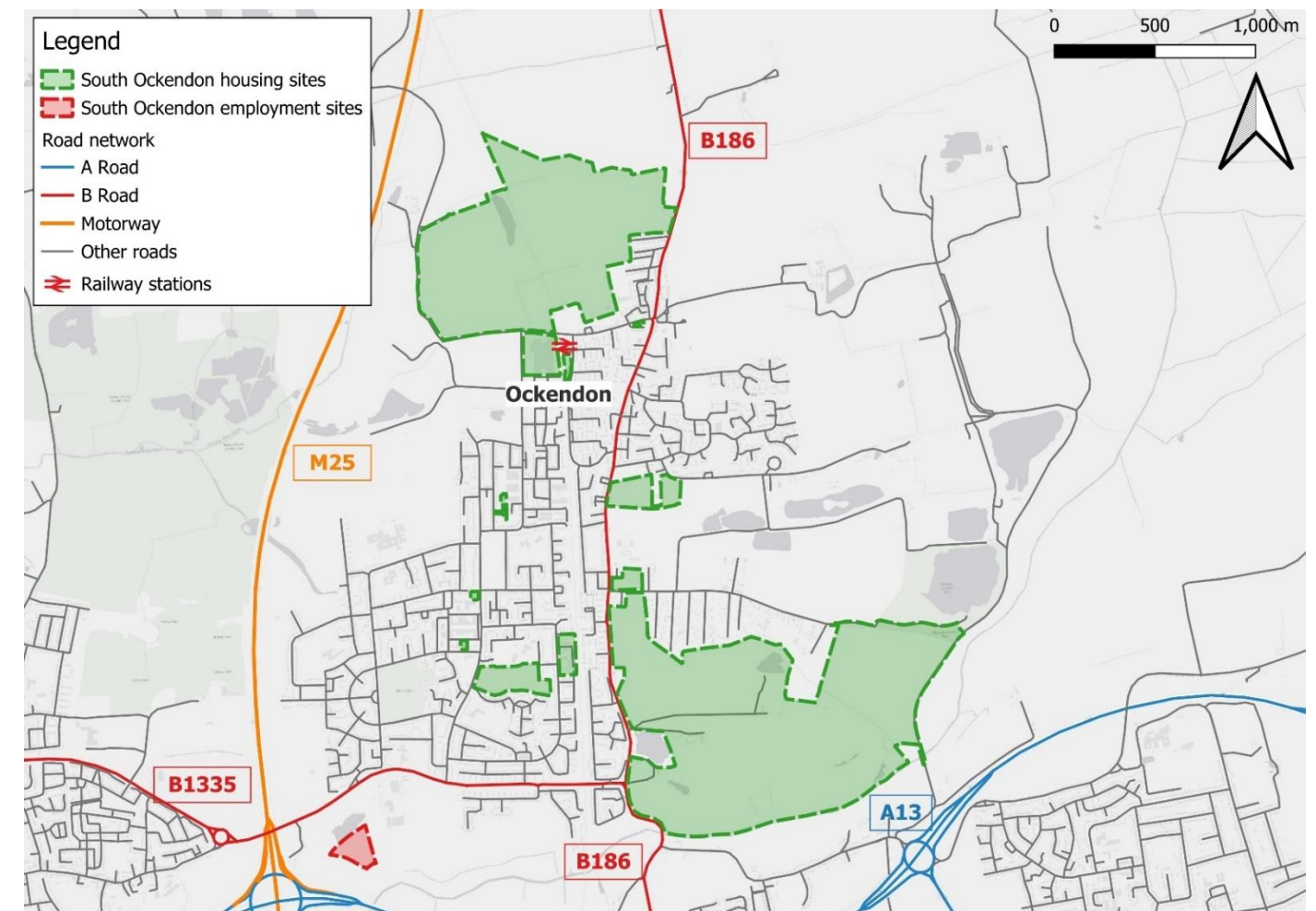


Figure 2-9: Highway network in South Ockendon

The main parking provision within South Ockendon is a town centre car park adjacent to Lidl, a car park approximately six minutes' walk from the railway station and the garden centre car park. In residential areas on-street parking is typically provided.

2.5 Access to existing amenities

South Ockendon has six primary schools, several GP surgeries and several places of worship. It has two main retail areas: Derwent Parade, a pedestrianised parade to the southwest, and Canterbury Parade to the Northeast, with a post office, supermarkets and a range of restaurant, retail and leisure facilities. As shown in Figure 2-10, the amenities in the Northeast of the town are within 1km of Ockendon station, the amenities along Derwent Parade are approximately a 30-minute walk from the station, or a 5-minute bus journey.

The closest hospitals to South Ockendon are located in Chafford Hundred (Thurrock Community Hospital) and Orsett (Orsett Hospital).



Figure 2-10: Amenities in South Ockendon

2.6 Census travel to work data

Census 2011 data has been interrogated to review the travel to work pattern and method of travel. 2011 Census data was used due to the impacts of the COVID-19 pandemic on the 2021 Census. This is widely used in transport planning because the 2021 Census happened during the COVID-19 pandemic (March 2021), which meant abnormal travel patterns (more widespread working from home and furlough) which don't reflect typical commuting data. This makes 2021 data less reliable for long-term planning, compared to more stable pre-pandemic 2011 data. Census Middle Super Output Areas (MSOAs) of Thurrock 006 and Thurrock 007 reflect existing conditions for growth areas to the north and south of South Ockendon.

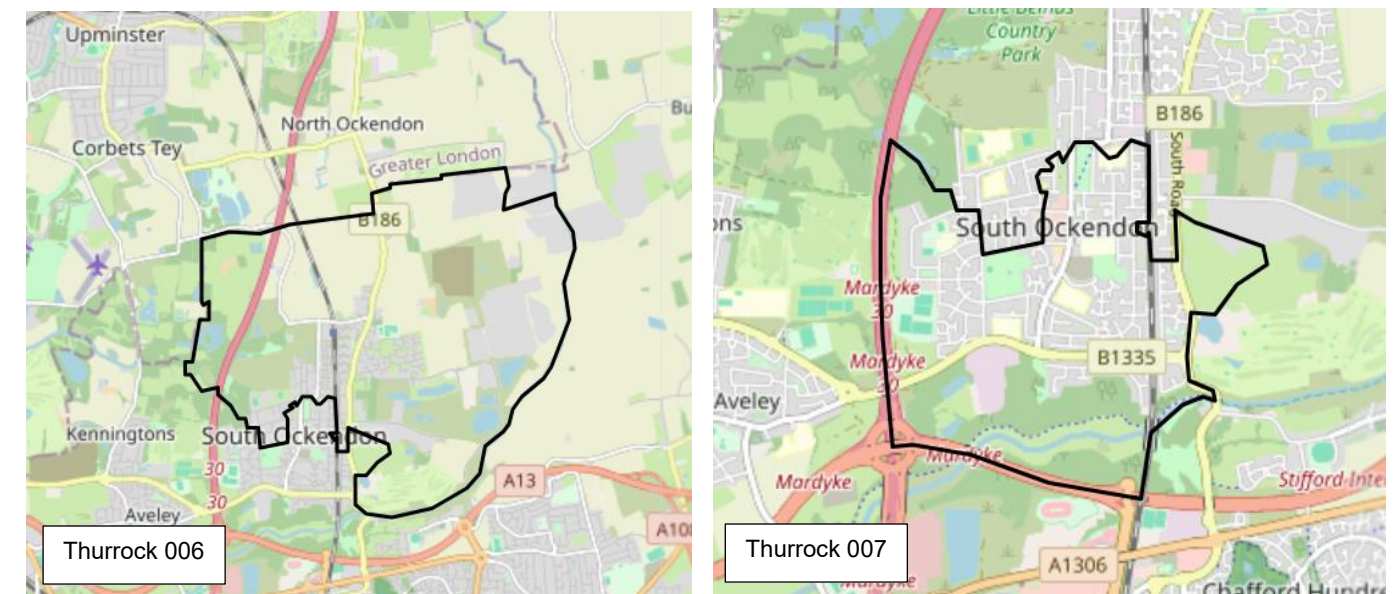


Figure 2-11: Extent of Thurrock 006 and 007 MSOAs

Driving a car or van was the main way for residents of South Ockendon to travel to work, making up approximately 60% of total commutes in 2011, as shown in Figure 2-12. This was followed by train at 22% (majority to reach destinations in London), and 5% for those travelling on foot; bus, minibus or coach; and passenger in a car or van, respectively.

The travel to work mode share from Thurrock MSOA's 006 and 007 combined is illustrated in Figure 2-12.

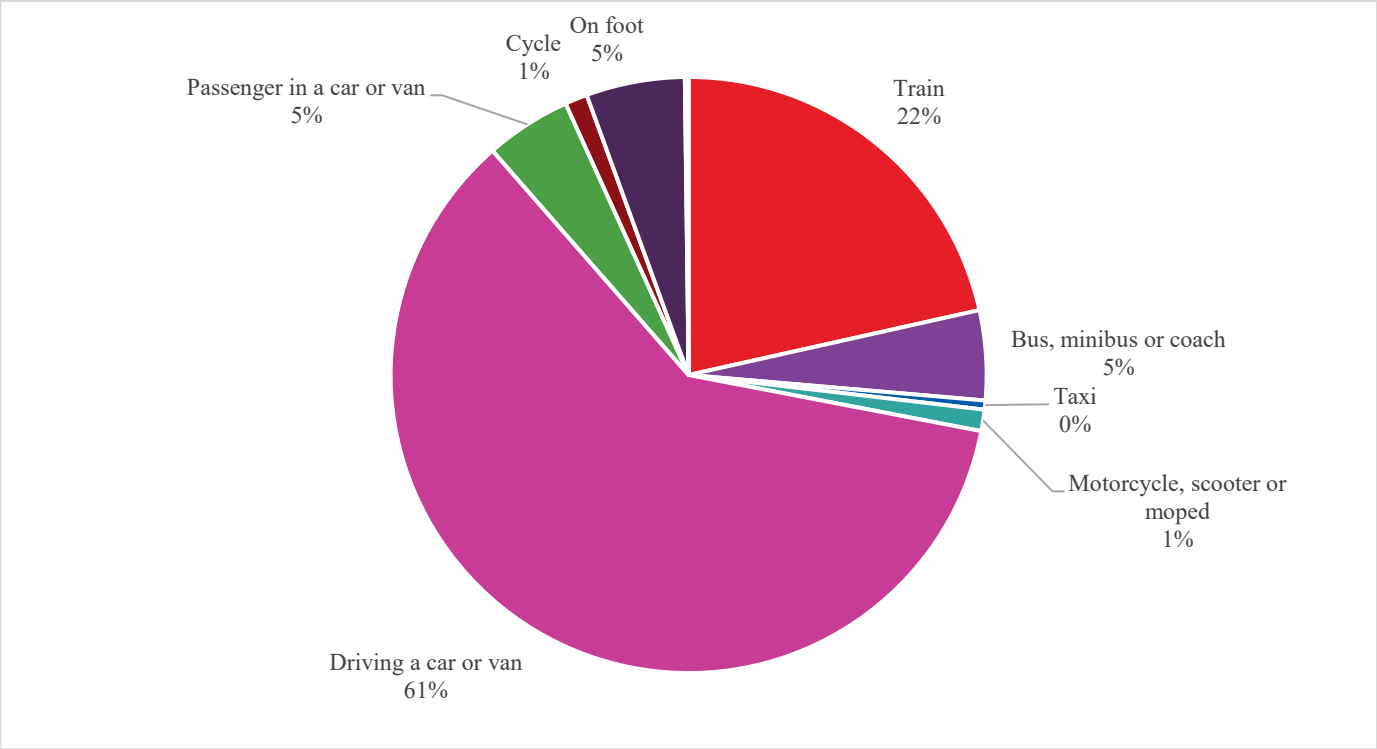


Figure 2-12: Method of travel to work (combined Thurrock 006 and 007 MSOAs)

As shown in Table 2-2, Thurrock was the most popular place of work for South Ockendon residents in 2011, making up 38% of total commutes. This was followed by Havering at 11%, Westminster at 8%, and Basildon at 6%. This reflects Thurrock’s status as a key employment hub and the strong demand for work-related journeys between South Ockendon, West Thurrock and Tilbury, the importance of the port region as a regional pull, and employment opportunities in London and the wider Essex region.

Table 2-2: Place of work and travel to work mode share (2011) combined for Thurrock 006 & Thurrock 007 MSOAs

Location of work		Methods of travel to work			
Destination (LA/MSOAs)	Percent of total commutes	Car driving / passenger	Train	Bus	Active travel
Thurrock	38%	70%	5%	7%	15%
1. Thurrock 015*		76%	4%	13%	15%
2. Thurrock 006		51%	6%	1%	39%
3. Thurrock 007		47%	3%	1%	48%
Havering	11%	87%	2%	7%	2%
Westminster	9%	9%	78%	1%	0%
Basildon	6%	84%	11%	2%	1%
Barking and Dagenham	5%	83%	9%	3%	0%
Tower Hamlets	4%	41%	48%	0%	0%
Newham	4%	76%	16%	1%	0%

*Thurrock 015 includes West Thurrock, Lakeside Shopping Centre and Purfleet-on-Thames

2.7 Planned infrastructure

2.7.1 Local Cycling and Walking Infrastructure Plan

In January 2025, TC published V2 of their Local Cycling and Walking Infrastructure Plan (LCWIP), outlining proposals for changes to local infrastructure designed to improve the walking and cycling environment. The location of these proposals is shown below for both the wider Thurrock area (Figure 2-13) and South Ockendon specifically (Figure 2-14).

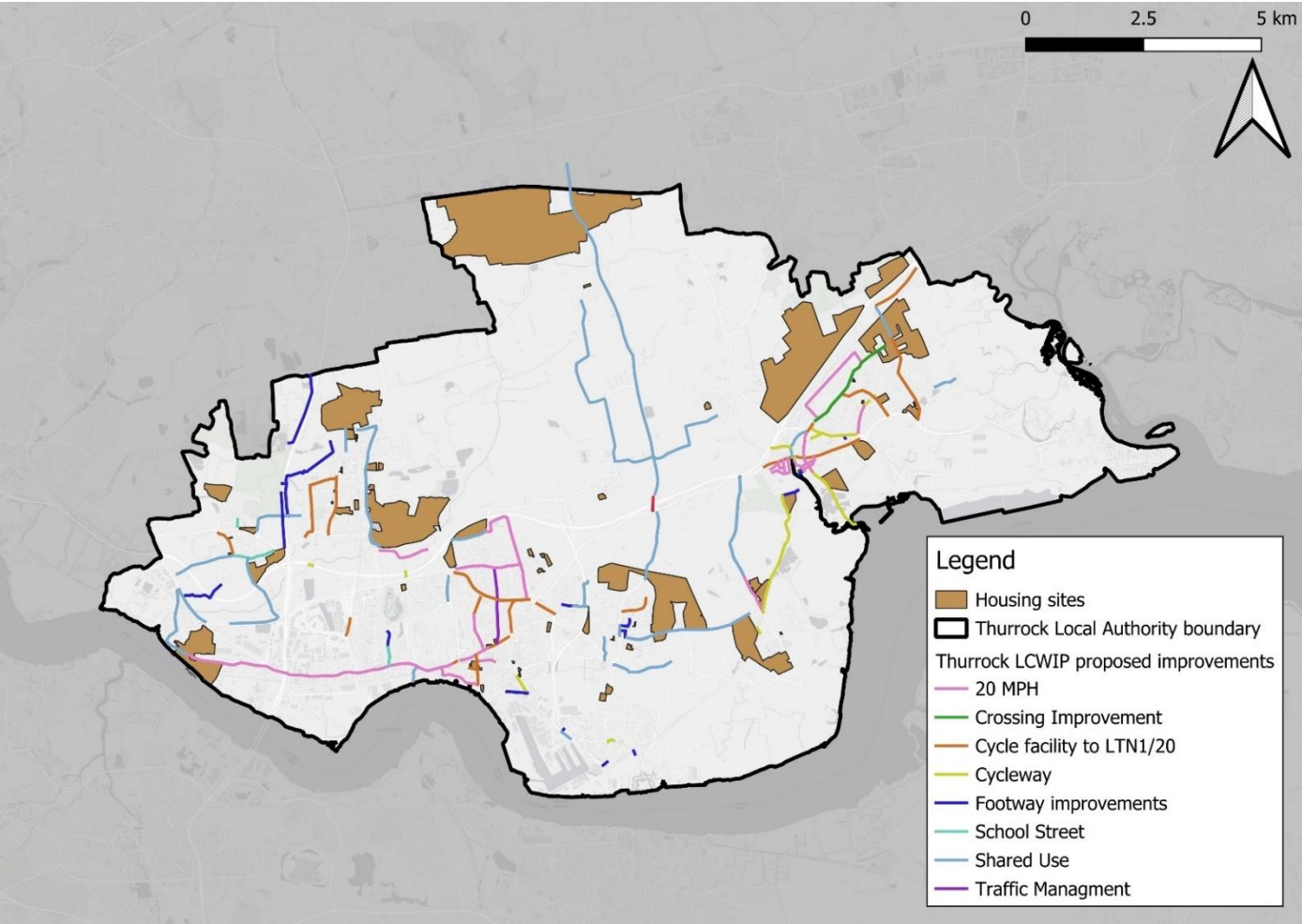


Figure 2-13: LCWIP Thurrock-wide proposals

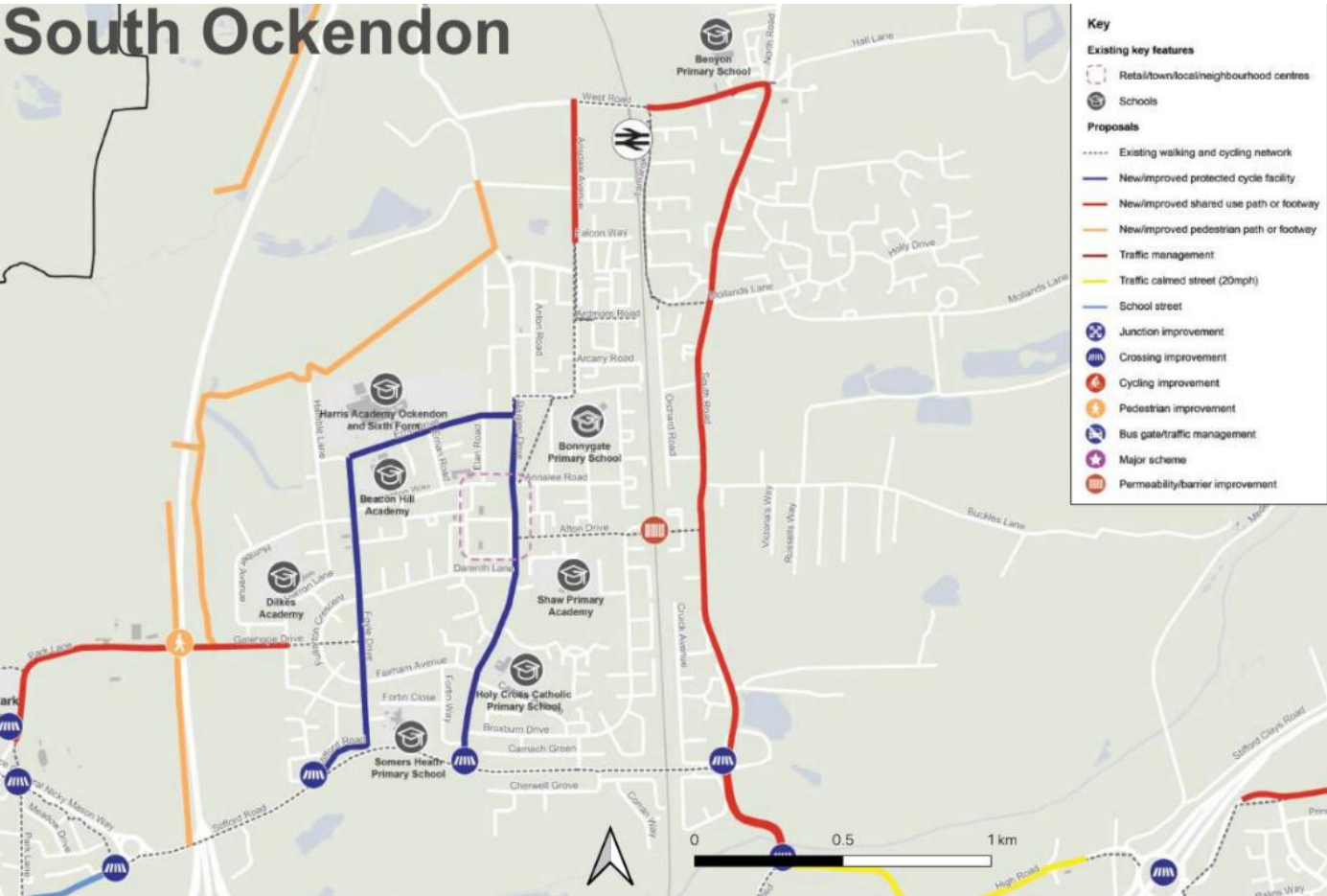


Figure 2-14: LCWIP South Ockendon proposals

As shown in Figure 2-14, the improvements outlined in the LCWIP include a new/improved shared use path or footway along South Road, the main north-south connection in South Ockendon. They also include a new/improved protected cycle facility loop around some of the main residential areas, including Foyle and Daiglen Drives and Derwent Parade. Improvements to the ‘Zig Zag’ footbridge connecting areas to the east and west of the rail line are also proposed, and improvements to pedestrian paths/footways to the west of the town.

These improvements aim to help create a more comprehensive and connected system, enabling walkers and cyclists to access key destinations safely and conveniently.

The LCWIP also outlines initial Local Plan proposals for future development, including several opportunity sites, new neighbourhoods and employment sites in and around South Ockendon, and new green links and preferred new routes between these sites, as shown in Figure 2-15.

Several improvements to connections within South Ockendon and between South Ockendon and other settlements are proposed as part of the LCWIP. This includes improvements along links between South Ockendon and Chafford Hundred, and South Ockendon and Purfleet-on-Thames, both of which are key retail and work destinations for South Ockendon residents.



Figure 2-15: Extract from Thurrock LCWIP Initial Local Plan proposals for future development in Thurrock

2.7.2 Bus Service Improvement Plan

The Bus Service Improvement Plan1 (BSIP) outlines a comprehensive strategy to transform local bus services and enhance connectivity across Thurrock and provide a viable alternative to car use. The plan identifies improvements for the 2024/2025 period, as well as proposals for 2025-2030. The BSIP outlines relevant interventions to improve bus services, accessibility, connectivity, cost and experience for all users. The BSIP acknowledges that interventions cannot be delivered alone and will require central government funding to ensure successful implementation.

While many interventions outlined in the BSIP are not yet fully committed and will require external funding and partnership support, the plan provides a strategic foundation for service enhancement across Thurrock. It establishes baseline infrastructure and operational improvements necessary to diversify travel choices, increase bus mode shares, and underpin the delivery of Thurrock’s Local Transport Plan Vision 2050.

Figure 2-16 highlights Thurrock’s existing bus network, alongside the routes identified within the BSIP for improvement during the 2025-2030 period. These planned improvements encompass upgrades to the following Routes:

- **Route 66:** To enhance service so to provide an evening service and a Saturday link between Tilbury and Chadwell St Mary
- **Route 88:** To extend service to link Stifford Clays with Lakeside and Ockendon Station; thereby significantly improving bus access to Ockendon station. Service will operate between 6am and 10pm Mon-Saturday
- **Route 100:** To provide a Monday to Saturday at 15 minute frequency service and Sunday evening service
- **Route 200:** To provide a minimum half-hourly Monday to Saturday and hourly Sunday service

¹ Bus Service Improvement Plan (BSIP) (2024). Available at: <https://www.thurrock.gov.uk/sites/default/files/assets/documents/bus-service-improvement-plan-2024-v01.pdf>

These identified improvements are intended to deliver significant enhancements in service reliability, increase operational frequency, and strengthen overall network connectivity, thereby improving public transport accessibility and promoting sustainable travel choices.

The BSIP also identifies improvements to additional services across the 2025-2030 period, that are not represented in Figure 2-16. These include:

- Superbus services providing links between Grays, Lakeside, Brentwood, Chelmsford and Stansted Airport on an hourly, daily basis
- Grays – North Stifford Service on an hourly basis on Monday to Saturday
- Extension of Pilot Bus Service to maintain the link between East Tilbury and Horndon on the Hill with other communities
- Local bus services to support West Tilbury and Bulphan

These measures will strengthen public transport accessibility to key destinations and housing developments, supporting sustainable travel choices and reducing reliance on private vehicles.

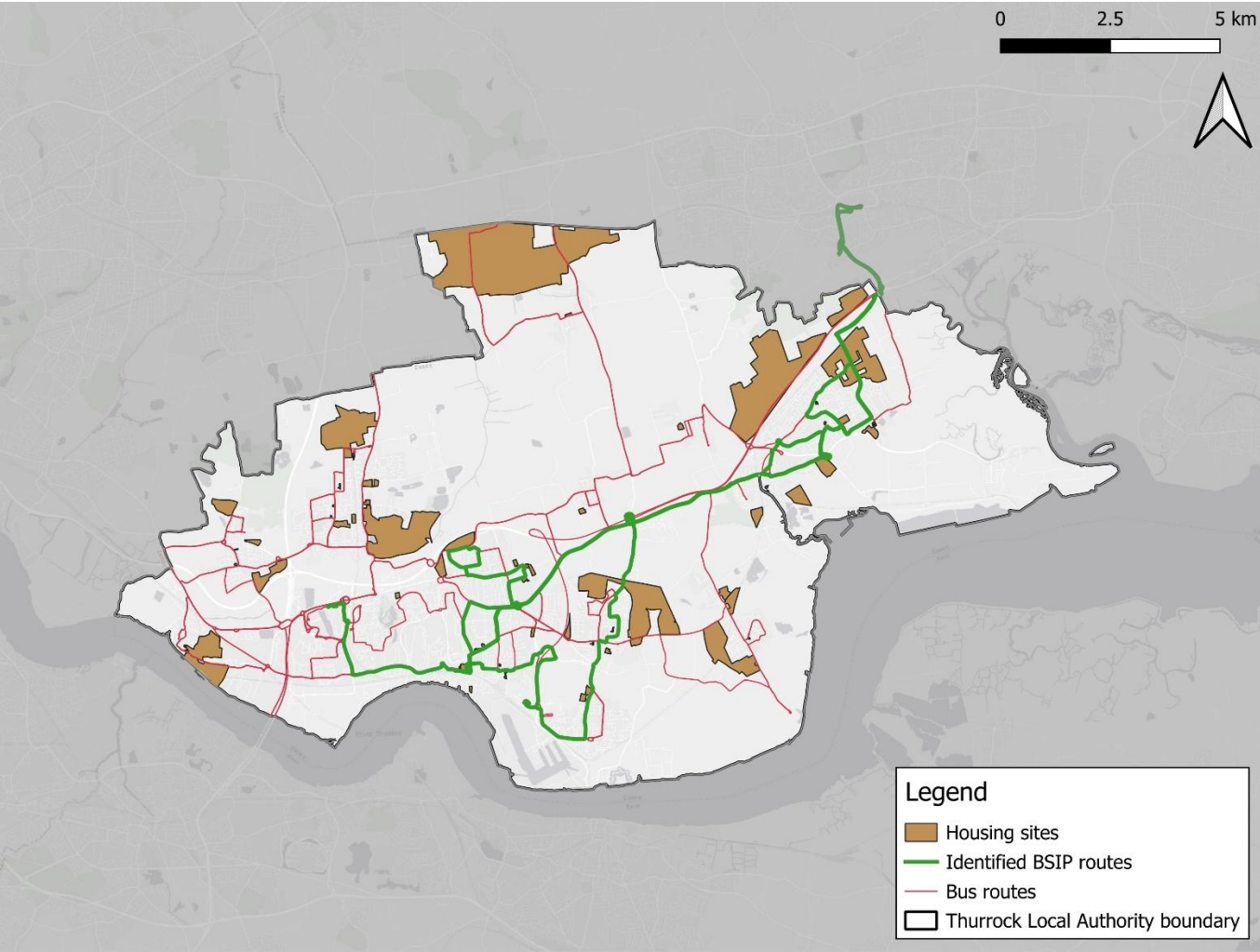


Figure 2-16: Bus routes and identified BSIP routes across Thurrock

2.7.3 Thurrock Draft Transport Strategy

Thurrock Council’s Draft Transport Strategy (2026-2040)² was published for consultation in November 2025. The Strategy reiterates Thurrock’s Local Transport Plan Vision 2050, and supporting policies, priorities and goals to deliver sustainable growth and improve the transport network for current and future needs across Thurrock. The Draft Transport Strategy is intended to contribute to the development of Thurrock’s emerging Local Plan and represents the first phase in developing Thurrock’s Local Transport Plan. The Draft Transport Strategy identifies sustainable transport infrastructure to unlock growth and support existing and new communities with high-quality transport connections.

The draft Strategy identifies seven core goals which provide the foundation for developing policies which outline how Thurrock’s Local Transport Plan Vision 2050 will be delivered in practice. Policies identified include the steps Thurrock Council, and its partners will take, to tackle the Thurrock’s key transport challenges including congestion, accessibility and sustainability – while enabling planned growth and supporting future development in line with the Transport Vision.

A major sustainable transport scheme outlined in the Transport Strategy is the upgrade to the bridge over the M25 by the Oak and Ash Plantation. This is a bus and active travel scheme that will help reduce the severance the M25 imposes between South Ockendon and Aveley, providing easier access to facilities in each community.

The Transport Strategy also recognises the need to invest in transport infrastructure in South Ockendon to help unlock and support new development sites. It highlights that the main road required as part of this investment is a new road link to the east of the town joining High Road, North Stifford and the Stifford Interchange (A13 junction with High Road, Stifford Clays Road and the A1012) with the B186 North Road, with potential for other further connections including to Hall Lane, Mollands Lane, Buckles Lane and a potential new link to the und South Road.

The constraint posed by the single-track between Ockendon and Upminster stations, was also highlighted in the Transport Strategy, increasing the frequency of trains on the Ockendon branch line of the Essex Thameside Corridor. In collaboration with Network Rail, Thurrock Council will support the delivery of an upgrade to a dynamic loop, which allows trains running in opposite directions to pass each other without stopping (mitigating the need to dual track the entire section between Ockendon and Upminster).

These schemes will help improve transport connections in and around South Ockendon, unlocking and supporting growth and new developments. Further details are provided in the Local Plan Transport Assessment.

2.7.4 Lower Thames Crossing

On Monday 25 March 2025, the Secretary of State for Transport granted development consent for Lower Thames Crossing (LTC), a new road crossing connecting Kent, Thurrock and Essex. Approximately 14.5 miles (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. Once open to the public in 2032, it is expected to ease congestion at the Dartford Crossing, improve regional connectivity, and unlock economic growth across the South East. However, it also presents new challenges for local permeability within Thurrock, which will need to be considered and mitigated where possible. Figure 2-17 shows the LTC route alongside the existing highway network and Figure 2-18 in relation to emerging Local plan residential and employment site allocations.

²Thurrock Transport Strategy (2026-2040), Consultation version November 2025. Available at: <https://democracy.thurrock.gov.uk/documents/s50210/Appendix%201%20for%20Thurrock%20Transport%20Strategy.pdf>

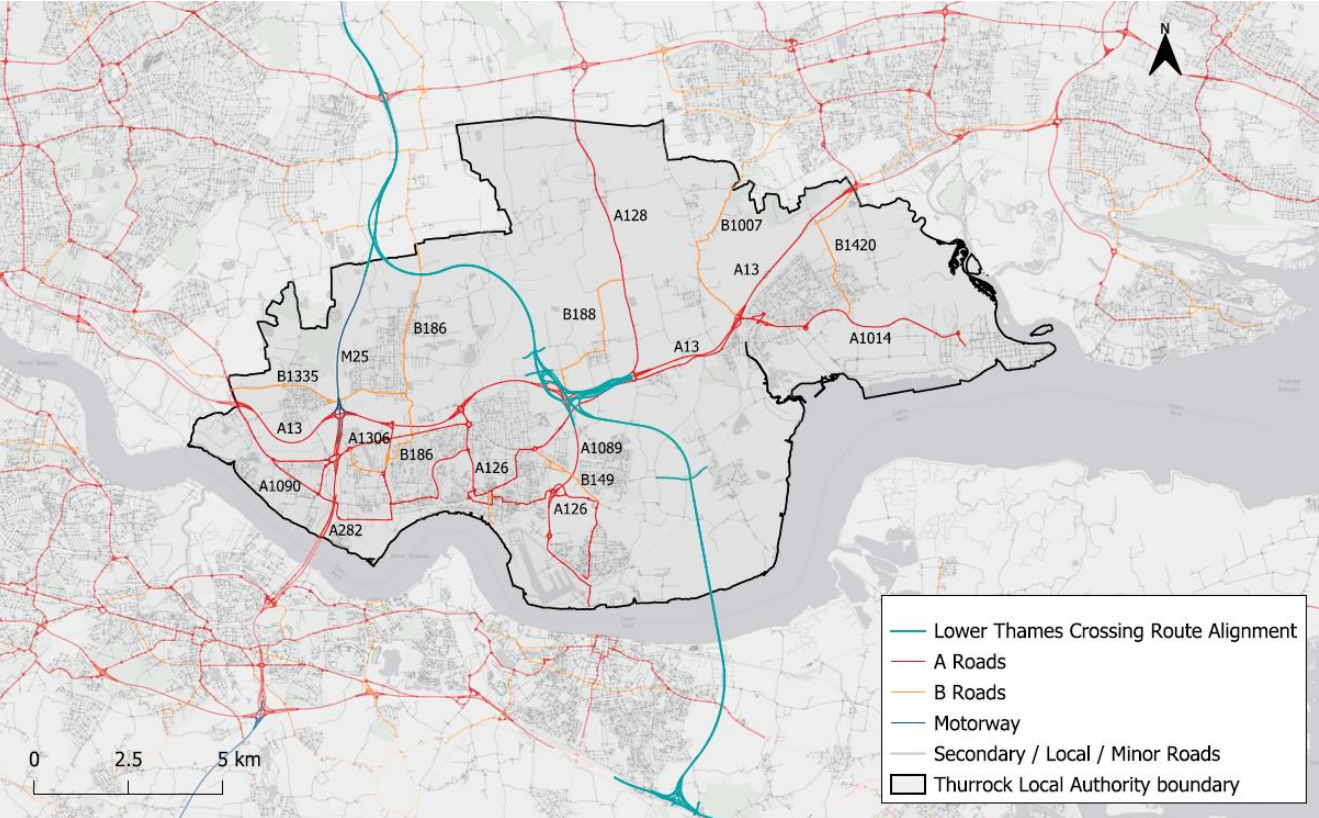


Figure 2-17: Lower Thames Crossing and existing highway network

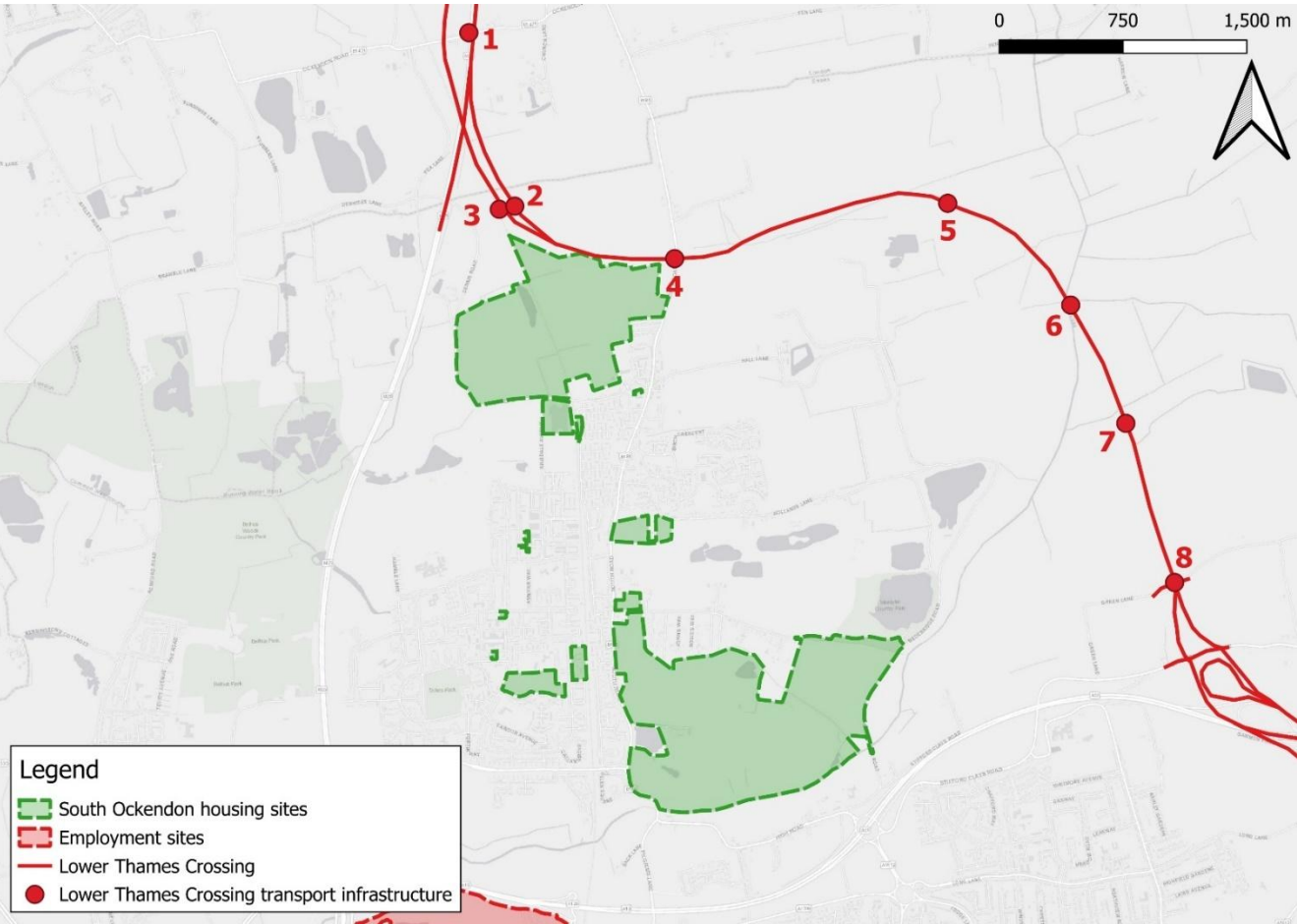


Figure 2-18: Lower Thames Crossing in relation emerging Local Plan site allocations at South Ockendon

The number references illustrated in Figure 2-18 denotes the planned transport interventions as part of the LTC scheme. These are set out in Table 2-3.

Table 2-3: Planned LTC transport infrastructure around South Ockendon

Number	Name	Description
1	M25/A122 Junction	This junction will connect the Lower Thames Crossing to the M25. It will allow travel from the Lower Thames Crossing to the M25 northbound and to join the Lower Thames Crossing from the M25 southbound. The junction allows for all existing connections to the A127.
2	FP252 footbridge over the Lower Thames Crossing	FP252 connects Dennis Road to the site of North Ockendon Hall and then runs east-west along a field edge before meeting the M25 and turning south to run parallel with it until joining Dennis Road. FP252 will be diverted to connect with footpaths FP151 and FP254 and create space for the embankment and ramps up to two new bridges, one over the railway and one over the Lower Thames Crossing. Both bridges will be for walkers, cyclists and horse riders to use. FP254 provides a connection north to North Ockendon Hall and St Mary Magdalene Church and a combination of footpaths FP252 and FP151 will provide a more direct route to North Road.
3	FP252 footbridge over Upminster Railway footbridge	FP252 connects Dennis Road to the site of North Ockendon Hall and then runs east-west along a field edge before meeting the M25 and turning south to run parallel with it until joining Dennis Road. The current route includes crossing the Upminster to Grays branch railway line via a level crossing. FP252 will be diverted to connect with footpaths FP151 and FP254 and create space for the embankment and ramps up to two new bridges, one over the railway and one over the Lower Thames Crossing. Both bridges will be for walkers, cyclists and horse riders to use and will increase safety by removing the level crossing. FP254 provides a connection north to North Ockendon Hall and St Mary Magdalene Church and a combination of footpaths FP252 and FP151 will provide a more direct route to North Road.
4	North Road green bridge	North Road connects North Ockendon and South Ockendon. It doesn't currently include any provision for walkers, cyclists or horse riders (WCH) and has dense hedges on both sides, creating an undesirable environment for those wishing to use the route. A designated off-road WCH route on the green bridge will be provided, extending north and south of the bridge, and plant hedges to reflect the existing character of North Road. This WCH track on the eastern side of the realigned length of North Road, will cross the Project road on the new green bridge. The track will connect South Ockendon to FP135 and FP151 and the Thames Chase Forest Centre.
5	Footpath 136 bridge	Part of the existing footpath FP136 directly west of the Mardyke will be resurfaced and redesignated as a bridleway to create a walkers, cyclists and horse riders link from the Mardyke bridleway BR219 to areas to the west. The existing footbridge over the Mardyke will be replaced with a bridge suitable for all three user types and we're planning to build it from wood in keeping with the character of the local area. The improved FP136 will have a new connection to footpath FP135 providing onward connection to North Road.
6	Mardyke viaduct	The Mardyke Viaduct will carry the Lower Thames Crossing through fenland between Orsett and South Ockendon.
7	Orsett Fenn viaduct	The Orsett Fen Viaduct will carry the Lower Thames Crossing through fenland between Orsett and South Ockendon.
8	Green Lane green bridge	A green bridge will take Green Lane over the Lower Thames Crossing.

Planned transport infrastructure as part of the scheme include the M25/A122 junction to the northeast of South Ockendon, which will connect the Lower Thames Crossing to the M25. As shown in Figure 2-18, the planned FP252 footbridges over the Lower Thames Crossing and over Upminster Railway both overlap with one of the proposed housing sites, which could be integrated into spatial planning for this site to improve active travel connections.

The North Road green bridge sits between two of the housing sites, providing a pedestrian connection between the east and west of South Ockendon along North Road.

Improvements to footpath 136 bridge will also be made on the edge of one of the employment sites, again providing opportunities for integration of the improvement into broader active travel improvements in and around the site.

The Lower Thames Crossing may also contribute to active travel improvements through the National Highways’ Users & Communities Designated Fund.

2.7.5 Proposed developments

Proposed developments overlapping the South Ockendon housing sites identified and their transport proposals are shown in Table 2-4.

Table 2-4: Proposed developments in South Ockendon

Name	Planning application reference and status	Transport proposals
Kemps Farm	25/01362/OUT Submitted November 2025 and awaiting decision	Proposed pedestrian access from West Road and 2x points on Dennis Road. Proposed mixed vehicular, cycle and pedestrian access from Dennis Road and West Road. Main vehicular access from the junction with West Road, via a staggered signal controlled junction with the West Road/Arisdale Avenue. Adding shared foot and cycleways along Dennis Road, the southern side of West Road, and western side of Tamarisk Road, with an extension to the existing shared cycle/ footway on Arisdale Avenue which will provide a link to South Ockendon town centre via existing routes. New crossing points at Dennis Road and West Road will provide walking and cycling routes linking the site to wider key destinations, including Little Belhus Country Park, the mixed-use centre of South Ockendon, Canterbury Parade local centre, and Ockendon railway station, among others. A 40mph speed limit can be promoted along Dennis Road, along with a 30mph speed limit extension on West Road.
Mollands Lane/Echo Farm South	25/00837/FUL Submitted July 2025 and awaiting decision	Proposed vehicular access route off South Road, with new pedestrian crossing to the western pavement.

3. Constraints mapping

The site constraints have been identified and overlaid on the housing and employment sites in South Ockendon to calculate the net developable area and inform spatial and access strategies outlined in Section 5. These constraints include:

- Environmental
- Flood risk
- Green Belt
- Heritage

3.1 Environmental constraints

Environmental constraints have been mapped from Natural England datasets, including ancient woodland, Sites of Special Scientific Interest, Special Protection areas and areas in the Priority Habitats Inventory. As shown in Figure 3-1, there are a number of small Priority Habitats areas within the housing sites' boundaries, and several areas of ancient woodland in the sites' surroundings.

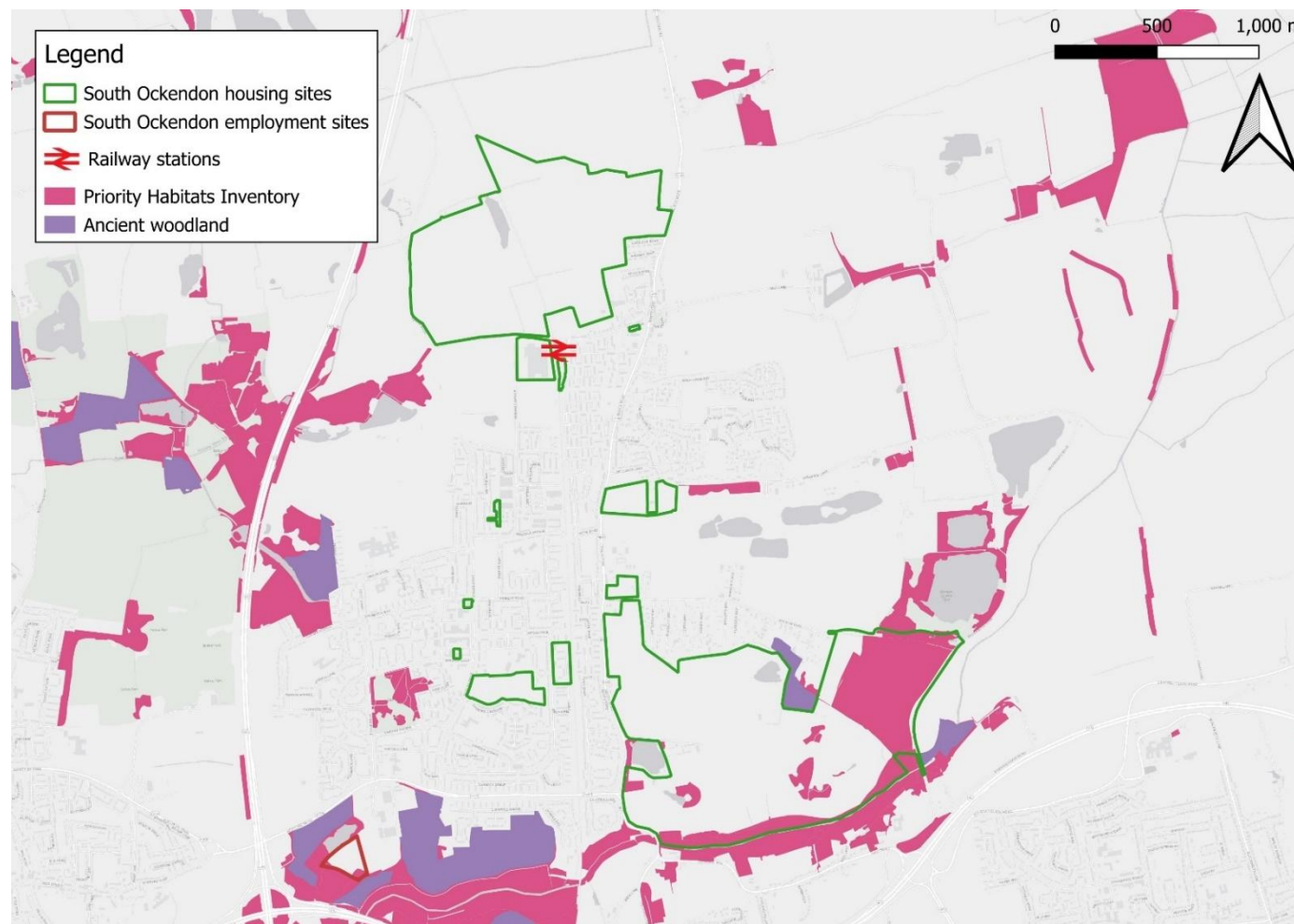


Figure 3-1: Environmental constraints in relation to potential housing and employment sites (source: Natural England)

South Ockendon and its surroundings are all relatively flat, as shown in Figure 3-2.

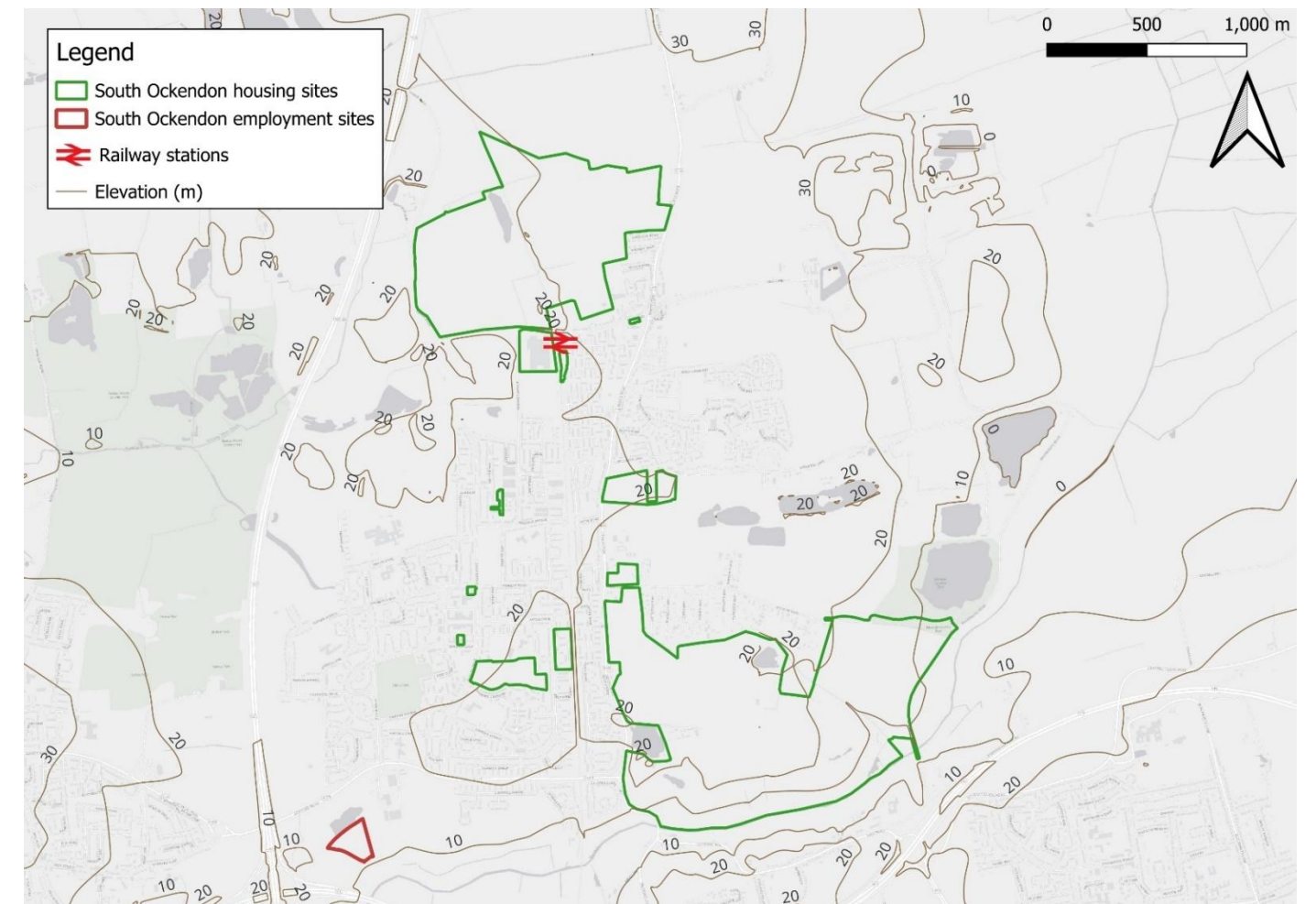


Figure 3-2: Elevation (m) in relation to potential housing and employment sites (source: Natural England)

There are electricity towers and overhead lines to the east of the housing and employment sites, as shown in Figure 3-3.

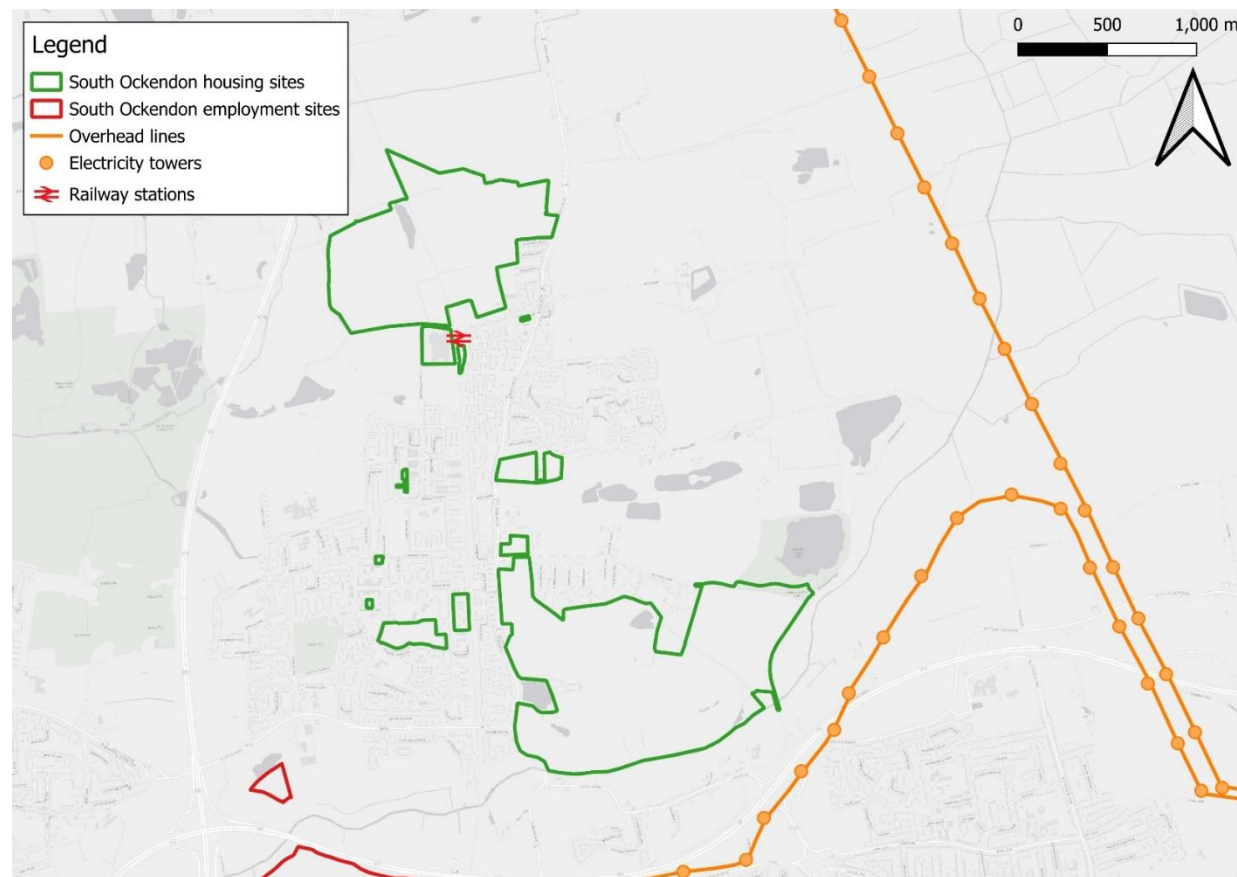


Figure 3-3: Utilities constraints in relation to the potential housing and employment sites (source: National Grid)

A statutory main river runs through the southern boundary of the southernmost housing site, as shown in Figure 3-4.

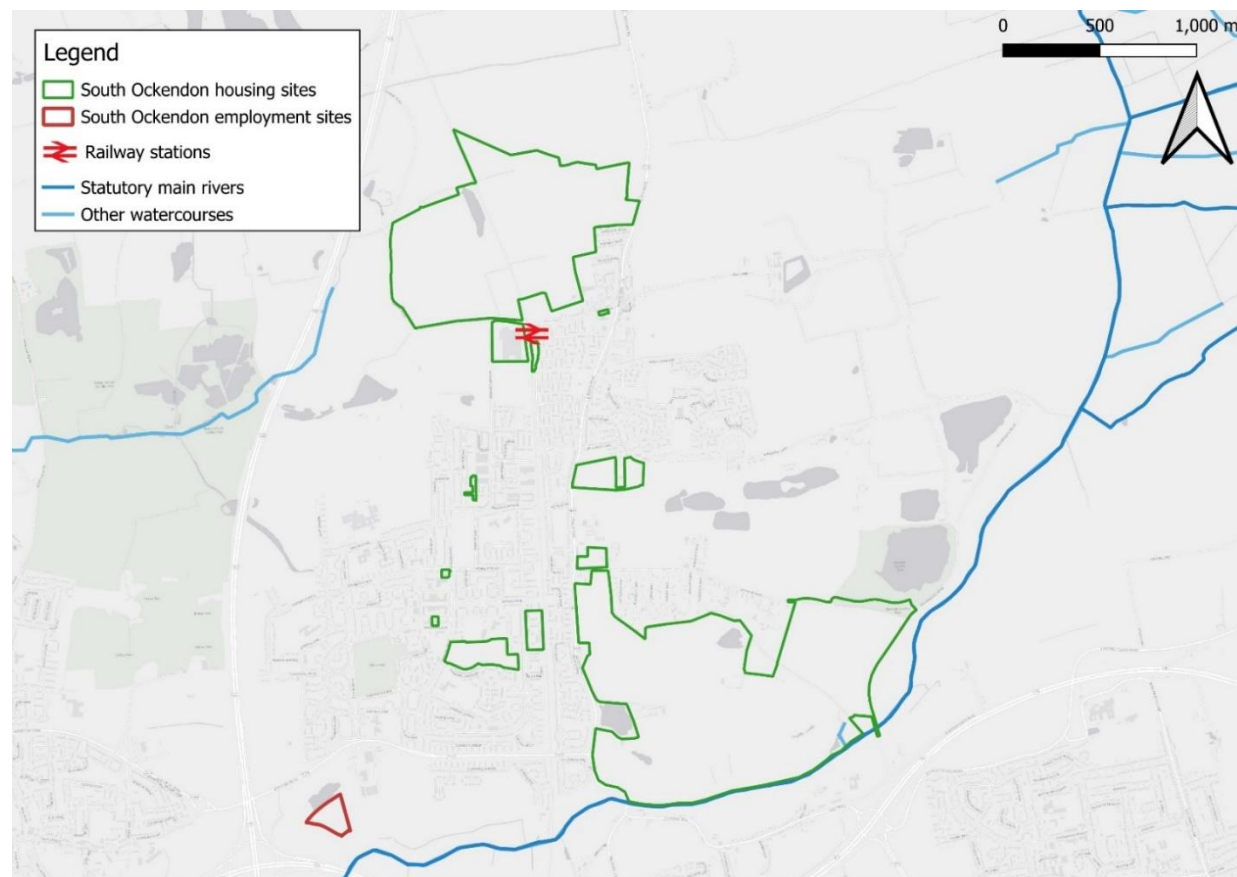


Figure 3-4: Statutory main rivers and other watercourses in relation to the potential housing and employment sites (source: Environment Agency)

3.2 Flood risk

The latest National Flood Risk Assessment data has been interrogated. Figure 3-5 shows the Flood Zone 2 and 3 extent in relation to the potential housing and employment sites, with small sections of the southernmost housing site in Flood Zone 3.

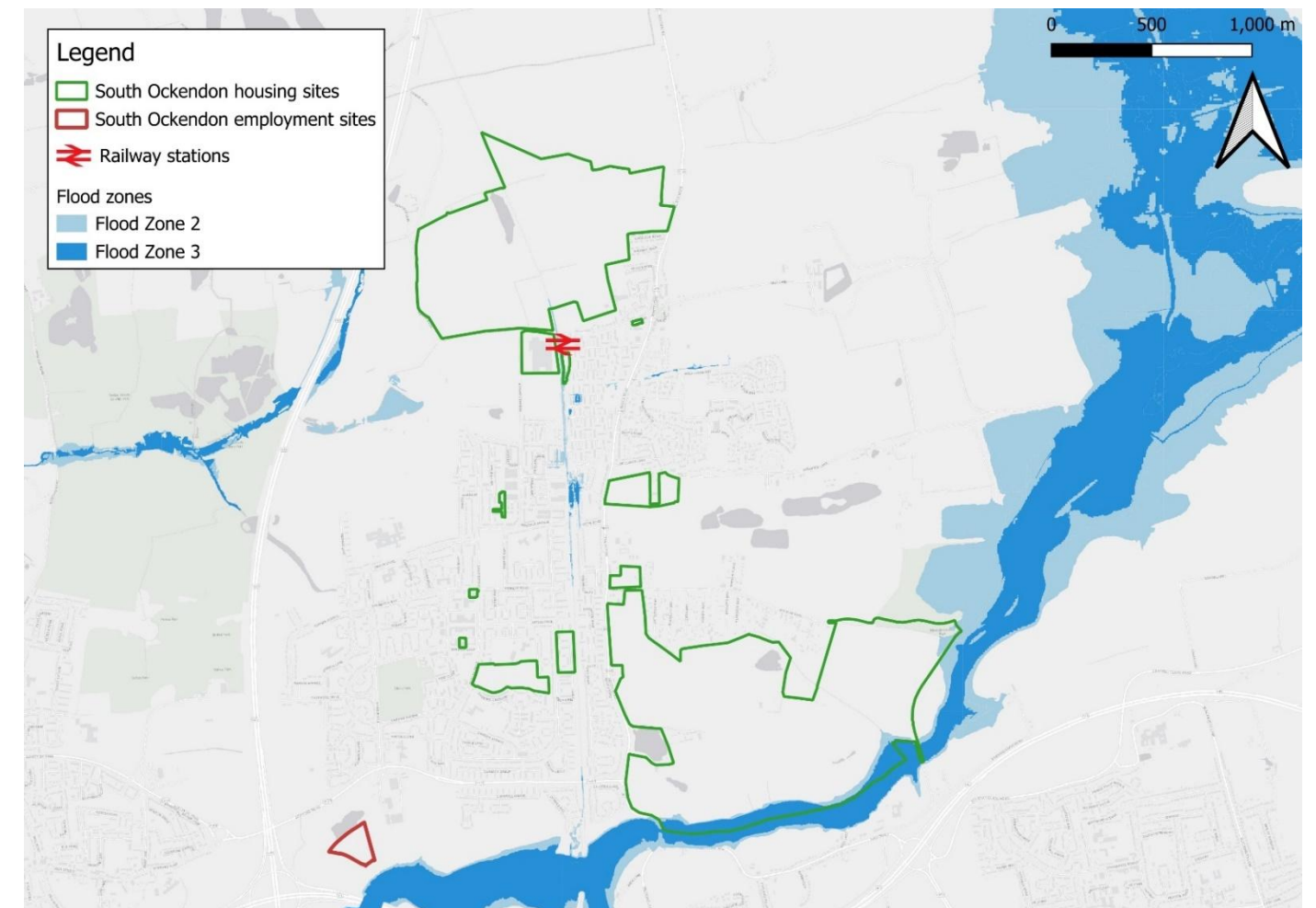


Figure 3-5: Flood Zone 2 and 3 areas in relation to potential housing and employment sites (source: National Flood Risk Assessment 2)

3.3 Green Belt stage 2 assessment

As shown in Figure 3-6, the majority of the housing sites are in the Green Belt areas.

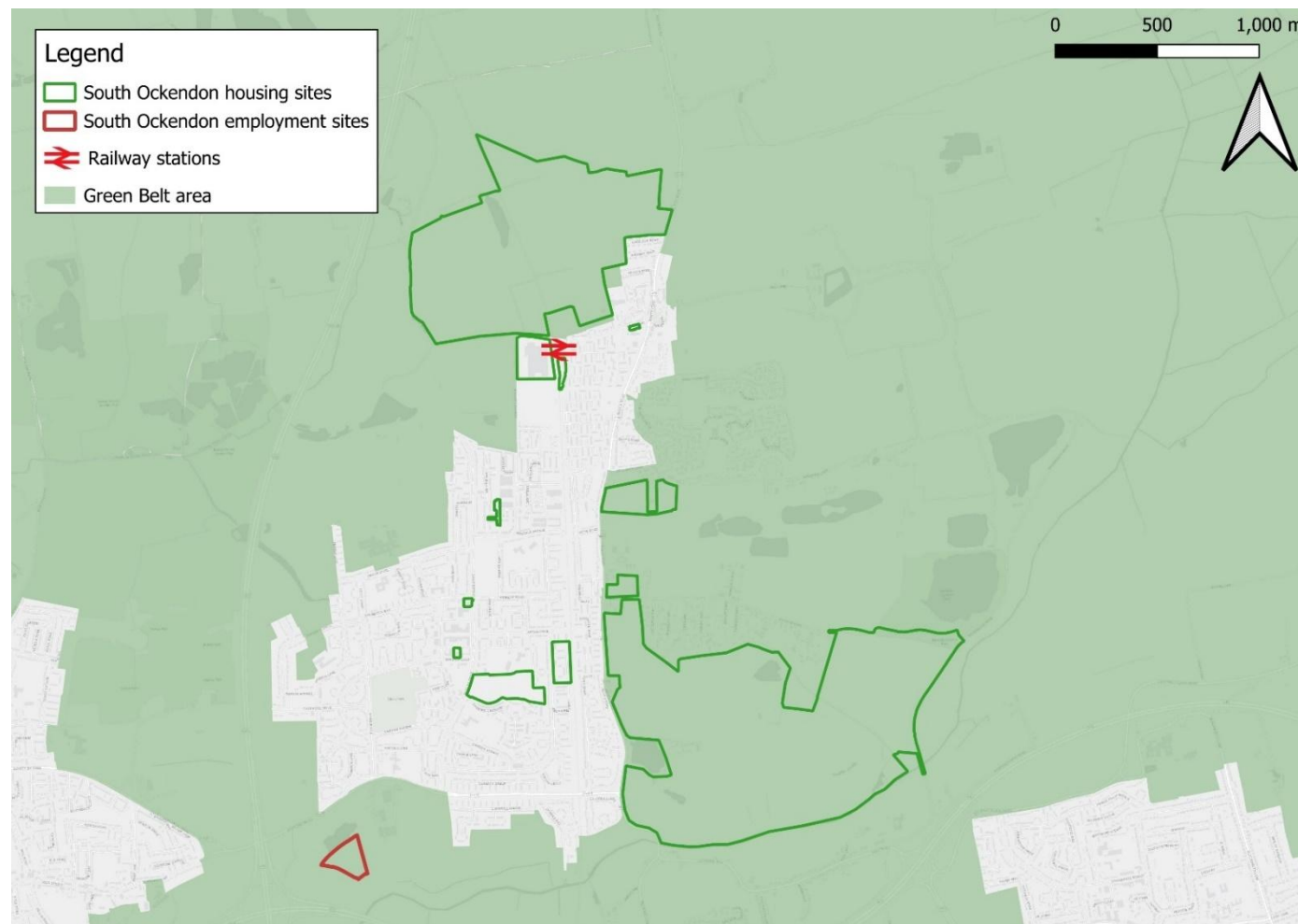


Figure 3-6: Extent of Green Belt area in relation to potential housing and employment sites (source: Ministry of Housing, Communities and Local Government)

3.4 Heritage

Figure 3-7 shows the overlay of heritage constraints (including Historic England Conservation Areas, Heritage at Risk Register 2025 sites, ancient woodland and Scheduled Monuments) on the potential housing and employment sites. There are some areas to the west of South Ockendon classified as Ancient Woodland and ‘Heritage at Risk’ from Historic England’s 2025 Heritage at Risk Register, but nothing within the sites’ boundaries.

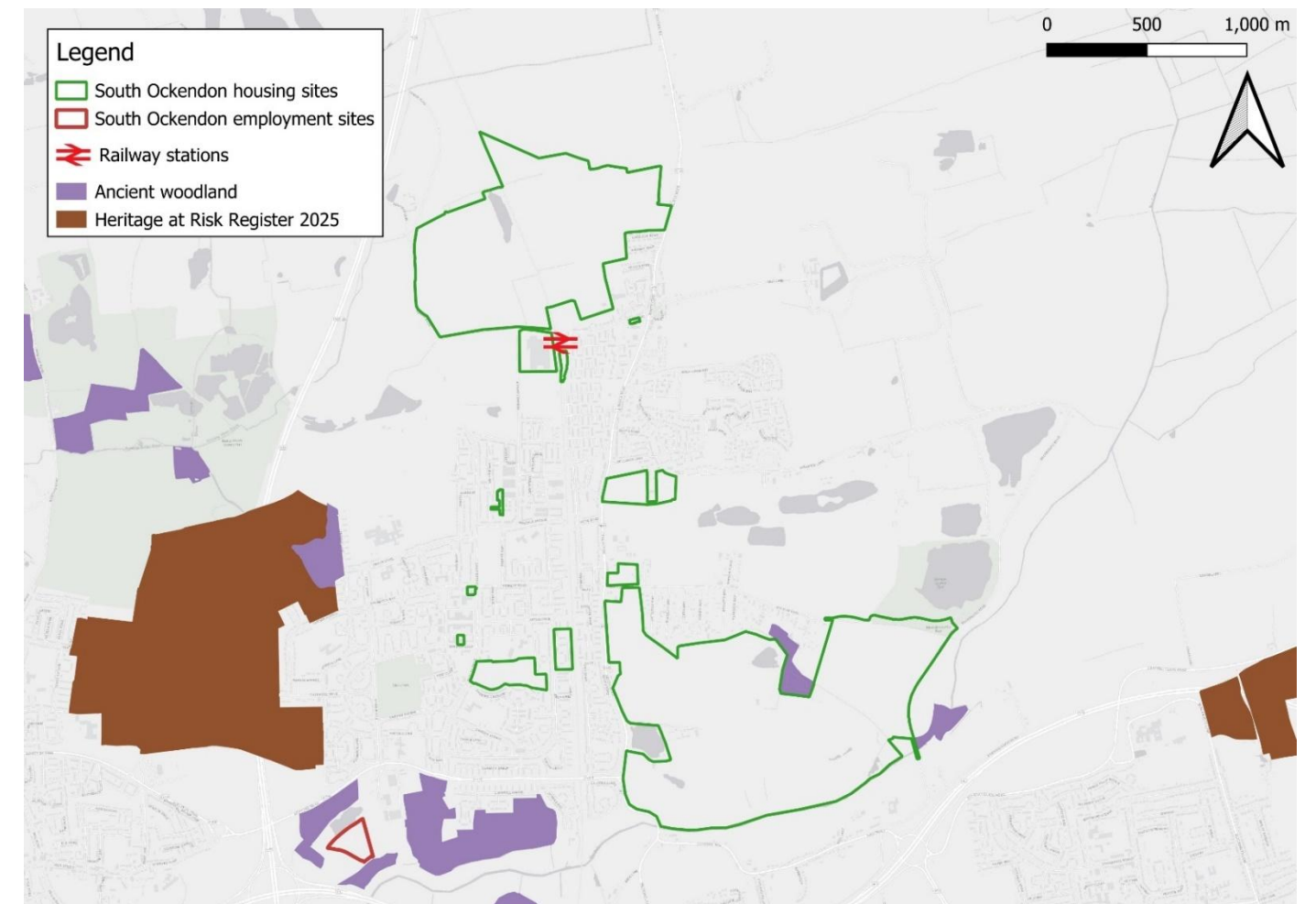


Figure 3-7: Heritage constraints in relation to potential housing and employment sites (source: Historic England)

3.5 Land use

Figure 3-8 shows the overlay of land uses on the potential housing and employment sites. As illustrated, most of the South Ockendon area is residential land use, with some layers of overlap between land classed as residential and the housing sites. There are also forestry land uses in the area, though no areas of overlap with the housing or employment sites.

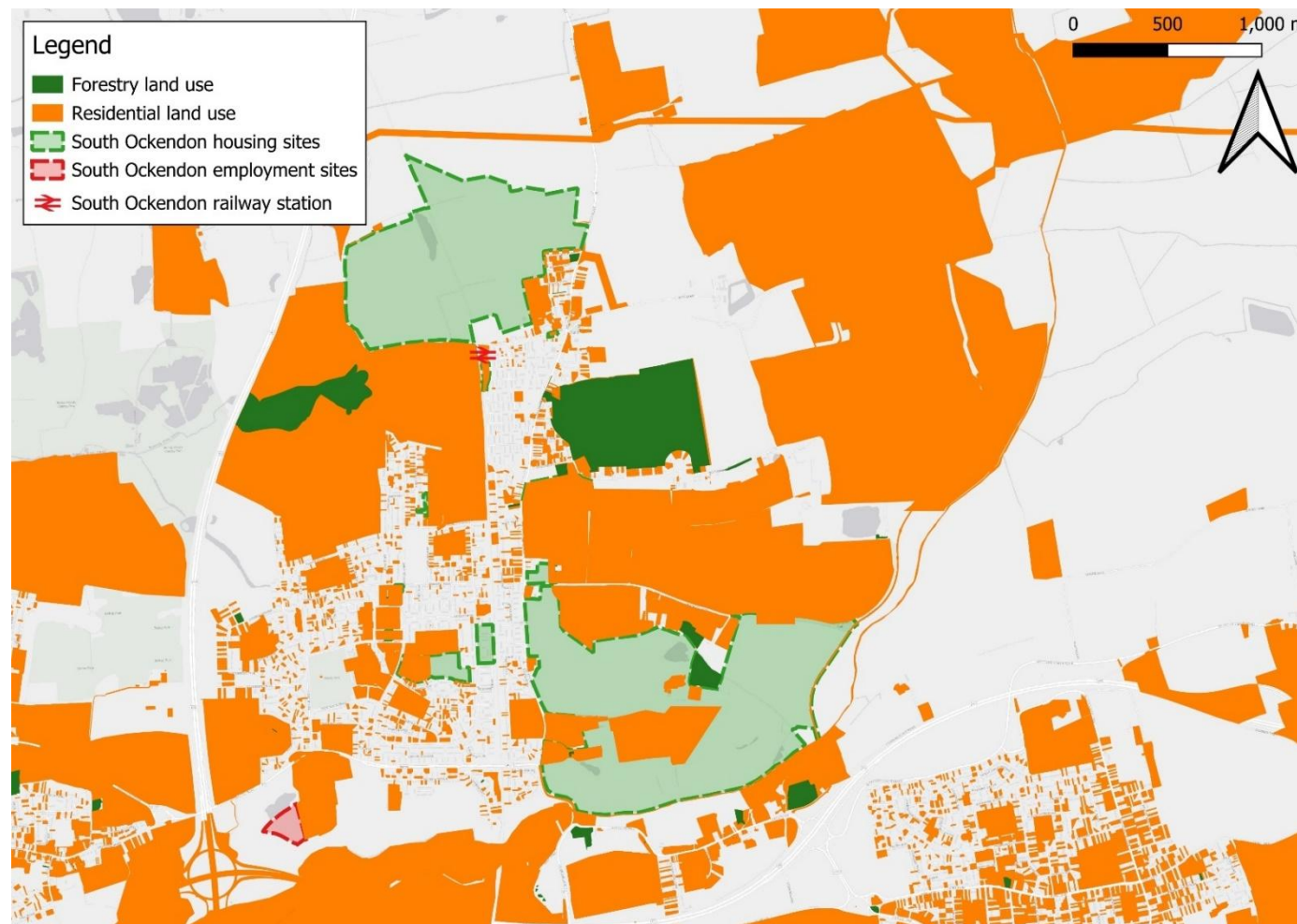


Figure 3-8: Land use in South Ockendon (source: Land Use Registry)

4. Vision and objectives

4.1 The vision

Thurrock is committed to deliver sustainable community regeneration and growth through the creation of neighbourhoods in South Ockendon that promote safe and inclusive active travel, provide housing choice and affordability, respect localities' heritage and deliver zero carbon developments.

4.2 The objectives



A. Walkable neighbourhoods and complete communities

- Ensure neighbourhood centres provide a mix of uses, especially services for daily life: building on types and location of the commercial activity, facilities and amenities already present in South Ockendon.
- Distribute uses and build at a density that capitalises on the location of Ockendon station, creating transit-oriented communities that encourage active travel. Enhance crossings of the railways to reduce severance for movement across South Ockendon.
- Design town expansions such that walking, cycling, wheeling and public transport are the most convenient, safe and attractive choices for getting around, with high quality transport links between all neighbourhoods, centres, amenities and surrounding villages.
- Provide homes that can cater to people at all stages of life and offer diverse tenure types.
- Provide a new bus route, improving connections to neighbouring communities, amenities and employment opportunities.

B. Targeted growth

- Provide a spatial framework that provides flexibility to allow for growth without sprawl.
- Capitalise on the station location as a catalyst for balanced growth:
- Ensure there is a development critical mass immediately to the north of Ockendon station, providing a mix of uses and densities along South Road and North Road.

C. Access to nature and open space

- South Ockendon's expansion will create and enhance a comprehensive network of green links, spaces and places easily accessible to the public.
- Ensure that every resident has access to usable green space of diverse characteristics within a 20-minute walking distance.
- Buildings, spaces and neighbourhoods will be designed and built to ensure low levels of climate and resource impact and embed high levels of climate resilience.
- The expansion of South Ockendon will protect, enhance and create blue and green networks for nature and people, including the protection of 'nature-only' habitats and routes.

5. Combined contextual analysis

5.1 High level capacity testing

5.1.1 Methodology

To assess South Ockendon’s capacity to accommodate c.4,800 **new homes**, the following methodology was adopted, structured into three main tasks:

- 1. **Baseline Analysis and Constraints Mapping**
Development of constraint mapping, incorporating relevant planning information that may affect potential development opportunities.
- 2. **Assumptions**
Identification of key assumptions that underpin and influence building capacity across all residential sites.
- 3. **Capacity Study**
Assessment of the development potential for each site, summarised in a table detailing gross and net developable areas, recommended densities, and the estimated minimum number of residential units per site, based on planning constraints.

This is a high-level study, with all Gross Developable Areas derived using site areas information, following the application of general assumptions, indicative setbacks, and broad planning considerations.

The resulting estimated number of residential units is indicative and provided for information purposes only.

The Council remains responsible for site-specific planning risks and considerations, which may significantly affect the outcomes presented in this study.

The steps of the assessment process are as per the flow diagram below:



5.2 Assumptions

5.2.1 Green Belt

Several residential sites are located within Thurrock’s Green Belt. It is assumed that these sites, having been identified by Thurrock Council, are considered developable. **In recognition of the Green Belt’s distinctive character, additional provision for Open Space and Biodiversity Areas has been incorporated into the assumptions** underpinning the capacity testing.

5.2.2 Flood Zones and Watercourses

Flood zones are one of the major constraints when assessing development potential. **For South Ockendon’s capacity testing, it is assumed that development will avoid Flood Zones 2 and 3.** Accordingly, these areas have been excluded from the Gross Developable Area, and appropriate setbacks have been applied.

According to Paragraph 23 of the updated Planning Practice Guidance (PPG), the aim of the sequential approach is to ‘direct new development to areas of lowest flood risk’, and it explicitly states that ‘existing flood defences are initially ignored when comparing sites, since their long-term performance (and climate change impacts) is uncertain’. The National Planning Policy Framework (NPPF) reinforces this by requiring that development proposals in Flood Zone 3 must demonstrate safety over their lifetime, including climate change allowances, and must not increase flood risk elsewhere. Furthermore, the PPG clarifies that if no reasonably available lower-risk sites exist, development in high-risk areas may only proceed if it can be made safe for its lifetime and without increasing flood risk to others, otherwise, ‘development is not appropriate and should not be considered’. These policies collectively underscore that development in Flood Zone 3, especially under future climate scenarios, poses unacceptable risks and should be avoided unless stringent safety and sustainability criteria are met.

While land currently defined as Flood Zone 2 could provide some development opportunities, the requirement to provide mitigation over the lifetime of the development will limit productive use, as mitigation measures would be required to account for the next 100 years of climate change.

Setbacks have also been applied to existing watercourses.

5.2.3 Priority Habitats Inventory, Forestry, and Ancient Woodlands

These areas have also been excluded from the Gross Developable Area in the capacity testing. As will be illustrated later, they have been integrated into potential green infrastructure and corridors within the high-level Concept Plan, which demonstrates how these sites could be brought forward for development.

5.2.4 Setbacks Summary

Table 5-1 summarises the key setbacks applied to each site, which form the basis for calculating the Gross Developable Land Area. Other setbacks, such as offsets to neighbouring properties, roads, and railway corridors, have not been deducted from the Gross Developable Land Area. Instead, they are considered as part of green buffers and hedgerows within the biodiversity and ecological areas allocated in the land use distribution for capacity testing.

Table 5-1: Setbacks

Category	Setback	Source
Woodlands and Protected Habitats	15 m	Natural England (National Guidance)
Main Rivers	8 m	Environment Agency standard
Other watercourses	5 m	Good practice, recommendation for ecological buffer
Flood Zone 2	10 m	Good practice, recommendation for ecological buffer
Flood Zone 3	15 m	Good practice, recommendation for ecological buffer

5.2.5 Employment Densities

For the identified employment sites, high-level assumptions regarding a range of employment densities (jobs per gross hectare) have been applied, based on each site’s location and accessibility. These assumptions primarily serve to test and assess transport capacity and are reflected in the Concept Plan. Specific land uses have not been defined at this stage, as this would require a comprehensive business case and an employment and market study for the wider area to determine potential opportunities.

However, the Council’s Core Strategy policy (CSTP6, paragraphs 5.45 and 5.46) identifies logistics and distribution as the predominant employment sector in the area, alongside strategic provision for culture and leisure. Accordingly, the Concept Plan includes a high-level potential allocation for cultural and leisure facilities.

5.2.6 Residential Densities

Density assumptions for each South Ockendon site have been established in line with planning guidelines. These assumptions underpin the high-level dwelling capacity estimates.

A minimum density of 30 dwellings per hectare and a maximum of 100 dwellings per hectare have been assumed, as recommended by the client (although guidelines indicate a maximum of 75):

CSTP1, 5.15: *The South Essex Strategic Housing Market Assessment (2008) (SHMA) provided a residential density assessment of the sub-region and concluded that a density of at least **60 dwellings per hectare** would be appropriate in urban locations with high public transport accessibility and good access to services. The Council welcomes this approach and considers it entirely appropriate in Thurrock. In respect to **suburban locations, a density range of 30 to 40 dwellings per hectare** was suggested. It is considered that in the **urban context of Thurrock a density range of 30 to 75 dwellings per hectare** would be more appropriate in such locations. The Council will produce a Design and Sustainability SPD that will set out the design principles that will guide density levels in the Borough and provide a character assessment of each area to provide area specific density guidance.*

Although the Council specifies the density ranges noted above, the policy wording does not clarify whether these figures apply to gross or net site area. For this study, in line with established practice standards, these densities have been applied **to the net developable area**. Most local authorities and guidance, such as PPS3 and RICS standards, calculate housing density on a net developable basis, as this more accurately reflects the actual intensity of housing on land designated for residential use.

We have applied the following density categories (see Figure 5-1: Residential):

- **Higher Density (100–70 dwellings per hectare):** Transport-Oriented Developments, including residential areas within a 10-minute walking radius of the station, sites near the town centre and close to mobility hubs.
- **Medium Density (70–45 dwellings per hectare):** Developments that extend the existing town settlement, maintaining a neighbourhood character.
- **Lower Density (45–30 dwellings per hectare):** Developments along the edge of the Green Belt within the proposed site boundaries with a more rural character.

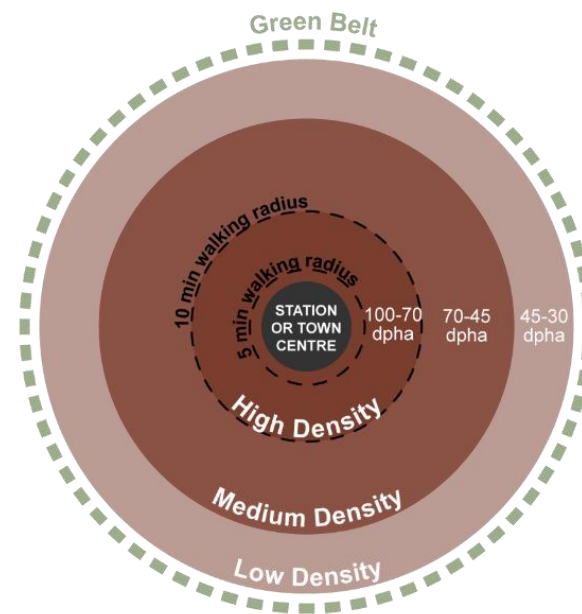


Figure 5-1: Residential densities diagram

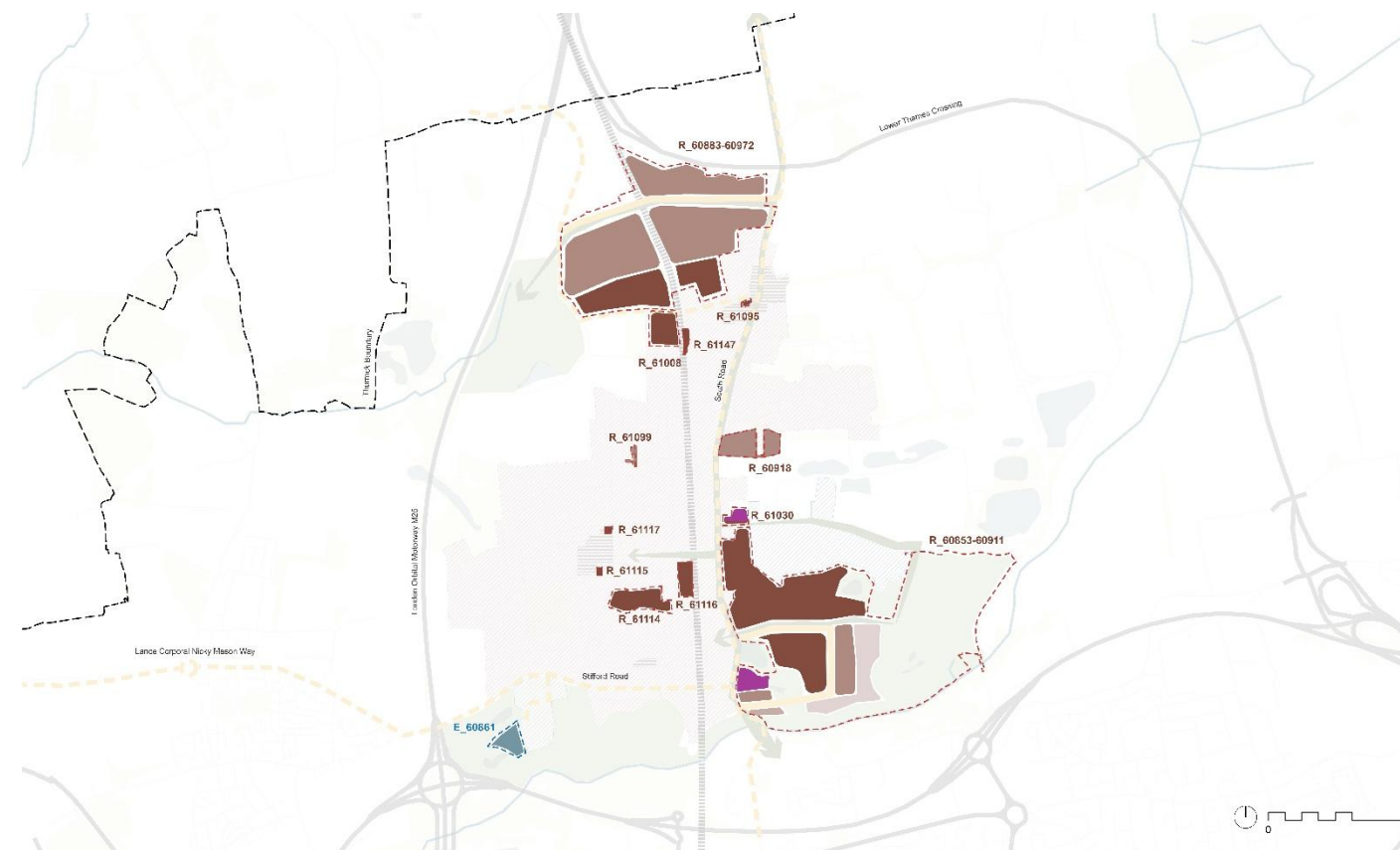


Figure 5-2: Density distribution (Avoiding Flood Zones 2 and 3 for the potential Developable Area)

5.3 Housing Typologies

Building on the assumed density ranges, a series of case studies have been included. These illustrate the variety of housing typologies that new developments could accommodate, ensuring alignment with the town's character and principles of sustainable growth.

The primary approach to density in the new developable areas is to create more compact and cohesive urban environments compared to the existing fabric, encouraging mixed-use spaces and adhering to the principles of the 15-minute neighbourhoods.

Higher Density (100-70 dwellings per hectare)



Figure 5-3: Bruyn's Court (South Ockendon)



Figure 5-4: The Echoes (Essex)

Medium Density (70-45 dwellings per hectare)



Figure 5-5: Kemp's Farm (South Ockendon)



Figure 5-6: New Lodge (York)

Lower Density (45-30 dwellings per hectare)



Figure 5-7: Lovedon Fields (Hampshire)



Figure 5-8: The Avenue (Saffron Walden)

5.4 Land Area Distribution and Net Developable Area

Taking into account the planning constraints and assumptions outlined above, and following the application of site-specific setbacks, a series of land use percentages and parameters have been established, which determine the Net Developable Area from the Gross Developable Land Area. These assumptions provide a structured basis for assessing development capacity and inform the spatial strategy for each site.

In summary, for South Ockendon’s high level capacity testing, the **Net Developable Area is assumed to be 46% of the total Gross Developable Land Area** (refer to Table 5-2). The range of densities have been applied to the Net Developable Area to obtain a minimum estimated number of dwellings.

For simplicity of the study, the same percentages have been applied to all sites, regardless of location. In a more detailed study, these land area allocations would need to be adjusted to reflect site-specific characteristics and density variations, ranging from more urban to more suburban contexts.

Table 5-2: Land Area Distribution for Capacity Testing

Category	Percentage	Notes
Net Developable Area (Residential Plots)	46%	Private gardens and building footprints
Roads and Access	20%	Carriageways, footpaths, cycleways, shared access tracks
Public Open Space	10%	Shared amenity areas, play areas, informal green spaces
Biodiversity and Ecological Areas	10%	Habitat corridors, green buffers, hedgerows, woodland edges, ponds
SuDS and Drainage	5%	Swales, attenuation basins, permeable surfaces
Community Facilities	7%	Community facilities, health centres, allotments, cycle storage, recycling facilities, shared workspace, electric vehicle charging, etc.
Other Infrastructure	2%	Pumping stations, substations, easements, etc.

5.4.1 Ongoing Planning Applications

Several residential sites identified in South Ockendon have already been submitted for planning applications. Sites with ongoing development proposals have been excluded from the density assumptions and distribution in the capacity testing. Instead, the number of dwellings proposed within these applications have been directly incorporated into the calculations.

5.4.2 South Ockendon Capacity Testing (Avoiding Flood Zones 2 and 3)

The capacity study has been undertaken for all residential sites identified as potential development land. As noted earlier, for the sites currently progressing through the planning application process, the total number of dwellings proposed has been incorporated directly into our calculations.

The objective of this study is to provide a high-level estimate demonstrating that the Council’s strategic provision of c.4,800 dwellings can be accommodated across all sites in South Ockendon, while avoiding development within Flood Zones 2 and 3.

For each residential site, the following key information has been compiled and summarised in a table to help determine its development potential:

- **Site Area (ha):** The total area of each site, as defined by the Council’s proposed site boundaries.
- **Gross Developable Land Area (ha):** The area remaining after excluding Flood Zones 2 and 3, protected habitats, and woodlands.
- **Land Utilisation (%):** The proportion of land that can potentially be developed, calculated as Gross Developable Land Area divided by Site Area.

- **Net Developable Land Area (ha):** The portion of land available for residential development, including private gardens and building footprints. This excludes public open spaces, infrastructure, community facilities, and biodiversity areas.
- **Estimated Number of Residential Units:** Based on density distribution assumptions within the range of 30 to 100 dwellings per hectare. This figure must demonstrate capacity exceeding the c.4,800-dwelling target.

Figure 5-9 shows the potential Gross Developable Area after constraints removed, while Table 5-3 summarises the high-level capacity study for South Ockendon. Refer to Figure 5-2 for the proposed density distribution map.

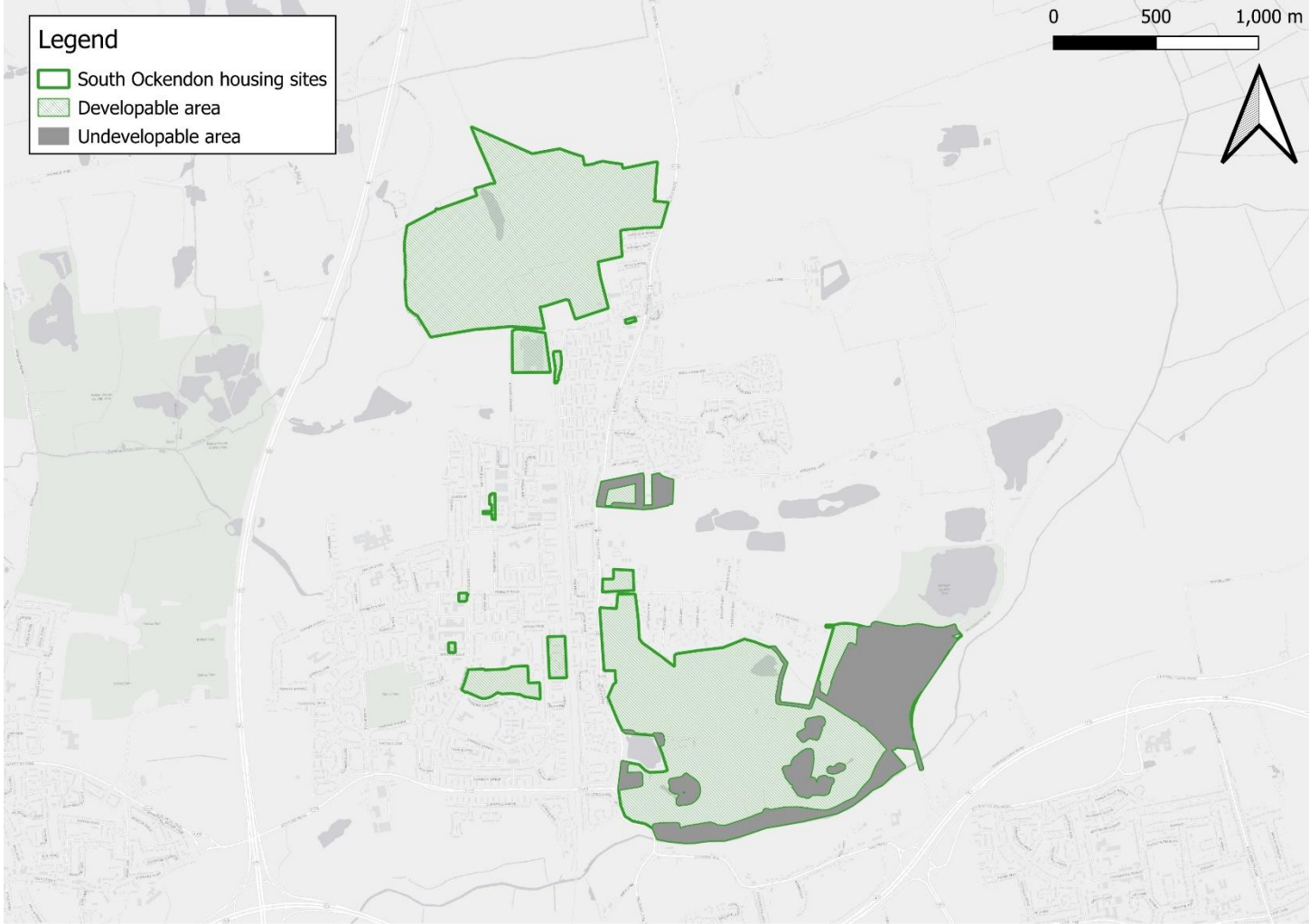


Figure 5-9: Gross Developable Area

Table 5-3: South Ockendon Residential Sites Summary

Site Number (HLAA Reference)	Site Area (ha)	Gross Dev. Land Area (ha)	Land Utilisation (Gross Dev.Area / Site Area) (%)	Net Dev. Land Area (ha)	Proposed Density (dwellings / ha of net area)	Estimated Number of Units (target density)
60883+60972	80.23	80.23	100%	36.91	70 (Medium-High)	2,583
61008	3.57	3.57	100%	1.64	100 (High)	164
61147	0.43	0.33	76%	0.15	100 (High)	15
61099	0.30	0.30	100%	0.14	60 (Medium)	8
61114	4.44	4.44	100%	2.04	100 (High)	204
61115	0.15	0.15	100%	0.07	100 (High)	7
61030	1.33	1.33	100%	0.61	100 (High)	61
60853+60911	125.84	83.40	66%	38.36	60 (Medium)	2,302
Subtotal	216.30					5,345
60918	4.52					69
61095	0.1					9
61116	1.72					33
61117	0.16					17
Total	222.80					5,473

The obtained high-level number of dwellings is higher than the Council target of c.4,800 dwellings. It is concluded that, based on the outlined assumptions, South Ockendon could accommodate c.4,800 new dwellings within the totality of the residential sites allocated by the Council.

5.5 Design Principles

A set of design principles has been developed to guide emerging Local Plan site allocations at South Ockendon. These principles outline specific strategies that build on the previously established core objectives, and align with the Design Principle categories set out in the Thurrock Design Charter Draft (which could be incorporated into the emerging Thurrock Design Code).

- 1

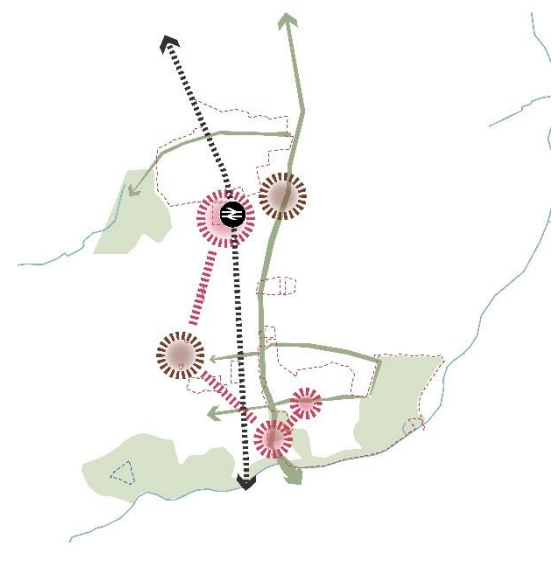
Pride in Thurrock
- 2

Healthy Places for All
- 3

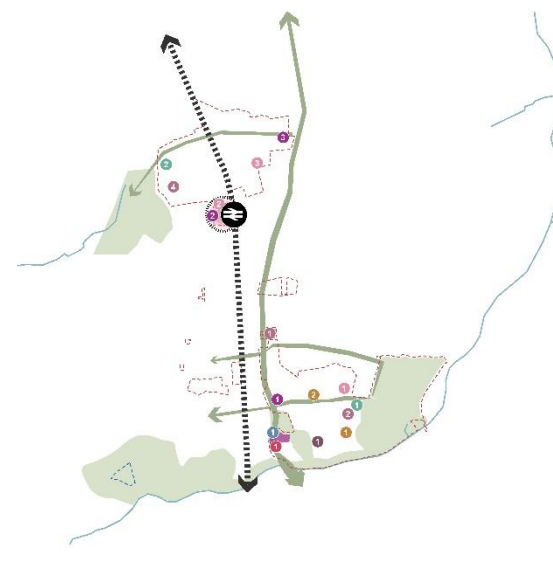
Connecting to Opportunity
- 4

Resilient and Sustainable Futures

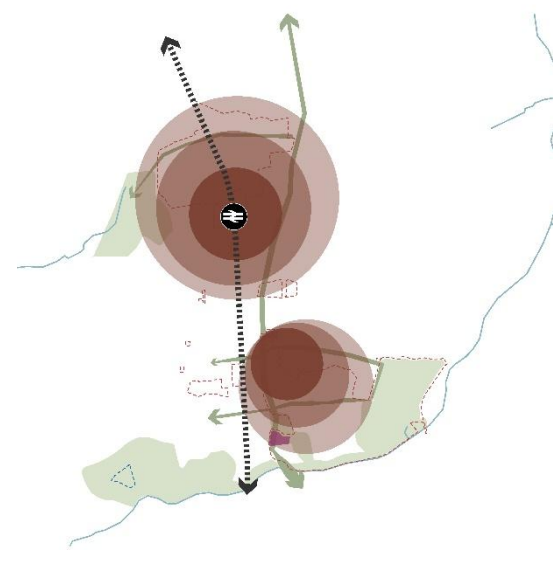
Pride In Thurrock



Create a network of new town and local centres, with a centre within walking distance for every resident and each having with a distinct identity and character.

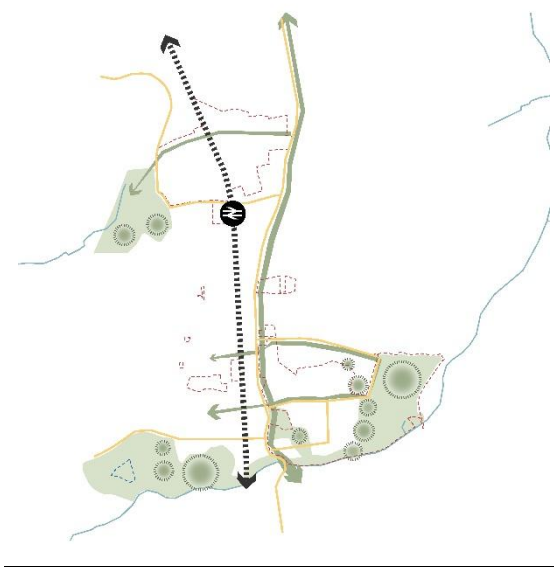


Integrate cultural and leisure facilities and public spaces within these centres and along active spines to foster community life and generate employment opportunities.

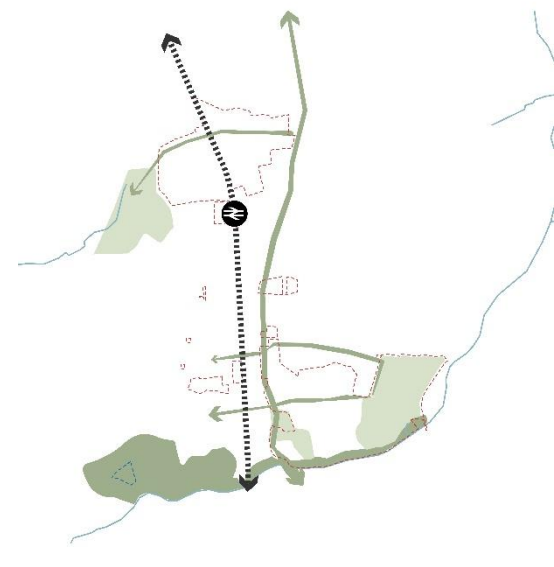


Focus higher densities near the station and existing town centre, transitioning to lower densities knitted together by green spaces toward the edges to provide housing choice and respect the rural context.

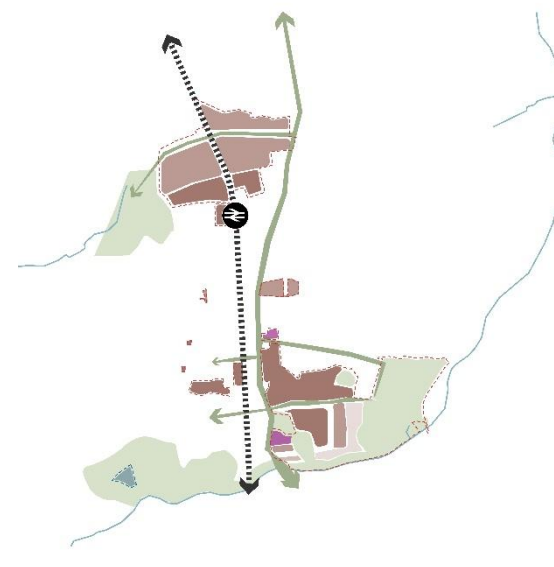
Healthy Places for All



Extend and enhance the road and green network to improve access to all sites, ensuring employment areas are well connected to major roads for logistics, while residential sites and community facilities benefit from quieter and active travel routes.



Establish a biodiversity corridor and linear park along the watercourse, linking employment and residential areas with open spaces and an active travel network. Integrate existing biodiversity habitats and locate community facilities within this corridor where appropriate.

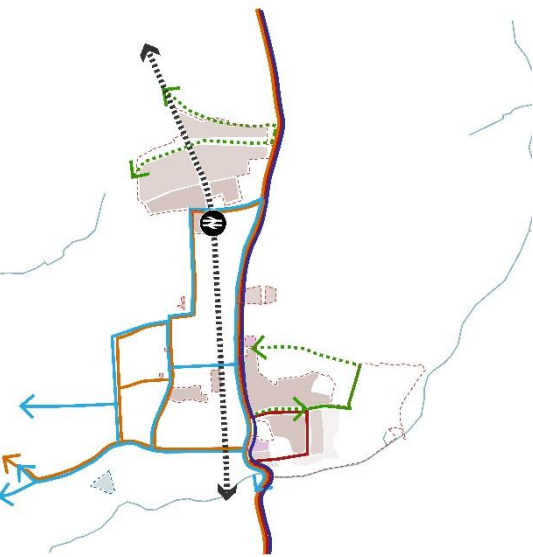


Deliver mixed-tenure homes and diverse housing typologies that are affordable and reflect the character of their location within the town and respond to existing and projected demographics.

Connecting to Opportunity



Strengthen connectivity between the northern and southern sections of South Ockendon by establishing active travel routes that connect residential areas, community facilities and high streets and capitalise on existing green infrastructure.



Develop an integrated public transport, road and pedestrian and cycling network to improving connectivity for residents to places of employment, education and nature.

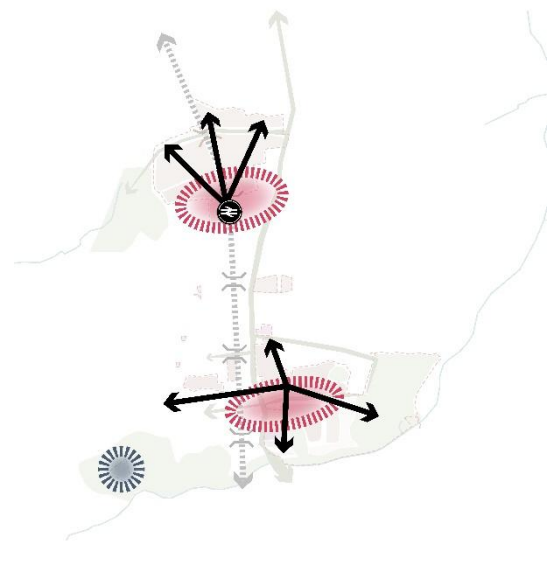


Mitigate rail severance by introducing new bridges at key junctions and/or enhancing them, ensuring strong connectivity across both sides of South Ockendon's railway corridor.

Resilient and Sustainable Futures



Avoid development within flood zones, by incorporating these areas into the green-blue biodiversity corridor to enhance ecological resilience



Phase development strategically to support sustainable growth, ensuring key community facilities are delivered early and distributed effectively



Adopt a holistic systems approach to managing waste, energy, and water by integrating self-sufficient and resilient solutions such as biomass, sustainable drainage systems (SuDS), rainwater harvesting, photovoltaic panels, and similar technologies.

5.6 Concept Plan



Figure 5-10: High-Level Spatial Plan

This Concept Plan illustrates a high-level framework developed solely to inform the transport assessment regarding the expanded capacity for c.4,800 new dwellings in South Ockendon. It is not intended for planning purposes (see Figure 5-10).

5.7 Land Uses and Community Facilities



Figure 5-11: Potential Community Facilities

A high-level assessment of the potential community facilities and land uses required to support the delivery of c.4,800 new homes has been assessed and mapped (See Figure 5-11). Community facilities have been strategically positioned at key activity nodes and adjacent to green infrastructure to ensure strong accessibility. Their high-level placement has also informed the development of the potential Access and Movement Strategy.

5.8 Access and Movement strategy

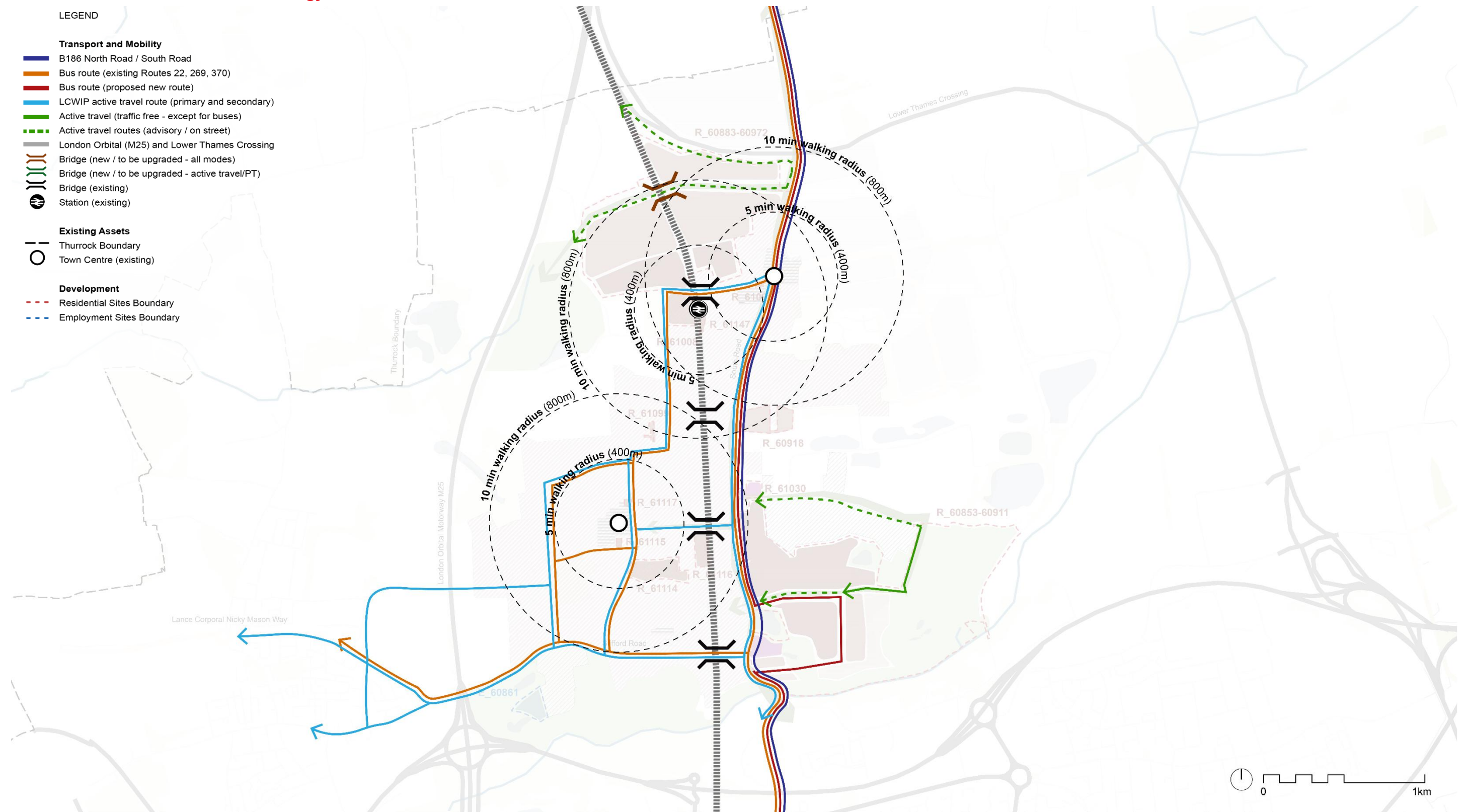


Figure 5-12: Access and movement strategy

As above, the Access and Movement Strategy shows high level conceptual design. Any detailed routings and road design will be designed in line with LTN1/20 standards with bus routes within c.400m of each development site to be detailed as appropriate through design development.

5.9 Road hierarchy plan



Figure 5-13: Road hierarchy proposals

As highlighted in Section 2, there is an HGV restriction on the B186 between Buckles Lane and North Road. The new high street was designed with these weight restrictions taken into consideration. It is expected that the high street will be used by standard servicing and delivery vehicles, but not by frequent larger HGVs, which would need to adhere to local weight restrictions. Development proposals will need to carefully consider and minimise impacts on proposed high streets along with local weight restrictions.

5.10 High-level consideration of phasing and resilience

5.10.1 Phasing

Phasing development in a sustainable and integrated manner is critical to the success of a long-term growth strategy.

The timeline outlined below provides a high-level summary of key considerations for phasing a development of this scale and location. This is not intended as a detailed phasing strategy, and many elements may occur simultaneously, but rather as a set of recommendations informed by previous experience and best practice.

5.10.2 Resilience

To ensure the resilience of the development and enable South Ockendon's growth to adapt to future changes and challenges, the following recommendations should be considered:

1. **Invest in high-quality infrastructure** by creating a comprehensive, integrated transport network that supports multiple modes of travel.
2. **Deliver high-quality housing** offering densities and typologies, meeting the highest standards of design and sustainable construction.
3. **Implement nature-based solutions and a robust landscape framework**, ensuring green-blue infrastructure mitigates heat island effects and reduces flood risk.
4. **Commit to good design and placemaking**, following Thurrock's Design Charter guidelines to achieve a holistic approach that enhances neighbourhood quality and promotes the well-being and prosperity of local communities.

Phase 1. Establish a Robust, Connected Network of Roads and Green Infrastructure

- Deliver key structural elements to enable growth, including a new road network, bridges, and transport upgrades at critical junctions, as well as improvements to rail, bus services, and existing rights of way.
- Create a comprehensive green-blue infrastructure network and active travel corridors that connect future developments and can be integrated early on as a valuable town asset.

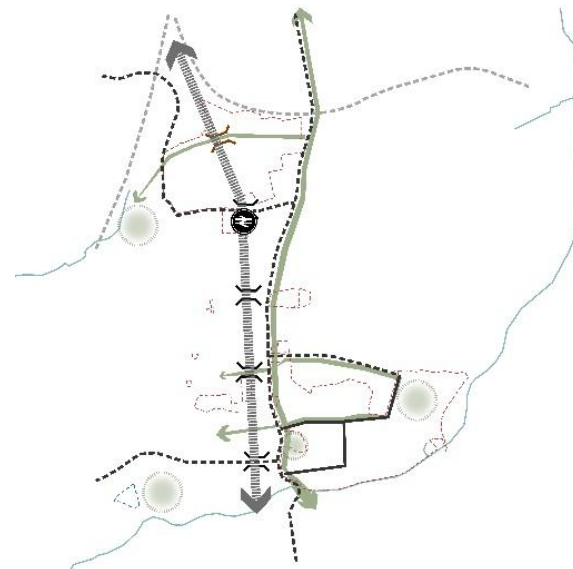


Figure 5-14: Indicative Phase 1

Phase 2. Establish New/Enhance Existing Local Centres to Support First Phase of Residential Development

- Enhance existing local centre around Ockendon station whilst establishing new local centres, complemented by essential community facilities to create a sense of place and attract new residents.
- Simultaneously develop medium density housing close to the new local centres.
- Establish the southern employment zone, connecting this to existing active travel routes along Stifford Road.

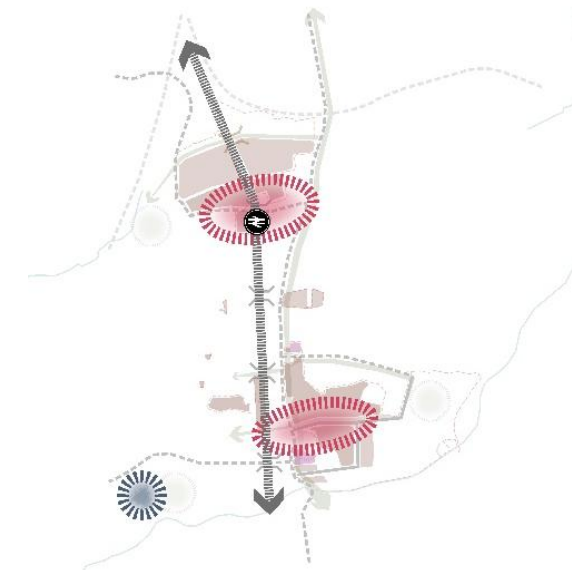


Figure 5-15: Indicative Phase 2

Phase 3. Expand Development and Services

- Progressively develop lower density residential sites between local centres and the town's edges, with these connected to primary green infrastructure to ensure ease of active travel and access to open space and amenity.
- Deliver new community facilities, parks, and open spaces in ahead of residential expansion.

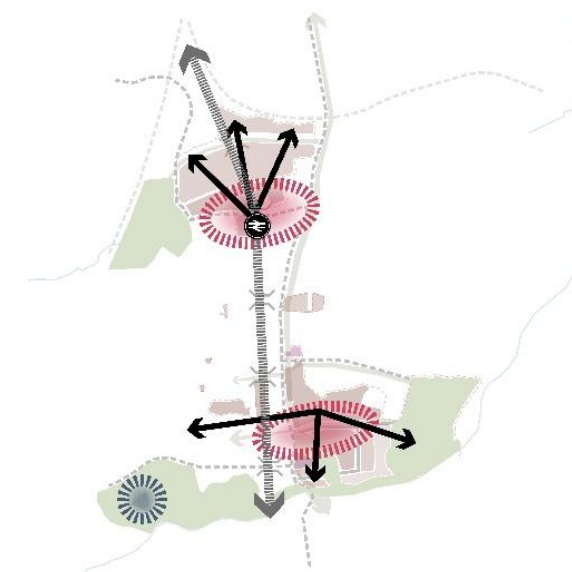


Figure 5-16: Indicative Phase 3

6. Transport infrastructure proposals

6.1 Overview

This report has been developed in conjunction with a site specific assessment for Local Plan growth at West Horndon, Lower Langdon, and overarching Transport Assessment for emerging Local Plan growth across Thurrock. This report therefore informs and is informed by these wider reports.

It is important that significant new development allocated to the sites at South Ockendon is comprehensively planned so that infrastructure needed to support growth of this scale is provided when and where it is needed. Anticipated travel demand, impacts and transport infrastructure proposals to accommodate emerging Local Plan growth at South Ockendon are identified in this section.

6.2 Travel demand and emerging infrastructure proposals

Due to varying accessibility to public transport of sites comprising the emerging Local Plan allocations at South Ockendon, the baseline and future travel demand characteristics also vary. Sites have therefore been assessed as South Ockendon (north) and South Ockendon (south) as highlighted in Figure 6-1.

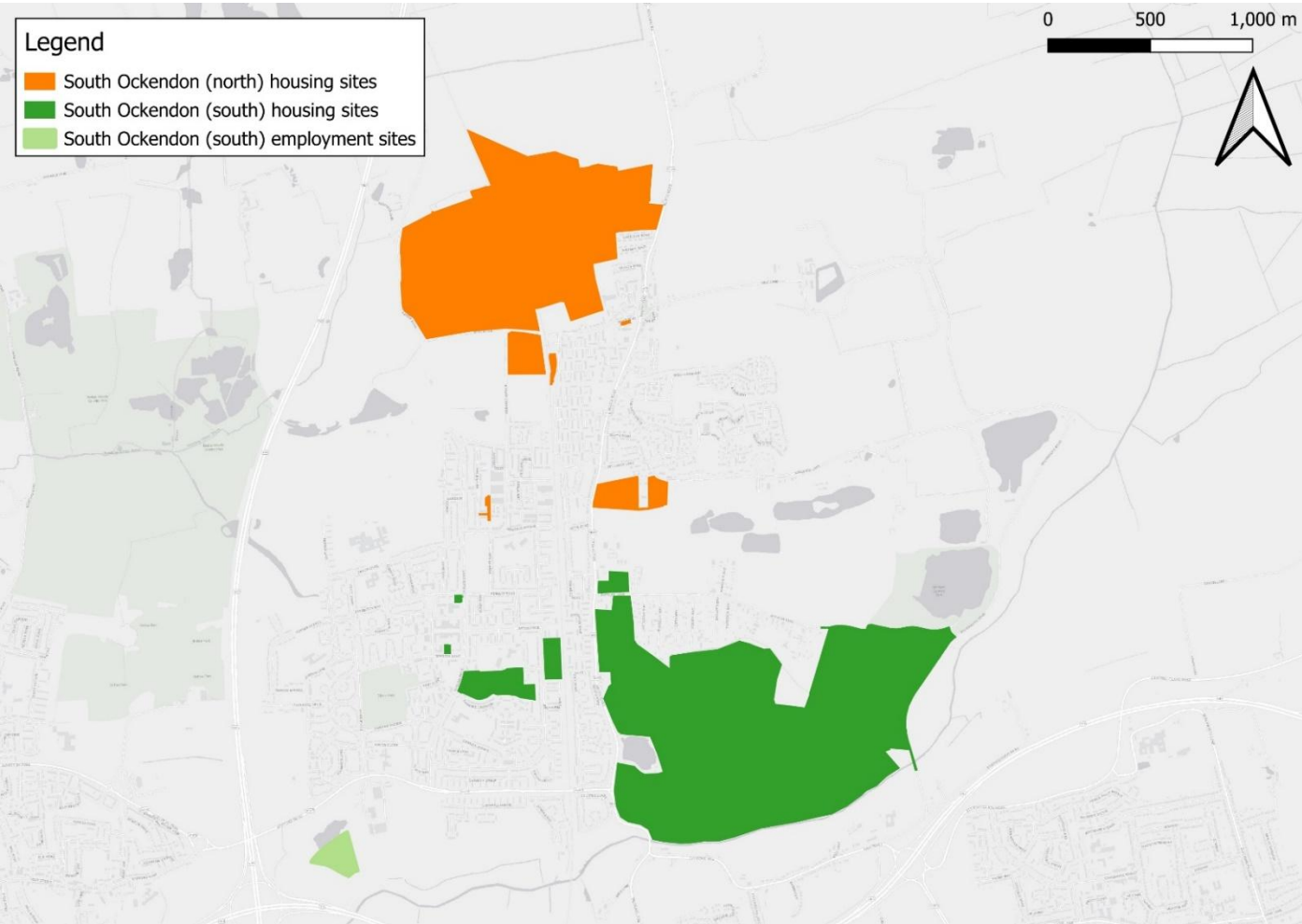


Figure 6-1: Housing and employment sites assessed under South Ockendon (north) and (south)

Baseline and future travel demand at South Ockendon (north) and South Ockendon (south) has been interrogated using Arup WalkFar and MoDES tools.

- Arup’s WalkFar tool is a product of their Delivering Sustainably Walkable Neighbourhoods publication. It takes an evidence-led approach to forecasting the internalisation potential of new and existing settlements and translates that into a forecast ‘walkability’, the extent to which trips could reasonably be expected to be made by walk and cycle based on forecast number of homes, spatial layout, development density, number of jobs, scale and location of town centre facilities, school provision, and car availability.
- Arup’s MoDES model builds on the success of their WalkFar tool, developed through our Delivering Sustainably Walkable Neighbourhoods publication. It uses published and other desktop data sources including the National Trip End Model and Census to formulate a demand, journey purpose and mode choice demand model specific to the local area, community and behaviours.

MoDES has therefore been utilised to present baseline and potential future trip rate and mode share information for South Ockendon (north) and South Ockendon (south) based on emerging land uses and facilities set out in Section 5.6-5.10.

6.2.1 Transport infrastructure required to deliver the access strategy

The spatial strategy and access strategy have identified the following infrastructure to deliver the housing targets and facilitate access to housing and employment sites. Table 6-1 sets out proposed infrastructure required across South Ockendon (north and south).

Table 6-1: Proposed transport infrastructure at South Ockendon

Modes	Infrastructure	Location / Description
Walking / cycling	Active travel routes	New or upgraded existing routes to provide sufficient width for inclusion of cycle lane / footways. Proposed cycle lanes can be provided as traffic-free links, on-street or segregated cycle lanes, sharing same road space as vehicles.
Bus	New bus route	New bus service to route between Purfleet-on-Thames and Dunton Hills, via Lakeside, South Ockendon, North Ockendon and West Horndon. In South Ockendon, the new bus is proposed to route along South Road (existing bus route), then make a loop around the southern housing sites. The bus then rejoins North Rd along Hall Ln, before heading northbound (existing route) towards North Ockendon. Associated new roads that can accommodate buses to be created to the east of South Road / North Road. Typical carriageway width to accommodate two-way bus movement is 6m.
All modes	New roads	New roads to be built to facilitate access and connectivity to the new housing / employment sites. Carriageway width depends on function of the roads, typically range between 4.1m (secondary) to 5.5m (primary road), or 6m for bus routes; with c.2m footway on either or both sides of the road.
All modes	Upgraded roads	Existing roads to be upgraded to meet function of the road. Carriageway width typically ranges between 4.1m (secondary) to 5.5m (primary road), or 6m for bus routes; with c.2m footway on either or both sides of the road.
All modes	New bridge	New bridge for use by all modes to be provided to the across the railway track, to the south of Helipad Road. This bridge would provide essential connection for the high density housing to the north of the Ockendon Station. The bridge is proposed to comprise 5.5m carriageway, 2m footway on both sides of the carriage, and a 2.5m two-way cycle lane.

6.2.2 South Ockendon (north) trip generation

Baseline mode shares for South Ockendon (north) are reflected by Census Mid-layer Super Output Area ‘Thurrock 006’ (MSOA 006) and presented in Table 6-3. The baseline rail mode share is relatively high, reflecting the nearby Ockendon rail station. The baseline car driver mode share of 42% and low cycle mode share (1%) is typical of much of Thurrock and reflects a lack of local facilities and services accessible by attractive walking and cycling routes which results in car trips being the only reasonable travel option in many cases.

Baseline and potential future mode shares and trip rates for South Ockendon (north), presented in Table 6-2 and Table 6-3 are based on emerging proposals set out in in Section 5.6-5.10 and reflecting delivery of the Thurrock LCWIP and BSIP and development delivered in line with the emerging Thurrock Design Code that support sustainably walkable neighbourhoods.

Potential future trip rates in Table 6-3 reflect a significant increase in walking and cycling to access new, local facilities as part of mixed-use development designed to support sustainably walkable neighbourhoods. Potential future rail mode share is broadly similar to the baseline with a moderate increase in bus mode share reflecting the proposed new bus route between West Horndon/ Dunton Hills and Purfleet via Lakeside and emerging Local Plan growth areas at South Ockendon (north and south). This results in a reduced future car driver mode share of approximately 20% which is considered a realistic vision-led forecast.

Table 6-2: Baseline and potential future mode share – South Ockendon (north)

Modes	Baseline – Thurrock MSOA 006	Potential future – AM peak hour	Potential future– PM peak hour
Rail/ LUL	15%	19%	21%
Bus/ Coach	7%	12%	12%
Car Passenger	18%	21%	12%
Car Driver	42%	33%	43%
Cycle	1%	2%	2%
Walk	17%	13%	10%

Table 6-3: Baseline and Potential future year two-way peak hour trip rates

Modes	Baseline – Thurrock MSOA 006 (internal+external)		Potential future South Ockendon (north) (internal + external)		Potential future South Ockendon (north) (external only)	
	AM peak hour	PM peak hour	AM peak hour	PM peak hour	AM peak hour	PM peak hour
Rail/ LUL	0.103	0.100	0.140	0.116	0.140	0.116
Bus/ Coach	0.052	0.052	0.087	0.069	0.078	0.064
Car Passenger	0.122	0.068	0.155	0.067	0.100	0.053
Car Driver	0.244	0.257	0.238	0.239	0.187	0.202
Cycle	0.004	0.007	0.012	0.012	0.009	0.010
Walk	0.197	0.076	0.091	0.057	0.001	0.002

The potential future two-way trip generation for approximately 2,500 homes, based on the trip rates identified in Table 6-3, is shown in Table 6-4.

Table 6-4: Two-way trip generation – South Ockendon (north)

Modes	Internal and external		External only	
	AM peak hour	PM peak hour	AM peak hour	PM peak hour
Rail/ LUL	350	290	350	290
Bus/ Coach	216	173	196	160
Car Passenger	386	168	249	133
Car Driver	595	598	469	504
Cycle	29	31	23	25
Walk	228	143	2	4
All modes	1,804	1,403	1,289	1,116

A comparison of baseline and future mode shares are shown in Figure 6-2. The internal and external mode shares for AM and PM peak hour residential trips are shown in Figure 6-3 for South Ockendon (north) which demonstrate that circa 45% of residential trips for associated Local Plan growth can credibly be undertaken by sustainable modes, of which, approximately 10% of the trips have been assessed to be undertaken by active travel modes.

The percentage split of the internal and external car driver trips are also shown in Figure 6-3. The diagrams show that, for development delivered in line with walkable neighbourhood principles, 29% of car trips in the AM peak hour, and 20% in the PM peak hour would be internal to new development, thereby helping to minimise off-site impacts.

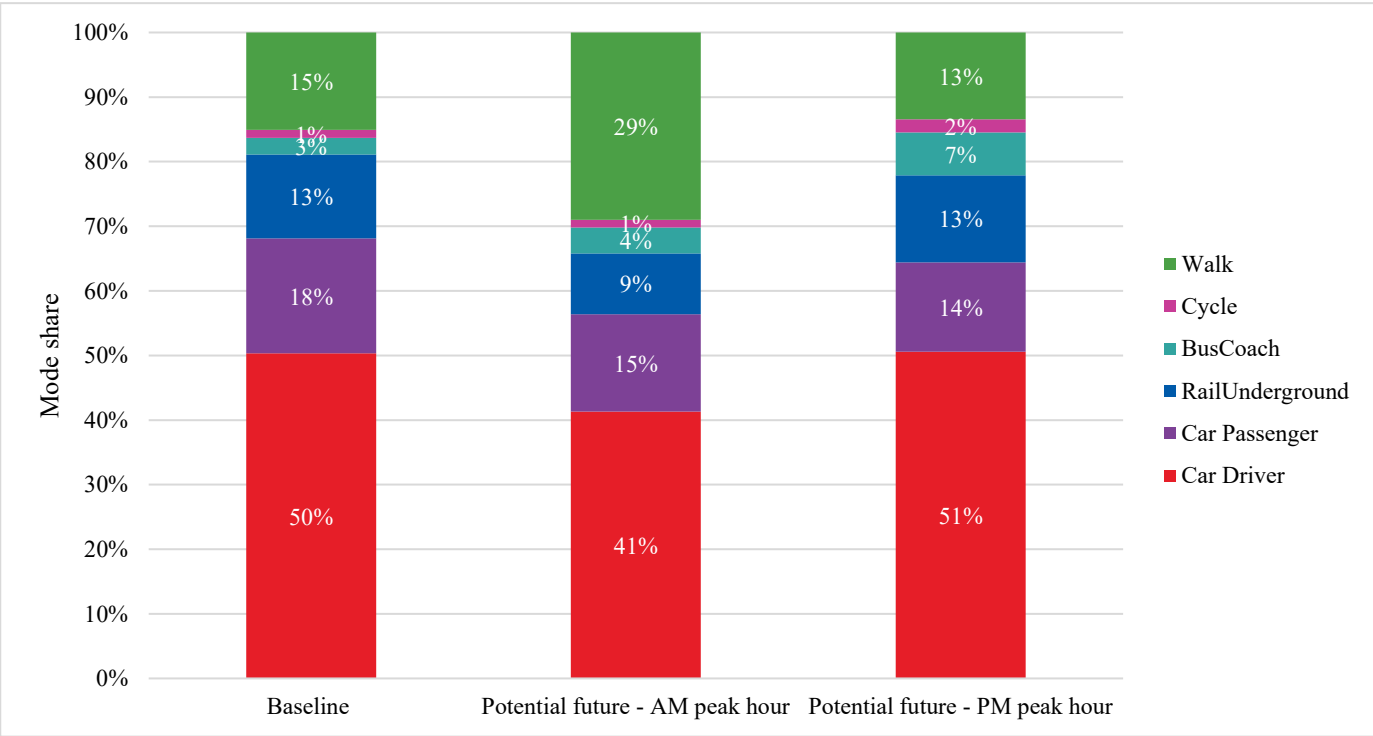


Figure 6-2: Comparison of mode share changes

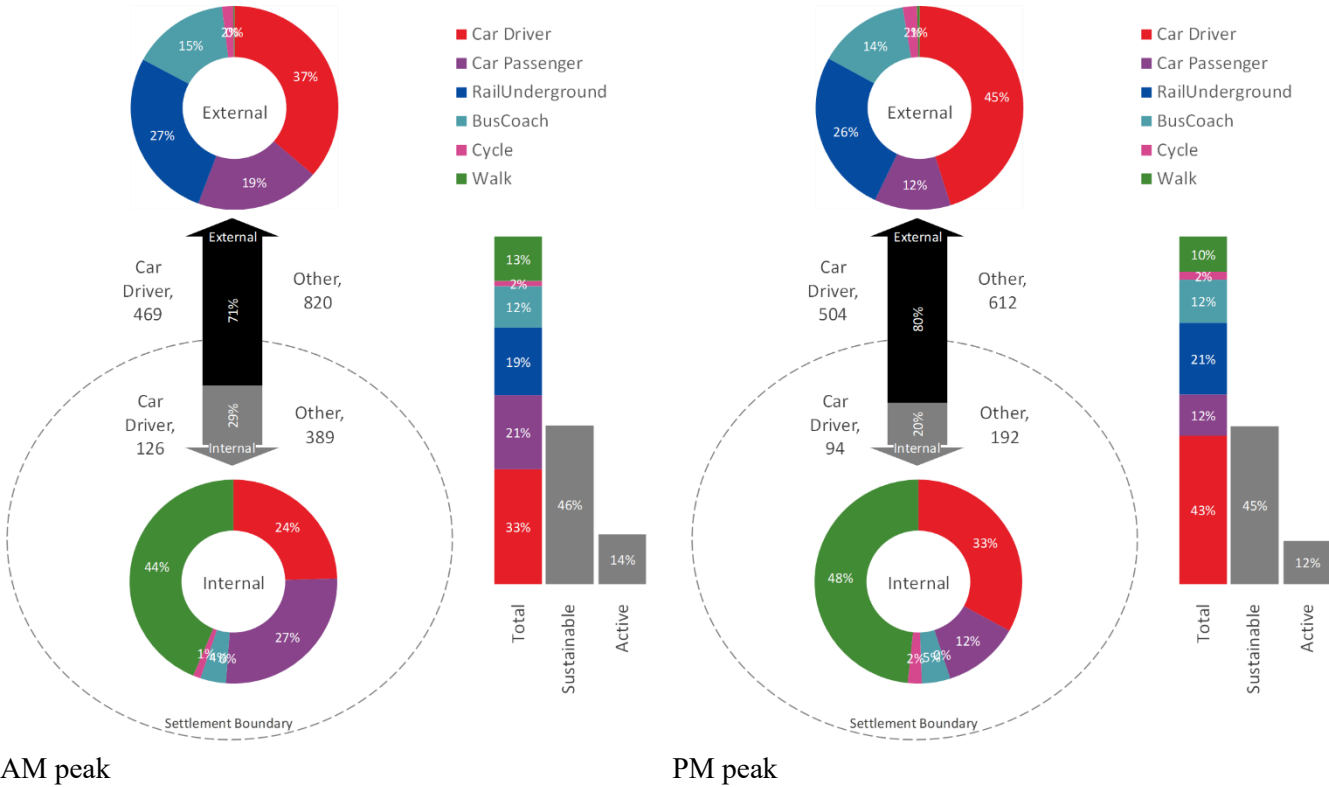


Figure 6-3: Mode share (internal and external) summary – AM peak and PM peak

6.2.3 South Ockendon (south) trip generation

Baseline mode shares for South Ockendon (south) are reflected by Census MSOA ‘Thurrock 007’ (MSOA 007) and presented in Table 6-5. The baseline rail mode share is relatively high, reflecting the nearby Ockendon rail station. The baseline car driver mode share of 42% and low walk and cycle mode share (1%) is typical of much of Thurrock and reflects a lack of local facilities and services accessible by attractive walking and cycling routes which results in car trips being the only reasonable travel option in many cases.

Baseline and potential future trip rates and mode shares for South Ockendon (south), presented in Table 6-5, are based on emerging proposals set out in in Section 5.6-5.10 and reflecting delivery of the Thurrock LCWIP and BSIP and development delivered in line with the emerging Thurrock Design Code that support sustainably walkable neighbourhoods.

Potential future trip rates in Table 6-6 reflect a significant increase in walking and cycling to access new, local facilities as part of mixed-use development designed to support sustainably walkable neighbourhoods. Potential future rail mode share is broadly similar to the baseline with a moderate increase in bus mode share reflecting the proposed new bus route between West Horndon/ Dunton Hills and Purfleet via Lakeside and emerging Local Plan growth areas at South Ockendon (north and south). This results in a reduced future car driver mode share of approximately 40% which is considered a realistic vision-led forecast.

Table 6-5: Baseline and potential future mode shares – South Ockendon (south)

Modes	Baseline – Thurrock MSOA 007	Potential future – AM peak hour	Potential future– PM peak hour
Rail/ LUL	10%	12%	14%
Bus/ Coach	10%	16%	13%
Car Passenger	19%	26%	15%
Car Driver	42%	30%	45%
Cycle	1%	3%	3%
Walk	18%	14%	11%

Table 6-6: Baseline and Potential future year two-way peak hour trip rates

Modes	Baseline – Thurrock MSOA 007 (internal+external_		Potential future South Ockendon (north) (internal + external)		Potential future South Ockendon (north) (external only)	
	AM peak hour	PM peak hour	AM peak hour	PM peak hour	AM peak hour	PM peak hour
Rail/ LUL	0.068	0.069	0.090	0.076	0.090	0.076
Bus/ Coach	0.075	0.062	0.113	0.074	0.081	0.057
Car Passenger	0.133	0.076	0.186	0.082	0.133	0.075
Car Driver	0.227	0.277	0.215	0.250	0.181	0.234
Cycle	0.006	0.009	0.019	0.018	0.012	0.013
Walk	0.214	0.068	0.099	0.061	0.002	0.006

The resultant two way trip generation (external trips) for approximately 2,300 homes at South Ockendon (south) is shown in Table 6-7.

Table 6-7: Two-way trip generation (external trips) – South Ockendon (south)

Modes	Internal and external		External only	
	AM peak hour	PM peak hour	AM peak hour	PM peak hour
Rail/ LUL	207	174	207	174
Bus/ Coach	260	170	187	130
Car Passenger	428	189	306	172
Car Driver	494	575	416	537
Cycle	43	42	27	29
Walk	229	140	5	13
All modes	1,660	1,290	1,148	1,056

A comparison of baseline and future mode shares are shown in Figure 6-. The mode shares for AM and PM peak hours residential trips are shown in Figure 6-5 for South Ockendon (south) which demonstrate that c.40% of residential trips for associated Local Plan growth can credibly be undertaken by sustainable modes. Of which, over 14% of the trips were assessed to be undertaken by active travel modes.

The diagrams show that, for development delivered in line with walkable neighbourhood principles, approximately 30% of car trips in the AM peak hour, and 18% in the PM peak hour would be internal to new development, thereby helping to minimise off-site impacts.

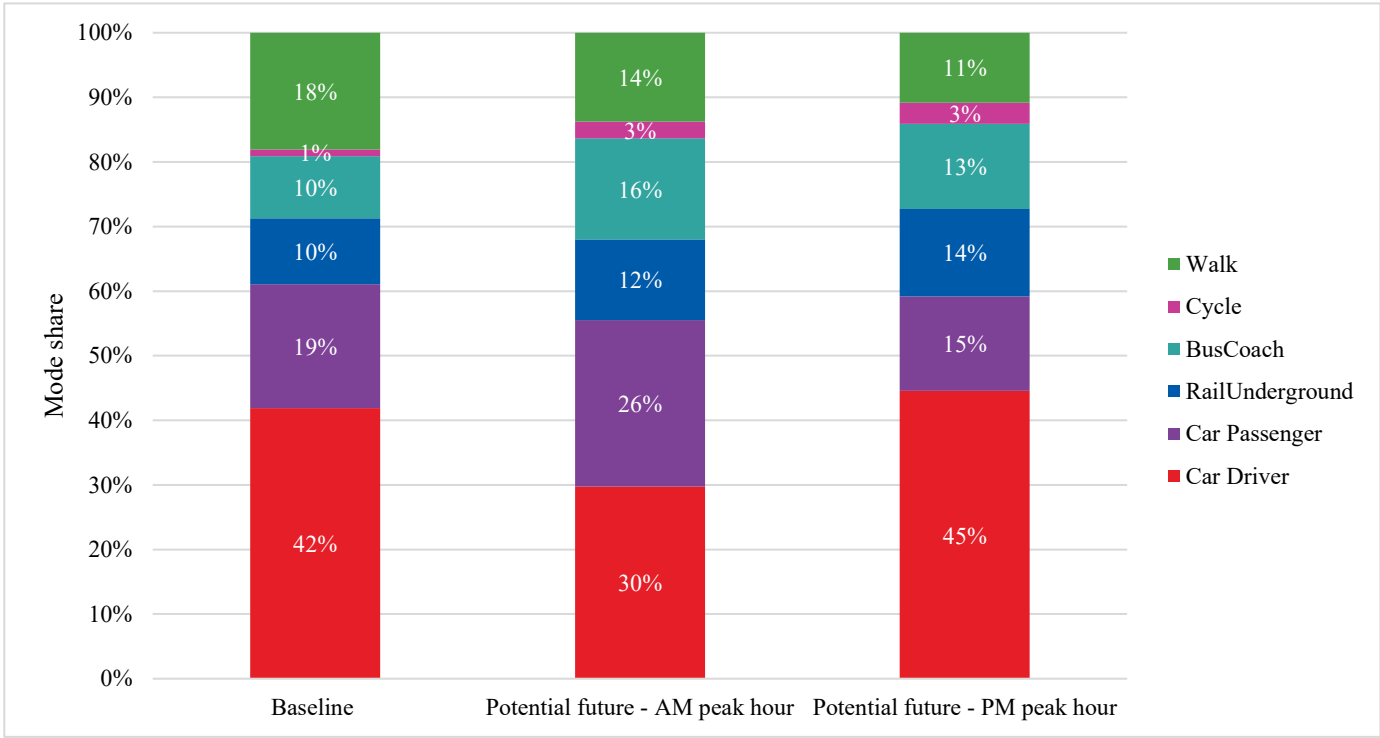


Figure 6-4: Comparison of mode share changes

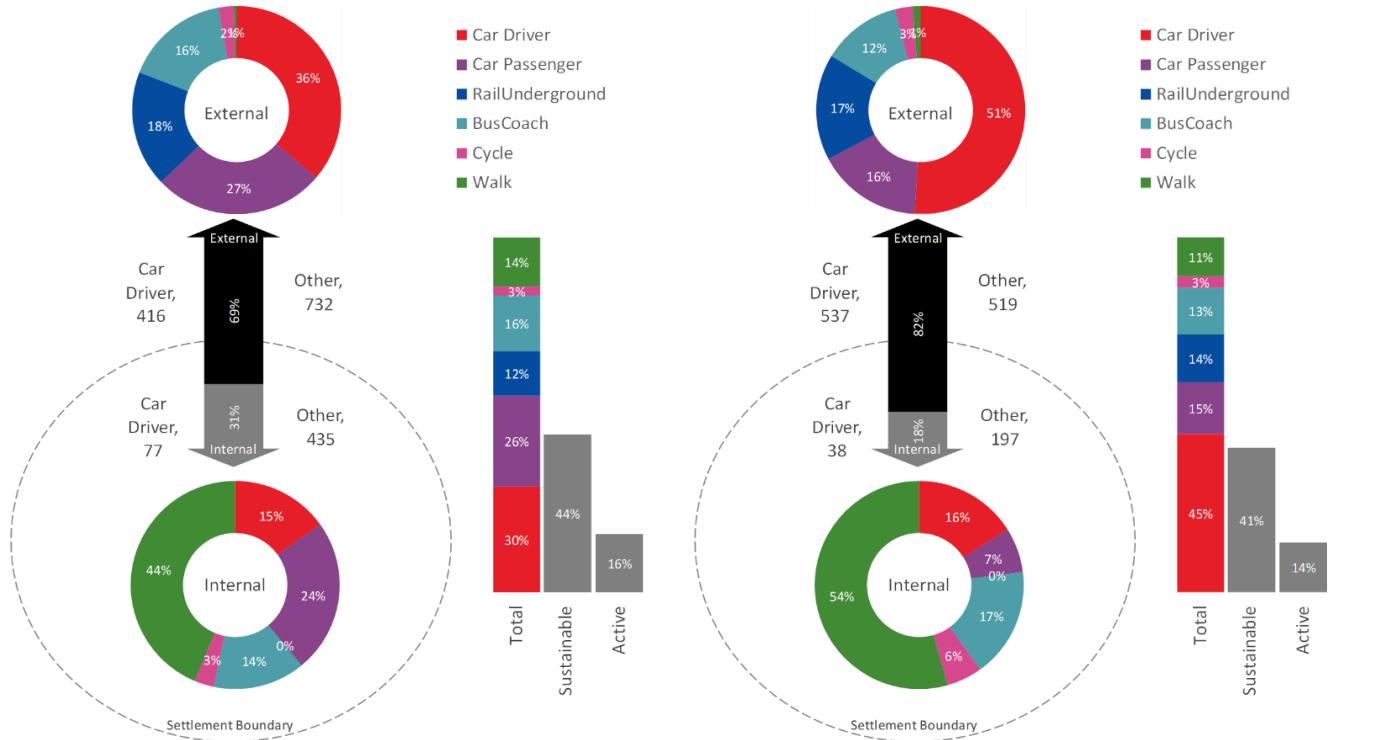


Figure 6-5: Mode share (internal and external) summary – AM and PM peaks

6.3 Transport impacts and mitigation

6.3.1 Active travel impacts

Development at South Ockendon delivered through sustainably walkable neighbourhoods will result in increased walking and cycling. Proposals outlined in the concept and land use plans seek to deliver walking and cycling routes that complement the proposed Thurrock LCWIP network and include:

- Widening the existing footway network in South Ockendon to provide a safe and lit route for pedestrians and cyclists; routes upgrades are concentrated on the east of North Road / South Road where the larger potential housing and employment sites are located.
- Creation of traffic-free cycle route along the green spine, connecting the housing sites from the southernmost area to the northern sites, and Ockendon station.
- New bridge (all modes – with focus on active travel facilities) to the north of West Road to connect Kemps Farm to the employment sites and other neighbourhood centres.
- Good pedestrian access must be provided to all bus stops within and adjacent to the site, including those on the North Road / South Road, to optimise accessibility to public transport.

The proposed walking and cycle infrastructure in combination with Thurrock LCWIP proposals will enhance the attractiveness of walking and cycling for both new and existing communities.

6.3.2 Buses

Development at South Ockendon will increase demand for travel by bus. This will increase the viability of existing bus routes and may further encourage existing bus operators to increase bus service frequencies, particularly at peak times.

The proposed access strategy includes a new bus service to connect Dunton Hills to Purfleet-on-Thames via new development at West Horndon, South Ockendon (north and south) and Grays as shown in Figure 6-6 to complement existing bus routes and to serve existing employment and potential growth in Purfleet/ West Thurrock. This new bus route is anticipated to include:

- Single decker bus (electric bus)
- Services running between 7:00am and 10:00pm; across six days a week (Monday to Saturday)
- Frequency of four buses per hour
- Fare: £3 per trips

Development at South Ockendon is therefore anticipated to generate additional bus service demand at South Ockendon (north) as shown in Table 6-8 and South Ockendon (south) in Table 6-9. This is based on the robust assessment that all peak hour trips are in a single direction.

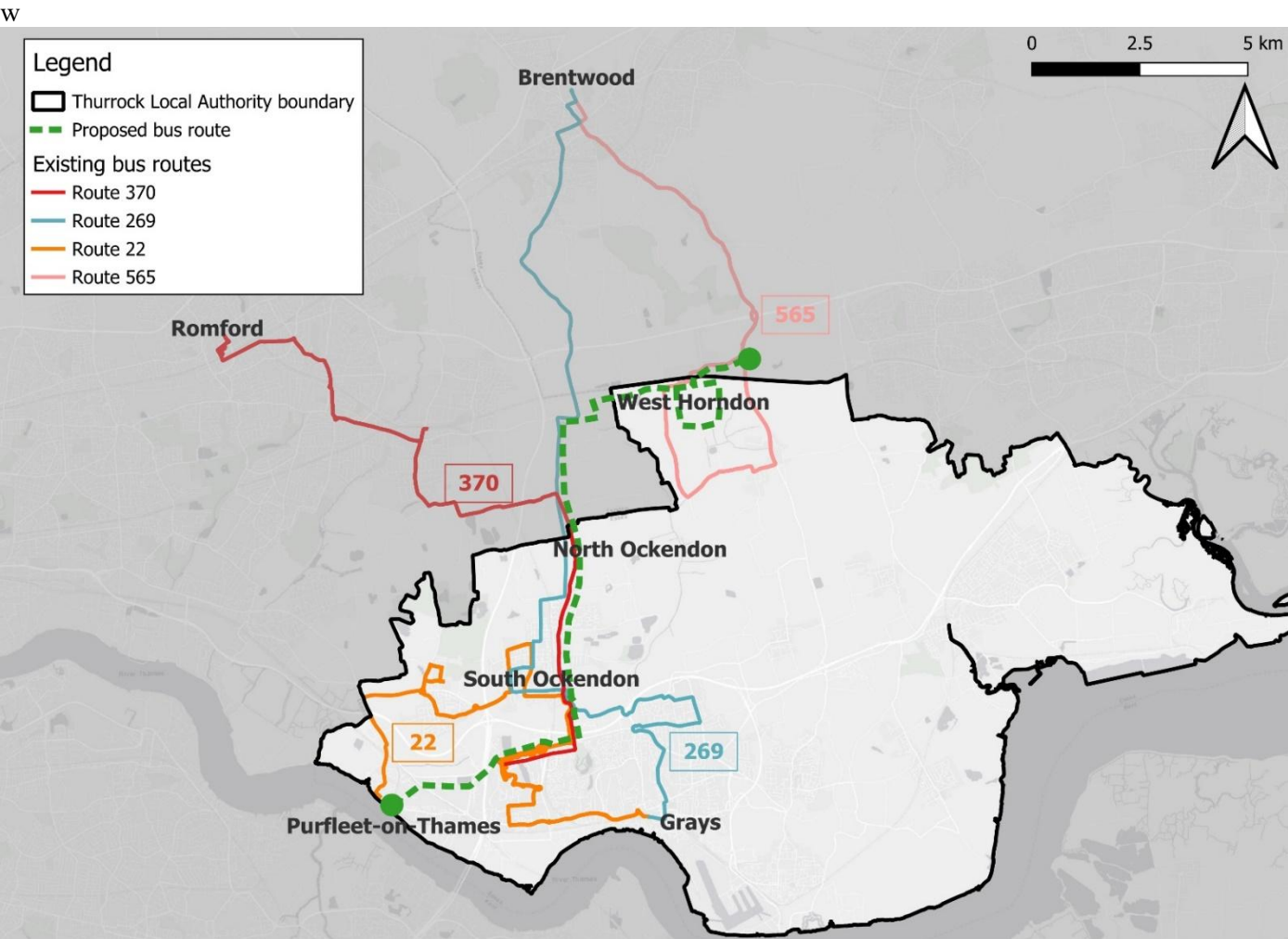


Figure 6-6: Existing bus routes and proposed new route

Table 6-8: Travel demand South Ockendon (north) – Buses (current and future provision)

	Future (AM peak) travel demand and impacts	Future (PM peak) travel demand and impacts
Bus demand (internal + external trips)	216	173
Current provision (eight services per hour per direction)	+27 passengers per service (average)	+22 passengers per services (average)
Proposed future provision (12 services per hour per direction)	+18 passengers per service (average)	+15 passengers per services (average)

Table 6-9: Travel demand South Ockendon (south) – Buses (current and future provision)

	Future (AM peak) travel demand and impacts	Future (PM peak) travel demand and impacts
Bus demand (internal + external trips)	260	170
Current provision (eight services per hour per direction)	+33 passengers per service (average)	+22 passengers per services (average)
Proposed future provision (12 services per hour per direction)	+22 passengers per service (average)	+15 passengers per services (average)

6.3.3 Rail services

Development at South Ockendon will increase demand for travel by rail. The increase in demand on existing railway services at Ockendon station is shown in Table 6-10. Based on the Census Travel to Work data, approximately 90% of the rail trips were made towards central London, and 10% towards Shoeburyness.

Table 6-10: Travel demand – Rail

	Future (AM peak) travel demand and impacts	Future (PM peak) travel demand and impacts
Rail demand	558 total (502 towards central London; 56 towards Shoeburyness)	464 total (46 towards central London; 418 towards Shoeburyness)
Towards central London (three services per peak hour)	+168 passengers per service (average)	+16 passengers per services (average)
Towards Shoeburyness (two services per peak hour)	+30 passengers per service (average)	+209 passengers per services (average)

The number of rail carriages provided on C2C trains through Ockendon varies between 4 and 12 car trains. The increase in peak demand would equate to an additional 27 passengers per carriage based on a ‘typical’ 8-car train and additional 18 passengers per 12-car train. The train operating company should therefore review the number of carriages and ticket gates provided to ensure that an appropriate level of service is maintained and consider the need for additional services.

6.3.4 Highway impacts

The external car driver travel demand identified in Section 6.2 is below that assessed through strategic highway modelling as part of the Local Plan Transport Assessment, therefore no further highway mitigation has been identified in this report.

The following will need to be delivered to support development at South Ockendon

- New roads – New roads to be built to facilitate access and connectivity to the new housing / employment sites. Carriageway width depends on function of the roads, typically range between 4.1m (secondary) to 5.5m (primary road), or 6m for bus routes; with c.2m footway on either or both sides of the road.
- Upgraded roads – Existing roads to be upgraded to meet function of the road. Carriageway width typically ranges between 4.1m (secondary) to 5.5m (primary road), or 6m for bus routes; with c.2m footway on either or both sides of the road.
- New bridge – New bridge for use by all modes to be provided to the across the railway track, to the south of Helipad Road. This bridge would provide essential connection for the high-density housing to the north of the Ockendon Station. The bridge is proposed to comprise 5.5m carriageway, 2m footway on both sides of the carriage, and a 2.5m two-way cycle lane.

6.4 Monitoring and Management approach

As identified in the emerging Local Plan Transport Assessment, a ‘Monitor and Manage’ approach will be required to maximise the impact of policies and proposals, and adjust the approach where issues are identified. Many of the proposals and mitigation measures identified within the Transport Assessment will require further refinement and investigation with National Highways and developers when development proposals at site allocations within the Local Plan come forward.

More strategically a strategy and modelling review at intervals throughout the plan period will be needed to be undertaken, to understand progress against meeting Thurrock’s Local Transport Plan Vision 2050 objectives and identify if developments are being delivered aligned to the strategy. Where outcomes diverge from those identified within this Assessment further investigation will be required to identify appropriate management and mitigation measures, which prioritise uptake of sustainable travel and highways intervention as a last resort.

7. Next Steps

This site specific assessment is being submitted as part of the evidence base work with the Local Plan at Regulation 19.

This is a non-statutory planning document that will guide and shape the future development at South Ockendon, setting out how the new town will be comprehensively delivered.

This document establishes the vision, strategic objectives and spatial strategy for growth at South Ockendon and includes detailed analysis of the existing site context, including the development constraints and opportunities which culminates in a Concept Plan.

This site specific assessment could later inform a Supplementary Planning Document forming part of the Thurrock Local Plan.

In the longer term, site-specific design codes could be developed. These codes would provide a clear set of design requirements to deliver the vision for growth at each new neighbourhood at South Ockendon to serve as a quality benchmark to ensure a high-quality sustainable place is delivered.