

Thurrock Local Plan

Regulation 19 Publication Version

August 2026

thurrock.gov.uk

Publication version of the Local Plan in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012

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Section 1: **Introduction**

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1.1 Introduction and how to respond

1.1.1 In December 2023 the Council set out for public consultation a draft Local Plan Initial Proposals Document. This followed the requirements of Regulation 18, Town and Country Planning (Local Planning) (England) Regulations 2012.

1.1.2 The Council has now reached the pre-submission stage Regulation 19 Publication.

1.1.3 Since carrying out widescale and far-reaching public consultation previously the Council has considered the consultation responses we received and has continued to build on the evidence needed to inform the Local Plan. This work has enabled further refinement of the strategy and details to deliver growth across the Borough to 2044 and beyond. We are now able to set out our preferred policies and site allocations which we feel are the best way forward in planning terms. These are now set out in this latest iteration of the Local Plan and Policies Map.

1.1.4 This is now the Council's final version of the Plan for you to consider prior to the Public Examination by the Planning Inspectorate.

1.1.5 Publication is a necessary step before the Local Plan is submitted to the Planning Inspectorate. This pre-submission stage is a specific period of no less than six weeks which allows for further public engagement on what the Council intends. This is where you can explain whether you are satisfied or alternatively have concerns about the Council's latest Plan version, which you want the Inspector to consider as part of the forthcoming Examination.

1.1.6 Please note that the regulations require responses to be set out in a specific format and for specific purposes during a specific time period - to inform a Planning Inspector whether you either support or object to a part of the Local Plan or Policies Map and the planning grounds for doing so. The Inspector will consider representations which are "duly made" in this way.

1.1.7 When you are making a representation, you need to ensure that you identify whether you support or object to a policy or proposal in the Local Plan and/or Policies Map set against the following criteria as required by legislation and government guidance and advice:

- **Legal compliance:** Does the Local Plan meet the legal requirements and procedural requirements for preparing Local Plans?
- **Soundness:** Is the plan sound? Has the Local Plan been
  - positively prepared,
  - justified,
  - effective, and
  - consistent with national policy?
- **Duty to Cooperate:** The considerations which apply here changed recently (in 2026) and now focus on the question of whether the plan has complied with the Duty to Cooperate - has the Council, in preparing the Local Plan, engaged and worked effectively with neighbouring authorities and statutory bodies?

1.1.8 How to ensure your representation is "duly made" is explained in the 'Representation Notes and Representation - Response Form' together with the online consultation portal which we encourage you to use. This will help to focus on where you may have concerns as well as explaining how you can submit your response within the Publication period.

1.1.9 In summary, the Publication Stage provides you with a set framework when commenting on policies in the Plan so you can detail your specific concerns to assist a Planning Inspector in conducting the Examination effectively and efficiently and to help the Inspectorate to reach a conclusion and recommendation in their Final Report into the Examination of the Local Plan.

1.1.10 After the Publication period has closed the Council will submit the Plan, supporting evidence and the representations made during this publication period to the Secretary of State. There will be some technical checks at this time and then the appointment of an independent Planning Inspector by the Planning Inspectorate (PINS) to Examine the Plan. The Inspector (or Inspectors) will be charged with conducting the examination by applying the principles of openness, fairness and impartiality. The Examination will consider first whether the Plan has achieved the legal and procedural requirements - "legal compliance" - and then go on to examine the Plan's provisions specifically against the "four tests of soundness" mentioned earlier. In more detail these are:

- Positively prepared: Ensuring that the Plan provides a strategy which, seeks to meet the area's objectively assessed needs, and is informed by evidence and agreements with other authorities, so that unmet need from neighbouring authorities can be accommodated where it is practical to do so and is consistent with achieving sustainable development.
- **Justified:** That the Local Plan will be the appropriate strategy for the Borough, taking into account the reasonable alternatives, and is based on proportionate evidence.
- **Effective:** Ensuring that the Local Plan will be deliverable over the plan period and based on effective joint cross-boundary working on strategic matters, as evidenced by statements of common ground agreed with the organisations involved.
- **Consistent with national policy:** enabling the delivery of sustainable development as elaborated in the relevant National Planning Policy Guidance, other government Advice etc and legal precedents.

1.1.11 For further information about how these tests operate and the context of the Examination is set out on the Government's website relating to Local Plans.

1.1.12 Note – we are operating under the rules that apply to Local Plans prepared and submitted before the end of 2026. So called "legacy plans":

1.1.13 Please also note that attendance at the Examination will be at the discretion of the Planning Inspector assisted by the Programme Officer. It will be based on the "duly made" representation as received during the Publication Period although there may be an opportunity to submit further representations as will be directed by the Inspector.

1.1.14 Our timescale is for the Local Plan to go on to be submitted before the end of 2026 and that the Examination is to take place during 2027. Subject to any modifications accepted by the Inspectorate we anticipate a Final Report will be received from the Planning Inspectorate before the end of 2027. The Plan would then be formally Adopted by the Council (or the successor Council after local government reorganisation) and become the statutory and up to date Local Development Plan for the Thurrock area.

1.1.15 You can find both the consultation response forms and the link to the consultation portal signposted on the Thurrock Council website.

Section 2:
Background to Thurrock

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Background to Thurrock

2.1 Introduction

2.1.1 This section of the Local Plan provides a brief summary of:

- Thurrock's historical development and spatial geography, tracing the Borough's evolution from its industrial roots to its current role within the regional growth corridor, highlighting its strategic location in both Essex and the Thames Gateway.
- Thurrock's economic, social, and environmental profile. This snapshot provides essential context for the Local Plan's policy framework, helping to justify the spatial strategy and development priorities.
- The key challenges and opportunities that face Thurrock over the plan period include the need to create new jobs, expand education and commercial activity, deliver a significant number of new homes, and provide supporting infrastructure. Together, these sections outline the scale of ambition, and the coordinated approach required to shape Thurrock's future.

2.2 Historical Context and Evolution

2.2.1 The history of Thurrock is entwined with the story of the River Thames. Riverside settlements, defensive forts, ports, quarries, and industries have all left their mark and form the context for the design of new places. There is a strong relationship to London and international trade through a network of commerce and infrastructure. Changes in the capital, along with the construction of national infrastructure, have driven rapid growth in the Borough since the mid-1900s.

2.2.2 Thurrock's landscape is full of contrasts, from rich agricultural fields and fenland to extensive marshes, former chalk quarries, and industrial uses near the Thames. Much of the countryside is now protected by Green Belt status. It is a hard-working and productive landscape, full of visible agricultural and industrial influence, where industry sits side by side with nature. These natural spaces are vital places for biodiversity and for appreciating the beauty of the Thames estuary.

2.2.3 Purfleet-on-Thames exemplifies this evolution. Historically a riverside industrial settlement, it is now undergoing significant transformation through the Purfleet Centre Regeneration scheme, which includes new homes, creative industries, and public realm improvements. This reflects the Borough's ambition to create vibrant, well-connected communities that respond to their historical context while embracing future opportunity.

2.2.4 Thurrock is home to some of the UK's most important coastal and marine habitats, such as Fobbing and Mucking Marshes, as well as diverse inland natural spaces including fenland and river valleys. These spaces link into a wider regional landscape along the Thames estuary of international significance and local value. More recently, the opportunity for a regional approach to nature has been highlighted within the South Essex Estuary Park (SEE Park) plan which seeks to create a continuous and accessible coastal path stretching from Tilbury Fort to Shoeburyness, ensuring every home will have easy access to high quality green space, creating new woodlands, restoring marshlands and completing a huge network of natural landscapes.



Dartford Bridge

2.3 Strategic Location

2.3.1 Thurrock occupies an important position within the South-East of England. Located on the north bank of the River Thames and directly connected to London, the M25, A13, and national rail networks. It sits at the intersection of major growth corridors: the Thames Gateway, the Essex Growth and the London - Stansted - Cambridge - Peterborough corridors. This connectivity offers:

- Direct access to Central London, Canary Wharf, and the Royal Docks via rail and road;
- Proximity to international freight hubs including Tilbury, Purfleet and London Gateway ports;
- Strategic positioning for logistics, advanced manufacturing, and supply chain industries.

2.3.2 Thurrock's location underpins its role as a gateway economy and supports its ambition to attract inward investment, create jobs, and deliver sustainable communities. Our ports and docks are pivotal to Thurrock's ambitious growth agenda, exemplified by the Thames Freeport. However, this infrastructure also fragments the Borough, with major roads and rail lines severing connections between neighbourhoods and contributing to noise, pollution, and congestion. There are opportunities to rethink the design of infrastructure to not only mitigate these effects but also provide local benefits.

2.3.3 The Lower Thames Crossing and Norwich to Tilbury Power Line proposals are Nationally Significant Infrastructure Projects (NSIPs) which alongside major port expansion at Tilbury3 will reshape the Borough's energy and freight capacity. These major developments provide opportunities for integrated spatial planning.

2.4 Borough Profile

2.4.1 Thurrock's current profile reflects both opportunity and challenge, including:

- A growing population, rising housing demand, for both affordable and specialist homes;
- Significant brownfield land with redevelopment potential;
- Flood risk zones, biodiversity corridors, and Green Belt land each requiring careful stewardship of the built and natural environment;
- Infrastructure pressures to deliver additional education, health, transport, and utilities requiring coordinated investment;
- A pipeline of major new developments which have the potential, when delivered, to provide a range of new housing in and around existing settlements and economic growth that will help to meet housing need, unlock investment, create jobs, long-term local spending that supports shops, services and transport improvements, and generate community benefits through the delivery of local infrastructure.



Horndon Park, Horndon-on- the-Hill

The Economy

2.4.2 Thurrock plays a vital economic role within Essex and the wider Thames Gateway, underpinned by its strategic location, strong transport infrastructure, and nationally significant logistics and port operations. The Borough's economy is dynamic and evolving, with high levels of economic activity.

2.4.3 Thurrock's economy is anchored by the Port of Tilbury and London Gateway, forming one of the UK's most significant logistics clusters. These assets are supported by excellent road and rail connectivity, including direct access to the M25, A13, and national freight corridors. The business landscape is dominated by micro and small enterprises, with business growth outpacing many neighbouring districts in recent years. Increasingly, sectors such as ICT and digital services are gaining traction, pointing to a shift toward higher-value, innovation-driven activity.

2.4.4 Thurrock's economic activity rate remains high, indicating a resilient labour market and strong employer demand. However, this overall strength masks some underlying challenges. The Borough has a higher proportion of residents claiming employment related benefits than Essex or Great Britain as a whole, with the gap particularly pronounced among young people and in communities such as Tilbury. This contrast highlights both the capacity of the local economy to generate work and the persistent barriers some groups face in accessing it.

2.4.5 Average FTE weekly earnings by place of residence are also competitive, at £798.90, exceeding both the Essex and UK benchmarks. However, qualification levels remain below regional and national averages, which presents a significant barrier to career progression and economic mobility. Thurrock also has a poorer qualification profile than Essex and Great Britain which indicates a skills gap that limits access to higher-value employment and slows the Borough's transition into knowledge-based and innovation-led sectors.

2.4.6 According to the latest UK Business Counts data (ONS, 2025), Thurrock hosts 7,210 active local business units, with a clear dominance of micro and small firms: 89.3% of businesses employ fewer than 10 people, slightly above the Essex average of 88.1% and the national average of 87.5%. Medium-sized businesses (50–249 employees) account for 1.2% of Thurrock's business base, compared to 1.6% in Essex and 1.9% nationally. In comparison large enterprises (250+ employees) make up just 0.3%, reflecting the Borough's reliance on a small number of strategic employers, particularly in logistics and port operations.

2.4.7 There is a strong concentration of transport and storage businesses, reflecting Thurrock's role in freight and distribution. This strength supports continued growth in warehousing, as highlighted in the Economic Development Needs Assessment (EDNA), but also leaves the area exposed to shifts in global trade and increasing automation.




Tilbury Dock

2.4.8 The reliance on a narrow set of sectors raises questions about whether future jobs will meet residents' needs. Many people do not see logistics or construction as viable career paths, and working patterns in these sectors can limit opportunities for women. Broadening the local economy will be important to support more inclusive and resilient employment.

2.4.9 Other notable sectors include:

- Construction: 13.1% of local units (vs. 12.4% in Essex and 11.6% nationally)
- Professional, scientific and technical services: 11.4% (vs. 15.2% in Essex and 17.8% nationally)
- Information and communication: 4.2%, showing modest growth but still below the national average of 7.6%

2.4.10 Thurrock's business base shows both strengths and vulnerabilities. The Borough benefits from a strong presence of logistics and construction firms, but it has far fewer businesses in higher value professional and digital sectors. This pattern reflects local factors such as lower qualification levels and infrastructure constraints, but also the pull of London and other major centres, where business clustering to access skilled labour, specialist networks and high value markets. As a result, Thurrock captures the operational end of supply chains but not the higher value activities that typically drive innovation and productivity.

Social, Health and Well Being

2.4.11 Thurrock's population is growing (mid 2022 estimate ~176,000) and is projected to increase by over 10% each decade, placing sustained pressure on homes, school places, health services and social care. The borough's average age (36 years) is below the England average, yet the proportion of older residents is rising faster than regionally and nationally, increasing demand for age-appropriate housing, domiciliary care and reablement services. Census 2021 shows rising diversity and a larger share of residents born outside the UK than other parts of Essex.

2.4.12 Thurrock's average life expectancy is in line with national averages, (Thurrock – 80.2 years, England – 81 years). There is a variation in health outcomes across Thurrock, which ultimately lead to people in more deprived areas living shorter lives and being more affected by illness. Life expectancy of residents in deprived areas is 8 years less than residents of more affluent areas. This is impacted by higher levels of physical inactivity across Thurrock compared to the national average and by more than 7 out of 10 adults in Thurrock either overweight or obese and at risk of developing health problems.

2.4.13 Around 1 in 4 people in Thurrock will experience a mental health problem at some point in their life and 7.2% of people in Thurrock are identified as being disabled with their "day-to-day activities limited a lot", a decrease by 2% since 2011.

2.4.14 School and college place demand remains high with clear need for further primary and secondary expansions and substantially greater SEND provision. Thurrock's Pupil Place Plan sets out the requirement for expanded school capacity to meet projected cohorts.

2.4.15 Health needs are amplified by concentrated deprivation in specific wards and neighbourhoods, notably Tilbury St Chads, central Grays (including parts of Grays Thurrock and Grays Riverside), Belhus, Chadwell St Mary, Ockendon and West Thurrock, which generate disproportionate demand for services and poorer outcomes compared with wider Essex and GB patterns.

2.4.16 Primary care access and community prevention capacity are uneven across the Borough, with GP coverage gaps and limited mental health provision in some localities. Public health priorities include long-term conditions, mental health support, obesity prevention and fuel poverty mitigation, all of which will drive increased demand for community services.

2.4.17 Thurrock's Housing Strategy (2022–27) set priorities for accelerating housing supply, estate regeneration, supported housing and preventing rough sleeping to address some of the housing issues facing the Borough. These priorities are particularly relevant in regeneration areas such as Purfleet-on-Thames, Tilbury, and South Ockendon, where housing need and infrastructure pressures are most acute.


Lakeside Shopping Centre

The Built Environment

2.4.18 Thurrock's built environment underpins its role as a national logistics and trade hub centred on London Gateway, the Port of Tilbury and Lakeside, supporting high employment, concentrated industrial and retail floorspace, and substantial on roof solar and DHN anchor loads that can drive local decarbonisation and job creation.

2.4.19 The challenges for the built environment are:

- Contamination and remediation liabilities on docklands and former industrial estates increase site preparation costs and delivery timeframes.
- Utility and grid constraints including local primary substation headroom restrict the scale and timing of electrification, large power users and rapid EV charger rollout.
- Concentrated land use pressures for housing and employment create competition for scarce brownfield sites and can generate viability gaps on complex sites.

2.4.20 The opportunities within the built environment are:

- High on roof solar and nondomestic PV potential at Lakeside, Port of Tilbury and industrial parks supports local renewable generation and corporate decarbonisation.
- District Heat Network (DHN) feasibility driven by large anchor loads in Thames Gateway and Lakeside creates scope for heat network rollout and waste heat capture.
- Brownfield regeneration offers potential for mixed use, high value redevelopment that integrates blue green corridors, Biodiversity Net Gain and climate resilient design.
- Colocation of HGV charging and solar farms can align logistics energy demand with low cost renewables and improve commercial viability.

The Natural Environment

2.4.21 Thurrock's riparian, coastal, wetland and terrestrial habitats, green/open space, agricultural land and green-blue infrastructure deliver a myriad of ecosystem services, including biodiversity, flood and drought resilience, carbon sequestration, pollination, improved air and water quality and physical and mental health benefits for residents and adjacent economic assets.

2.4.22 The challenges within the natural environment are:

- High flood risk in estuarial and low-lying areas restricts development options and increases mitigation requirements;
- Pressure on greenfield and agricultural land from housing and infrastructure demand risks habitat loss and landscape fragmentation without robust protection;
- Habitat sensitivity and environmental regulation constrain location and scale of renewables and large infrastructure unless appropriate mitigation and compensation are provided.

2.4.23 The opportunities within the natural environment are:

- Restored waterfronts and habitat creation can deliver multifunctional green infrastructure, enhance recreation, and secure substantial Biodiversity Net Gain as part of regeneration schemes;
- Integrated SuDS and blue green networks provide increased biodiversity, flood risk management, urban cooling and improved health outcomes while enabling higher quality placemaking;
- Targeted green infrastructure at new neighbourhoods can maximise adaptation benefits and support active travel, improving resilience and social outcomes;
- Building with nature offers a range of ecosystem services to the benefit of both people and wildlife;
- LNRS highlights local opportunities for habitat creation for biodiversity and ecosystem service increases.


Stanford Warren

Towards a Just Transition

2.4.24 Thurrock's transition to a low-carbon and climate-resilient economy will depend on how effectively growth translates into improvements in local conditions. Analysis shows that interventions such as strengthened river and coastal defences, Sustainable Drainage Systems and targeted drainage upgrades are likely to have the greatest impact in reducing neighbourhood level flood exposure.

2.4.25 Similarly, retrofitting and higher energy efficiency standards have the potential to lower household running costs, while Biodiversity Net Gain and habitat creation can increase access to usable green space and enhance local ecological quality.

2.4.26 Evidence also indicates that upgrades to the local electricity network, including improved capacity for generation and storage, will be important in reducing outage risks and enabling wider uptake of low-carbon heating and electric vehicle charging.

2.4.27 The alignment of new proposals with existing strategies, including the Thurrock Climate Change Strategy, Thurrock Transport Plan and the Essex Local Area Energy Plan provides a framework for assessing contribution to outcomes such as reduced flood risk, improved energy efficiency in homes, sustainable transport, biodiversity enhancement and local employment.

The Challenges

2.4.28 Thurrock faces a series of interconnected challenges over the Local Plan period. These reflect both the Borough's strategic importance and the complexity of delivering sustainable growth across diverse settlements and landscapes. The challenges are particularly acute in high-growth and regeneration areas such as Grays, Tilbury, Purfleet-on-Thames, South Ockendon, and Chadwell St Mary, where infrastructure pressures and social needs converge.

- Housing delivery and affordability issues - pressure to deliver housing on constrained brownfield and flood risk sites while avoiding the loss of productive agricultural land. Viability challenges, fragmented land ownership, and remediation costs complicate delivery, especially in regeneration zones.
- Health and social care capacity strain - expanding GP coverage, community mental health, domiciliary and reablement services is essential to support an ageing population and address concentrated deprivation in areas such as Tilbury St Chads, Grays Riverside, Belhus, and Chadwell St Mary.
- Utility and grid constraints - managing electricity network demand, gas supply characteristics, and capacity requirements for widespread electrification, EV charging, and major energy users (e.g. data centres) is critical. Grid headroom limitations affect growth areas including Lakeside, Tilbury, and South Ockendon.
- Contamination, remediation and viability gaps - delivering complex brownfield and waterfront regeneration, particularly in Purfleet-on-Thames, Tilbury, and parts of Grays, requires addressing abnormal site conditions, fragmented ownership, and remediation liabilities that threaten scheme viability and timing.

- Flood risk and climate resilience - development in high-risk estuarial areas such as East Tilbury, West Thurrock, and Purfleet-on-Thames emphasises the need for robust Flood Risk Assessments (FRAs), Sustainable Drainage Systems (SuDS), and climate adaptation measures to ensure long-term resilience.
- Skills and economic transition - Thurrock's lower qualification rates constrain access to higher-value employment. Supporting workforce transition from logistics and construction toward low-carbon, digital and innovation-led sectors is essential to economic diversification and inclusive growth.

2.4.29 These challenges require coordinated spatial planning, investment, and policy alignment.

The Opportunities

2.4.30 Thurrock is well-positioned to take advantage of a range of strategic and overlapping opportunities during the Local Plan period. These reflect the Borough's assets, ambition, and potential to lead on clean growth, regeneration, and major developments;

- The Lower Thames Crossing (LTC) offers a transformative opportunity for Thurrock, unlocking employment land, improving access, and attracting investment in logistics, advanced manufacturing, and clean growth. Alongside its infrastructure benefits, LTC aims to leave a lasting skills legacy by upskilling the local workforce, targeting 45% of workers from within 20 miles and connecting people to jobs, green careers, and business growth. This will be supported by a dedicated Skills Hub and supply chain directory.



Coalhouse Fort

- Norwich to Tilbury Power Line, a proposed 400kV transmission route by National Grid, connecting offshore wind energy from East Anglia into the national grid via a new substation at Tilbury offering opportunities to align major infrastructure delivery with local regeneration, supporting investment in energy, transport, and employment while reinforcing the Borough's role in the UK's low-carbon transition.
- Strategic regeneration in Purfleet-on-Thames, Tilbury, and Grays offers the chance to deliver vibrant mixed-use neighbourhoods that combine housing, employment, and public realm, while unlocking land value and addressing contamination. These areas benefit from proximity to transport hubs, port infrastructure, and existing urban centres, making them ideal for high-density, sustainable development.
- Developing District Heat Networks (DHNs) – Capturing waste heat from industrial anchor loads at the Port of Tilbury, Lakeside, and London Gateway could support viable low-carbon heat systems, reduce emissions, and create commercial energy pathways for large users. Integrating DHNs into new developments and retrofitted into existing communities, supporting Thurrock's net zero ambitions should be explored.
- Enhancing flood resilience and public health - Integrated blue-green corridors and Sustainable Drainage Systems (SuDS) can improve biodiversity, recreation, and place quality in both new and existing communities. These interventions also support climate adaptation, reduce surface water flooding, and contribute to improved mental and physical health outcomes.
- Delivering targeted retrofit and fuel poverty programmes - Focusing on fuel-poor areas and social housing estates—particularly in Tilbury, South Ockendon, and Chadwell St Mary—can reduce energy bills, improve EPC ratings, and create skilled local jobs in retrofit and renewables. These programmes align with national funding streams and local decarbonisation goals.
- Aligning skills, education and green job pathways - Adult learning, apprenticeships, and reskilling initiatives can raise local qualification levels and support access to higher-value employment in net zero and digital sectors. This is particularly important in areas with lower educational attainment and high reliance on traditional industries.
- Sequencing infrastructure-first growth - Coordinating grid upgrades, utility capacity, education and health facilities with housing and employment delivery, especially in Corringham, Aveley, and Stanford-le-Hope will enable Thurrock to accelerate viable, climate-resilient development. This approach ensures that growth is supported by the necessary services and avoids placing pressure on overstretched infrastructure.

2.4.31 These opportunities align with the Settlement Hierarchy Study (December 2025), which provides a spatial framework for prioritising investment and directing growth to locations with the capacity to support it. By focusing development on well-connected urban centres and regeneration zones, while protecting rural landscapes and sensitive habitats, the Council can work to deliver a Local Plan that is ambitious, balanced, and locally responsive.

Section 3:
Vision and objectives

Section 3:
Vision and Objectives

3.1 Spatial Vision for Thurrock

3.1.1 The Council's vision for Thurrock, how it will change and grow, and how it will support its communities and businesses by the end of the Local Plan period in 2044, is set out below. The vision compliments, reflects and enables the delivery of the Council's aspirations for change as outlined in the Corporate and Improvement Plan which seeks to unlock transformational change by encouraging investment, leveraging the Council's assets, addressing vulnerabilities and aligning efforts across the Borough to deliver sustainable and inclusive growth.

3.1.2 The Strategic Policies in this Plan set the overall strategy for change and growth in Thurrock, while the Place and Site Allocations section addresses what this will mean for the Borough's distinct places and settlements. This is followed by a series of local Development Management Policies that set out the specific requirements for different types of development that require planning approval.



Grays Riverside

Thurrock 2044 – the Spatial Vision

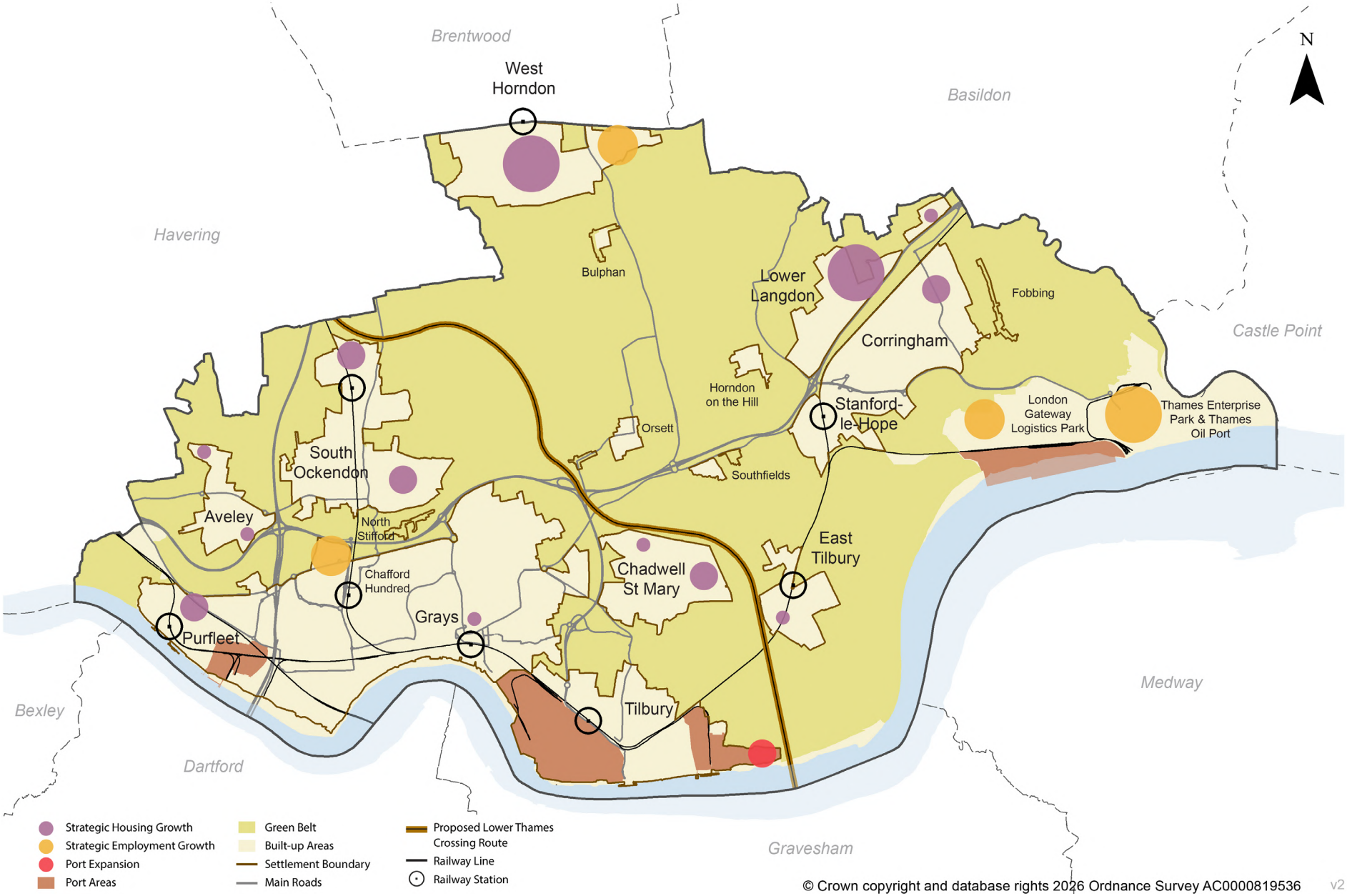
By 2044:

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.



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3.2 Local Plan Objectives

3.2.1 The Local Plan objectives outline how the Council aims to deliver the vision and administer planning policies. The Council seeks to establish a positive and proactive approach to development proposals which accord with the Development Plan.

Objective 1 - Resilient Healthy Communities

3.2.2 To support and create resilient, strong, healthy and self-reliant communities where the identities of existing settlements are maintained, the quality of life for all is protected and where possible enhanced. To ensure communities have access to the social, cultural and recreational facilities and services they need to thrive and grow sustainably. To improve health, social and cultural well-being for all, including minimising crime and the fear of crime.

Objective 2 - Support economic growth and resilience

3.2.3 To promote clean economic growth particularly in innovative and high value employment sectors through maximising opportunities for residents to enhance their skills. To support local businesses including those forming clusters of activity by ensuring that suitable sites and buildings are provided in a flexible form that allows a rapid response to changes in economic circumstances and needs.

Objective 3 - Increasing housing development and land supply

3.2.4 To allocate suitable, available and well-located land to meet all identified development needs (including affordable housing and specialist housing for older people) sustainably. This will include using land effectively; minimising pollution; addressing the impacts of climate change (including all sources of flood risk) and supporting the transition towards net zero.

Objective 4 - Effectively Managing Climate Change

3.2.5 To ensure the delivery of sustainable development, mitigating climate change and adapting to the impacts on Thurrock's environment.

Objective 5 - Protect, enhance and conserve existing environments and creating new environmental assets

3.2.6 To manage environmental change in a way that ensures the Borough's valued natural and historic environment is suitably protected, conserved, enhanced, supplemented and managed as appropriate to its significance. This will include countryside (including the Green Belt), riversides, landscapes, woodlands, open spaces, heritage assets (including their settings), water, air and soil environments and areas of nature conservation/ecological value (including habitats' sites and ancient woodland).

Objective 6 - Providing sufficient Infrastructure

3.2.7 To ensure that the Borough's future infrastructure needs (including physical, social, interconnected multi-functional green and blue infrastructure) are fully assessed, planned for and delivered at the right time during the development process.

Objective 7 - Planning for the Transport and Movement needs generated by growth

3.2.8 To promote a well-designed and sustainable transport system which enables reliable movement, safe access to services and facilities and provides choices for how to travel (including encouraging active and healthy lifestyles). To ensure the impacts of new development on the highway network are mitigated.

Section 4: **Strategic Policies**

Section 4: **Strategic Policies**

4.1 Introduction

4.1.1 To make the vision for Thurrock a reality, this Plan includes eleven strategic policies that set the direction for how the Plan sees the Borough developing and changing, along with detailed Development Management Policies which will be used to guide and assess the detail of proposals requiring planning permission. These eleven policies combine with the vision to set the overall strategy for the future of Thurrock.

4.1.2 To understand how well the strategy laid out in the Plan is performing, a range of strategic monitoring indicators have been set. Annual 'Authority Monitoring Reports' will be published to provide information on progress towards achieving the strategy in the Plan based on these indicators. The full monitoring scheme is set out in Appendix 1.

4.2 Strategic Policies

SP01 - DEVELOPMENT REQUIREMENT AND SPATIAL STRATEGY

A. Development Requirement

To facilitate the significant economic growth expected from Thames Freeport and other major projects within Thurrock, the Council will make provision for the following:

1. A minimum of 28,880 new homes in order to meet the required housing need and enable an uplift of provision to support substantial economic growth anticipated within Thurrock.
2. 206 pitches for Gypsies and Travellers, as defined by national policy and 254 plots for Travelling Showpeople, as defined by national policy.
3. A minimum of 199 hectares of new land for economic development and the redevelopment of approximately 450 hectares of former industrial land to accommodate a minimum of 999,886 sqm of employment floorspace, enable port expansion and to support the delivery of nationally important data centres.
4. New retail floorspace within new centres and parades to provide services to support new homes and businesses.

B. Spatial Distribution of Growth

1. The Council will direct new growth to the most sustainable locations within the Borough, in accordance with the Settlement Hierarchy in Table 1. This is planned as follows:
   a. Optimise the reuse of suitable and viable previously developed land and, where appropriate, encourage higher densities.
   b. Focus growth within the principal urban area and towns as set out in the settlement hierarchy through regeneration, redevelopment and developing underutilised land.
   c. Create new sustainable settlements at West Horndon and on Land North of the A13 near Stanford-le-Hope.
   d. Create new neighbourhoods as extensions to the principal urban area and towns through Green Belt boundary amendments.
   e. Direct economic development to available sites in designated Employment Areas and to provide new site allocations and support port expansion through Green Belt boundary amendments.

f. Support limited growth, primarily infill development within villages and rural settlements.

g. Restrict development within the open countryside and Green Belt.

2. New growth will provide enhancement to existing services and facilities whilst also delivering additional necessary infrastructure to support new communities.

3. The overall housing provision for Thurrock will be distributed in accordance with the Settlement Hierarchy and will seek to achieve the visions for each place. The place policies and site allocations policies provide more detail on the housing and employment provision and other land use considerations for each settlement.

Table 1 Settlement Hierarchy

Tier	Settlement Type	Settlement Name	Growth Quantum
1	Principal Urban Area	**Grays Urban Area**	• Approximately 1,890 homes • Approximately 50.2 hectares of employment land
2	Towns	**Aveley**	• Approximately 1,173 homes
		Chadwell St Mary	• Approximately 2,963 homes
		Corringham	• Approximately 2,261 homes • Approximately 453 hectares of employment land at London Gateway and Thames Enterprise Park
		East Tilbury and Linford	• Approximately 1,215 homes • Approximately 2.9 hectares of employment land
		Land North of the A13 (Lower Langdon and Corringham Park Farm) (when established)	• Approximately 5,000 homes • Approximately 20 hectares of employment land • New mixed-use district centre
		Purfleet-on-Thames	• Approximately 3,000 homes • At least 12.4 hectares of employment land
		South Ockendon	• Approximately 4,787 homes • Approximately 2.5 hectares of employment land
		Stanford-le-Hope	• Approximately 938 homes
		Tilbury	• Approximately 112 homes • Approximately 58 hectares of land for the new port
		West Horndon (when established)	• Approximately 10,000 homes • New mixed-use Town Centre • Approximately 50 hectares of employment land
3	Larger Villages	**Horndon-on-the-Hill** **Orsett** **Bulphan**	• Approximately 116 homes • Limited minor development which is proportionate to the scale of the existing settlement • Infill development • Conversions
4	Smaller Villages	**North Stifford** **Baker Street** **Southfields**	• Infill development • Conversions
5	Rural Settlements	**Fobbing** **West Tilbury** **Mucking** **Langdon Hills**	• Infill development • Conversions

C. Green Belt

The Council will seek to maintain the purpose, function and open character of Thurrock's Green Belt in accordance with the provisions of the NPPF and DMP39 – Development in the Green Belt.

Policy Explanation

4.2.1 The vision for Thurrock will be delivered through a spatial strategy that provides a clear framework for directing growth to the most sustainable locations within the Borough and for shaping the scale, nature and direction of development. The strategy is deliberately ambitious, ensuring that housing and employment growth are aligned and that Thurrock is well placed to capitalise on significant forecast economic growth.

4.2.2 Under the Government's Standard Method (calculated March 2026), Thurrock's housing requirement is 21,480 homes over the plan period. However, this figure does not reflect the scale of economic growth expected in the Borough. Major investment, including the Thames Freeport, alongside growth in strategically important sectors, is expected to generate levels of job creation and inward investment that exceed those assumed by the Standard Method.

4.2.3 In response, the Plan takes a positive and ambitious approach by planning for 35,906 homes over the plan period. This comprises an uplift to the Standard Method housing need figure of approximately 34% to provide the 28,880 homes required to support economic growth and the long-term prosperity of the Borough. It also includes a buffer of approximately 14% to provide resilience and flexibility to support housing delivery over the plan period.

4.2.4 The Economic Development Needs Assessment (EDNA) (2025) identifies a requirement for 245.65 hectares of employment land to support a higher growth scenario, taking account of significant development anticipated as part of Thames Freeport. In addition, data centres are expected to come forward during the plan period. These are recognised as critical national infrastructure and represent additional growth beyond the EDNA forecasts. Provision for a data centre has therefore been incorporated within the Site Allocations of this Plan.

4.2.5 The spatial strategy informs the allocation of sites and applies a sequential approach in line with the NPPF. Priority is given to brownfield land and urban locations. However, the strategy 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.

4.2.6 In this context and having regard to the exceptional circumstances test for amending Green Belt boundaries, the Council considers that such circumstances are met. This reflects the scale of housing and employment growth required to support Thurrock's role in the regional and national economy, the limited capacity of suitable brownfield land, and the need to deliver sustainable patterns of development.

4.2.7 Growth during the plan period will therefore be focused on **Tier 1 and Tier 2 settlements**, where residents benefit from access to a wide range of services within walking distance and frequent public transport connections. Where necessary, and in accordance with Plan policies, this includes the release of land from the Green Belt to deliver sustainable, well-connected communities. This approach ensures that future development supports the creation of well-connected, walkable communities and avoids car-dependent suburban estates, in line with the NPPF.

4.2.8 Development within less sustainable villages (Tiers 3, 4 and 5) will be limited to infilling and conversions, small sites where allocated within this Plan and with a modest windfall allowance provided through the Housing Trajectory (SP05 - Housing). This approach maintains rural character while enabling limited housing delivery to support village vitality and meet local needs.

4.2.9 Settlement boundaries have been identified and refined following the Green Belt Review, Landscape Character Assessment, Rural Settlements Assessments and Heritage Assessment and are shown on the Policies Map. Infilling is defined as the development of a small gap, generally enclosed in an otherwise continuous built-up frontage. Not all gaps will be suitable for development, as some make an important contribution to settlement character, views of the surrounding landscape or the spacious rural quality of villages. Development in the open countryside will be tightly controlled to maintain a strongly performing Green Belt that protects Thurrock's valued rural environment.

SP02 - HEALTHY, INCLUSIVE PLACES AND HIGH-QUALITY NEW DEVELOPMENT

The Council will work towards a healthy and inclusive Thurrock, with well-designed and accessible buildings and public realm that provides the opportunity for, and encourages, active and healthy lifestyles and community cohesion. It will achieve this by:

1. Expecting masterplans and design codes to be prepared for large and significant developments as per DMP41 – Delivering Great Design.
2. Preserving and enhancing both nationally and locally listed heritage assets and the character of the conservation areas.
3. Supporting opportunities to enhance existing centres and other key public facilities and spaces including sports and open space provision, in Thurrock, and the services they offer to its communities.
4. Seeking development that provides opportunity for active and healthy lifestyle choices, and expecting a health impact assessment to be undertaken for large development schemes, in accordance with the thresholds set out in DMP42 - Health Impact Assessments.
5. Expecting formal Design Review of key development schemes as defined in DMP41 – Delivering Great Design, while encouraging early and effective early involvement of existing communities in the development of scheme design, prior to submission of a planning application.
6. Expecting the design of new homes and non-residential buildings to be accessible to all.
7. Expecting development schemes to maximise opportunities for active travel in daily life, and make provision for high quality green spaces, public realm, play, wider recreation and leisure and where appropriate, contribute towards the improvement of existing facilities within their localities.
8. Expecting early delivery of social and community infrastructure within new development, and encouraging opportunities for meanwhile uses, and temporary infrastructure.
9. Expecting development to maximise community cohesion and create a feeling of familiarity & safety, whilst minimising opportunities for crime and anti-social behaviour.
10. Expecting early, regular and meaningful community engagement throughout the design and implementation of major development schemes and masterplans, with this being evidenced in planning statements for relevant planning applications.
11. Expecting development schemes to address future management and maintenance arrangements effectively.

12. Through the specific local policies and requirements in the Place sections of this Plan and future development of Supplementary Plans to plan the growth areas in greater detail, aiming to achieve a balance between new and existing uses and the wider natural environment, and an appropriate balance between residential, community, service, retail, industrial and logistics uses.

Policy Explanation

4.2.10 The scale of development and change that will be experienced in Thurrock through the period of this Plan, to 2044, presents a generational opportunity to achieve significant improvements for existing and new residents, businesses, workers and visitors, ensuring that this is well thought out and well designed. This aims to create places where everyone has a sense of belonging and ownership, feels safe and able to move around within their communities, around the Borough and when travelling to or from other places. The Council's Health and Wellbeing Strategy (2022-2026), currently being reviewed, seeks to address the causes of poor health across the Borough and reduce existing health inequalities. Its focus includes high-quality education, access to employment and other opportunities, warm and safe homes, access to green spaces and leisure, strong and resilient communities and effective public protection. The strategy and policies in the Local Plan provide strong links to actions that will help achieve these goals.

4.2.11 The design of buildings and places, well thought out public spaces and routes are crucial to achieving this, enabling people to feel that they have the option to choose active and healthy lifestyles while integrating the natural environment effectively into the places where they live, work, spend time and undertake business activities. The strands within this strategic policy highlight the key actions that can help to achieve this, with the Place sections in the Plan providing more detail about what this means on the ground and the later Development Management Policies providing greater detail on what development proposals will need to do to achieve this.

SP03 - THE ECONOMY AND SKILLS

Significant economic growth is expected across the local plan period creating a further 16,975 jobs by 2044. The Council will support sustainable economic growth that creates prosperity within Thurrock for both residents and local businesses, meets regional and national growth ambitions and builds on and diversifies Thurrock's economy to ensure it remains resilient and responsive to current and future business and skills demands. It will do this by:

1. Safeguarding the Borough's portfolio of 1,956 hectares of land for economic development which includes established employment areas and new employment site allocations as well as land for specialist port-related development, as identified as Designated Employment Areas and Ports, respectively on the Policies Map

2. Ensuring there is a sufficient and flexible supply of employment and port operational land across the plan period to meet future demand in Thurrock by:
    a. Supporting the development of 18.5 hectares of underutilised land within our designated employment areas;
    b. Making available for development 312 hectares of former oil refinery land at Thames Enterprise Park and Thames Oil Port for general employment uses;
    c. Supporting the delivery of the remaining 111 hectares of land for general employment use at London Gateway under Local Development Order 2.0; and
    d. Allocating a minimum of 172.5 hectares of land for economic development in the right locations and of the necessary scale and quality to further support Thames Freeport, create a sustainable new town at West Horndon, a new settlement north of the A13 and to meet the needs of existing and new businesses. This involves designating a range of sites within the urban areas and through amendments to Green Belt boundaries. It includes the following strategic site allocations:
        i. Approximately 58 hectares of land for the new port Tilbury3 to enable port expansion.
        ii. Approximately 30 hectares of land at London Gateway for B2 and B8 uses to enable expansion of the logistic park.
        iii. Approximately 50 hectares of land within the West Horndon new town.
        iv. Approximately 20 hectares of land within the new settlement on Land north of the A13.
3. Supporting the growth in digital technology by allocating approximately 27 hectares of land at the former Essex Arena site for the provision of a new data centre campus.
4. Supporting the delivery of the Thames Freeport ambitions and 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.
5. Supporting the delivery of employment schemes that provide high-quality, well-designed employment areas and premises that are accompanied by the necessary infrastructure to meet the needs of future occupiers.
6. Improving the availability of high quality, flexible and managed accommodation for micro, small, and medium sized businesses in easily accessible locations.
7. Encouraging investment to improve the quality of our existing employment sites while supporting the release of poor-quality employment land where it is no longer required and isn't compatible with the character of the surrounding area and neighbouring uses.
8. Building resilience by supporting our key employment sectors such as ports and logistics, construction, and business services while enabling other specialised sectors to grow and thrive, such as the creative industries, advanced manufacturing and environmental technology, and green energy.
9. Building on the opportunities presented by major infrastructure projects such as Lower Thames Crossing (LTC) and the proposed Norwich to Tilbury Power Line.
10. 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.
11. Continuing to support and enhance the Borough's visitor economy.

Policy Explanation

4.2.12 Thurrock's economy is strong, contributing £5.6 billion to the UK economy, and is expected to grow significantly by 2044 with the creation of around 16,975 new jobs. Thurrock's position on the River Thames, proximity to London and access to global markets gives the Borough its competitive edge and means that it is an attractive location for inward investment and a place where businesses can thrive. The Thurrock Economic Development Needs Assessment (EDNA), (August 2025) outlines the exceptional economic and employment growth Thurrock has experienced over the past decade. Thurrock's growth has outpaced regional comparators, demonstrating the Borough's continued importance as a major economic hub within Greater Essex, and the Functional Economic Market Area (comprised of Thurrock, Basildon, Southend-on-Sea, Rochford, Castle Point, Brentwood and the London Boroughs' of Barking and Dagenham and Havering).

4.2.13 Thurrock's economic structure is distinct within the region, shaped by its ports, strategic road network and access to international markets. Current key sectors include wholesale and retail, transport and storage, construction and real estate. Transport and logistics in particular are dominant key sectors in the Borough. These sectors are supported by a large and dynamic base of micro and small businesses. This business base makes up the majority of enterprises in the Borough.

4.2.14 Much of the Borough's future growth will be generated from sites that form part of the Thames Freeport and from port expansion. Thames Freeport is one of only eight nationally designated freeport locations in England, covering Thurrock and the London Boroughs of Havering and Barking and Dagenham. Freeports are designed to create national hubs for global trade and investment as well as promoting local regeneration and job creation. Businesses located within a freeport are able to benefit from financial incentives, and within Thurrock there are designated tax and customs sites at London Gateway and Tilbury. The Thames Freeport is expected to create jobs within industries such as light manufacturing, logistics, clean energy, processing and advanced manufacturing. The 2025 EDNA identifies the Freeport as a major driver of future employment growth, with significant potential to attract new investment, accelerate innovation and support the transition to low carbon technologies.

4.2.15 The 2025 EDNA recommends planning for the higher labour demand growth scenario, which identifies a need for 245.65 hectares of employment land to support nearly 17,000 additional fulltime equivalent jobs by 2044. This recommendation reflects not only the scale of planned economic activity associated with the Freeport, the Lower Thames Crossing and other major infrastructure projects, but also the strong performance of Thurrock's economy in recent years. Lower growth scenarios are considered too cautious and would risk constraining economic potential and failing to meet national policy requirements to plan positively for growth.

4.2.16 Crucially, the EDNA emphasises that future planning for employment land must consider not only quantitative need but also qualitative and locational requirements. This includes ensuring that the Borough can provide modern, flexible and well-located sites that meet the needs of its businesses, support the expansion of the ports and logistics cluster, and offer opportunities for diversification into higher value industries. The allocation of new employment sites including to the west of the Borough and within the West Horndon new town and new settlement north of the A13, is regarded as essential in supporting spatial employment opportunities, reducing out commuting and supporting sustainable patterns of development. Providing greater flexibility for businesses by simplifying employment designations through the removal of the

specialist employment designations as set out in the previous Core Strategy will support this policy. In recognising the changing nature of employment sites, we have de-designated previously designated industrial and commercial areas where they have changed to other uses or are no longer suited for employment.

4.2.17 Supporting and enabling critical national infrastructure (data centres) through a specific allocation enables Thurrock to help meet national demand. The benefits of this major employment site will provide benefits to the Borough through job creation, support for local skills and training, open space provision and where feasible, local supply chain opportunities. Similarly, in supporting Thames Freeport through redesignating London Gateway and Thames Enterprise Park and allocating Tilbury 3 as a new port, the Borough is securing major employers, delivering wider spread effects and generating additional returns to the economy.

4.2.18 Thurrock is home to a significant number of small and medium sized businesses, many of which operate in construction, logistics, retail and professional services. These businesses play a vital role in local employment and supply chains, and the Local Plan seeks to ensure that they have access to the space, infrastructure and support needed to grow.

4.2.19 Skills remain a key challenge for the Borough. While economic activity rates are strong, Thurrock has lower levels of higher level qualifications than many comparator areas and a higher proportion of residents with no formal qualifications. Over half of the Borough's neighbourhoods fall within the most deprived areas nationally for education, skills and training. Addressing these challenges is essential to ensuring that local residents can access the high quality jobs created through growth, reduce inequalities and support long term economic resilience. The Local Plan therefore places a strong emphasis on improving access to training, apprenticeships and lifelong learning, working closely with employers, education providers and partners.

SP04 - THURROCK'S CENTRES AND THEIR FUTURES

1. The Council will work towards building communities that are supported by easily accessible retail and community services. It will do this by ensuring that retail and services are provided within a network/ hierarchy of centres, with each tier within the hierarchy playing a different role and offering a different level of service for the communities that they serve.
2. Thurrock's Hierarchy of Centres is detailed below, with boundaries of the centres shown on the Policies Map.

A. Hierarchy of Centres

1. Regional Centre

Lakeside is a comprehensive retail and leisure destination consisting of a shopping centre, retail parks, leisure hubs and standalone units. It serves the local residents of Thurrock, as well as a wider catchment beyond the Borough. Further information on Lakeside can be found in Policy PP02 - Lakeside Regional Town Centre.

2. Town Centre

Grays is the primary town centre. It is the main administrative centre for the Borough, with a mix of retail, commercial and educational facilities, alongside a strong transport hub. It serves the immediate local communities and the Borough as a whole. Further information on Grays Town Centre can be found in Policy PP03 - Grays Town Centre.

Once established, West Horndon New Town will include a new town centre that is connected directly to the railway station and provides a mix of retail, commercial, health and community facilities as set out in Policy SS18 – West Horndon New Town.

3. District Centres

The District Centres at Corringham, South Ockendon, Stanford-le-Hope, Tilbury, Purfleet-on-Thames (once established) and a new settlement on land north of the A13 (once established) serve local communities from their immediate and surrounding areas and typically comprise of a group of shops, non-retail services, such as banks, estate agents and restaurants as well as community facilities such as a library.

4. Local Centres

The Local Centres at Aveley and Socketts Heath serve their local communities and are the smallest of our centres. They focus on shops and providing services such as pharmacies, post offices, hairdressers, beauty salons, estate agents, restaurants and some community facilities.

5. Neighbourhood Parades

The Larger and Smaller Neighbourhood Parades identified below and as shown on the Policies Map serve their immediate local communities with a focus on convenience shops, including newsagents and smaller top-up food stores, pharmacies and services, such as hairdressers and beauty salons, and are within walking distance of their most immediate residents. Smaller neighbourhood parades typically comprise of 9 units or less. Larger neighbourhood parades comprise of 10 units or more.

Larger Neighbourhood Parades:

Chadwell St Mary:
- Defoe Parade
- Riverview

Chafford Hundred:
- Lakeside Business Village, Fleming Road

Corringham:
- Lampits Hill

East Tilbury:
- Stanford House

Grays:
- Southend Road

Little Thurrock:
- Broadway

Stifford Clays:
- Crammavill Street

Smaller Neighbourhood Parades:

Aveley:
- Hall Road
- Romford Road

Chafford Hundred:
- Armada Centre

Corringham:
- Woodbrooke Way/Gardner Avenue

Grays:
- Lenthall Avenue
- Kingston Parade
- Jesmond Road

Linford:
- East Tilbury Road

Purfleet-on-Thames:
- Garrison Parade

South Ockendon:
- Canterbury Parade
- South Parade
- Aire Drive
- Garron Lane
- Broxburn Parade

Stanford-le-Hope:
- Turold Road
- Valmar Avenue/Rayleigh Road
- Nursery Road/Abbotts Drive

Tilbury:
- St Chads Road

B. Provision of New Centres

1. In order to support the growth set out within the Local Plan, new centres are proposed at West Horndon, Purfleet-on-Thames, the new settlement on land north of the A13, Chadwell St Mary, Corringham and South Ockendon.
2. New centres should be of a scale appropriate to the growth that they are supporting and should not undermine the role or function of any of the other centres within the hierarchy or those within neighbouring authorities.

C. Vitality and Viability of Centres

The Council aims to maintain and enhance the vitality and viability of Thurrock's centres, whilst maintaining the hierarchy of centres set out above. It will do this by:

1. Encouraging proposals for main town centre uses to be directed to centres first, followed by edge of centre locations.
2. Encouraging the diversification and improvement in the range and quality of facilities in centres, including retail, employment, leisure/entertainment, community, culture, healthcare and education.
3. Resisting the change of use of ground floor retail and other town centre-use units to non-E or F class uses within centres.
4. Directing residential uses to upper floors within centres and to edge of centre locations.
5. Encouraging temporary pop-up stores and local events within vacant units/spaces within centres as well as retaining and enhancing markets.
6. Improving access to centres by public transport, walking and cycling.
7. Encouraging a strong evening and night-time economy within centres.
8. Promoting and enhancing the environmental quality of centres, improving their public realm and encouraging greening to make centres more attractive.
9. Improving safety and reducing crime within centres through design and other measures.
10. Ensuring that any new development protects and/or enhances Thurrock's designated centres.

D. Retail Provision

Proposals for retail provision will be directed to the Borough's designated centres or new centres in the first instance, before edge of centre and then out of centre locations are considered.

E. Commercial-Leisure Provision

New facilities for commercial leisure will be directed to the Borough's centres first, to maintain and enhance their overall diversity and attractiveness and to enhance their evening and night-time economies.

Policy Explanation

4.2.20 Thurrock's centres are important places for the Borough, providing shopping, leisure, employment and community services to Thurrock's communities and beyond. Thurrock's current centres are well established and range in size and function. They include:

- Neighbourhood parades which meet the day-to-day needs of their immediate local communities;
- Local centres which offer a wider range of services and top-up shopping, still within walking distance to local communities;
- District centres, which serve the immediate and surrounding local communities, with a variety of shops and community facilities, which are accessible by walking, cycling and public transport;
- Town centres, such as Grays, which provide a broader range of goods, services and community facilities which serve a wider catchment area, and are accessible by walking, cycling and public transport; and
- Lakeside Regional Centre, which is the main shopping and leisure hub in the Borough, attracting visitors from the Borough and beyond.

4.2.21 Nationally, town centres are changing, with traditional 'high streets' struggling with the rise of online shopping. Whilst town centres were once a focus for retail provision, nowadays, it is important that they diversify and offer more in order to reduce the number of vacant units, and boost visitor numbers, footfall and spend to sustain their long-term viability. This can be achieved by encouraging the growth of a wide range of town centre uses, such as leisure/entertainment, community facilities, education and commercial activity, which along with residential development and the provision of hotels, provide a positive boost in enhancing the vitality of centres and their evening and night-time economies.

4.2.22 The Centres, Retail and Commercial-Leisure Needs assessment identified capacity for some limited growth in cinema screens and gyms during the Plan period. Any other growth in leisure/entertainment will be subject to demand. The household survey, which was undertaken as part of the Centres, Retail and Commercial-Leisure Needs Assessment, identified that residents would like to see improvements to family leisure and entertainment provision within the Borough, with an ice rink, crazy golf and more leisure and activities for families suggested.

4.2.23 Thurrock has the largest and above-average provision of hotel bedspace compared to surrounding local authorities. The provision comprises of a mix, from budget to four-star hotels, many of which are clustered around the M25, particularly Lakeside and Purfleet-on-Thames. There is no notable hotel provision within Grays town centre, which the Council encourages to draw more people into the town and help to build an evening and night-time economy.

SP05 - HOUSING

The Council will plan for projected housing growth, securing the types, sizes and tenures of housing that meet the needs of its residents, including those who require access to specialist housing. Housing proposals should be located within the site allocations identified in the Places and Site Allocations section of this Plan, or on windfall sites on other brownfield land or on sites located within the settlement boundaries as identified on the Policies Map.

In order to meet development requirements, the Council will:

1. Plan, monitor and manage the delivery of at least 28,880 additional new homes, and boost the supply of housing in the Borough by allocating land for additional homes. Table 2 below sets out the housing land supply and requirements for the Local Plan period ending 31st March 2044:

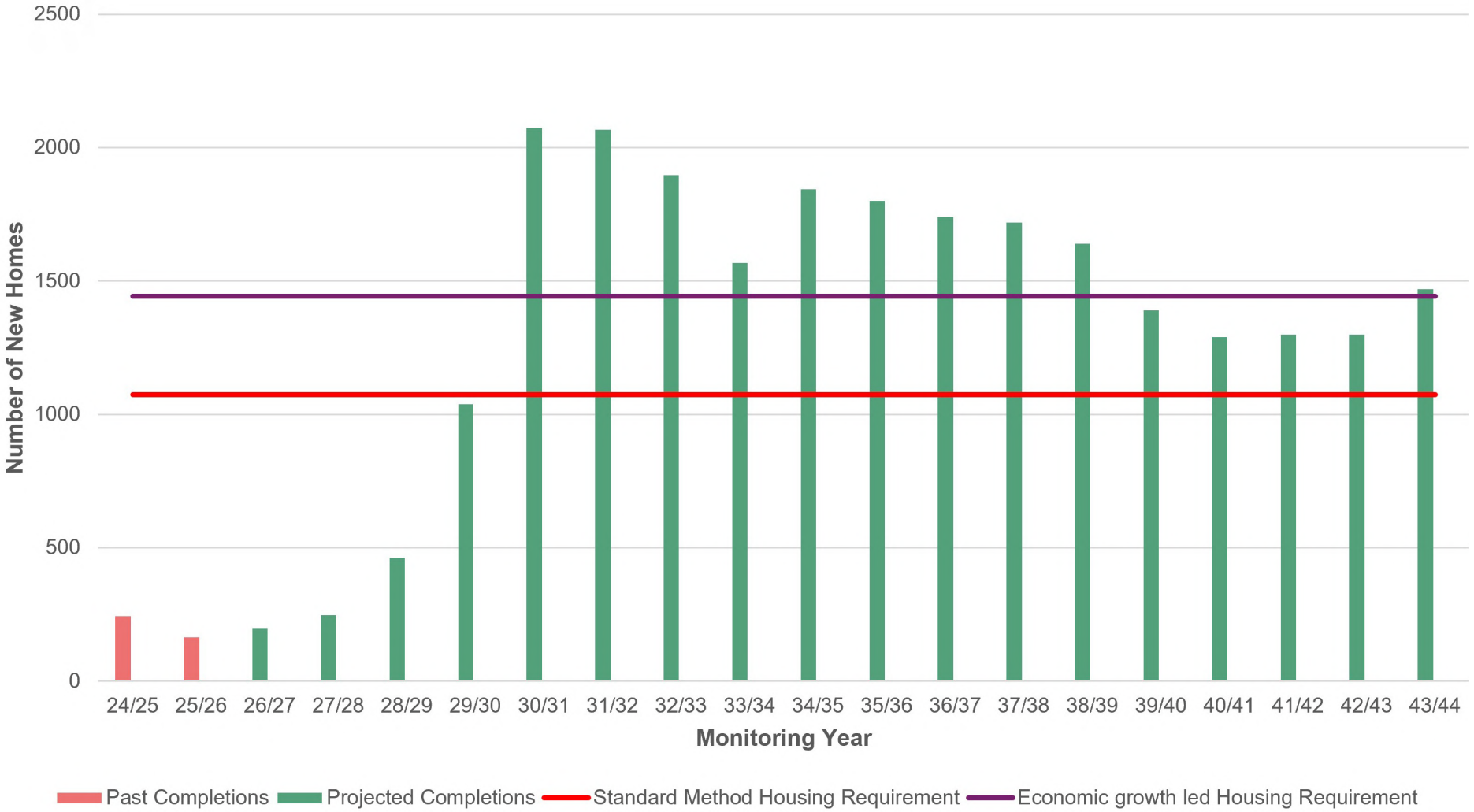
Table 2: Housing Requirement and Provision to 2044

The components of housing land supply over the period 2024-2044 are as follows:	
Homes Built (Completions) 2024-2026 up to 31 March 2026	407
What is available in the future (Supply)	
Sites with planning permission up to 31 March 2026	1,800
Windfalls (100 x 14 years)	1,400
Strategic Site Allocations[1]	18,400
Non-Strategic Site Allocations[2]	3,399
Total Supply 2024-2044	25,406
Strategic Site Allocations delivering beyond Plan Period	10,500
Total Supply identified in Local Plan	35,906
Total Requirement	28,880
Balance	7,026 (+24%)

1 excluding sites already under development or with planning permission.
2 excluding sites already under development or with planning permission.

2. Seek to maximise the delivery of affordable housing across the Borough and require development proposals to contribute towards the creation of sustainable, mixed and inclusive communities. This will be achieved through securing affordable housing from all residential development proposals of over 10 new homes or on sites over 0.5 hectares, with a requirement ranging from 10% to 50% based on a site's location and typology.
3. Require a mix of housing size, type and tenure to meet local identified needs on all sites delivering 10 or more new homes.
4. Support proposals that meet the need for specialist housing, including housing for older people or groups with particular housing needs on suitable sites in appropriate locations.
5. Support the delivery of Self-Build and Custom Build housing on suitable sites in appropriate locations and by requiring a proportion of plots to be secured on strategic site allocations.
6. Safeguard existing Gypsies & Travellers and Travelling Showpeople pitches/plots and seek to maintain a five-year supply of pitches and plots to meet the identified needs of Gypsies and Travellers and Travelling Showpeople.
7. Support development of smaller sites no larger than one hectare, particularly where these will be delivered by small and medium sized housebuilders, are community-led, or accommodate self-build or custom-build housing.
8. Deliver well-designed homes that meet the Nationally Described Space Standards for internal space as a minimum and make sufficient provision for external amenity.
9. Ensure the delivery of a proportion of new homes that are adaptable to meet specific mobility or other needs, including adaptable homes, dignified living for the elderly, and a good proportion of homes developed as ready for those with disabilities, in accordance with the Part M of the Building Regulations M4(2) and M4(3).
10. Identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing based on a stepped housing trajectory. The Local Plan Housing Trajectory in Appendix 2 sets outs when existing commitments and site allocations will deliver in the Plan period, across 5 year intervals. Sites which will continue to deliver outside the plan period are also shown.
11. Accelerate housing delivery through working in partnership with site promoters, developers and other partners and through the overall strategy in this Plan. This will include working with national government and devolved government arrangements to seek funding for and delivery of facilitating infrastructure, and grant funding for affordable housing delivery, alongside provision of an effective Local Planning Authority service.

Figure 1: Housing Trajectory 2024 - 2044



Policy Explanation

4.2.24 The Council is required to identify the need for housing within its boundary and to monitor this on an ongoing basis. The 2025 Housing Needs Assessment (Turley, June 2025), provides the basis for the housing requirement that is identified and planned for in the Plan. The minimum housing need is calculated using the Government's Standard Method calculation, as required by the NPPF. This results in a minimum housing need of 21,480 new homes to be delivered within the plan period.

4.2.25 The NPPF sets out that local authorities can establish a housing requirement that is higher than the identified housing need if this 'reflects growth ambitions linked to economic development'. Once the Borough's projected economic growth has been considered, the amount of housing required to support this level of economic growth and the number of new jobs expected to be created increases to 28,880 new homes for the period 2024 to 2044. Therefore, the overall housing requirement for Thurrock for the plan period 2024-2044 has been identified as 28,880 new homes.

4.2.26 The Places and Site Allocations section in this Plan sets out the sites that will deliver these new homes. These available and deliverable sites are expected to maximise and optimise housing densities which are appropriate to their location and in doing so have capacity to provide a buffer of approximately 24% above the 28,880 new homes required. This provides resilience and flexibility within the Plan and ensures that sufficient land is available to deliver the number of homes required.

4.2.27 The need for affordable housing continues to be significant in Thurrock with the Housing Needs Assessment identifying a need for 825 affordable homes per year. The majority of the affordable housing need is required within the Social Rent category, with a lesser need for affordable home ownership tenures being required, so the Council will seek to maximise the delivery of this tenure to ensure that the affordable housing delivered genuinely caters for the housing needs of Thurrock residents National Planning Policy for Traveller Sites (PPTS) requires local planning authorities to make an assessment of the needs of Gypsies and Travellers and Travelling Showpeople. The Plan also responds to the significant projected need for Gypsy, Traveller and Travelling Showpeople accommodation, including an identified requirement for 206 Gypsy and Traveller pitches and 254 Travelling Showpeople plots between 2025 and 2044.

SP06 - SUSTAINABLE DEVELOPMENT AND CLIMATE CHANGE

The Council will address the climate emergency through transformational action that secures a fair transition to a low carbon, climate resilient Thurrock. It will achieve this by working towards a Thurrock that is energy secure, resilient to climate change, that has adapted to manage its effects and is a comfortable place for its residents to live and work. This will happen through delivering growth that adapts to and mitigates the effects of climate change, maximises the use and generation of clean power and minimises carbon emissions, maximises reuse and recycling, while reducing pollution and waste. It will do so by:

1. Delivering on our commitments in the Council's Climate Change Strategy and Action Plan through internal cross-department action and working with external partners, communities and businesses.
2. Delivering local energy security by encouraging clean power generation and decentralised and community owned renewable energy generation.
3. Adopting a 'Just Transition' approach to delivering new infrastructure by ensuring that nationally significant infrastructure projects in the Borough result in direct benefits to communities.
4. Minimising carbon emissions in new development by reducing carbon emissions, increasing carbon sequestration and adopting Circular Economy principles in new development.
5. Retrofitting and reusing existing buildings and infrastructure through improving energy efficiency and adaptive reuse.
6. Maximising climate change resilience in new developments by considering water efficiency, buildings design and Nature-Based Solutions.
7. Adapting to climate change within existing buildings & infrastructure through improvements to existing buildings and infrastructure, Nature-Based Solutions and flood mitigation.
8. Working with partners to deliver mitigation and adaptation measures including 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; and the development of a Riverside Strategy in partnership with the Environment Agency and local communities.

Policy Explanation

4.2.28 From biomass to batteries, wind to waste-to-energy, our Borough contributes to powering the nation. The next step is ensuring those benefits are shared locally - by investing in skills, jobs, and direct benefit to communities. Thurrock is the recipient of major national infrastructure projects, such as the Lower Thames Crossing, and is anticipated to see substantial economic and housing growth across the plan period. To secure truly sustainable development for the Borough, our environmental and social policies should be as ambitious as our economic policy, recognising that economic growth and environmental protection can and should be mutually reinforcing.

4.2.29 Thurrock is one of over 300 of the UK's total 382 local authorities to have declared a climate emergency since 2019. Among other actions, this required the Council to take responsibility for reducing, as rapidly as possible, the carbon emissions resulting from the Council's activities. Following this, the Council developed its Net Zero: Own Estates Strategy. In the intervening years, the actions Councils are taking across the country has moved beyond a focus on own estates, to embedding climate action across all workstreams, and many are pursuing a "Just Transition" approach which recognises the uneven distribution of climate change impacts across socio-economic groups. A Just Transition means reducing emissions whilst also improving our day-to-day lives by making our homes healthier and more efficient, our neighbourhoods more liveable with thriving green spaces, reducing pollution and health inequalities, and creating good, green jobs.

4.2.30 The Council's Climate Change Strategy and Action Plan identifies priority climate change actions and detailed recommendations to embed ambitious climate action into emerging planning policy. In line with emerging best practice, the new Climate Change Strategy includes analysis on the uneven spread of climate change impacts across, wealth, age, race and disability for Thurrock residents.

4.2.31 New development has a critical role in reducing energy demand, supporting low carbon energy generation and ensuring places are fit for future climate conditions. The Council recognises that improving energy efficiency and increasing local energy generation can deliver wider socio-economic benefits, including reducing fuel poverty, supporting local jobs and skills, improving health outcomes and increasing resilience to energy price volatility.

4.2.32 Energy security is a key consideration. By reducing reliance on imported energy and supporting decentralised and renewable energy systems, new development can help create a more resilient local energy supply that benefits both new and existing communities.

4.2.33 Climate change adaptation is addressed alongside mitigation. The Council will require development to respond to risks such as overheating, flooding and water stress, recognising that poorly designed development can increase long-term costs for residents, businesses and public services.

4.2.34 Nature-based solutions are promoted as a cost-effective way to deliver multiple outcomes, including climate resilience, biodiversity enhancement, improved wellbeing and place quality.

4.2.35 This strategic policy is supported by detailed Development Management policies which set out specific standards and assessment requirements relating to operational energy, embodied carbon, renewable energy, overheating, water efficiency and flood risk.

SP07 - ENVIRONMENT

The Council will work towards a cleaner and greener Thurrock, where growth and the natural environment are complimentary and the quality of environment for those who live and work is enhanced; where natural resources are effectively protected and managed; and where biodiversity is increased, habitats are improved and development results in the cleaning and decontamination of land. The Council will also encourage the development of a multi-functional network of green and blue infrastructure that where necessary, will be integrated with flood defences. This will include:

1. Greening of the urban environment, encouraging all new development to improve local environments and optimise resource management by prioritising nature-based solutions that address environmental challenges, including pollution, loss of biodiversity, climate change, resource depletion and land degradation, seeking to enhance biodiversity, improve water management, remediate contaminated land, manage air quality and increase opportunities for carbon sequestration;
2. Facilitating biodiversity net gain in both urban and rural settings, in water and on land supporting the objectives of the Greater Essex Nature Recovery Strategy (LNRS); and development to achieve a minimum of 10% Biodiversity Net Gain with the opportunity to uplift to up to 20% Biodiversity Net Gain on strategic sites.
3. Protecting designated areas, including the Thames Estuary Ramsar site; Sites of Special Scientific Interest (SSSI's), identified Local Wildlife Sites (LoWS) and sites of Regional Geological Interest from adverse development impact and, through appropriate assessment and identification and delivery of mitigation measures;
4. Requiring appropriate pollution control measures and remediation of pollution and contamination of land, water, air, noise, and artificial light and shade;
5. Planning the integration of green and blue infrastructure within the open spaces of a development to improve wider environmental quality around water; specifically flood defence and heat stress;
6. Recognising the importance of Thurrock's landscape character and tranquillity in decision making;
7. Protecting the openness and permanence of the Borough's Green Belt; and
8. Planning effectively for identified reserves of minerals, and where appropriate their extraction and use, along with appropriate restoration and enhancement of land where extraction takes place.

Policy Explanation

4.2.36 The Council is committed to ensuring the protection and enhancement of the Borough's natural environment. It will achieve this by ensuring that new development plays its part in greening the urban and rural environments by mitigating key identified environmental challenges, and by ensuring biodiversity net gain in line with national targets and the Greater Essex Nature Recovery Strategy. It will protect the integrity and function of the Borough's Green Belt and designated natural environments. It will also require pollution control measures to be met and where necessary, development must integrate flood defence and heat stress mitigation measures.

4.2.37 As the responsible authority for minerals planning within the Borough, the Council will ensure that effective planning for mineral identification, extraction and usage is accompanied by subsequent planning for land restoration and remediation works.

SP08 - INFRASTRUCTURE

The Council will work towards securing the social and physical infrastructure necessary to support the growth identified for Thurrock in this Plan. It will do this by:

1. Working in cooperation with public and private partner organisations to secure the delivery of new or improved strategic infrastructure, including major highways and public transport schemes.
2. Working in cooperation with the promoters of Nationally Significant Infrastructure Projects (NSIP's) in the Borough, including the Lower Thames Crossing (LTC) and the proposed Norwich to Tilbury Electricity Transmission Connection of the National Grid, to mitigate their impacts and maximise the benefits for residents and businesses in Thurrock.
3. Ensuring development on all strategic sites are masterplanned and phased to ensure co-ordinated delivery of new infrastructure.
4. Maintaining an Infrastructure Delivery Schedule setting out the up-to-date infrastructure requirements for Thurrock for which delivery and funding will be sought.
5. Securing, through S106 Agreements (or where introduced, future equivalent), on-site or off-site delivery of infrastructure, where assessed as being needed within the Site Allocations in this Plan, any associated Supplementary Plan, or where has been assessed as necessary to meet the needs of a scheme for which planning permission is being sought.
6. Using other formal agreements, such as S278 and S38 Highways Agreements, to secure funding for or delivery of necessary infrastructure.
7. During the period of this Plan (2024-2044) reviewing the potential for the introduction of a local Community Infrastructure Levy (CIL) in Thurrock to raise funding for delivery of Infrastructure on the Infrastructure List.

Policy Explanation

4.2.38 It is important that the growth anticipated in this Plan is accompanied by the infrastructure necessary to support the new homes, businesses and other activity that will be generated. In order to determine the need and likely range of new or improved infrastructure to support growth and meet the aspirations in the Councils vision for Thurrock, it has produced an Infrastructure Delivery Plan, together with an Infrastructure Delivery Schedule. This sets out individual infrastructure projects and needs such as health, education facilities, libraries and other community facilities and services. The document will also set out specific highways and public realm improvements and projects, as well as upgrades to utilities infrastructure such as for power and water. The Council shall regularly review and update the schedule. Some infrastructure is funded and delivered by utility companies and other providers rather than the Council or through the planning process.

4.2.39 Blue and green infrastructure including parks and open spaces, ecological improvement projects, flood defences, flood mitigation works and wider drainage projects are addressed in separate detailed policies in this Plan and in the Places and Site Allocations section later in this Plan. They also set out the specific infrastructure and contributions that would be required when these sites are developed.

4.2.40 Community Infrastructure Levy (CIL) is a levy on new development of 100 sqm or more that a Local Planning Authority can choose to charge and use the proceeds towards the delivery of infrastructure in its area. Thurrock does not currently have a CIL Charge in place. Given the scale of change envisaged in the Plan, the Council will review this position over time and consider introducing one in due course. The policies later in this Plan, set out the specific approach that will be taken to securing infrastructure and affordable housing, through S106 Agreements.

4.2.41 There are a number of major infrastructure projects that are planned for Thurrock, such as the Lower Thames Crossing and the Norwich to Tilbury Power Lines. These are being delivered by national providers through the Nationally Significant Infrastructure Project planning regime, where planning decisions are not made by the Council. The Council will continue to engage as required through that process and with the project promoters to maximise the potential benefits for Thurrock's communities and businesses and help to ensure that any environmental impacts are minimised.

SP09 - TRANSPORT AND MOVEMENT

The Council will work towards a Thurrock where all residents, employees, businesses and visitors can access the Borough's centres, services (including education and health facilities), workplaces, and leisure recreation opportunities with ease. Delivering improvements to the transport network which will enable effective movement of goods and freight into and through the Borough will be sought, while minimising the impact that this has on residents and the wider environment by:

1. Promoting sustainable travel choices, with a focus on multi-modal transport and increasing affordable travel options.
2. Encouraging and enabling walking, cycling and use of public transport, with routes and travel modes that are perceived as safe and pleasant for all.
3. Improving conditions for safe, convenient, comfortable, inclusive and accessible walking, wheeling and cycling.
4. Promoting the use of technology and AI to improve access to services and information, make the operation of transport and supporting systems more efficient and, where appropriate, reduce the need for unnecessary trips.
5. Facilitating a growth in sustainable and low carbon transport options such as electric and hydrogen powered vehicles and the supporting infrastructure that these require.
6. Promoting delivery of transport infrastructure schemes and improvements that will reduce congestion and improve air quality and journey times. Along with a range of local and borough wide improvements that will address existing identified issues and mitigate the identified impacts from planned growth, that will be identified in the Infrastructure Delivery Plan.
7. Protecting wharfs and jetties while promoting use of the River Thames for freight and passenger movements.
8. Ensuring that sustainable transport options to improve access and connectivity for rural communities is supported.

Policy Explanation

4.2.42 The Council will work to ensure that the growth delivered through this Plan helps to deliver improvements to travelling and movement around the Borough. Development will be expected to be delivered in a way which will encourage and promote the use of sustainable transport modes and provide the infrastructure required to encourage a modal shift towards walking and cycling and easing of congestion at identified traffic hotspots. The delivery of these measures will also help to improve air quality in the Borough's built-up areas.

4.2.43 The Council will encourage and enable the extension of Electric Vehicle charging infrastructure in the Borough and promote the use of AI and other technologies to enhance the user experience of public transport and the road network to promote efficiency and reduce the need to make unnecessary trips.

4.2.44 The River Thames has a pivotal role in the Borough's economy with freight movements to and from its ports, feeding both the road and rail network. The potential for the river to provide sustainable passenger transport options, alongside leisure use and international passenger services through the Tilbury London Cruise Terminal are also recognised. The protection and promotion of wharves and jetties will continue to be important to ensuring the economic growth linked to this.

SP10 - CIRCULAR ECONOMY AND WASTE

1. The Council will support a circular economy and drive waste management up the waste hierarchy by:
   a. Prioritising prevention by designing-out waste, minimising waste generated during construction and occupation, and maximising efficient use of resources and recycled content in new development.
   b. Supporting preparation for reuse, including reuse/repair and reconditioning of products and materials (including through appropriate on-site storage and collection arrangements in major development).
   c. Maximising recycling and composting of municipal, commercial and industrial waste, in line with national and local policy reforms (including Simpler Recycling, EPR and the DRS).
   d. Enabling recovery (residual treatment) for waste that cannot practicably be prevented, reused, recycled or composted, whilst maximising energy efficiency and minimising emissions.
   e. Limiting landfill disposal to unavoidable residues only and ensuring proposals do not undermine the move away from landfill.

A. Waste Management Capacity and Net Self Sufficiency

1. The Plan will make provision for waste management capacity sufficient to manage, over the plan period, an amount of waste equivalent to that forecast to arise in Thurrock (net self-sufficiency). This recognises that, in practice, waste will move across administrative boundaries due to contracts, operational requirements and market conditions, and that such movements will be managed through the Duty to Co-operate.

2. The Council will prioritise enabling and safeguarding capacity where the evidence indicates the greatest need is most likely to arise over the plan period, in particular:
    a. Residual waste recovery (including energy recovery and associated pre-treatment) to manage projected residual waste, especially from commercial and industrial growth.
    b. Hazardous waste treatment and transfer capacity sufficient to manage Thurrock's hazardous arisings safely and compliantly, whilst recognising that specialist facilities may also serve a wider market.
3. The Council will also support recycling and organics treatment proposals (including composting and anaerobic digestion) where they are needed to respond to changing collection systems and waste composition, and to strengthen local resilience and reduce transport emissions.

B. Strategic Locations, Safeguarding and Contingency

1. To support an effective and integrated network of facilities, the Council will encourage the co-location of a range of waste management activities within the broad locations of Tilbury, Purfleet-on-Thames, London Gateway and Thames Enterprise Park, within appropriate industrial, employment and port areas identified on the Policies Map.
2. Proposals outside these broad locations will also be supported where they:
    a. are located within existing permitted waste management sites (excluding landfill), where this would not reduce existing operational capacity;
    b. are located in appropriate industrial or employment areas, or in appropriate port locations; and
    c. accord with the waste hierarchy and meet the relevant development management policies in this Plan (including amenity, transport, flood risk, landscape, and climate change requirements).
3. The Council will safeguard existing facilities that support the management of Construction and Demolition and excavation wastes, including permanent authorised sites that create quality secondary aggregates and recover soils.
4. New development for waste management will only be permitted in the Green Belt where it conforms with Green Belt policy and where it forms part of a necessary restoration scheme or it addresses an identified local need, providing it is small-scale in nature and it is demonstrated that no suitable site exists outside the Green Belt.

C. Landfill

1. Proposals for new non-hazardous or inert landfill capacity will only be supported where it can be demonstrated that additional capacity is required to manage unavoidable residual wastes, or the proposal is necessary to achieve approved restoration levels at a mineral working site.
2. The Council will require satisfactory restoration of former landfill sites and appropriate after-uses where they are not proposed to stay within a waste management use. Proposals for landraising above approved restoration levels will not be supported.

D. General Environmental Principles

The Council will reduce, as far as practicable, any negative environmental impacts that may arise from waste management proposals, as well as ensure that the recovery or disposal of waste takes place without endangering human health, especially from the landfilling of waste.

Policy Explanation

4.2.45 As a unitary authority Thurrock Council has a statutory duty to prepare a waste local plan in line with article 28 of the Waste Framework Directive (2008). This is fulfilled through the inclusion of waste policies in the Local Plan.

4.2.46 The National Planning Policy for Waste (NPPW, 2014) requires robust forecasting of waste arisings, identification of sufficient capacity, and application of proximity/self-sufficiency principles of the Waste Framework Directive (2008/98/EC).

4.2.47 Under the previous Core Strategy, Thurrock was required to accommodate a reducing amount of waste imports for landfill from London. The Mayor of London's London Plan 2021 contains a strategic commitment to manage the equivalent of 100% of London's waste within London (i.e. net self-sufficiency) by 2026.

4.2.48 The Municipal Waste Strategy for Thurrock 2021-2031 (updated 2024) sets out local objectives to increase household recycling to 50% by 2030, send zero waste to landfill, deliver separate food waste collections for residents, and to explore transfer station efficiency.

4.2.49 A study to assess the waste arisings, capacity and need for additional waste facilities in Thurrock for the period 2023-2044 was undertaken in 2025. The study identifies different possible growth scenarios for all waste streams including Municipal Solid Waste (MSW); Commercial and Industrial (C&I); Hazardous Waste and Construction and Demolition (C&D) waste. The study found that Thurrock is well positioned to meet future recycling and composting needs. Even under high-growth and high-recycling scenarios, the Borough's existing infrastructure provides ample capacity, particularly for C&I and C&D waste streams. However, the composition of waste streams is expected to shift as national policies such as Simpler Recycling and the DRS are implemented, requiring ongoing monitoring and potential rebalancing of facility types.

4.2.50 Energy recovery capacity is insufficient across all scenarios, even when higher recycling rates are achieved. While Thurrock's long-term contract with Cory provides stability for municipal residual waste, this arrangement does not offset the wider shortfall. The development of the Viridor Thameside ERF will enhance overall regional resilience, although Thurrock Council does not currently intend to use this capacity. Future planning should therefore focus on securing additional recovery outlets, alongside sustained efforts to reduce residual waste through improved recycling and waste-prevention measures.

4.2.51 Landfill capacity for non-hazardous waste, particularly C&D residues, is projected to remain more than adequate throughout the plan period. Available landfill capacity far exceeds forecast demand, even in scenarios with lower recycling and recovery rates. Nonetheless, Thurrock's strategic aim should remain to minimise landfill use, reserving it as a last resort.

SP11 - MINERALS

A. Land Won Minerals

1. The Council will seek to maintain a landbank of at least 7-years and aim to meet the sub-regional apportionment of sand and gravel throughout the plan period or meet any subsequent change in the period as agreed by national policy, or as a result of a review of the regional apportionment. The Council will assess the provision of the landbank through its monitoring framework.
2. To ensure the prudent use of Thurrock's mineral resources, mineral working will only be permitted where there is an identified national, regional or local need.

B. Recycled and Secondary Aggregate

Subject to the waste policies of this Plan the Council will encourage the use of facilities for recycling aggregate or secondary materials, or processing of such materials, as alternatives to land won aggregate.

C. Mineral Safeguarding Area

Within a Mineral Safeguarding Areas, as shown on the Policies Map, or its defined buffer, non-mineral development, which would adversely affect the viability of exploiting the underlying or adjacent deposit in the future, will only be supported where it can be demonstrated that the:

1. Underlying or adjacent mineral is of limited economic value;
2. Need for the development outweighs the need to safeguard the mineral deposit;
3. Non-mineral development can take place without preventing the mineral resource from being extracted in the future;
4. Non-mineral development is temporary in nature; or
5. Underlying or adjacent mineral deposit can be extracted prior to the non-mineral development proceeding, without adversely affecting the viability of the development.

D. Aggregate Recycling and Secondary Processing Sites

Permanent authorised aggregate recycling and secondary processing sites should be safeguarded from non-mineral related development.

E. Coated materials and concrete products

Any permanent authorised facilities for concrete batching, manufacture of coated materials and concrete products, and the handling, processing and distribution of substitute, recycled and secondary aggregate material will be safeguarded from non-mineral related development, unless it can be demonstrated that there is adequate alternative capacity on their sites within Thurrock, or that the capacity of the site is no longer required to meet an identified need.

F. Aggregate Wharves

All existing aggregate wharves will be safeguarded against proposals which prejudice their use for the importation of aggregates. New sites for possible aggregate wharves will be encouraged through policies within the broad locations of Purfleet-on-Thames, Tilbury and the London Gateway.

Policy Explanation

4.2.52 Thurrock is a Minerals Planning Authority (MPA) and is required to plan for an adequate and steady supply of mineral resource to meet the material needs of its own and contribute to the regions' needs. This provision must be made in accordance with the principles of sustainable development.

4.2.53 The NPPF sets out the overall objectives of Government policy for minerals provision. It recognises that minerals are essential to support sustainable economic growth and quality of life. It is therefore important that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the Country needs.

4.2.54 Thurrock is required to plan for a sub-regional apportionment of 0.14 mtpa (as part of the overall combined figure of 4.45 mtpa for Essex, Thurrock and Southend on Sea) of land won sand and gravel per annum throughout the plan period. A combined figure is used for monitoring purposes because of the limited number of sites and operators in Thurrock and the need to maintain commercial confidentiality for individual mineral operators. Essex is separately planning for the provision of aggregates in accordance with their own landbank requirement.

4.2.55 Essex is one of the largest producers in the UK for sand and gravel resources, used in construction and for roads. Existing allocated sites within the Essex Minerals Local Plan Review 2014 contain sufficient mineral resources to support current needs within Essex and outside the county. Thurrock has traditionally supplied sand and gravel, chalk and clay. These mineral sites have been restored to a variety of after uses including retail and housing at Lakeside and Chafford Hundred. In addition, the River Thames has been a major route for the transhipment and distribution of aggregates including the landing of hard rock and marine dredged aggregate. The material has been distributed within Thurrock, the wider region and London.

4.2.56 Over the past two decades, there has been a decline in the volume of mineral extraction permitted in Greater Essex, reflecting a wider national trend. As of the end of 2020, Greater Essex, including Southend and Thurrock, had sufficient permitted reserves and site allocations to meet anticipated mineral supply requirements. The Essex Minerals Local Plan is currently under review and will assess an appropriate level of provision for mineral extraction to 2040, alongside the potential identification of additional extraction sites. To date, none of the 52 candidate sites submitted for consideration are located within South Essex which incorporates Thurrock.

4.2.57 The South East Marine Plan (2021) contains policies that safeguard wharves and ports from encroachment by incompatible development that could compromise their ability to receive marine-won aggregates.

4.2.58 The Essex Minerals and Waste Planning Authority's Wharf Baseline Capacity Study (2020) concluded that there is currently no evidence to support a reduction in land-won mineral provision based on increased reliance on marine-won aggregate imports. Responsibility for licensing the exploration and extraction of marine-won aggregates rests with the Crown Estate and falls outside the remit of Mineral and Waste Planning Authorities.

4.2.59 Mineral Safeguarding Areas are identified on the Policies Map. In defining these, the extent of the different mineral resources and the likely development pressures within and adjacent to the resources was considered, as well as the location of significant existing mineral operations in the area.

Section 5:
Places and Site Allocations

Section 5:
Places and Site Allocations

5.1 Grays, West Thurrock and Purfleet-on-Thames

Vision

By 2044:

A new district centre for Purfleet-on-Thames supports a sustainable local economy and vibrant community life with a range of services and facilities, attractive public spaces and an enhanced waterfront alongside new neighbourhoods and jobs for the local community. A new railway station will welcome visitors and make the town a well-connected place to live, work and explore.

Grays has a high quality, diverse and vibrant town centre where culture, leisure, entertainment, education and retail bring communities together during the day and into the evening. The upgraded rail and bus interchange and new railway crossing creates a pedestrian friendly gateway and reconnects the centre with the River Thames. A new green, tree lined linear riverfront park will connect Grays beach with Kilverts Field with an activity centre and pop-up events space built to create a green, tranquil, yet exciting space for recreation and leisure. Grays, will be a desirable commuter town on the edge of London, with more homes within the heart of centre providing increased natural surveillance and footfall contributing to Grays being a safer and more attractive place to visit.

The redesign of Lakeside into a regional town centre is underway. This will see the basin transformed into a cohesive, highly accessible centre through the consolidation of retail space and the introduction of a mix of homes alongside much needed community infrastructure, commercial and employment provision and a network of public spaces and parks.

New neighbourhoods to the north-east of Grays and the regeneration of Blackshots have provided a mix of homes for local people and those wishing to make Grays their home. New employment areas in Purfleet-on-Thames, Grays and West Thurrock offer small and medium sized modern premises that are well connected and affordable for local businesses.

The parks and open spaces will continue to be inviting places and increasingly biodiverse spaces for the whole community to enjoy. With a new mountain bike track north of Lakeside being an example of the exciting additions to the recreation and leisure facilities available within the area.



The Old Courthouse, Grays

Area Profile

Context and Location

5.1.1 Grays, West Thurrock and Purfleet-on-Thames are located in the south-west of Thurrock, and border the River Thames to the south and the A13 to the north. Together, they form the main urban area in the south of the Borough. The settlements are well connected to regional and national road networks – the M25, A13 and A1306 and Purfleet-on-Thames, Grays and Chafford Hundred railway stations lie on the c2c line between London Fenchurch Street and Southend.

Population and Settlement Form

5.1.2 Grays urban area, which includes Chafford Hundred, North Stifford, Stifford Clays, Grays Riverside, Blackshots and Little Thurrock, has a population of approximately 53,500 people residing within around 19,600 households (2021 Census). Whilst the residential areas are all urban in nature, all have very different characteristics. Chafford Hundred is one of the last major housing projects within the Borough, delivering around 5,500 homes, set within a former quarry.

5.1.3 West Thurrock and Purfleet-on-Thames have a combined population of approximately 14,680 people within 5,218 households (2021 Census). Residential areas within West Thurrock were largely centred to the north of London Road, opposite industrial sites. More recently, newer homes have been developed south of London Road, directly north of the railway line, as well as within the Lakeside Basin.

5.1.4 Purfleet-on-Thames' original core lies around the port/docks and the Garrison estate, to the far west of the settlement. Newer neighbourhoods have been built in more recent years, mainly to the north of London Road, such as at the former Esso oil storage site.

Centres and Services

5.1.5 Grays is the civic heart of Thurrock, where its administrative, educational and cultural functions are centred. Its distinctive sense of place is underpinned by its location on the River Thames, its landscape setting and its historic fabric. Grays is the largest town within Thurrock. Historically, it was the dominant centre for retail, but this changed with the opening of Lakeside Regional Shopping Centre in 1990. The centre currently has various local and national shops and is important for its administrative, community and cultural offer, being home to Thurrock Council offices, the Thameside Theatre and South Essex College.

5.1.6 West Thurrock is home to Lakeside, a comprehensive retail and leisure destination, comprising of a large indoor shopping centre of over 250 shops, retail parks, leisure hubs and standalone units, forming a major regional retail cluster set within a former quarry. It attracts people from Thurrock and the wider surrounding areas.

5.1.7 Purfleet-on-Thames does not currently have a centre as such, with only a small neighbourhood parade at the Garrison estate serving the immediate local community and comprising of two convenience stores and a hot food takeaway

Education and Health

5.1.8 Purfleet-on-Thames, Grays and West Thurrock contain several primary schools, secondary schools and multiple early years settings. South Essex College and Thurrock Adult Community College are also located within Grays town centre.

5.1.9 Health provision within Purfleet-on-Thames, West Thurrock and Grays include GP surgeries and dentists, which are supported by pharmacies. Access to acute services is available at Basildon University Hospital and Queen's Hospital, Romford.



Lakeside, West Thurrock

Employment and Economy

5.1.10 Historically, Purfleet-on-Thames was known for its port and dock facilities, which imported and exported cargo as well as visitors for leisure trips. Today, it is still an active ferry port and handles thousands of containers and lorry trailers every year, as well as hundreds of thousands of vehicle imports and exports. More recently, due to its close proximity to the strategic road network, Purfleet-on-Thames has been a key location for logistics and industrial uses, with many warehouses centred around Botany Way.

5.1.11 West Thurrock is heavily industrialised and includes the Unilever chilled distribution centre and the Procter and Gamble factory, which manufactures soaps and detergents.

5.1.12 Employment around Grays is mainly centred around town centre uses, such as retail and other smaller business activity.

Accessibility and Movement

5.1.13 Grays, West Thurrock and Purfleet-on-Thames are in a strategic location with excellent transport connectivity to the A13, M25 and Dartford Crossing. This connectivity to the strategic road network has made Thurrock an attractive location for employment growth and port related development. The A126 London Road is the main artery linking Grays with Lakeside Shopping Centre, Purfleet-on-Thames and Tilbury.

5.1.14 Public transport access is particularly strong in the area, with trains from Purfleet-on-Thames, Chafford Hundred and Grays stations running approximately every 15 minutes between Grays, London Fenchurch Street and Southend. Rail services from Grays to Fenchurch Street take approximately 35 minutes. The station and rail line accommodates 3 million passenger movements each year, and as such, Grays is an important and growing commuter town. The rail station is directly adjacent to the main bus station interchange serving the Borough and provides a sustainable transport interchange.

Historical, Green and Environmental Assets

5.1.15 Although Grays, West Thurrock and Purfleet-on-Thames are mostly urbanised and built up, they also have numerous parks and open spaces that provide a range of environmental benefits. These assets include:

- RSPB Rainham Marshes at Purfleet-on-Thames
- Purfleet Heritage Centre Park
- Chafford Gorges Nature Park
- Lion Gorges
- Grays Beach Riverside Park

5.1.16 The area also has several Sites of Special Scientific Interest (SSSI), including Grays Thurrock Chalk Pit, Lion Pit, Purfleet Chalk Pits, Hangman's Wood, Globe Pit gravel workings and West Thurrock Lagoon and Marshes.

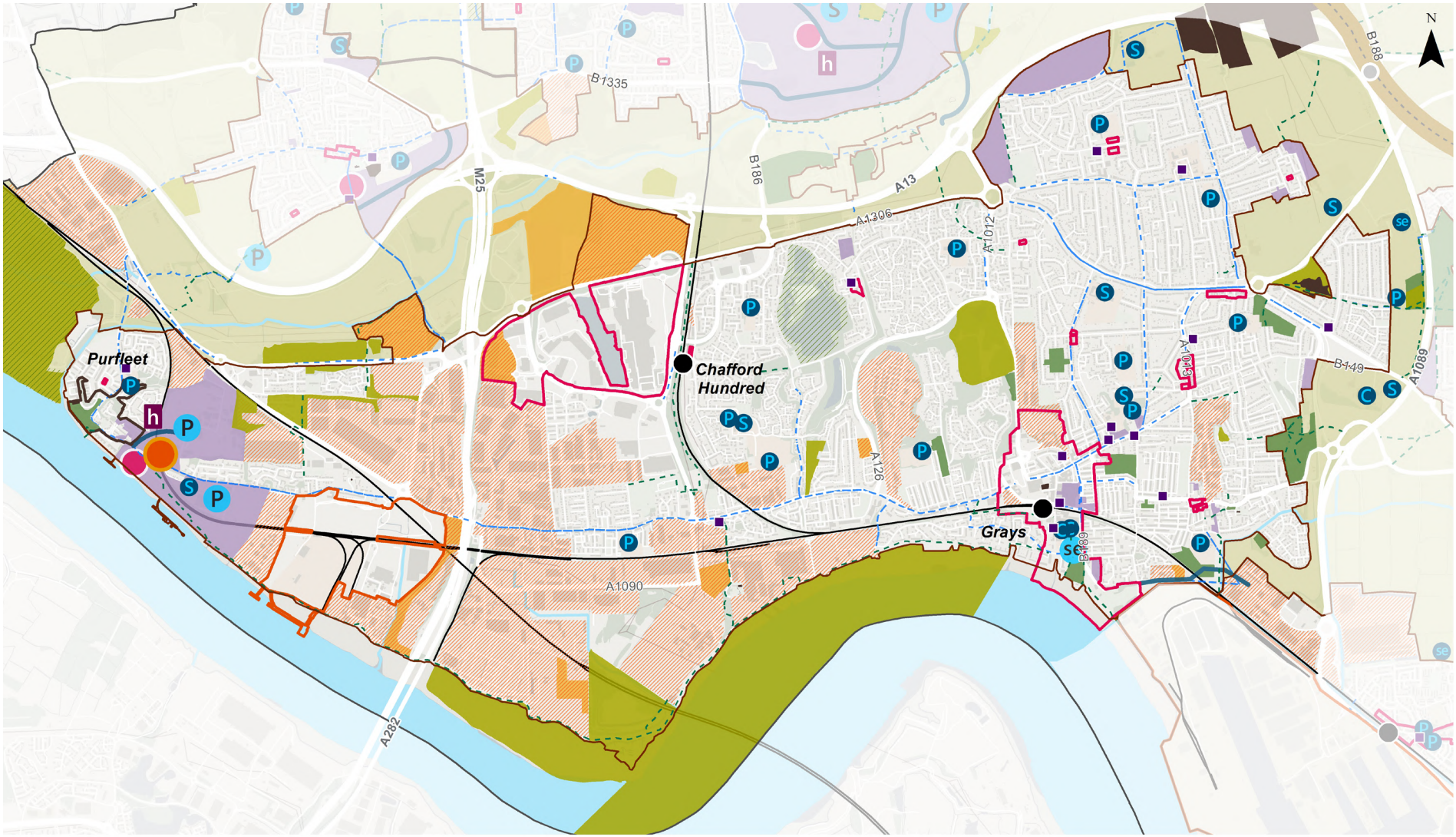
5.1.17 The river and riverside have a strong presence in the history of Grays, but remain an underutilised asset with weak connections, views and accessibility. There are also numerous historic assets within the area. In the 18th century the Royal Gunpowder Magazine was created at Purfleet-on-Thames to store gunpowder, along with a garrison to protect it. Today, one of the remaining magazines is now known as the Purfleet Heritage and Military Centre and has been designated as a Schedule Ancient Monument.

5.1.18 Other historic buildings include the 16th century High House and accompanying farm buildings, at Purfleet-on-Thames. In 2006 restoration of High House began and it is now a world class production facility known as High House Production Park.



High House Production Park, Purfleet and Dartford Bridge

Key Diagram for Grays, West Thurrock and Purfleet-on-Thames



Education & Health Facilities
- Existing Primary School
- Existing Secondary School
- Existing College
- Existing SEN School
- Proposed Primary School
- Proposed Secondary School
- Proposed SEN School
- Existing Healthcare Facility
- Proposed Healthcare Facility

Land Use & Centres
- Proposed Centres / Parades
- Existing Centres / Parades
- Existing Ports
- Settlement Boundary
- Designated Employment Areas
- Employment Site
- Housing Site
- Gypsy, Traveller & Travelling Showpeople Sites
- Port Expansion Area

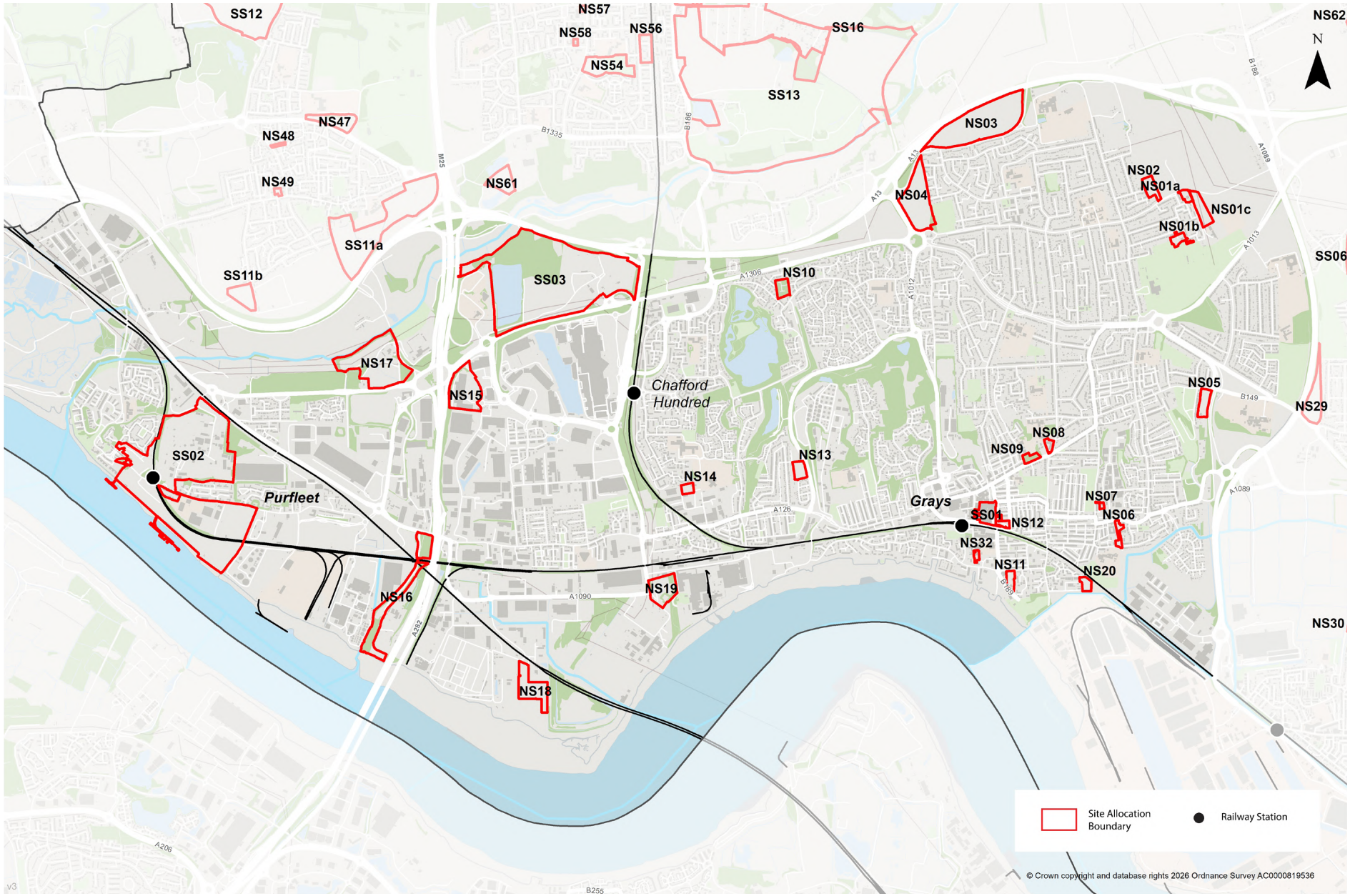
Transport & Movement
- Railway Stations
- Proposed Transport Interchange
- Existing Public Rights of Way
- Proposed Improved Routes
- Proposed New Routes
- Proposed Lower Thames Crossing (LTC) Route
- Proposed LTC Green Bridge
- Proposed LTC Bridge

Nature & Environment
- Green Belt
- Areas of Important Biodiversity
- Local Green Spaces
- Strategic Open Spaces
- Conservation Areas
- Key Heritage Assets

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Site Allocations in Grays, West Thurrock and Purfleet-on-Thames



Place Policies

PP01 - PURFLEET PORT

1. Purfleet Port, as defined on the Policies Map, will be safeguarded for port operational activity, which includes employment related uses, in recognition of its strategic importance to international trade and the UK economy.
2. Development will be permitted where it supports the operational requirements of the port, including freight handling, storage, distribution, logistics, and associated transport infrastructure.
3. Proposals for non-port-related development within the safeguarded port area will not be permitted where they would prejudice the efficient operation, future expansion or viability of the port.

Policy Explanation

5.1.19 Purfleet Port, also known as the Purfleet Thames Terminal, is an important intermodal freight and Roll-on/Roll-off (Ro-Ro) terminal on the Thames, combining modern international shipping operations with deep historical roots in British maritime and military history. It serves as a key logistics hub linking the UK with Europe while supporting the local economy. The port is the closest Ro-Ro ferry port to London for the handling, transfer and storage of containers, trailers and vehicles.

5.1.20 The port has expanded within the last decade to utilise former industrial land for storage purposes and to deliver access improvements to the port. Adjacent to the port along the riverfront are designated employment areas which comprise of oil storage and associated infrastructure as well as general industrial and warehouse uses. Beyond those areas is Purfleet-on-Thames which is undergoing significant regeneration.

5.1.21 Uses within the port boundary, whilst similar to the designated employment areas are related specifically to the operation of the port. Historically the port was allocated as industrial and commercial land. However, due to its importance for international trade there is a need to safeguard it as a port alongside the other international ports within the Borough.

5.1.22 The Council will work collaboratively with the Purfleet Port, infrastructure providers and national agencies to facilitate development that aligns with this policy. Planning applications will be assessed on whether they support the port's operational resilience, provide necessary infrastructure enhancements, and avoid prejudicing port activities. Section 106 agreements or planning conditions may secure mitigation or transport improvements where appropriate.

PP02 - LAKESIDE REGIONAL TOWN CENTRE

Lakeside will continue to be the principal focus for retail and leisure provision.

The Council supports the development of Lakeside into a Regional Town Centre. Within the Lakeside Regional Town Centre, development proposals will be supported where they:

1. Support the evolution of Lakeside into a fully functional regional town centre, extending beyond its current retail and leisure focus.
2. Provide a broader mix of uses, including new residential development alongside community facilities, healthcare, education provision and other main town centre uses.
3. Enhance connectivity across the Lakeside Basin, delivering safe, inclusive and legible walking and cycling routes, as well as improved access by public transport.
4. Create high quality public realm and publicly accessible open spaces, including new green spaces, play areas and community spaces.
5. Strengthen the vitality and competitiveness of Lakeside while ensuring development does not harm the function, vitality or investment prospects of other centres within the Borough.
6. Come forward through a masterplanned approach, ensuring that development is coordinated, coherent and contributes to a well-designed, accessible and integrated new town centre environment.

Policy Explanation

5.1.23 Lakeside is the Borough's largest concentration of retail and leisure floorspace and plays a significant role in the local and regional economy. However, long-term changes in retail consumption, including the growth of online shopping, mean that Lakeside must broaden its role to remain successful and resilient. To support this transition, Lakeside is expected to evolve into a Regional Town Centre providing a wider range of uses, facilities and community infrastructure.

5.1.24 This transformation will require the introduction of new residential neighbourhoods, alongside additional community, healthcare, education and other services that support day-to-day living. These uses will help create a balanced and sustainable centre with activity throughout the day and into the evening, helping to establish a genuine sense of place and community.

5.1.25 The Lakeside Basin currently contains fragmented and car dominated environments. Improvements to connectivity and movement—including safe and attractive walking and cycling routes, improved east–west connections, and enhanced public transport access—will be essential in making Lakeside more permeable, accessible and cohesive.

5.1.26 Public realm improvements will also play a significant role in reshaping the area. High quality streets, green spaces, play areas and community spaces will help create an environment where people want to live, work and spend time, supporting the ambition for Lakeside to function as a true town centre rather than a primarily retail-led destination.

5.1.27 Given the scale and complexity of change required, a masterplanned approach is essential. Masterplanning will ensure piecemeal development does not undermine the vision for Lakeside, and that new homes, infrastructure and public spaces are phased and delivered in a coordinated manner.

5.1.28 At the same time, Lakeside's role must complement, not compete with, the Borough's other town, district and local centres. Development will therefore be expected to demonstrate that it does not negatively impact the vitality, viability or investment opportunities of centres elsewhere in Thurrock.

5.1.29 Overall, this policy supports the long-term transformation of Lakeside into a vibrant, mixed-use, accessible and well-connected Regional Town Centre, capable of meeting the needs of current and future residents, local businesses and the wider region.

PP03 - GRAYS TOWN CENTRE

The Council will support:

1. The regeneration of Grays Town Centre and diversification of its economy. It will become a place for culture, leisure and education, as well as providing retail development.
2. Mixed use developments within the town, including at Grays Shopping Centre, with ground floor units retaining their retail and other town centre uses, with residential units on first floors and above.
3. Improvements to the evening and night-time economy within the town, with the provision of new leisure and entertainment facilities.
4. Maintaining the market, as well as pop-up stores in vacant units and local events to enhance the town's vitality and attractiveness.
5. Redevelopment of the former State Cinema building. Any development of this must be sympathetic to the building's history and its designation as a Grade II Listed Building.
6. Reconnecting the town to the riverside and for the riverside to become both a transport and recreational gateway.
7. Development around the railway station to improve accessibility between north and south of the railway line.
8. Improvements to the public realm, including the development of more green spaces and integration of greenery into new and existing neighbourhoods.

Policy Explanation

5.1.30 Grays is Thurrock's main administrative and commercial centre. It has strong road and rail links with the rest of the Borough and London and therefore, has the potential to be an attractive location for new investment.

5.1.31 The centre is a key focus for regeneration in Thurrock, with the Grays Town Deal projects underway to improve its urban environment and connectivity. In September 2019, the Ministry of Housing, Communities & Local Government (MHCLG) invited places to develop proposals for a Town Deal, as part of the £3.6 billion Towns Fund. In partnership with the Grays Town Board, a Town Investment Plan (TIP) was submitted to MHCLG in February 2021. The Town Investment Plan reflected the local priorities and was co-signed with local businesses and communities. The plan presented a vision for the town and described how it would be achieved.

5.1.32 In March 2023 the Grays Town Deal grant was confirmed. The key transformational projects include creation of a station gateway, active riverfront connectivity and reanimation of the riverside and beach area. The aim of these projects is to redefine the identity of Grays by re-establishing linkages between the town centre and riverside and improving the functionality of the riverside. Together with the strategic site allocation at Grays Shopping Centre, the aim of this policy is to revitalise the town centre with additional residential occupiers, improved pedestrian connectivity and enhanced public spaces.

PP04 - LOCAL GREEN SPACES IN GRAYS, WEST THURROCK AND PURFLEET-ON-THAMES

1. The following green spaces, as identified on the Policies Map, are designated as Local Green Spaces:
   a. Armada Beacon, Land at Centurion Way, Purfleet-on-Thames
   b. Terrels Heath, Grays
   c. Bull Meadow Allotments, Rookery Hill Recreation Ground and Community Gardens, Grays
   d. Churchill Road Gardens, Grays
   e. Elm Road Open Space, Grays
   f. Sanctuary Play Area and Landscaping, Grays
   g. Kilverts Field, Grays
   h. Grays Town Park
   i. Hathaway Recreation Ground, Grays
   j. Hogg Lane, Grays
   k. Parker Road Recreation Ground, Grays
   l. The Dipping, Little Thurrock, Grays
   m. Village Green, Grays
2. The Council will protect green spaces designated as Local Green Spaces. Their development will only be permitted where very special circumstances can be demonstrated that outweigh harm in accordance with DMP27 – Open Spaces, Sports and Recreation.

Policy Explanation

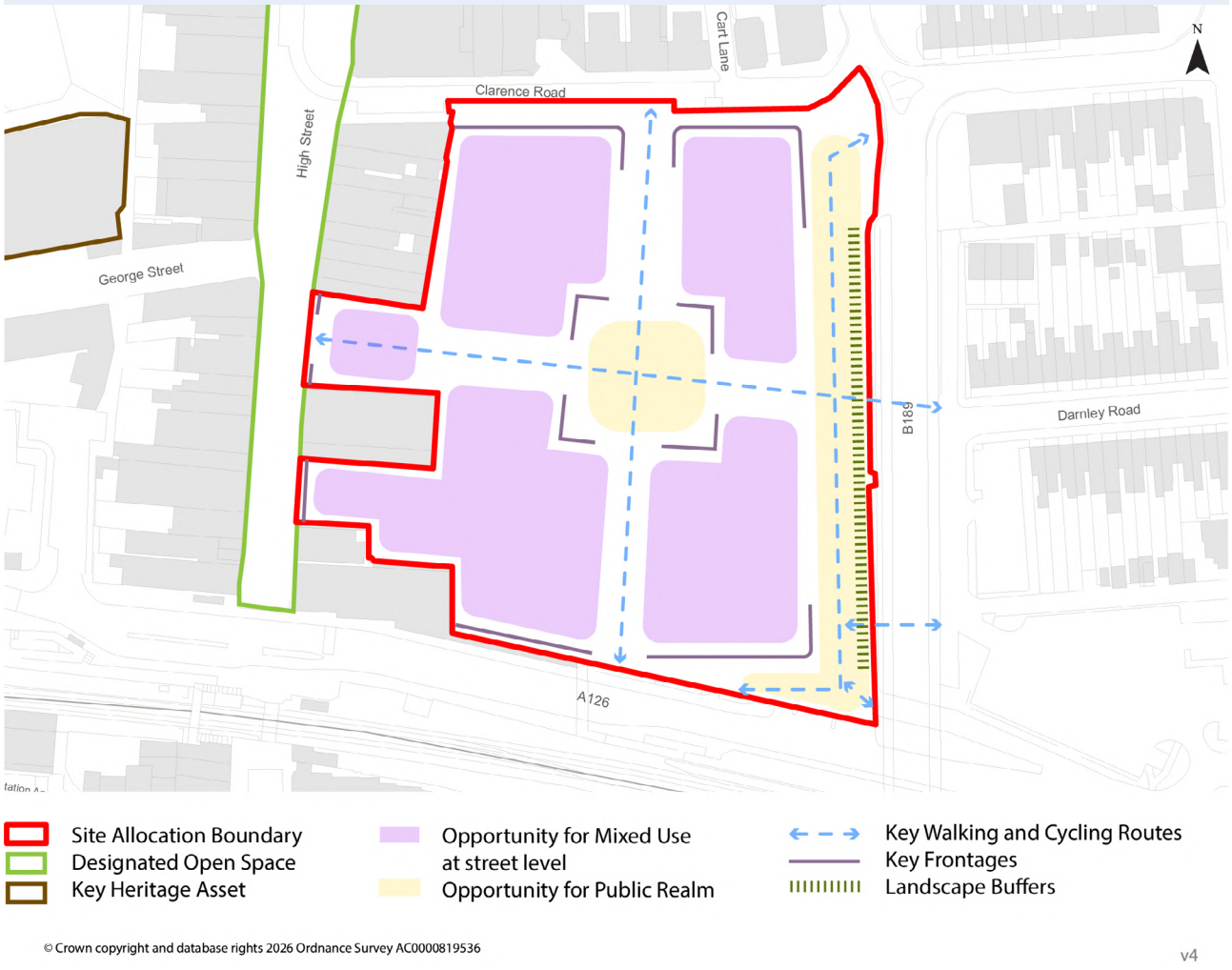
5.1.33 Protecting existing open spaces within the Borough is one of the key priorities of the Council. The Local Green Space Study (2023) reviewed existing parks and open spaces and those nominated by the public and assessed their potential for allocation as Local Green Spaces in accordance with the criteria identified in the NPPF. The study assessed 91 sites, with 42 of these moderately or strongly meeting the criteria. These 42 sites are designated as Local Green Spaces and they are afforded the same level of protection as Green Belt land in accordance with the NPPF.

Strategic Site Allocations

SS01 - GRAYS SHOPPING CENTRE, HIGH STREET, GRAYS

Site Name: Grays Shopping Centre, High Street, Grays

Size: Approximately 2 hectares



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Key Requirements

To reinvigorate Grays Town Centre, the Council will support the comprehensive redevelopment of the shopping centre, Crown Road offices and the multistorey car park with a mixed-use scheme that accords with a masterplan approved by the Council and provides:

- Adaptable retail, commercial, leisure, cultural and community use floorspace (Use Classes E and F) at street level which enhances the vitality of the town centre.
- High density residential development providing at least 600 high quality homes with supporting amenity space and sufficient parking provision;

- A housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- New public realm and enhancements to existing public realm, alongside improvements to walking and cycling routes within and through the town centre, and to public transport interchanges; and
- Vehicular and cycle parking to support the non-residential floorspace in line with the Council's latest parking standards.

Development will also need to comply with all other relevant policies in this Local Plan.

Development & Design Principles

Movement and Access

- Provision of parking and servicing should be carefully accommodated within the layout and in accordance with the latest parking standards; with minimal impact to the public realm and regard to maximising active frontages;
- Development must establish north-south and east-west pedestrianised routes, with particular regard to improving walking and connections towards Grays Station and underneath Derby Road Bridge towards the east; and
- Development should explore an accessible pedestrian and cycle connection to Derby Road Bridge, addressing the level difference.

Design and Layout

- Comprehensive masterplan, Design Code, phasing, and meanwhile use strategy to be developed in accordance with DMP41 – Delivering Great Design;
- Development in accordance with DMP46 – Mixed-Use Development, and must maximise retail, leisure, commercial and community ground floor uses which contributes to the vitality of Grays Town centre and daytime, evening and night time economy; and should design non-residential floorspace to be flexible and adaptable. Where appropriate, non-residential uses are also encouraged on lower-level floors for increased activation;
- Development must maximise active frontages and edges, particularly towards the High Street; along Clarence Road and Crown Road and ensure that corners are addressed appropriately;
- Development must accord with DMP53 – Tall Buildings;
- Massing, height and scale of development must be design-led in response to local context, existing building heights, nearby heritage assets (The State Cinema and St Peter and St Paul's church) and viewpoints informed by a Townscape Visual Impact Assessment (TVIA). Building heights along the High Street should step down to sensitively integrate with the existing context, and the layout should respect the historic urban grain of the High Street and the town centre;
- Built form and massing must also have consideration to environmental impacts on external space and amenity, including sunlight and daylight, microclimate and wind, and development must be appropriately setback from Derby Road Bridge, with regard to minimising impact on residential amenity;
- Residential development must adhere to DMP43 – Design of Residential Development, with particular regard to achieving good levels of daylight and sunlight, and provision of high-quality private and communal amenity spaces;

- There should be clear definition between public, semi public and private spaces, particularly the interface between non-residential and residential uses;
- Opportunities to provide a centralised public realm space within the centre of the development should be explored;
- Development must enhance the public realm along the eastern boundary, with opportunity to create a pedestrian focused green route along this edge of the site, in line with Derby Road Bridge, with active frontages provided where appropriate;
- The development must have robust management structures that deliver a secure, supportive and safe environment for residents and businesses in line with DMP41 – Delivering Great Design.
- Historic England will need to be consulted on any future application because of the Grade II* Listed Building. Any future application should be accompanied by an appropriate Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale, and layout of any scheme should consider impacts on the setting and significance of the Listed Building; and
- An Archaeological Desk Based Assessment will be required and field evaluation may be needed.

Infrastructure Requirements

On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure. This includes:

- Sufficient early years childcare, primary and secondary school, and SEND and post 16 provision on site or via off site contributions to meet projected needs to be agreed with the Education Authority;
- Provision for healthcare and community facilities;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Public realm improvements such as lighting, security and pedestrian and cycle routes in and around the site and in line with the Local Cycling and Walking Infrastructure Plan and the Grays Town Investment Plan, with regards to public realm improvements and pedestrian connectivity between the High Street and Grays Riverside;
- Enhancement of nearby open space including sports playing pitches and play spaces to supplement any on site provision;
- Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study, principally the Orsett Road woodland creation and enhancement;
- Employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 – Business, Employment and Skills; and
- Infrastructure provision shall be phased in line with development and population growth, informed by the comprehensive masterplan.

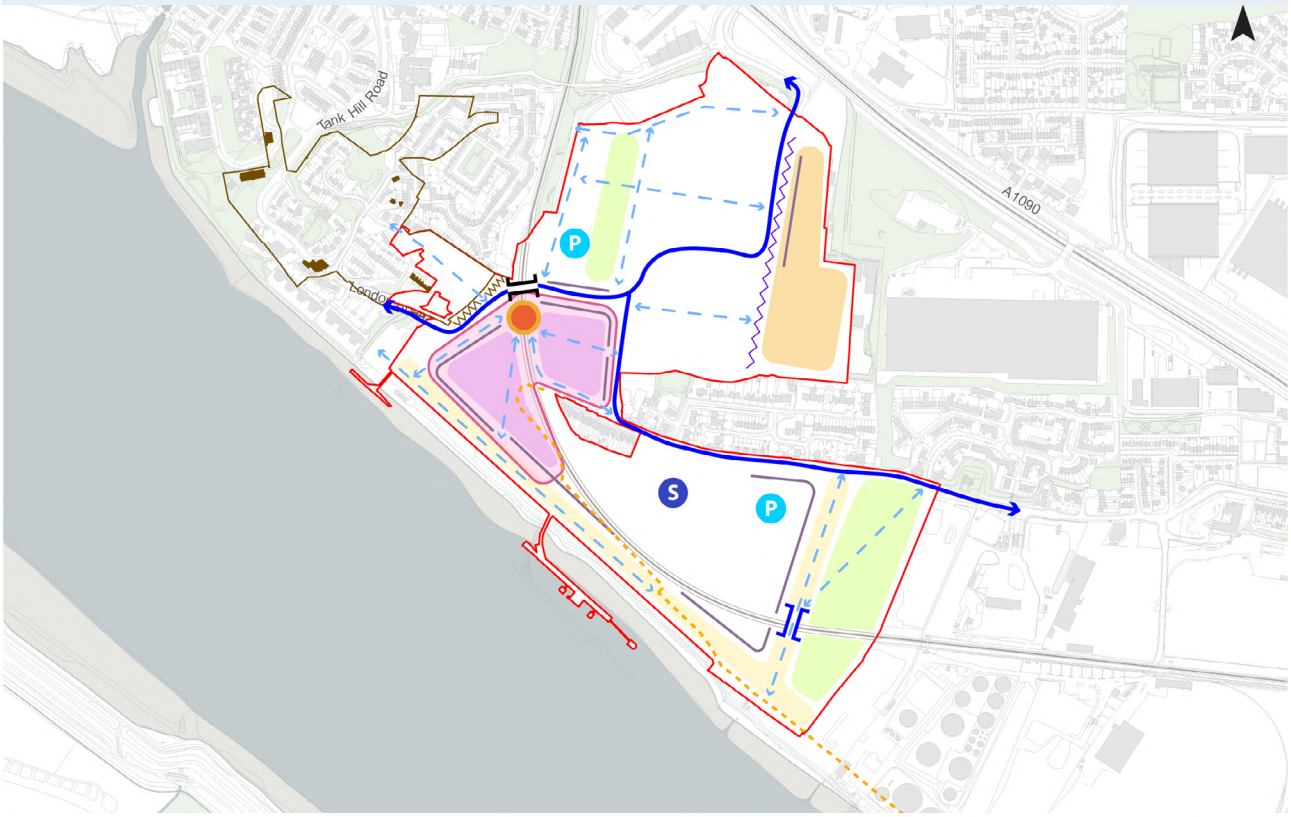
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	-	400	200	-

SS02 - PURFLEET-ON-THAMES REGENERATION

Site Name: Purfleet-on-Thames Regeneration

Size: Approximately 63 hectares



Site Allocation Boundary

Existing Uses and Designations
- Secondary School
- Key Heritage Asset
- Conservation Area

Proposed Uses and Facilities
- Primary School
- Centre
- Opportunity for Mixed Use
- Opportunity for Employment
- Opportunity for Public Realm
- Opportunity for Open Space

Transport & Movement
- Existing Public Rights of Way
- Key Multi-Modal Routes
- Key Walking and Cycling Routes
- Proposed Transport Interchange and Active Travel Bridge
- Proposed Bridge
- Proposed Active Travel Bridge

Buffers and Edges
- Key Frontages
- Sensitive Edges (Heritage)
- Sensitive Edges (Industrial)

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Key Requirements

The Council will support proposals that will transform Purfleet-on-Thames into a thriving riverside town, with a well-connected mixed-use centre that provides essential services and facilities that meets the needs of its residents whilst supporting a sustainable local economy and vibrant community life.

Development proposals will accord with a masterplan approved by the Council.

The scheme will be a medium-high density residential-led mixed use development that delivers:

- Approximately 3,000 high quality homes;
- A new mixed-use centre for Purfleet-on-Thames with a range of retail, leisure, cultural, community and commercial facilities (Use Classes E and F);
- New employment area(s) with modern premises ranging in size to cater for start-ups and small and medium sized businesses;
- New healthcare facility; and
- Two new primary schools with early years childcare provision.

The scheme will be expected to deliver:

- Affordable housing provision in accordance with DMP12 - Maximising the delivery of Affordable Housing;
- A housing mix in accordance with DMP11 – Housing Mix, with specialist accommodation to include housing for older people, and self-build and custom build plots;
- A Gypsy & Traveller site, providing 15 serviced pitches;
- New public realm which is accessible for all users and connects into the surrounding neighbourhoods;
- New multipurpose open space ensuring access to high-quality recreational and natural environments which enhances the riverfront and creates informal recreation and play for all users alongside habitat creation in support of the Local Nature Recovery Strategy; and
- New railway station, bridges across the railway line, transport hub and appropriate parking within the centre.

Development will also need to comply with all other relevant policies in this Local Plan.

Development & Design Principles

Movement and Access

- Development must establish multi-modal connections to the existing residential areas to the east and west within Purfleet-on-Thames, connect north to the A13 and south to the Thames;
- Provision of a safe, convenient and comprehensive pedestrian and cycle network that integrates the new development with the riverfront, High House Production Park, existing residential areas to the east and west, employment areas, and strategic open spaces, and that promotes shorter local trips;
- Provision of a new railway station phased to enable the continued operation of the existing station;
- Provision of at least 3 bridges to provide active travel and multimodal access over the railway, supporting east-west pedestrian, cycle and vehicular movement;
- Utilising level changes across the site to accommodate basement parking and free up the public realm in the town centre;
- Strategic north–south connection, providing a continuous route linking the riverfront, town centre, and residential neighbourhoods to the north;
- A strategic east–west pedestrian and cycling connection, integrating key destinations including Rainham Marshes, the town centre, and extending towards High House Production Park with improved links to existing national cycle routes; and
- Traffic calming on London Road to 20mph.

Historic and Natural Environment

- Historic England will need to be consulted on any future application due to the potential impact on the setting and significance of the Grade I and Grade II * Listed Buildings and scheduled monument. Any future application should be informed and accompanied by an appropriate Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings, Conservation Area and Scheduled Monument.
- An archaeological desk based assessment will be required with any future application to determine the archaeological potential of the Site and field evaluation may be needed.
- Provide habitat creation, enhancement and restoration with regard to the Local Nature Recovery Strategy, including appropriate ecological mitigation where required; with an emphasis on urban ecology, green corridors linking to existing priority habitats, enhancements to habitats along the river edge, and improved links to the Mardyke as a connection to Rainham Marshes;
- Provide landscape integration opportunities identified in the Landscape Sensitivity and Capacity Study, principally the Purfleet riverside link and Purfleet Chalk Pits SSSI opportunities;
- Appropriate buffering between development and the Purfleet Chalk Pit SSSI; and

- Development footprint, site layout, and finished floor levels to be informed by a Flood Risk Assessment as the site is within Flood Zones 2 and 3 and vulnerable to groundwater flooding.

Design and Layout

- Comprehensive masterplan, Design Code, phasing, and meanwhile strategy to be developed in accordance with DMP41 – Delivering Great Design;
- Development in accordance with DMP46 – Mixed-Use Development, and must maximise active frontages and edges, particularly within the new centre; along the riverfront, primary streets, key walking cycling routes, and along public realm and open spaces where appropriate. Within the new centre, ground floor mixed uses should contribute to the vitality of the daytime, evening and night time economy. Where appropriate, lower floors of multi-storey buildings should incorporate active non-residential uses to support a vibrant centre;
- Provide high-quality, accessible public realm, including along the riverfront and as a focal point around the new transport interchange; with opportunity for open space within the southeast corner of the site;
- Integrate the development with surrounding areas, avoiding abrupt edges. Establish well-defined gateways, transition areas and at intersections with key routes, with particular regard to London Road, Tank Lane, Vineyard Way and Botany Way;
- Height, scale and massing must be design-led, informed by a Townscape and Visual Impact Assessment (TVIA), whilst having regard to minimising impacts on existing residential amenity and nearby heritage assets, including the Purfleet Conservation Area. Heights should step down towards the conservation area;
- Residential development must adhere to DMP43 – Design of Residential Development, and should incorporate appropriate buffering to the railway line to protect residential amenity, including from noise and disturbance;
- The development must have robust management structures that deliver a secure, supportive and safe environment for existing and new residents and businesses in line with DMP41 - Delivering Great Design;
- Opportunity to locate employment area (compatible with residential uses) in the northeastern part of the site, broadly in the location indicated on the Site Diagram, with appropriate buffering to adjacent residential development. Employment uses must take into account good neighbour principles within DMP40 - Cohesive and Distinctive Places and design principles within DMP45 - Commercial and Industrial Development.
- New primary schools to be located, broadly in the locations indicated on the Site Diagram, and designed in line with the Essex Design Guide - School Design Principles (2025);
- Development footprint and site layout must be determined through bespoke consultation with the Health & Safety Executive as the site is within a HSE Consultation Zone; and
- Establish a robust landscape and multifunctional green-blue infrastructure framework in accordance with DMP49 - Design of Landscape and Green Blue Infrastructure.

Infrastructure Requirements

On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure. This includes:

- 2 new primary schools providing an additional 5 forms of entry with early years childcare provision; with capacity for specialist SEND provision as required by the Education Authority.
- Sufficient secondary school, SEND and post 16 provision on site or via off site contributions to meet projected needs to be agreed with the Education Authority;
- Provision for healthcare and community facilities;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes in line with the Local Cycling and Walking Infrastructure Plan;
- New bridge(s) crossing the railway and the realignment of existing highway network including pedestrian and cycle paths;
- Relocation of the railway station with new facilities that are accessible to all users, phased to enable continuous train service;
- Open spaces including sports playing pitches, civic squares, new public realm, and play space;
- Employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 - Business, Employment and Skills;
- Safeguard land as part of the masterplan for a new potential barrier on the River Thames on the long reach section of the river in accordance with the TE2100 plan. This should be agreed with the Environment Agency; and
- Infrastructure provision shall be phased in line with development and population growth, informed by the comprehensive masterplan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	300	750	750	1200

SS03 - FORMER ARENA ESSEX SITE AND FISHING LAKE, LAKESIDE

Site Name: Former Arena Essex site and fishing lake, Lakeside

Size: Approximately 52 hectares – approximately 27 hectares of employment land



Site Allocation Boundary

Existing Uses
Lake
Local Wildlife Site

Proposed Uses
Green & Blue Infrastructure Area

Proposed Transport & Movement
Primary Access
Secondary Access
Key Walking and Cycling Routes

Buffers and Edges
Landscape Buffers
Sensitive Edges (Industrial)
Sensitive Edgs (Views)

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v4

Key Requirements

The site is allocated to provide a data centre campus, defined as critical national infrastructure.

The scheme will deliver:

- Approximately 135,000 sqm of floorspace for B8 use with ancillary office use (E(g)(i)) and supporting infrastructure;
- The data campus will be located to the eastern part of the site covering approximately 27 hectares while a new publicly accessible open space provision will be created around the lake in the west of the site;
- Improved vehicular access from Back Lane onto the existing roundabout with a secondary access point from the Arterial Road and West Thurrock Way roundabout;
- New and improved footways and cycle links that provide safe, direct and attractive routes for active travel to and through the site; and
- Sufficient parking for all vehicles and appropriate access for servicing should be provided on site in accordance with the latest parking standards.

Development will also need to comply with all other relevant policies in this Local Plan.

Development & Design Principles

Movement and Access

- Improved vehicular, pedestrian and cycle access to and through the site;
- Improvements to pedestrian and cycle routes connecting the site with the surrounding areas including Chafford Hundred and Lakeside for access to public transport; and
- Enhancements to footpaths and cycling routes and provision of a network of walking and cycle routes in the north-west of the site, and a north-south route providing access to the Mardyke valley for recreation;
- Primary vehicular access via Back Lane at the existing signalised roundabout with the A1306 Arterial Road West Thurrock; and
- Secondary / emergency vehicular access from the west of the site at the A1306 Arterial Road / the B186 West Thurrock roundabout.

Historic and Natural Environment

- Any future application will require an Archaeological Desk Based Assessment, including for paleoenvironmental potential within the Mardyke, and associated Field Evaluation;
- Retain and enhance existing priority habitats and create new areas of habitat to improve biodiversity, with ecological mitigation required to off-set any loss of the existing on-site Local Wildlife Site; and ensuring existing woodland and priority habitats are appropriately buffered from development;
- Habitat creation, enhancement and restoration to have regard to the Local Nature Recovery Strategy;

- Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study, principally the Milliard's Garden Link and enhancement to the Mardyke Valley;
- Development proposal to be accompanied by a noise and air quality assessment with appropriate mitigation incorporated into the development where required;
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site; and
- To investigate potential land contamination from former landfill and current uses and take appropriate measures to minimise the risks to site users and off-site receptors.

Design and Layout

- Comprehensive masterplan and phasing strategy to be developed in accordance with DMP41 – Delivering Great Design;
- The development should be designed and landscaped to create a high-quality, climate resilient, sustainable campus which has secure grid access, minimises water and energy consumption, optimises power distribution and cooling systems and incorporates on-site renewable energy generation and energy storage in accordance with DMP01 - Operational Carbon, DMP02 - Embodied Carbon, DMP03 - Water Efficient Development, and principles within DMP45 - Commercial and Industrial Development;
- Establish a robust landscape and multifunctional green-blue infrastructure framework in accordance with DMP49 - Design of Landscape and Green Blue Infrastructure, taking into account and reinforcing the character of the Mardyke River Valley to the north of the site;
- Enhancements of boundary treatments with appropriate landscape measures and screening, giving particular attention to the northern, western and eastern edges to minimise visual impacts on the Mardyke River Valley and surrounding landscape;
- A multifunctional green corridor should be provided through the site, linking to the Mardyke River Valley, nearby priority habitats and woodland areas, and supporting new or enhanced walking and cycling routes that connect into the wider green infrastructure network;
- The existing lake should form the focal point of a multifunctional open space network, designed to be inclusive and accessible to a wide range of users, and to support informal recreation through new paths, trails and leisure opportunities;
- Built development must be focused within the eastern part of the site, with operational data centre uses separated from open space and amenity areas;
- Height, scale and massing should be designed to minimise visual impact and should be informed by viewpoints from a Landscape Visual Impact Assessment (LVIA).
- Development footprint and site layout must be determined through bespoke consultation with the Health & Safety Executive as the site is within a HSE Consultation Zone; and
- The layout of development should have regard to the overhead lines, pylons and gas pipelines on site and their easements.

Infrastructure Requirements

On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure. This includes:

- Open space and recreation provision;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes, including crossing improvements on Arterial Road West as identified in the Local Cycling and Walking Infrastructure Plan;
- Employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 - Business, Employment and Skills; and
- Infrastructure provision shall be phased in line with development and informed by the comprehensive masterplan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	135,000 sqm	-	-	-

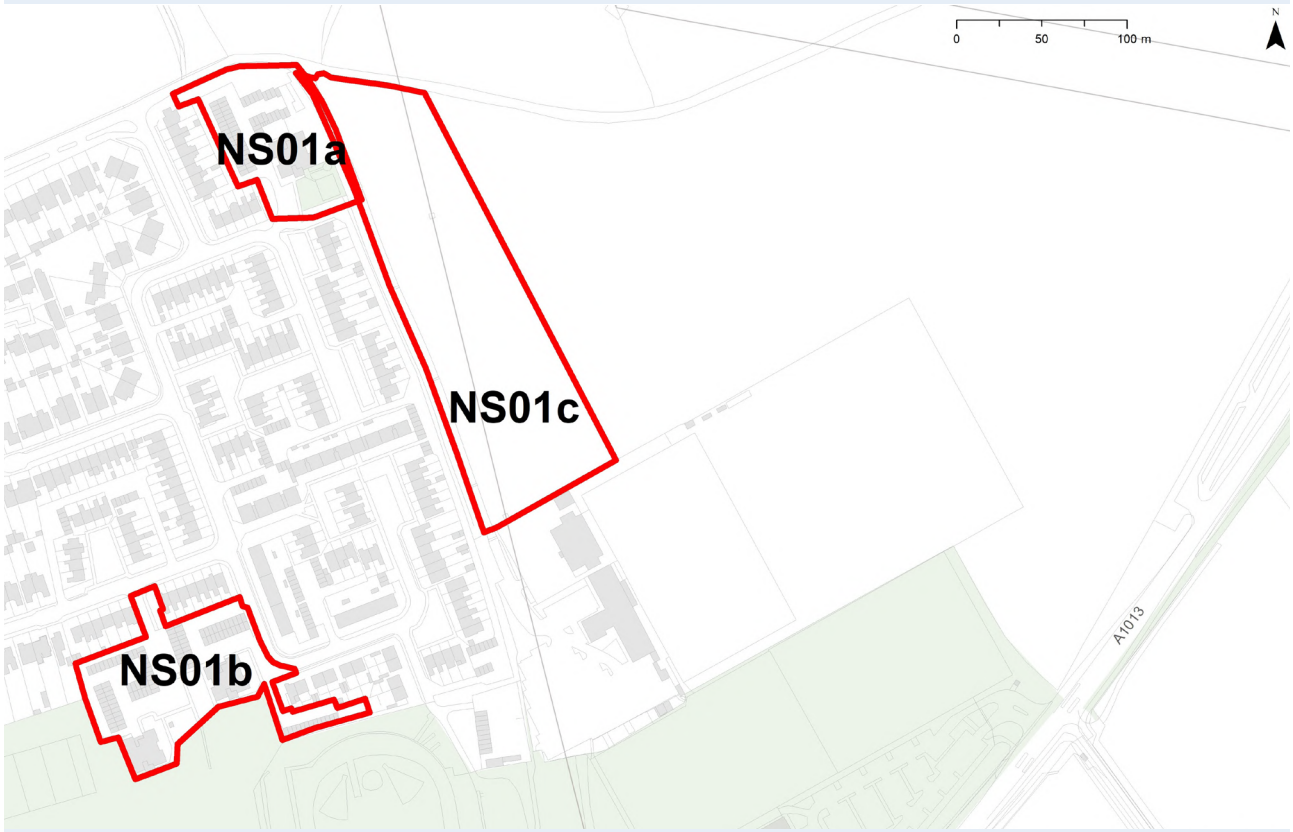
Non-Strategic Site Allocations

NS01 - BLACKSHOTS ESTATE REDEVELOPMENT

Site Name: Blackshots Estate Redevelopment

Size: Total area – Approximately 3.3 hectares

- Parcel a. North site - 0.6 hectares
- Parcel b. South Site - 0.8 hectares
- Parcel c. Chapel Farm Site– 1.9 hectares



Key Requirements

The scheme will deliver the redevelopment of the Blackshots estate with the demolition of Kier Hardie House, Bevan House and Morrison House and the creation of approximately 286 high quality affordable homes at medium to high density across three sites.

Development will be required to be planned, phased and delivered comprehensively across the whole allocation to ensure coordinated infrastructure provision, strong place identity and effective integration with the rest of Little Thurrock.

The scheme will deliver and/or require:

- The reprovision of 168 homes on site as part of the redevelopment;
- A housing mix of type and size that addresses affordable housing need in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Parking that is carefully accommodated within the site layout and in line with the latest Parking Standards;
- New functional public realm which provides safe and accessible open space and children's play spaces;
- Give a clear definition between public, semi private and private spaces;
- A comprehensive plan to address surface water drainage on site;
- An Archaeological Desk Based assessment and associated field evaluation for any future application;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Sufficient early years childcare, primary and secondary school, SEND and post 16 provision on site or via off site contributions to meet projected needs to be agreed with the Education Authority; and
- On site and off-site infrastructure improvements to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

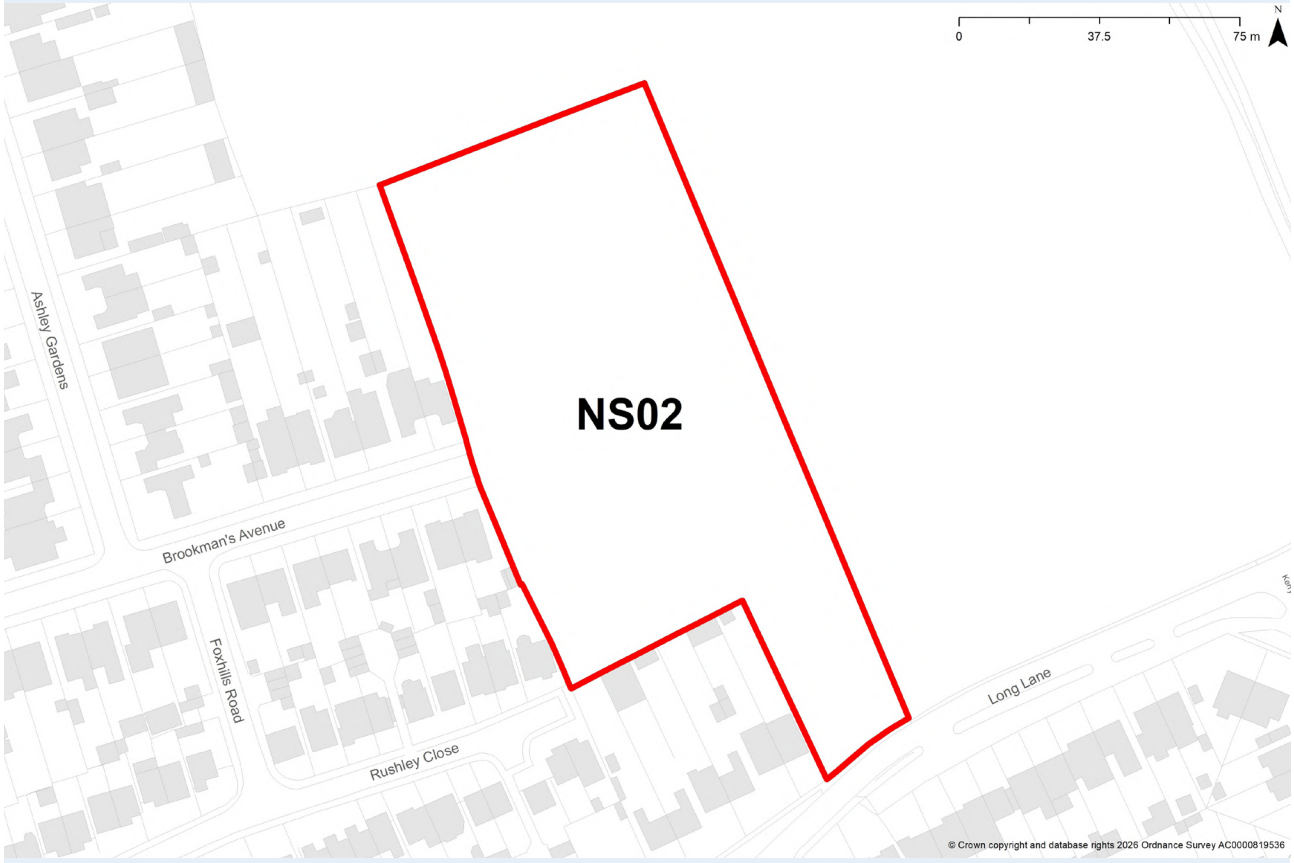
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	232	54	-	-

NS02 - LAND ADJACENT TO BROOKMANS AVENUE AND NORTH OF LONG LANE, GRAYS

Site Name: Land adjacent to Brookmans Avenue and North of Long Lane, Grays

Size: Approximately 1.25 hectares



Key Requirements

- A medium density residential development providing approximately 34 high quality homes;
- To provide a housing mix of tenure, size and type in accordance with DMP11- Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Vehicular access should be taken from Brookmans Avenue;
- Opportunity for site layout to provide homes fronting onto Long Lane and continuation of existing building lines;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Provision of an enhanced Green Belt boundary to the north and east of the site;
- 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. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings and Scheduled Monument;

- Historic England will need to be consulted on any future application due to the potential for impact on the Scheduled Monument's setting and significance; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

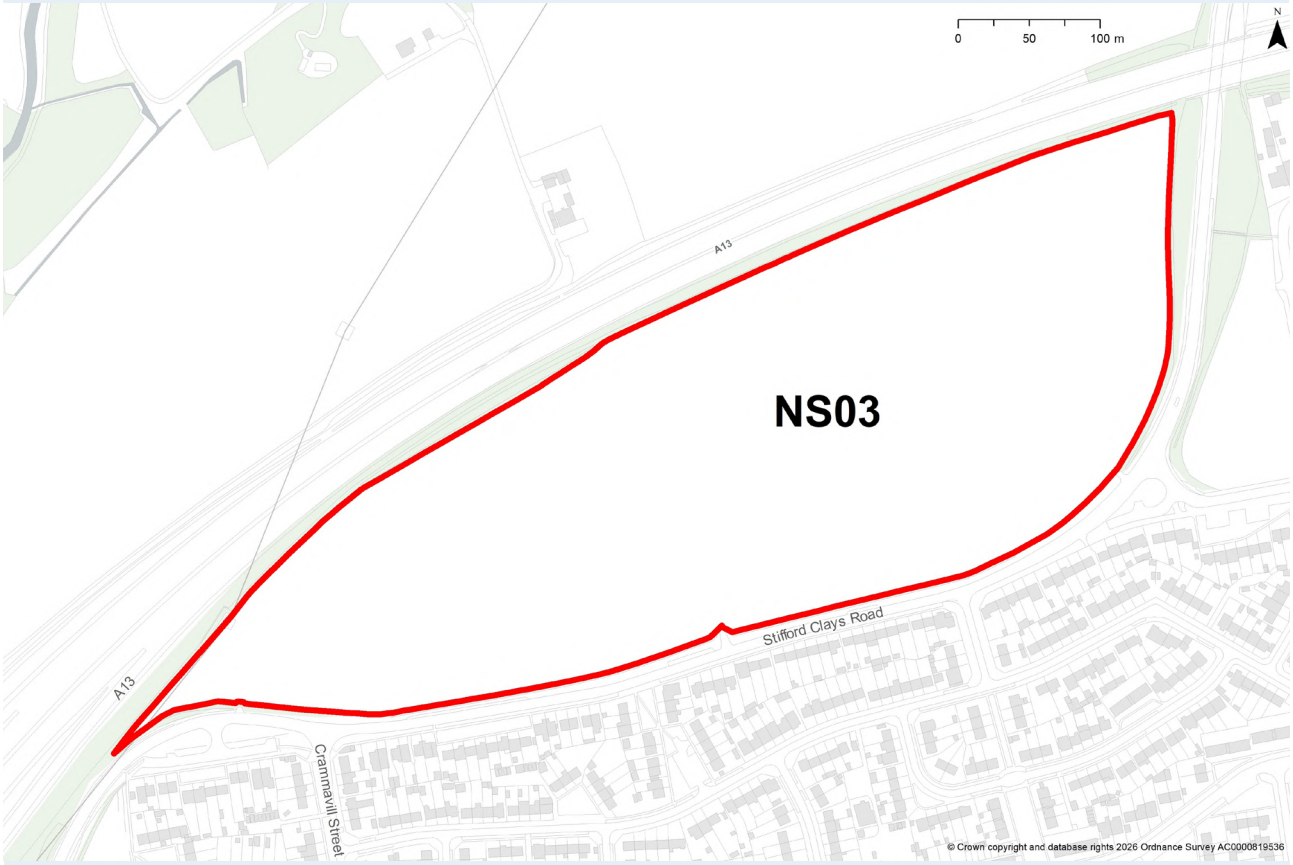
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	34	-	-	-

NS03 - LAND NORTH OF STIFFORD CLAYS ROAD, GRAYS

Site Name: Land north of Stifford Clays Road, Grays

Size: Approximately 14.7 hectares



Key Requirements

- A medium density residential led development providing approximately 400 high quality homes in an accessible location;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- At least two vehicular access points onto Stifford Clays Road;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Layout and design to achieve integration with the existing neighbourhood by providing an active frontage onto Stifford Clays Road and safe pedestrian and cycle movement across Stifford Clays Road;
- New shared pedestrian and cycle route along Stifford Clays Road that connects into the existing walking and cycling network;

- Provision of parking should be carefully accommodated within the site layout and in line with the latest Parking Standards;
- Development proposal to address surface water drainage on site;
- Open space and child play space provision;
- Retention and reinforcement of boundary landscaping to the north to provide appropriate screening and a buffer from the A13;
- Development proposal to be accompanied by a noise and air quality assessment with appropriate mitigation incorporated into the development where required;
- Development proposals to be accompanied by a Heritage Impact Assessment and an Archaeological Desk Based Assessment and field evaluation;
- Sufficient early years childcare, primary and secondary school, SEND and post 16 provision on site or via off site contributions to meet projected needs to be agreed with the Education Authority; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	100	300	-	-

NS04 - LAND EAST OF THE A1012, GRAYS

Site Name: Land east of the A1012, Grays

Size: Approximately 7.3 hectares



Key Requirements

- A medium density residential led development providing approximately 200 high quality homes in an accessible location;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Vehicular access to be taken from Stifford Clays Road with pedestrian, cycle and emergency access also from Long Lane;
- Provision of parking should be carefully accommodated within the site layout and in line with the latest Parking Standards;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Sufficient early years childcare, primary and secondary school, SEND and post 16 provision on site or via off site contributions to meet projected needs to be agreed with the Education Authority;
- Layout and design to achieve integration with, and connections into, existing neighbourhood;

- Enhancements to the existing public rights of way;
- Development proposal to address surface water drainage on site;
- Provision of open space and play provision on site and/or enhancements to Nutberry Playing Fields;
- Retention and reinforcement of boundary landscaping to the north and west to provide appropriate screening and a buffer from the A13 and A1012;
- Development proposal to be accompanied by a noise and air quality assessment with appropriate mitigation incorporated into the development where required;
- Development proposals to be accompanied by an Archaeological Desk Based Assessment and field evaluation. Open area archaeological excavation will be required ahead of development;
- Contributions will be sought for new/improved shared use path and footway along Stifford Clays Road and crossing improvements on the A1012 junction; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	200	-	-	-

NS05 - LAND EAST OF MALVERN ROAD, GRAYS

Site Name: Land east of Malvern Road, Grays

Size: Approximately 1.4 hectares



Key Requirements

- A medium density residential development providing approximately 49 high quality homes in an accessible location;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Vehicular access point onto Chadwell Road;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Provision of parking should be carefully accommodated within the site layout and in line with the latest Parking Standards;
- Retention and reinforcement of boundary landscaping to the east to provide appropriate screening and a buffer from the Old Dock Approach Road;

- Development proposals to be accompanied by an Archaeological Desk Based Assessment and field evaluation may be needed; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

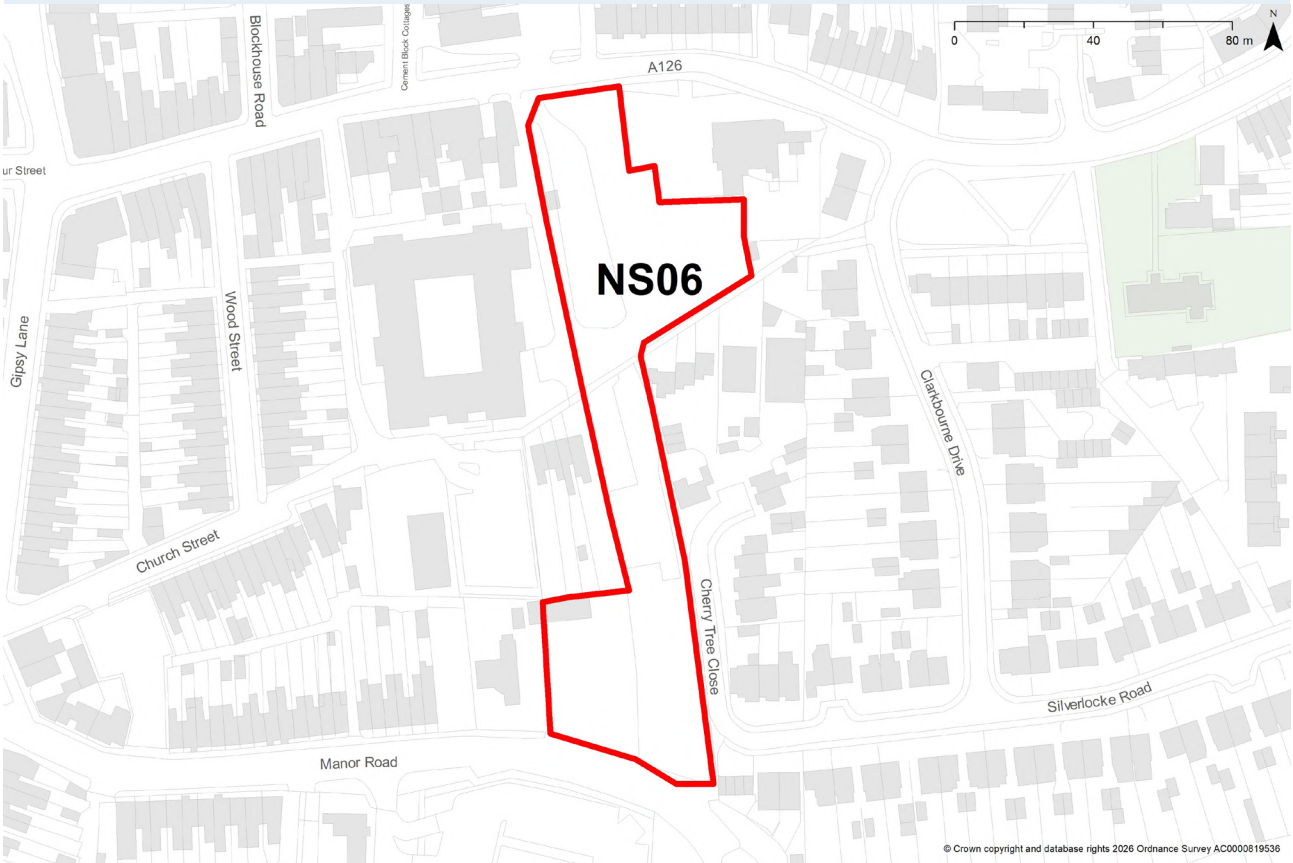
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	49	-	-	-

NS06 - LAND NORTH OF MANOR ROAD, GRAYS

Site Name: Land north of Manor Road, Grays

Size: Approximately 0.6 hectares



Key Requirements

- A medium density residential development providing approximately 43 high quality homes in an accessible location;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Vehicular access should be taken from Manor Road and Broadway;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- The public right of way west-east should be retained and enhanced;
- The development should mitigate its risk to river flooding through design and address surface water drainage on site;
- Historic England will need to be consulted on any future application due to the potential impact on the setting and significance of the Grade I Listed Building. Any future application should be informed and accompanied by a suitably detailed Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Building;
- Archaeological Desk-Based Assessment will be required to understand potential survival of features associated with the tramway, and field evaluation may be needed; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

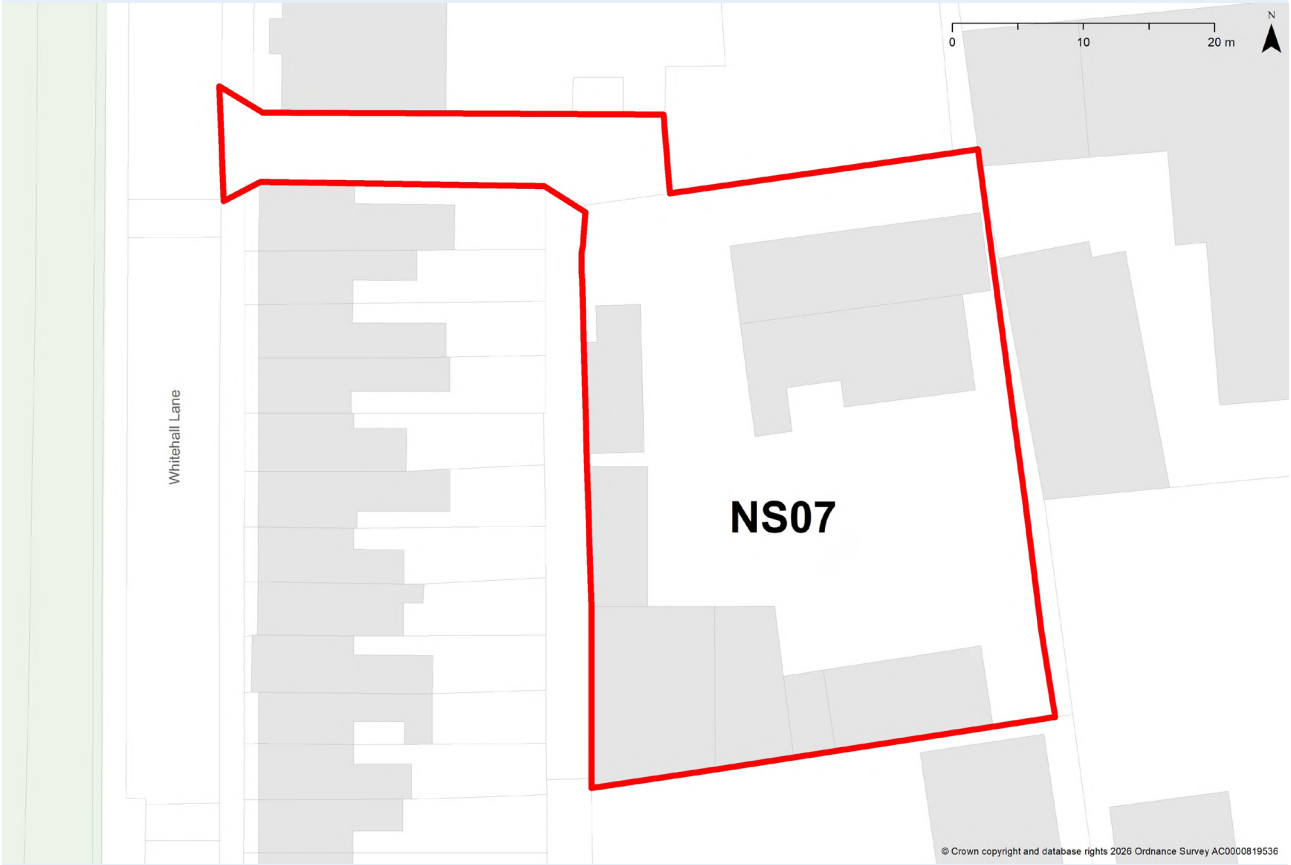
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	43	-	-	-

NS07 - WHITEHALL WORKS, WHITEHALL LANE, GRAYS

Site Name: Whitehall Works, Whitehall Lane, Grays

Size: Approximately 0.2 hectares



Key Requirements

- A medium density residential development providing approximately 6 high quality homes in a sustainable location;
- Development proposals to be accompanied by an Archaeological Desk Based Assessment; and
- Vehicular access onto Whitehall Lane.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
6	-	-	-	-

NS08 - TELEPHONE EXCHANGE, BRADLEIGH AVENUE, GRAYS

Site Name: Telephone Exchange, Bradleigh Avenue, Grays

Size: Approximately 0.5 hectares



Key Requirements

- A medium density residential development providing approximately 31 high quality homes in an accessible location;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Vehicular access should be taken from Bradleigh Avenue;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Design and layout should ensure that buildings front onto Bradleigh Avenue and Orsett Road to provide natural surveillance;
- To retain existing trees and integrate them within the design; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	31	-	-	-

NS09 - LAND ADJACENT DELL ROAD AND ORSETT ROAD, GRAYS

Site Name: Land Adjacent Dell Road and Orsett Road, Grays

Size: Approximately 0.6 hectares



Key Requirements

- To provide specialist accommodation for older people through the delivery of approximately 82 bedspaces (use class C2);
- The site is in an accessible location and the development would need to respect the character of the existing neighbourhood;
- Should the site not come forward for specialist accommodation a medium density residential development providing approximately 40 high quality homes with a housing mix in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Vehicular access should be taken from Dell Road;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- The layout of the development should ensure that buildings front onto Dell Road and Orsett Road to provide natural surveillance and to reflect the building lines of existing properties;
- Development proposals should be informed and accompanied by a suitably detailed Heritage Impact Assessment, including a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	80 bedspaces	-	-	-

NS10 - GAS VALVE COMPOUND, DRAKE ROAD, CHAFFORD HUNDRED GRAYS

Site Name: Gas Valve Compound Drake Road, Chafford Hundred, Grays

Size: Approximately 1.2 hectares



Key Requirements

- A low-density residential development providing approximately 18 high quality homes in an accessible location;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Vehicular access should be taken from Daniel Close;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- The layout of the development should reflect the presence of a gas mains on the site;
- Development proposals to be accompanied by an Archaeological Desk Based Assessment and field evaluation may be needed; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

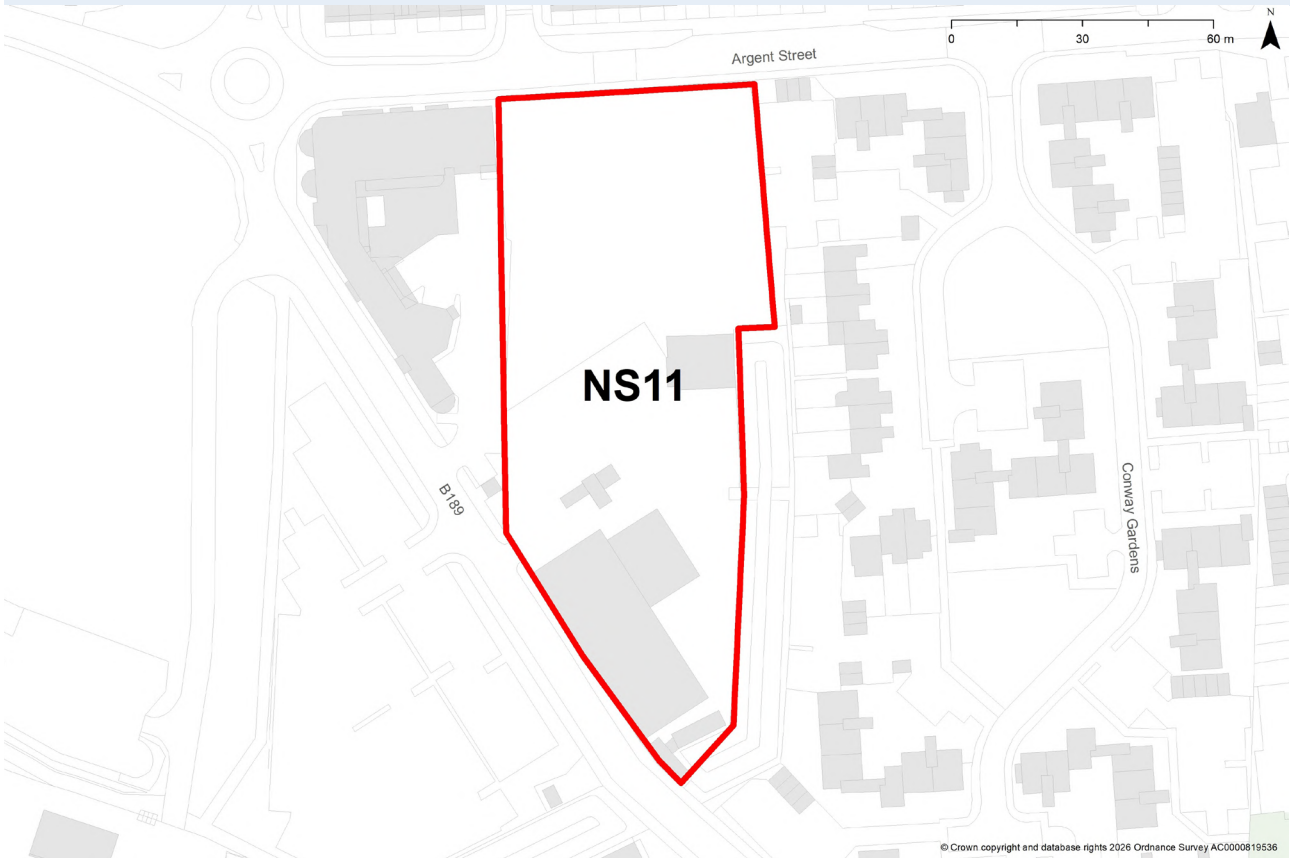
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	18	-	-	-

NS11 - RIPPLESIDE METALWORKS, THAMES ROAD, GRAYS

Site Name: Rippleside Metalworks, Thames Road, Grays

Size: Approximately 0.75 hectares



Key Requirements

- A high-density residential development providing approximately 170 high quality homes in a highly sustainable town centre location;
- To provide a housing mix of tenure and size in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Design and layout should ensure that buildings front onto Thames Road and Argent Street to provide active frontages with natural surveillance;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Provision of parking should be carefully accommodated within the site layout and in line with the latest Parking Standards;
- Sufficient early years childcare, primary and secondary school and SEND provision on site or via off site contributions to meet projected needs to be agreed with the Education Authority;
- The development should mitigate its risk to river flooding through design and address surface water drainage on site;
- Development proposals to be accompanied by an Archaeological Desk Based Assessment and field evaluation may be needed; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	170	-	-	-

NS12 - CROWN ROAD AND DARNLEY ROAD CAR PARKS, GRAYS

Site Name: Crown Road and Darnley Road Car Parks, Grays

Size: Approximately 0.6 hectares



Key Requirements

- A medium-high density residential development providing approximately 53 high quality homes in an accessible town centre location that respects the character of the neighbourhood;
- To provide a housing mix of tenure, type and size in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- The layout of the development should ensure that buildings front onto Crown Road, Stanley Road and Darnley Road to provide natural surveillance and to reflect the building lines of existing properties;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Public footway to be provided on Crown Road and Stanley Road;
- Provision of parking should be carefully accommodated within the site layout and in line with the latest Parking Standards;

- Amenity space to be provided on-site with contributions to enhance nearby open space provision;
- Development proposals to be accompanied by an Archaeological Desk Based Assessment; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	53	-	-	-

NS13 - LAND AT HILLSIDE, DEVONSHIRE CLOSE, GRAYS

Site Name: Land at Hillside, Devonshire Close, Grays

Size: Approximately 1.1 hectares



Key Requirements

- The site will provide approximately 4,000 sqm of flexible floorspace suitable for light industrial and office use (Class E(g)(i-iii)), compatible with neighbouring land uses;
- Vehicular access will be taken from Devonshire Close;
- New public footway to be provided along boundary of site on Devonshire Close to enable safe pedestrian and cycle access from the development;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Sufficient parking for all vehicles and appropriate access for servicing should be provided on site in accordance with the latest parking standards;
- To provide units that cater to small and medium sized businesses;
- To be designed in accordance with DMP45 - Commercial and Industrial Development, demonstrating a high standard of layout, building design, landscape framework and public realm that integrates with its surroundings and supports safe, inclusive and well-functioning employment environments;

- The development proposal should integrate sensitively with adjacent uses in line with the 'Good Neighbours' principle in DMP40 – Cohesive and Distinctive Places.
- Where the site adjoins residential uses, appropriate layout, design and mitigation measures will be required including appropriate natural screening along the western and southern boundaries;
- Development footprint and site layout must be determined through bespoke consultation with the Health & Safety Executive as the site is within the HSE Development Proximity Zone (DPZ) and Consultation Zone for oil storage tanks;
- Development proposal to address surface water drainage on site;
- Development proposals to be accompanied by an Archaeological Desk Based Assessment and field evaluation may be needed;
- The development is required to provide employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 - Business, Employment and Skills; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

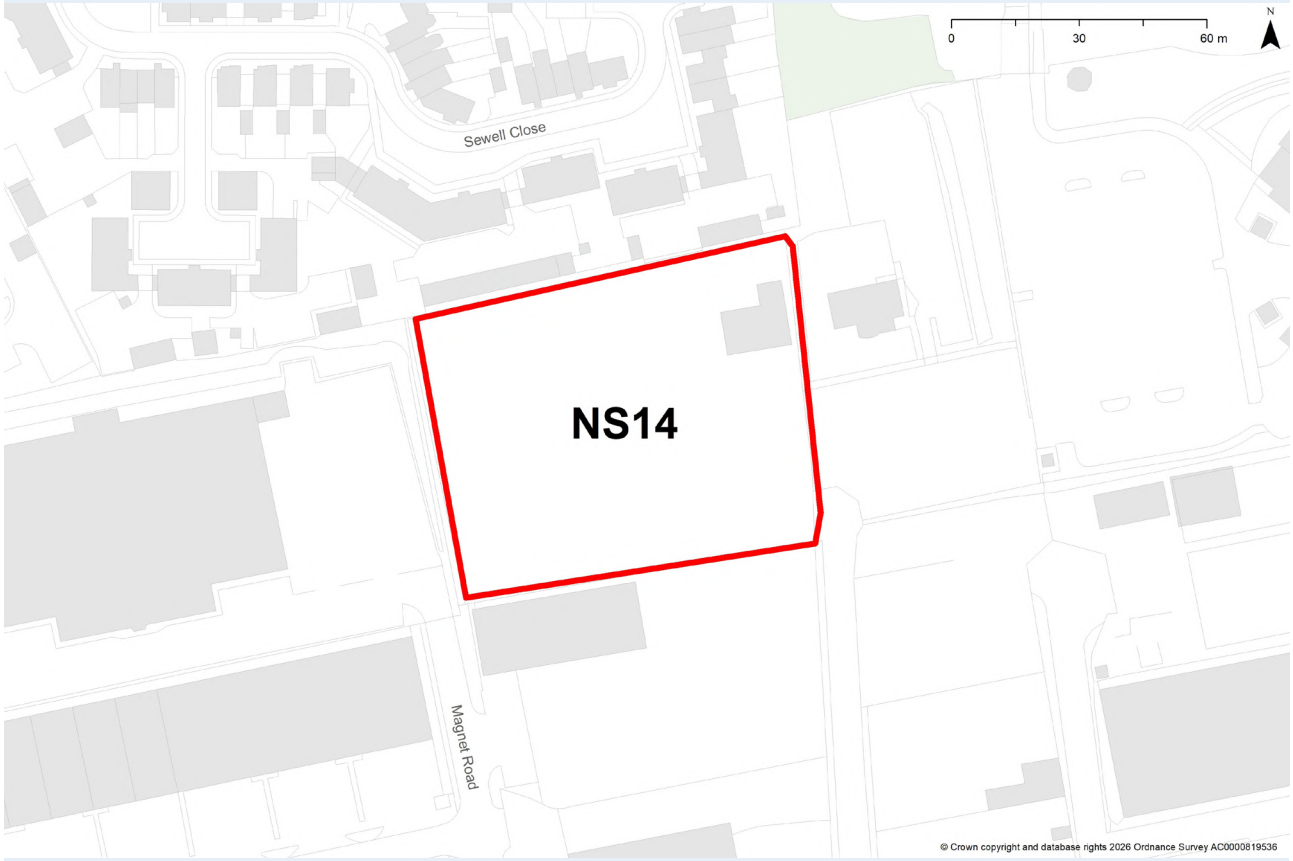
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	4,000 sqm	-	-	-

NS14 - LAND NORTH OF MAGNET ROAD, WEST THURROCK

Site Name: Land north of Magnet Road, West Thurrock

Size: Approximately 0.6 hectares



Key Requirements

- Development of underutilised site within a designated Employment Area;
- The site will provide approximately 2,000 sqm floorspace suitable for light industrial (Use Class E(g)(iii)) and general industrial use (Use Class B2);
- Vehicular access to be taken from an improved Magnet Road;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Sufficient parking for all vehicles and appropriate access for servicing should be provided on site in accordance with the latest parking standards;
- To provide unit and/or plot sizes that cater to small and medium sized businesses;
- To be designed in accordance with DMP45 – Commercial and Industrial Development, demonstrating a high standard of layout, building design, landscape framework and public realm that integrates with its surroundings and supports safe, inclusive and well-functioning employment environments;

- The development proposal should integrate sensitively with adjacent uses in line with the 'Good Neighbours' principle in DMP40 – Cohesive and Distinctive Places. Where the site adjoins residential uses, appropriate layout, design and mitigation measures will be required including appropriate natural screening along the northern boundary;
- Development footprint and site layout must be determined through bespoke consultation with the Health & Safety Executive as the site is within HSE Consultation Zones of a major hazard site;
- Development proposal to address surface water drainage on site;
- The development is required to provide employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 - Business, Employment and Skills; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
2,000 sqm	-	-	-	-

NS15 - THURROCK SHOPPING PARK SITE, WEST THURROCK

Site Name: Thurrock Shopping Park Site, West Thurrock

Size: Approximately 6.5 hectares



Key Requirements

- A northern extension to the designated Employment Area Lakeside/ Waterglade Industrial Estates, the site will provide up to 62,000 sqm of flexible floorspace suitable for general industrial uses (Use Class B2) and storage and distribution (Use Class B8);
- To be designed in accordance with DMP45 – Commercial and Industrial Development, demonstrating a high standard of layout, building design, landscape framework and public realm that integrates with its surroundings and supports safe, inclusive and well-functioning employment environments;
- Vehicular access to be taken from the existing roundabout on Weston Avenue with safe access to the site provided for pedestrians and cyclists;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Sufficient parking for all vehicles and appropriate access for servicing should be provided on site in accordance with the latest parking standards;

- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site;
- The development is required to provide employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 - Business, Employment and Skills; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

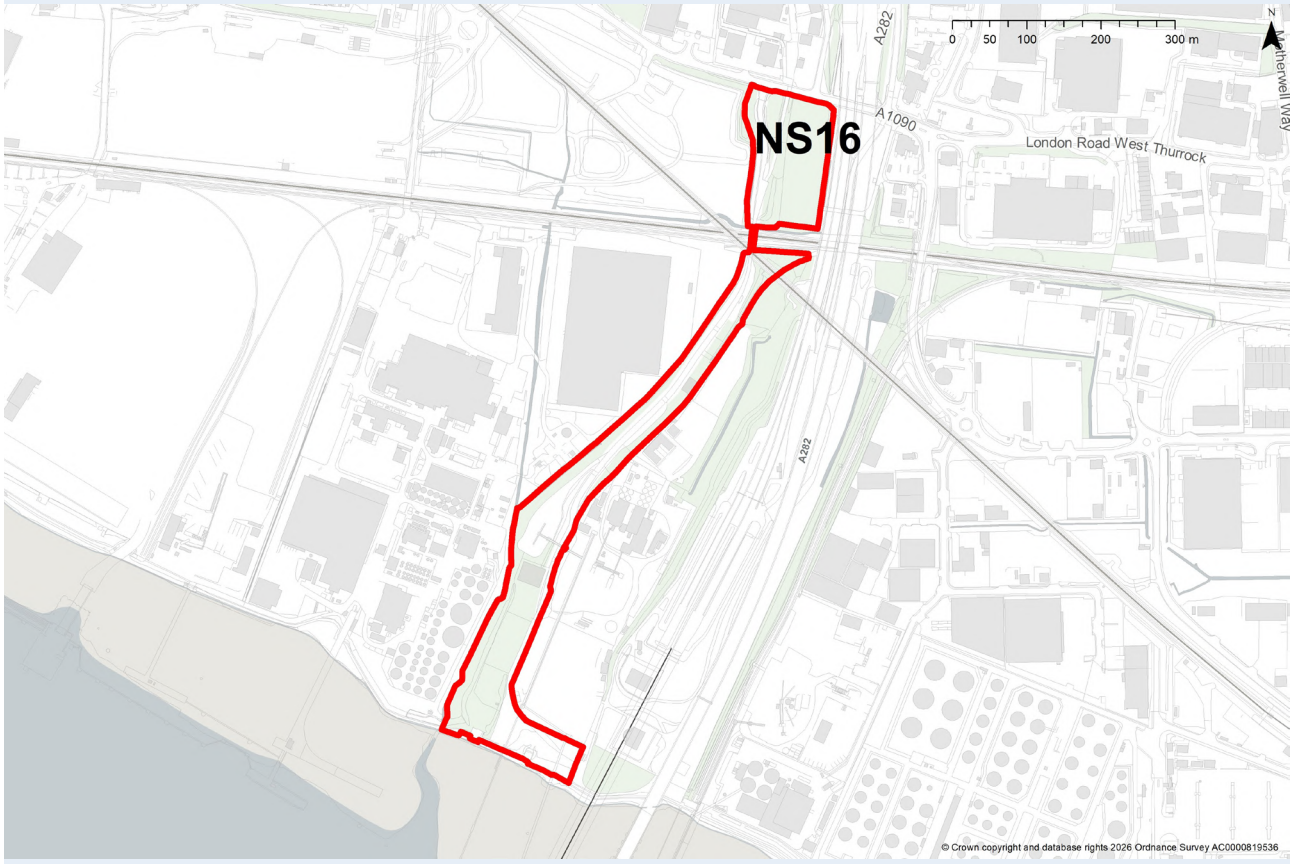
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
62,000 sqm	-	-	-	-

NS16 - KERNEOS SITE, SOUTH OF LONDON ROAD, WEST THURROCK

Site Name: Kerneos Site, South of London Road, West Thurrock

Size: Approximately 6.8 hectares



Key Requirements

- Development of underutilised site within a designated Employment Area;
- The site will provide approximately 36,900 sqm suitable for general industrial (Use Class B2), storage and distribution (Use Class B8) and sui generis employment uses;
- To provide a range of unit and/or plot sizes that cater to small and medium sized businesses;
- Improved vehicular access onto London Road with an upgraded internal service road through the site that also provides safe access for pedestrians and cyclists;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Sufficient parking for all vehicles and appropriate access for servicing should be provided on site in accordance with the latest parking standards;

- To be designed in accordance with DMP45 – Commercial and Industrial Development, demonstrating a high standard of layout, building design, landscape framework and public realm that integrates with its surroundings and supports safe, inclusive and well-functioning employment environments;
- The development should seek to preserve and where possible enhance existing habitats and waterways;
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site;
- Consider impact of operations on the adjacent Air Quality Management Area and sensitive receptors and provide mitigation measures, where required;
- Investigate potential land contamination and take appropriate measures to minimise the risks to site users and off-site receptors;
- The development is required to provide employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 - Business, Employment and Skills; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

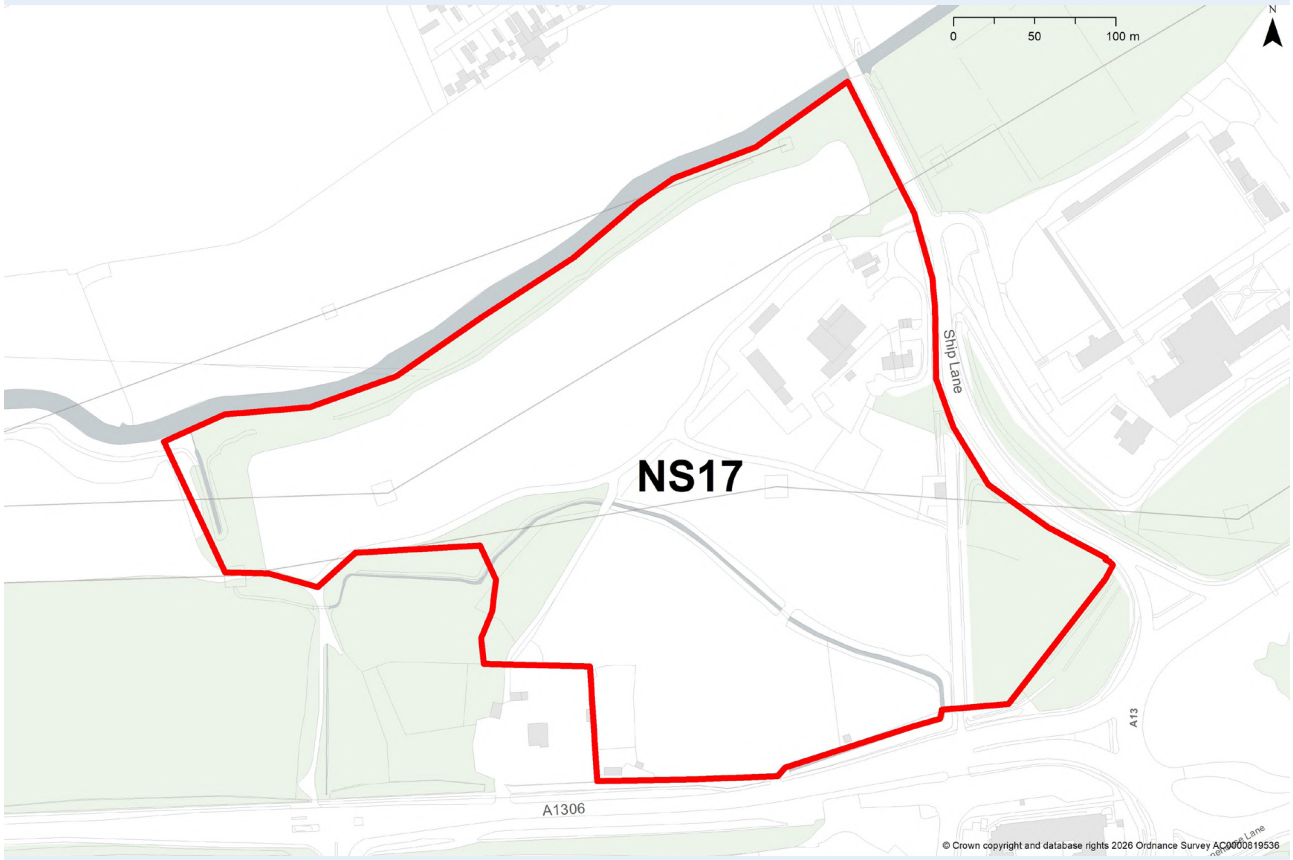
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
36,900 sqm	-	-	-	-

NS17 - LAND EAST OF SHIP LANE ADJACENT TO A1306 AND JUNCTION 31 OF M25, PURFLEET-ON-THAMES

Site Name: Land east of Ship Lane adjacent to A1306 and Junction 31 of M25, Purfleet-on-Thames

Size: Approximately 12.4 hectares



Key Requirements

- The site will provide approximately 35,000 sqm of flexible floorspace suitable for light industrial (Use Class E(g)(iii)), general industrial use (Use Class B2) and storage and distribution (Use Class B8);
- To provide a range of unit sizes and/or plots that cater to small and medium sized businesses;
- Improved vehicular access on to Ship Lane and mitigation measures to minimise the impact of development on the local and strategic highway network;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Sufficient parking for all vehicles and appropriate access for servicing should be provided on site in accordance with the latest parking standards;

- To be designed in accordance with DMP45 – Commercial and Industrial Development, demonstrating a high standard of layout, building design, landscape framework and public realm that integrates with its surroundings and supports safe, inclusive and well-functioning employment environments;
- The development proposal should integrate sensitively with adjacent uses in line with the 'Good Neighbours' principle in DMP40 – Cohesive and Distinctive Places. Where the site adjoins Ancient Woodland and Local Wildlife Sites appropriate layout, design and mitigation measures will be required;
- To include an appropriate multifunctional green buffer and screening along the northern edge bordering the River Mardyke that incorporates an enhanced Public Right of Way (PROW) and respects its edge of settlement location;
- The layout of development should have regard to the overhead powerlines and pylons on site and their easements;
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site;
- Any future application will require an Archaeological Desk Based Assessment, including for paleoenvironmental potential, and associated Field Evaluation;
- The development is required to provide employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 - Business, Employment and Skills; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

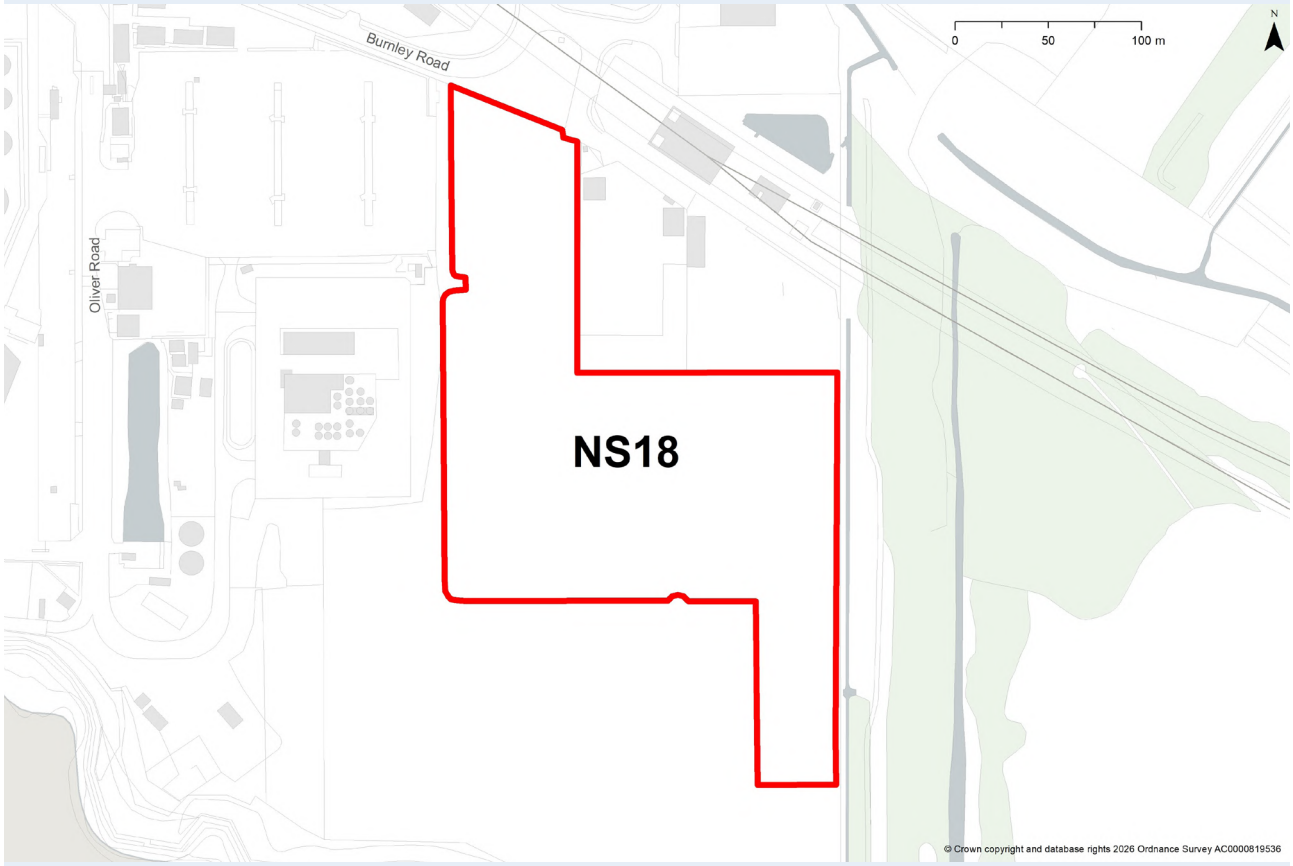
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	35,000 sqm	-	-	-

NS18 - LAND SOUTH OF BURNLEY ROAD, WEST THURROCK

Site Name: Land south of Burnley Road, West Thurrock

Size: Approximately 4 hectares



Key Requirements

- Development of a vacant site within a designated Employment Area for employment use;
- The site will provide approximately 16,000 sqm floorspace suitable for light industrial (Use Class E(g)(iii)), general industrial use (Use Class B2) and storage and distribution (Use Class B8);
- To provide a range of unit and/or plot sizes that cater to small and medium sized businesses;
- Access from the new road taken from Burnley Road.
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Sufficient parking for all vehicles and appropriate access for servicing should be provided on site in accordance with the latest parking standards;

- To be designed in accordance with DMP45 – Commercial and Industrial Development, demonstrating a high standard of layout, building design, landscape framework and public realm that integrates with its surroundings and supports safe, inclusive and well-functioning employment environments;
- The development proposal should integrate sensitively with adjacent uses in line with the 'Good Neighbours' principle in DMP40 – Cohesive and Distinctive Places. Where the site adjoins the West Thurrock Lagoon & Marshes SSSI, appropriate layout, design and mitigation measures will be required;
- Development footprint and site layout must be determined through bespoke consultation with the Health & Safety Executive as the site is within HSE Consultation Zones of a major hazard site;
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site;
- Any future application will require an Archaeological Desk Based Assessment, including for paleoenvironmental potential, and associated Field Evaluation;
- The development is required to provide employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 - Business, Employment and Skills; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

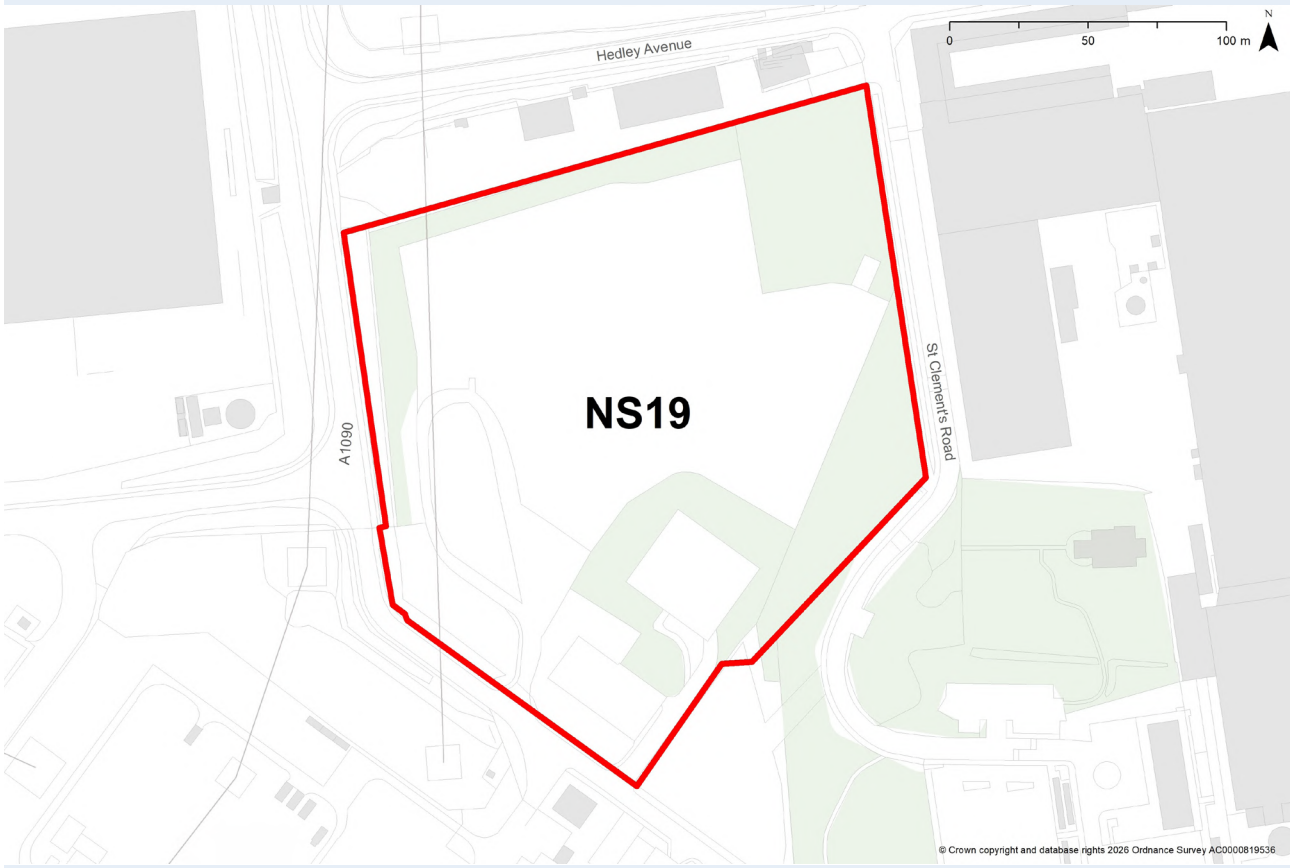
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	16,000 sqm	-	-	-

NS19 - LAND EAST OF STONENESS ROAD AND NORTH OF THURROCK SUB STATION, WEST THURROCK

Site Name: Land east of Stoneness Road and north of Thurrock Sub Station, West Thurrock

Size: Approximately 3.5 hectares



Key Requirements

- Development of a vacant site within a designated Employment Area for employment use;
- The site will provide approximately 14,000 sqm floorspace suitable for light industrial (Use Class E(g)(iii)), general industrial use (Use Class B2) and storage and distribution (Use Class B8);
- The development proposal should include a range of unit and/or plot sizes that cater to small and medium sized businesses, unless the development is an extension to the existing business operations at West Thurrock Works;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;

- To be designed in accordance with DMP45 – Commercial and Industrial Development, demonstrating a high standard of layout, building design, landscape framework and public realm that integrates with its surroundings and supports safe, inclusive and well-functioning employment environments;
- The development proposal should integrate sensitively with adjacent uses in line with the 'Good Neighbours' principle in DMP40 – Cohesive and Distinctive Places. Layout of development to respect St Clements church and its setting, with built form to be setback from the south eastern boundary and careful consideration given to massing and heights towards this edge;
- Heritage Statement required to consider potential impacts of development on St Clements Church listed building.
- To retain the trees subject to a Tree Preservation Order, where possible;
- The layout of development should have regard to the overhead powerline crossing the site and its easement;
- Consider impact of operations on the Air Quality Management Area on London Road and provide mitigation measures, where required;
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site;
- The development is required to provide employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 - Business, Employment and Skills;
- Contributions to enhance the Public Right of Way (PROW), footpath 141, connecting into the Thames Estuary Path for recreation; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	14,000 sqm	-	-	-

NS20 - LAND AT EASTERN END OF MANOR WAY INDUSTRIAL ESTATE, GRAYS

Site Name: Land at eastern end of Manor Way Industrial Estate, Grays

Size: Approximately 0.7 hectares



Key Requirements

- Development of underutilised site within a designated Employment Area for employment use;
- The site will provide approximately 3,000 sqm of flexible floorspace suitable for light industrial and office use (Class E(g)(i-iii)), compatible with neighbouring land uses;
- To provide units that cater to small and medium sized businesses;
- Vehicular access will be taken through the existing industrial estate;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Sufficient parking for all vehicles and appropriate access for servicing should be provided on site in accordance with the latest parking standards;

- To be designed in accordance with DMP45 – Commercial and Industrial Development, demonstrating a high standard of layout, building design, landscape framework and public realm that integrates with its surroundings and supports safe, inclusive and well-functioning employment environments;
- The development proposal should integrate sensitively with adjacent uses in line with the 'Good Neighbours' principle in DMP40 – Cohesive and Distinctive Places. Where the site adjoins residential uses, appropriate layout, design and mitigation measures will be required including appropriate natural screening along the northern boundary;
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site;
- The development is required to provide employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 - Business, Employment and Skills; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

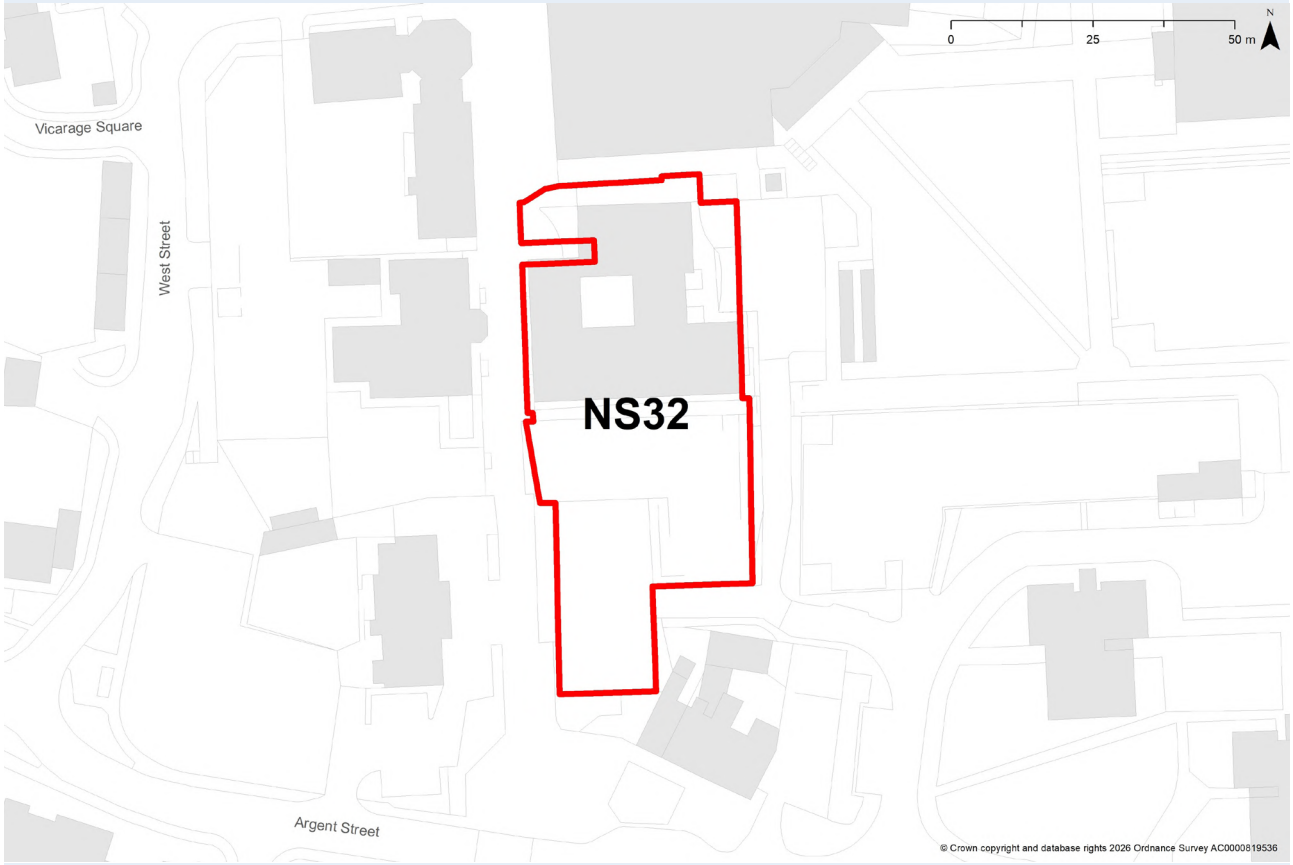
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
3,000 sqm	-	-	-	-

NS32 - LAND SOUTH OF SOUTH ESSEX COLLEGE, THURROCK CAMPUS, GRAYS

Site Name: Land south of South Essex College, Thurrock Campus, Grays

Size: Approximately 0.3 hectares



Key Requirements

Land reserved for the development of a new purpose-built SEND post 16 provision to meet the growing demand for specialist educational provision for young people in the Borough.

Development proposals must provide:

- Facilities that meet the complex needs of users;
- Safe access and transport arrangements;
- Appropriate landscaping and environmental mitigation; and
- High standards of inclusive design.

Development will also need to comply with DMP34 – Education and Early Years Childcare and all other relevant policies in this Local Plan.

5.2 Tilbury, East Tilbury and Chadwell St Mary

Vision

By 2044:

The centres of Tilbury, East Tilbury and Chadwell St Mary will offer a good range of services and community facilities to meet the daily needs of their communities and they will be connected with frequent public transport and a network of walking routes out into the neighbourhoods they serve.

The new Youth Zone on Anchor Fields is an asset to Tilbury which provides a safe space for the Borough's young people offering state of the art facilities for sports, recreation and learning.

Culture and the Borough's rich heritage is being celebrated following the refurbishment of the Grade II listed London Cruise Terminal into a community, cultural and Travel hub; and the restoration of Coal House Fort and Tilbury Fort allows them to be fully open to the public, attracting visitors from far and wide.

Habitat creation as part of the Lower Thames Crossing ecological mitigation program creates wildlife rich sites, including Tilbury fields and Coalhouse point, adding biodiversity increases, greater leisure activities and improving flood resilience.

The ferry service in Tilbury connecting Essex to Kent continues to provide a key service to those who live in, work in and want to explore the area. The clipper service into London ensures that Tilbury is well connected and provides a sustainable way to travel to the city.

The expansion of the Port of Tilbury through the delivery of Tilbury3 has contributed to the success of the Thames Freeport by driving an uplift in economic growth, both within the local economy and across the wider region. It is home to businesses operating within the logistics, warehousing and port related sectors and provides high-valued skilled jobs and apprenticeships for residents.

East Tilbury and Linford are a cohesive and well-connected town with a new safe rail crossing and improved walking and cycling routes to explore the surrounding countryside and access facilities in nearby towns.

The new neighbourhoods in Chadwell St Mary provide a mix of homes, alongside new schools, health facilities, sports pitches and a neighbourhood centre with local shops and services.

The network of open spaces across Tilbury, East Tilbury and Chadwell St Mary has been enhanced with improved facilities and play spaces, expanded with the creation of vast areas of new habitat for wildlife to thrive, and accessible greenspaces to the edge of Chadwell St Mary.

More habitats along the estuary are protected and recognised nationally for their importance to supporting an abundance of species and wildlife. Where suitable, existing and new green spaces will be managed with greater consideration to wildlife, improving on-site biodiversity.



Tilbury Fort

Area Profile

Context and Location

5.2.1 Tilbury, East Tilbury and Chadwell St Mary are located within the south of Thurrock and towards the north bank of the Thames Estuary, forming a cluster of settlements that have historically played a pivotal role in the Borough's industrial and maritime identity.

5.2.2 Tilbury lies directly on the River Thames, east of Grays, and is closely associated with the Port of Tilbury — one of the UK's largest ports and a key component of the Thames Freeport. East Tilbury is located further east, connected by the A1089 and A1013, with strong industrial and employment linkages to the port and to Thames Enterprise Park. Chadwell St Mary lies inland to the north-west of Tilbury, providing a predominantly residential community that bridges Tilbury and Grays.

5.2.3 The A13 corridor provides strategic access westwards to London and eastwards to Southend and the wider Thames Gateway, while Tilbury Town railway station on the c2c line offers regular services to London Fenchurch Street and Southend.

Population and Settlement Form

5.2.4 Together, the three settlements accommodate approximately 30,000 residents. The 2021 Census recorded a population of approximately 12,950 people in Tilbury, 6,360 in East Tilbury, and 10,920 in Chadwell St Mary. These communities together account for an estimated 12,000 households, forming one of the Borough's most significant residential clusters outside Grays.

5.2.5 Tilbury is a compact, urban settlement with a distinctive industrial and port-related character. The town grew around the historic Tilbury Docks and has retained a strong maritime identity, with the historic Tilbury Fort (a Scheduled Monument) standing as a landmark on the riverfront. The town centre, centred on Calcutta Road, provides local shopping, services, and community facilities.

5.2.6 Chadwell St Mary developed in the mid-20th century as a residential suburb, with a more suburban character of low-rise housing and green spaces. It provides a local service role with schools, shops, and health facilities serving surrounding neighbourhoods.

5.2.7 East Tilbury is a smaller and more isolated settlement, defined by its model village heritage linked to the former Bata Shoe Factory. The Bata estate, with its distinctive Modernist architecture, is a Conservation Area, giving the settlement a unique historic identity. The surrounding area includes residential streets, local shops, and extensive employment land linked to port and logistics activity.

Centres and Services

5.2.8 Tilbury District Centre provides a range of retail and service uses along Calcutta Road, including supermarkets, small independent stores, takeaways, and essential services such as banks, a post office, and a library. The town centre has undergone public-realm improvements but faces ongoing challenges related to economic resilience and vacancy rates.

5.2.9 Chadwell St Mary's neighbourhood parades are focused on the Defoe Parade and River View areas; offering convenience retail, local services, and community facilities.

5.2.10 East Tilbury has a smaller neighbourhood parade along Princess Margaret Road, containing convenience shops, a pharmacy, and other local services.

5.2.11 Leisure and community facilities across the area include Tilbury Leisure Centre, Chadwell St Mary Family Hub, and a range of parks and playing fields, including Tilbury Park, King George's Field, and Orsett Heath.

Education and Health

5.2.12 Each settlement has access to a network of schools:

- Tilbury contains several primary schools and Gateway Academy (secondary school), serving a wide catchment across south Thurrock.
- Chadwell St Mary has three primary schools and one secondary (Ormiston Chadwell Academy), along with early-years provision.
- East Tilbury has a primary school (East Tilbury Primary) and benefits from secondary school access at nearby Stanford-le-Hope and Corringham.

5.2.13 Health provision is provided through Tilbury Health Centre and local GP practices in Chadwell St Mary and East Tilbury. Access to secondary healthcare is available at Basildon University Hospital, supported by public-transport links.



St Mary's Church of Chadwell St Mary



Tilbury Fort, Cruise Terminal and Port

Employment and Economy

5.2.14 The area's economy is strongly defined by its proximity to major strategic employment assets along the Thames:

- Tilbury Port, established in the late 19th century, remains one of the UK's largest and fastest-growing ports, handling containers, forest products, and bulk goods. It is a designated component of the Thames Freeport, offering substantial logistics, manufacturing, and energy-related employment opportunities.
- Tilbury2, the new deep-water terminal east of the main port, has expanded the area's operational capacity and created new jobs in construction, logistics, and energy sectors.
- Chadwell St Mary and East Tilbury also host smaller employment areas and business parks, supporting local services and light industry.

Accessibility and Movement

5.2.15 Tilbury and Chadwell St Mary are well connected via the A1089, A13, and local distributor roads, while East Tilbury is accessed primarily via the A1013 and Princess Margaret Road.

5.2.16 Tilbury Town Station provides rail access to London, Basildon, and Southend, while East Tilbury Station, on the same line, serves local commuters. Bus services connect all three settlements with Grays, Stanford-le-Hope, and Basildon, though service reliability and frequency remain local concerns.

5.2.17 Active-travel improvements, including better walking and cycling links between Chadwell St Mary, Tilbury, and the riverside, are central to future infrastructure priorities.

Historical, Green, and Environmental Assets

5.2.18 The southern fringe of this area forms part of the Thames Estuary, an internationally important ecological corridor designated for its wetlands and bird habitats.

Key assets include:

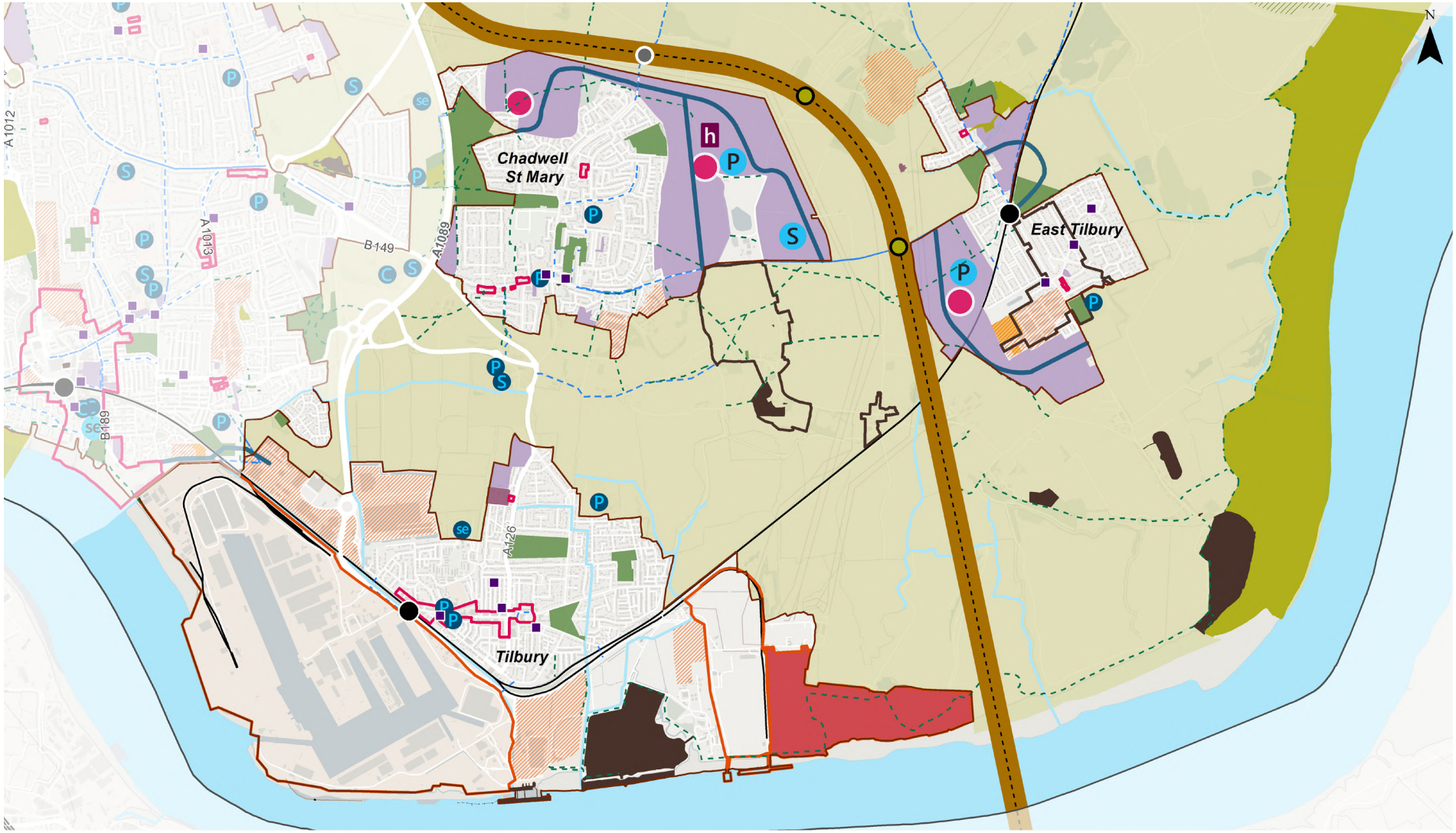
- Coalhouse Fort Park, a salt marsh and designated SSSI, Special Protection Area and Ramsar site.
- Tilbury Fort, a Scheduled Monument managed by English Heritage, with open access to the riverfront.
- King George's Field, Wickham Park and Tilbury Park, providing community recreation.

5.2.19 Flood-risk management and coastal resilience remain significant considerations for any future growth or regeneration, particularly in Tilbury and East Tilbury. Nature-based solutions will play an increasingly important role in adding further flood and drought resilience, and increase habitats for local and migratory wildlife.



Bata Factory, East Tilbury

Key Diagram for Tilbury, East Tilbury and Chadwell St Mary



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Site Allocations in Tilbury, East Tilbury and Chadwell St Mary



Place Policies

PP05 - PORT OF TILBURY, TILBURY2 AND TILBURY3

1. The Port of Tilbury, Tilbury2 and the new port Tilbury3, as defined on the Policies Map, will be safeguarded for port operational activity, which includes employment/economic activity related uses, in recognition of their strategic importance to international trade and the UK economy.
2. Development will be permitted where it supports the operational requirements of the port, including freight handling, storage, distribution, logistics, and associated transport infrastructure.
3. Proposals for non-port-related development within the safeguarded port area will not be permitted where they would prejudice the efficient operation, future expansion or viability of the port.

Policy Explanation

5.2.20 The purpose of this policy is to safeguard and support the ongoing port operations, modernisation and sustainable growth of the Port of Tilbury as a nationally significant logistics and trade gateway. The port performs a strategic economic role as London's principal port and a major UK hub for port-related employment, freight handling and supply chain functions. Protecting its operational land, enabling efficient multimodal access, and facilitating necessary expansion ensures the port's continued contribution to both the local economy and the wider national logistics network.

5.2.21 The Port of Tilbury lies on the north bank of the River Thames and has operated since 1886, originally developed to relieve congestion in London's upstream docks and to take advantage of deeper waters and rail connections. Historically, it functioned as a key interface for general cargo and passenger services, including major liner routes, and later adapted to changing maritime patterns with the introduction of containerised and bulk cargo handling.

5.2.22 Today, the port is the largest of Forth Ports' UK operations and forms part of the wider Port of London complex. It handles a diverse mix of cargo including containers, roll-on/roll-off vehicles, forest products, dry bulks, grain, steel, automobiles and cruise passengers. Its modern multimodal facilities, comprising extensive berths, warehousing, railheads and road links, support over 16 million tonnes of throughput annually.

5.2.23 Recent investment, such as the Tilbury2 terminal, has expanded capacity for ro-ro operations and aggregates processing, reinforcing the port's long-term role in supporting national trade and construction supply chains. The addition of Tilbury3 will further expand the port's operations.

5.2.24 The policy reflects the need set out in the South East Inshore Marine Plan and National Policy Statement for Ports for safeguarding operational port land, supporting port efficiency, and ensuring adequate multimodal freight access. Local planning decisions will therefore be made in the context of both this Local Plan policy and the wider national framework.

5.2.25 The port makes a major contribution to local and national economic activity, supporting thousands of jobs, enabling efficient import and export operations, and serving one of the UK's largest consumer markets. Its continuing modernisation and strategic position on the Thames ensure it remains a critical component of the region's economic infrastructure.

5.2.26 The Council will work collaboratively with the Port of Tilbury, infrastructure providers and national agencies to facilitate development that aligns with this policy. Planning applications will be assessed on whether they support the port's operational resilience, provide necessary infrastructure enhancements, and avoid prejudicing port activities. Section 106 agreements or planning conditions may secure mitigation or transport improvements where appropriate.

PP06 - TILBURY FERRY AND CRUISE TERMINAL

The Council supports the vision of Tilbury on the Thames, and its 'Back on Track' project, to deliver the ambitious plan of fully refurbishing Tilbury's Grade II listed historic Cruise Terminal and Riverside Railway Station, bringing them back to life, blending community and commercial uses together, whilst safeguarding their heritage for the future.

The Council will support the delivery of:

1. Mixed-use development which provides community and commercial floorspace including a café, event and market space, dance studio and education space.
2. The creation of a pontoon to facilitate a ferry crossing to Kent and a new River bus service into London.

Policy Explanation

5.2.27 The historic railway station building and Grade II cruise terminal were designed in the 1920s and formed an integral part of Tilbury's historic port development and growth. It is still a well-used building today, with regular cruise ship calls and community events taking place in parts of the building.

5.2.28 In 2024, Tilbury's 'Back on Track' project, which is a joint community and commercial effort in partnership with the Port of Tilbury, secured National Lottery Heritage funding to transform the cruise terminal and former railway station into an exciting space for community events, studios for local artists and a new riverside cafe.

5.2.29 The transformation will celebrate the building's rich heritage of Empire Windrush and the movement of goods and people through Tilbury over time. The creation of a river bus service and the return of the ferry service will enhance sustainable river transport links to central London and to Kent, bringing public benefits through improved connectivity.

PP07 - TILBURY DISTRICT CENTRE

The Council will support development that:

1. Enhances the district centre environment, particularly around Civic Square, through public realm improvements, landscaping, streetlighting and improved accessibility.
2. Upgrades Tilbury Town Station and strengthens connections between the station, the town centre, the Port, and the riverside, in alignment with Town Deal connectivity projects.
3. Improves community infrastructure, including provision of youth, cultural, health or learning facilities that serve local residents and complement Town Deal objectives.
4. Promotes active travel, including clearer pedestrian and cycle routes and improved public transport interchange at the station.
5. Reinforces Tilbury's heritage, encouraging proposals that celebrate and integrate the town's historic assets and riverside identity.
6. Supports mixed-use development in appropriate areas to increase activity, diversify uses, and encourage a more vibrant and resilient town centre.

Policy Explanation

5.2.30 This policy aims to support the regeneration and revitalisation of Tilbury Town Centre by guiding investment, improving connectivity and enhancing the quality of public spaces. The Town Deal programme provides a significant opportunity for transformation through a coordinated package of projects, including improvements to Tilbury Town Station, Civic Square, youth facilities, and heritage-led public realm enhancements. The policy ensures that new development contributes positively to the town centre's identity, accessibility, and role as a community and service hub.

5.2.31 The Town Deal identifies the town centre particularly the area around Civic Square and Tilbury Town Station as central to Tilbury's regeneration vision. Improvements to these areas aim to strengthen Tilbury's sense of place, encourage footfall, and provide accessible community services, including enhanced public realm and youth provision.

5.2.32 Civic Square has long been recognised as an area with significant potential but requiring investment in public spaces, landscaping, and accessibility to create a more attractive and functional town centre. Recent upgrades have begun this process, but further enhancements are needed. The route between Tilbury Town Station, the town centre, the Port of Tilbury, and the riverside lacks clear, high-quality pedestrian and cycle links. The Town Deal projects are specifically designed to improve these connections.

5.2.33 Tilbury centre is benefitting from regeneration funding through the Town Deal, a £22.8 million government-funded regeneration programme secured through the UK Towns Fund to support long-term economic growth and community renewal in Tilbury. It is based on the Tilbury Town Investment Plan (TIP), developed collaboratively by Thurrock Council, local businesses and community representatives, and formally approved in 2021.This focuses on improving transport, community facilities and heritage spaces. The plans aim to enhance connectivity, support young people and celebrate Tilbury's maritime heritage.

5.2.34 Delivery will be supported through ongoing implementation of Town Deal projects, partnership working with Thurrock Council, community organisations and local businesses, and through developer contributions where appropriate. Development proposals should demonstrate how they align with and reinforce Town Deal objectives and contribute to a coherent, high quality town centre environment.

PP08 - LOCAL GREEN SPACES IN TILBURY, EAST TILBURY AND CHADWELL ST MARY

1. The following green spaces, as identified on the Policies Map, are designated as Local Green Spaces:
   a. Anchor Fields Park, Tilbury
   b. King George's Field, Tilbury
   c. Cowper Avenue Park, Tilbury
   d. Linford Wood
   e. Linford Recreation Ground
   f. Gobions Park, East Tilbury
   g. East Tilbury Memorial Park
   h. Wickham Fields Recreation Ground, Chadwell St Mary
   i. Chadwell Recreation Ground
   j. Aluric Park, Chadwell St Mary
   k. West Tilbury Park
2. The Council will protect green spaces designated as Local Green Space and development will only be permitted where very special circumstances can be demonstrated which outweigh the harm in accordance with DMP27 – Open Spaces, Sports and Recreation.

Policy Explanation

5.2.35 The protection of existing open spaces within the Borough is one of the key priorities of the Council. The Local Green Space Study (2023) reviewed existing parks and open spaces and those nominated by the public and assessed their potential for allocation as Local Green Spaces in accordance with the criteria identified in the NPPF. The study assessed 91 sites, with 42 of these moderately or strongly meeting the criteria. These 42 sites are designated as Local Green Spaces and they are afforded the same level of protection as Green Belt land in accordance with the NPPF.

PP09 - NORTH THAMES MARSHES ECOLOGY MASTERPLAN

1. Development proposals within the North Thames Marshes Ecology Masterplan Area as defined on the Policies Map will be required to align with the North Thames Marshes Ecology Masterplan and demonstrate that adequate ecological avoidance, mitigation, and where necessary compensation and biodiversity net gain requirements, will be provided.
2. Relevant planning applications within the defined area must include adequate information to show that the proposed development complies with the approach in the Masterplan. In particular, development proposals must avoid areas identified for ecology in the Masterplan, as a minimum, in terms of direct and indirect effects.
3. Where compensation is provided within the application redline boundary, these measures will be secured by condition and, where appropriate a S106 Agreement.
4. Where compensation measures are outside of the application site, these will be secured through a S106 Agreement. Where appropriate, measures to secure long-term funded management, maintenance and monitoring of the required mitigation measures, including any necessary funding, will be secured through S106 Agreement.

5. Any mitigation or compensation measures secured in accordance with the North Thames Marshes Ecological Mitigation Masterplan will not remove the need to meet Biodiversity Net Gain (BNG) or other statutory, national or local policy requirements.

Policy Explanation

5.2.36 North Thames Marshes Ecological Mitigation Masterplan has been developed jointly by the North Thames Marshes Taskforce comprising Natural England, Environment Agency, Thurrock Council, the Port of Tilbury and landowners within the defined area . This sets out an agreed approach to retaining specified locations for long-term ecological purposes and undertaking ecological mitigation for developments within other identified areas. It also identifies the mechanism by which that land, and the habitat retained or created, will be funded and managed in the long-term. Additional land outside the masterplan area may also be required for the off-site compensation of impacts, and the expectations of that compensation set out within this policy shall also apply to such land.

5.2.37 The details of management, maintenance and monitoring arrangements will be specified in the Masterplan, and secured through relevant land agreements. Where appropriate, these arrangements will also be referenced, and compliance with the Masterplan approach secured, within the S106 Agreement for individual development schemes that are granted planning permission within the defined area. As variations to the development, mitigation and compensation areas within the defined area may require change over time, for example for access or drainage infrastructure, the policy is not intended to prevent agreed changes where these maintain the overall integrity of the masterplans purpose. While the North Thames Marshes Ecological Mitigation Masterplan does not have formal planning status, it sets out an agreed approach to achieving nature-resilient development within the area defined on the Policies Map, with an embedded ecological mitigation strategy. Adherence to the Masterplan approach will demonstrate that development proposals should be capable of meeting the requirements of Policy PP09. Relevant conditions and the use of S106 Agreements will be used by the Local Planning Authority to secure these measures for individual planning applications.

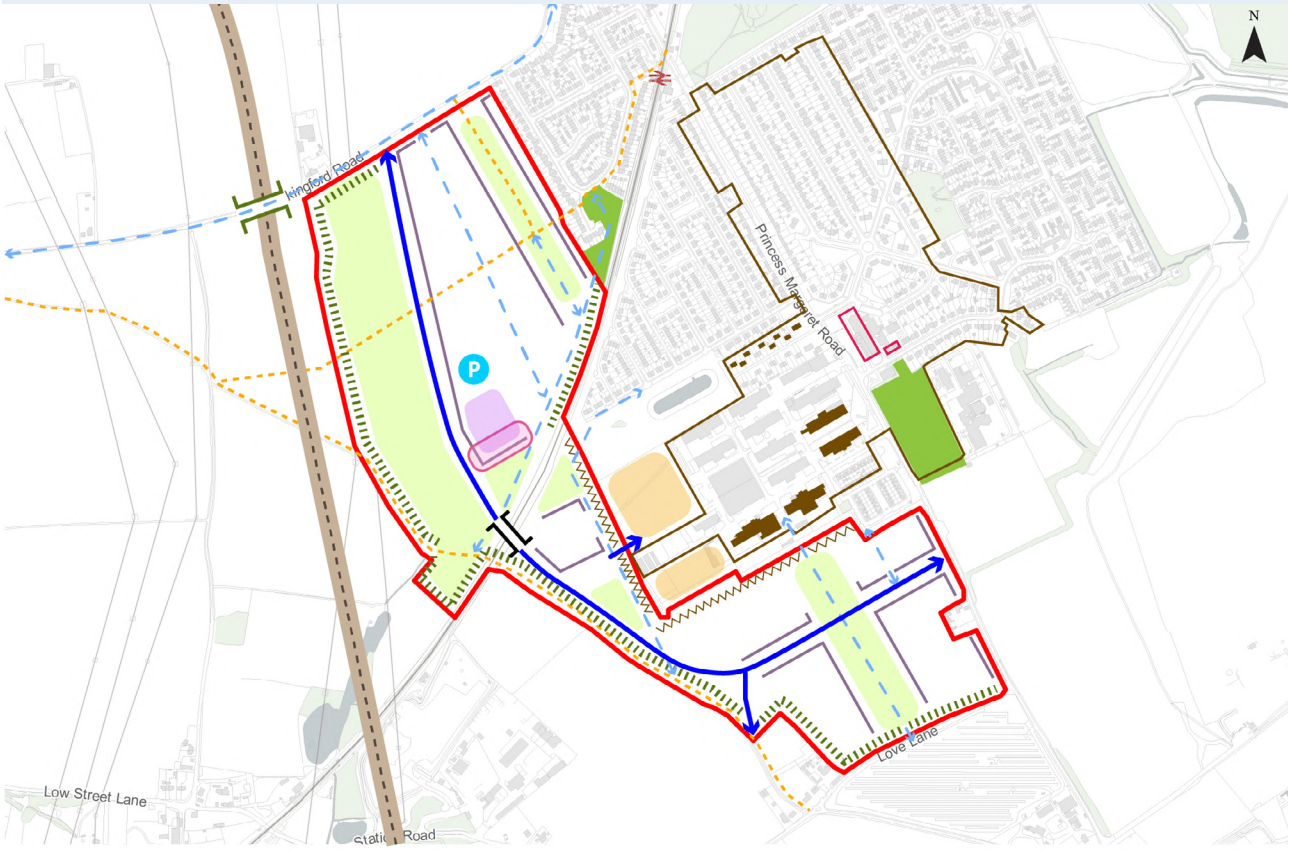
5.2.38 Mitigation and compensation measures implemented as a result of the masterplan arrangements may leave capacity for additional value to meet BNG requirements, where clearly evidenced.

Strategic Site Allocations

SS04 - LAND WEST OF EAST TILBURY

Site Name: Land west of East Tilbury

Size: Approximately 57 hectares



Site Allocation Boundary

Existing Uses and Designations
- Parade
- Designated Open Space
- Conservation Area
- Key Heritage Asset

Proposed Uses and Facilities
- Primary School
- Opportunity for Mixed Use
- Parade
- Opportunity for Employment (adjacent site allocation)
- Opportunity for Open Space

Buffers and Edges
- Key Frontages
- Landscape Buffers
- Sensitive Edges (Heritage)

Transport & Movement
- Key Multi-Modal Routes
- Access
- Key Walking and Cycling Routes
- Existing Public Rights of Way
- Proposed Bridge
- Proposed Lower Thames Crossing Green Bridge
- Proposed Lower Thames Crossing Route

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Key Requirements

The scheme will be a medium density residential-led mixed use development delivering approximately 830 high quality homes.

Development will be required to be planned, phased and delivered comprehensively across the whole allocation to ensure coordinated infrastructure provision, strong place identity and effective integration with East Tilbury.

The scheme will be required to deliver:

- A housing mix in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Healthcare facilities;
- A new 2 form entry primary school with early years childcare provision;
- Adaptable retail, commercial, leisure and community use floorspace (Use Class E and F);
- Vehicular and pedestrian crossing in East Tilbury over the London to Southend railway line;
- Enhancements to the existing public rights of way and bridleways; and
- New publicly accessible open space and child play space.

The Council recognises that the allocation is subject to extant planning permission. The purpose of Policy SS04 is not to revisit the principle of development, but to ensure that detailed proposals do not prejudice the delivery of strategic infrastructure, movement networks and place-making objectives for the site as a whole.

Development will also need to comply with all other relevant policies in this Local Plan.

Development & Design Principles

Movement and Access

- Minimum of two new vehicular access points onto the existing highway network, one to the southeast onto Princess Margeret Road and another to the north onto Muckingford Road. Opportunities to connect into the Thames Industrial Estate should be explored;
- Spine road through the site which connects into the existing highway network at the two main access points and comprises the new railway crossing;
- Provision of safe and convenient pedestrian and cycle routes through the site to enhance connectivity and permeability; with regard to existing footpaths and bridleways, the Lower Thames Crossing (LTC) walking routes, the LTC Muckingford Road green bridge, the existing neighbourhoods along Bata Mews, Beechcroft Avenue and Shearwater Avenue, the new primary school, commercial and community facilities and open spaces;
- Development proposals to maximise opportunity for active and sustainable travel, with particular regard to East Tilbury station, the new community facilities within the site, and routes towards Chadwell St Mary;
- Development proposals to explore pedestrian footbridge over the railway line which provides connection to Shearwater Avenue; and
- Access into employment sites NS33 and/or NS34 from the main spine road should be explored to provide an alternative access for the Thames Industrial Estate to the highway network.

Historic and Natural Environment

- Any future application should be accompanied by a suitably detailed heritage impact assessment including a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme should consider the setting and significance of the Conservation Area and Listed Buildings;
- Historic England will need to be consulted on any future application due to the potential impact on the setting and significance of the Scheduled Monument. Any future application should be informed and accompanied by a appropriate Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Scheduled Monument. An archaeological desk based assessment will be required with any future application to determine the archaeological potential of the Site and field evaluation may be needed;
- Provide habitat creation, enhancement and restoration with regard to the Local Nature Recovery Strategy, including appropriate ecological mitigation where required;
- Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study, principally the Thames Estuary Marshes and East Tilbury link opportunities;
- Development proposal to be accompanied by a noise and air quality assessment with appropriate mitigation incorporated into the development where required with particular regard to the 'agent of change' principle; and
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site.

Design and Layout

- Comprehensive masterplan, Design Code and phasing strategy to be developed in accordance with DMP41 – Delivering Great Design;
- Character, layout and scale of development to respond to surrounding context as per DMP40 - Cohesive and Distinctive Places and DMP26 – Landscape Character, with regard to the East Tilbury (Bata Village) Character Appraisal and Management Plan, and the East Tilbury, Essex: Historic Area Appraisal. Development should respond positively to the Modernist and Garden City principles established in the original masterplan;
- Building heights should be predominantly low-rise, with opportunities for mid-rise elements as focal points or markers, designed sensitively to respect nearby heritage assets and the character of the surrounding area;
- Public open space to act as a buffer to overhead powerlines along northwestern boundary, with opportunity for linear open spaces framed by development within the layout;
- Establish well-defined gateways, transition areas and high-quality public realm at key intersections with existing routes and areas; with particular regard to Muckingford Road, Princess Margaret Road and Thames Industrial Park;
- Create continuous, active frontages and reinforce street hierarchy through appropriate scale, massing, and orientation on primary and secondary streets. In particular provide frontage along Princess Margaret Road and Muckingford Road, open spaces where appropriate, and for the new community and commercial facilities;

- Development in accordance with DMP46 - Mixed-Use Development, with new primary school, commercial and community facilities co-located and designed as part of a central focus to the development, broadly in the location indicated on the Site Diagram, ensuring it is accessible by walking and cycling from across the development. Primary school to be designed in line with to Essex Design Guide - School Design Principles (2025);
- Establish a robust landscape and multifunctional green blue infrastructure framework incorporating publicly accessible open space, child play space, MUGA, allotments, tree planting, landscaping, sustainable drainage systems (SuDS) and habitat creation, and in accordance with DMP49 – Design of Landscape and Green Blue Infrastructure;
- Provide a robust landscape buffer to the site boundary to act as a permanent Green Belt Boundary;
- Provide landscape buffer either side of the railway to protect residential amenity, including from noise and disturbance;
- Development footprint and site layout must be determined through bespoke consultation with the Health & Safety Executive as the site is within HSE Consultation Zones of a major hazard site and major accident hazard pipeline; and
- The layout of development should have regard to the overhead lines, pylons on site and their easements.

Infrastructure Requirements

On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure. This includes:

- New 2 form entry primary school with early years childcare, with capacity for specialist SEND provision as required by the education authority.
- Sufficient secondary school, SEND and post 16 provision via off site contributions to meet projected needs to be agreed with the Education Authority;
- Provision for healthcare and community facilities;
- New multi-modal road bridge crossing the railway;
- Provision of pedestrian and cycle networks through the development and beyond;
- Open space including playing pitches, allotments, MUGA, child play space and new public realm;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes; and
- Infrastructure provision shall be phased in line with development and population growth, informed by the comprehensive masterplan.

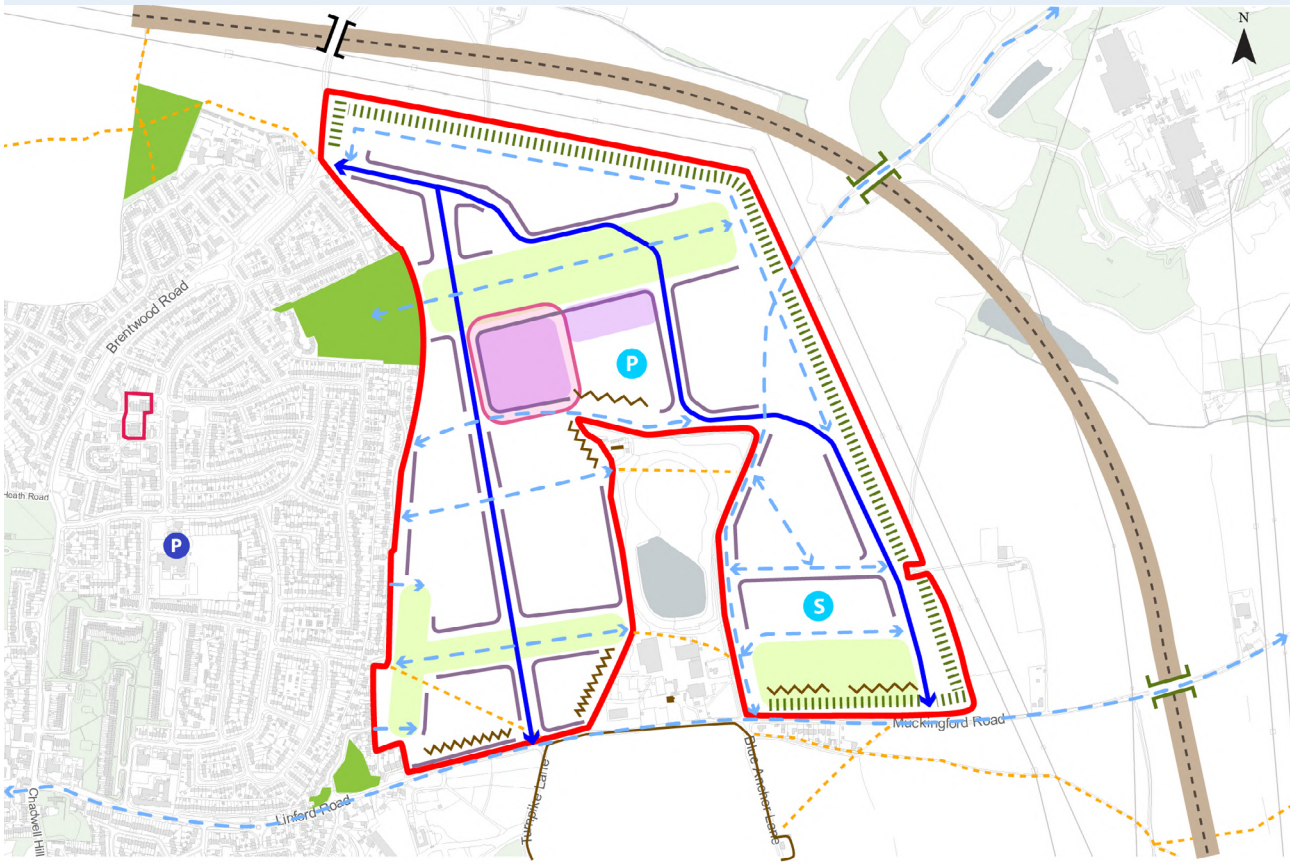
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
50	500	280	-	-

SS05 - LAND EAST OF CHADWELL ST MARY

Site Name: Land east of Chadwell St Mary

Size: Approximately 97 hectares



Site Allocation Boundary

Existing Uses and Designations
- Primary School
- Parade
- Designated Open Space
- Key Heritage Asset
- Conservation Area

Proposed Uses and Facilities
- Primary School
- Secondary School
- Centre
- Opportunity for Open Space
- Opportunity for Mixed Use

Buffers and Edges
- Key Frontages
- Landscape Buffers
- Sensitive Edges (Heritage)

Transport & Movement
- Key Multi-Modal Routes
- Key Walking and Cycling Routes
- Existing Public Rights of Way
- Proposed Lower Thames Crossing Route
- Proposed Bridge
- Proposed Lower Thames Crossing Green Bridge

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Key Requirements

The scheme will be a medium density residential-led mixed use development delivering approximately 2,000 high quality homes. Development proposals will accord with a masterplan approved by the Council.

Development will be required to be planned, phased and delivered comprehensively across the whole allocation to ensure coordinated infrastructure provision, strong place identity and effective integration with Chadwell St Mary.

The scheme will be required to deliver:

- A housing mix in accordance with DMP11 - Housing Mix, with specialist accommodation to include housing for older people, and self-build and custom build plots;
- A Gypsy & Traveller site, providing 15 serviced pitches;
- Provision of affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing;
- Adaptable retail, commercial, leisure and community use floorspace (Use Class E and F) in a new centre which should be the focal point for the neighbourhood and be designed to support walkable access and active ground-floor frontages;
- A new primary school with early years childcare provision and land and contributions towards a secondary school;
- Land and contributions for a secondary school;
- New link road between Brentwood Road and Linford Road; and
- Sports playing pitches and new publicly accessible open space and child play space.

Development will also need to comply with all other relevant policies in this Local Plan.

Development & Design Principles

Movement and Access

- Minimum of two new vehicular access points. One onto Brentwood Road to the north and one onto Linford Road;
- New high-capacity link road from Brentwood Road to Linford Road, with provision of shared pedestrian and cycle access along this road;
- Provision of safe and convenient pedestrian and cycle connections through site which maximises connectivity into the existing walking and cycling network, providing north-south routes and maximising east-west permeability via Cole Avenue, and with regard to the Lower Thames Crossing (LTC) Walking and Cycling Routes, Hoford Road and Muckingford Road green bridges, the new centre, primary school and secondary school. With enhancements to the existing public rights of way and bridleways;
- Upgrade Linford Road from a rural and to semi-rural distributor road with new public footways north of the road;
- Maximise opportunity for active and sustainable travel with particular regard to connections with Linford Road, Brentwood Road and routes between the new primary and secondary school; and
- Ensure safe walking and cycling routes to East Tilbury providing access to the railway station and connections to route upgrades as part of the Lower Thames Crossing.

Historic and Natural Environment

- Enhancement to existing open space provision of Wickham Park commensurate to the need generated by the development;
- Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study;
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site;
- Any application should be informed and accompanied by a suitably detailed Heritage Impact Assessment, including a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Building. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings and Conservation Area; and
- Any application would require archaeological DBA with aerial photographic rectification of cropmarks and associated field evaluation. The design, scale and layout of any scheme should secure the preservation of important below ground archaeological sites through careful consideration to the layout and location of any new development.

Design and Layout

- Comprehensive masterplan, Design Code and phasing strategy to be developed in accordance with DMP41 – Delivering Great Design;
- Character, layout and scale to respond to surrounding context as per DMP40 - Cohesive and Distinctive Places, DMP41 – Delivering Great Design; and DMP26 - Landscape Character;
- Create continuous, active frontages and reinforce street hierarchy through appropriate scale, massing, and orientation on primary, secondary streets and along open spaces where appropriate. Integrate with the existing neighbourhood by providing active frontages onto Cole Avenue, Linford Road and Muckingford Road, and development should positively address the existing waterbody, using it as a focal feature, with buildings and spaces oriented to front the water;
- Development in accordance with DMP46 - Mixed-Use Development, with new primary school, commercial and community facilities to be co-located and designed as part of a new centre to the development and sited within a central location of the site, broadly in the location indicated on the Site Diagram, ensuring it is accessible by walking and cycling from across the development. Secondary school should be located within the southeastern corner of the site, with regard to accessibility and walking cycling routes to East Tilbury via Muckingford Road;
- New schools to be designed as focal points within the development and should be designed in line with to Essex Design Guide - School Design Principles (2025);
- The layout of development should have regard to the overhead lines, pylons on site and their easements;
- Establish well-defined gateways, transition areas and high-quality public realm at key intersections with existing routes; with particular regard to Brentwood Road, Cole Avenue and Linford Road;
- 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 and to minimise the impact on residential amenity from the Lower Thames Crossing;

- Establish green corridors and links to Wickham Park and existing footpaths, with opportunity to create a green interface along the western boundary, forming a permeable and well-defined transition between the development and existing neighbourhoods to the east;
- Establish a robust landscape and multifunctional green blue infrastructure framework incorporating publicly accessible open space, child play space, allotments, tree planting, landscaping, sustainable drainage systems (SuDS) and habitat creation, and in accordance with DMP49 – Design of Landscape and Green Blue Infrastructure;
- Establish green edges to the settlement thresholds of the site along the western part of Muckingford Road and northern end of Brentwood Road;
- Heights and massing should respond appropriately to the setting of West Tilbury Conservation Area, with regard to views and minimising visual impact;
- Building heights predominantly low-rise, with opportunities for mid-rise elements within the new centre and along primary routes to create focal points, designed sensitively in response to the surrounding context; and
- Higher density towards the new centre and western parts of the site. Scale and massing of buildings should transition towards the new Green Belt boundary to create a sensitive and well-defined settlement edge, and should also sensitively transition where the site meets the existing settlement along the western boundary.

Infrastructure Requirements

On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure. This includes:

- A new 2 form entry primary school with early years childcare, with capacity for specialist SEND provision as required by the education authority;
- Land and contributions for a secondary school, co-located within sports facilities and playing pitches;
- Sufficient SEND and post 16 provision on site or via off site contributions to meet projected needs to be agreed with the Education Authority;
- New healthcare and community facilities;
- Open space including sports playing pitches and child play space provision;
- Link road between Brentwood Road and Linford Road;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Enhancements to public rights of way and bridleways; and
- Infrastructure provision shall be phased in line with development and population growth, informed by the comprehensive masterplan.

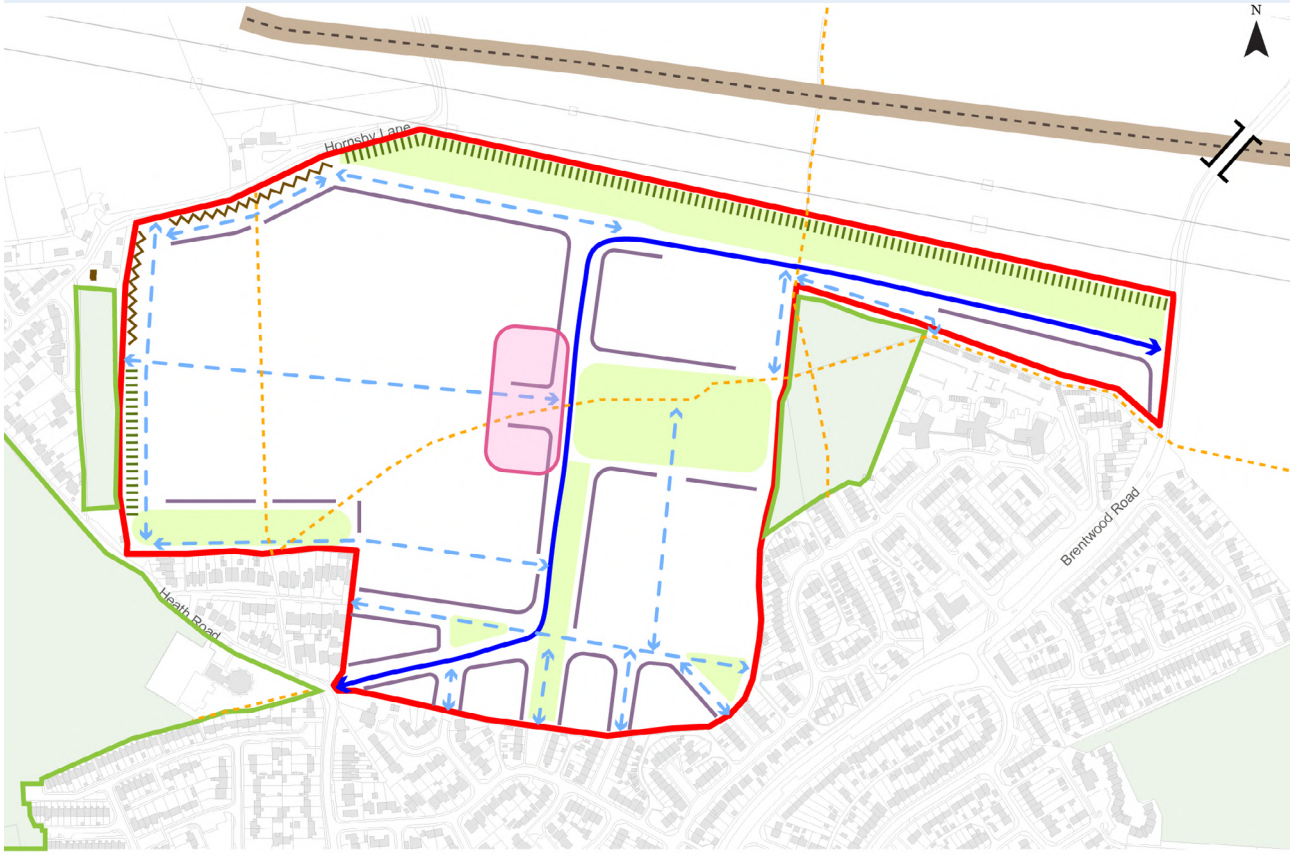
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	400	500	500	600

SS06 - LAND WEST OF BRENTWOOD ROAD, CHADWELL ST MARY

Site Name: Land west of Brentwood Road, Chadwell St Mary

Size: Approximately 33 hectares



Site Allocation Boundary

Existing Uses and Designations
Key Heritage Asset
Designated Open Space

Proposed Uses and Facilities
Parade
Opportunity for Open Space

Existing Transport & Movement
Public Rights of Way

Proposed Transport & Movement
Key Multi-Modal Routes
Key Walking and Cycling Routes
Lower Thames Crossing Route
Lower Thames Crossing Bridge

Buffers and Edges
Key Frontages
Landscape Buffers
Sensitive Edges (Heritage)

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Key Requirements

The scheme will be a medium density residential-led mixed use development delivering approximately 900 high quality homes. Development proposals will accord with a masterplan approved by the Council.

Development will be required to be planned, phased and delivered comprehensively across the whole allocation to ensure coordinated infrastructure provision, strong place identity and effective integration with Chadwell St Mary.

The scheme will be required to deliver:

- A housing mix of size and type in accordance with DMP11 - Housing Mix;
- Provision of 50% affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing;
- Retail, commercial and community floorspace (Use Class E / F) ;
- New publicly accessible open space and child play space; and
- New road between Brentwood Road and Heath Road.

Development will also need to comply with all other relevant policies in this Local Plan.

Development & Design Principles

Movement and Access

- New vehicular access points onto Brentwood Road and Heath Road;
- Spine road through the site which connects into the existing highway network at the two main access points;
- Provision of footway and cycleway facilities will be required at multiple points to link the new development with the existing settlement; and
- Enhancements to the existing public rights of way and bridleways.

Historic and Natural Environment

- Enhancement to existing open spaces of Orsett Heath and Chadwell Recreation Ground commensurate to the need generated by the development;
- Provide habitat creation, enhancement and restoration with regard to the Local Nature Recovery Strategy, including appropriate ecological mitigation where required;
- Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study;
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site;
- Any application should be informed and accompanied by a suitably detailed Heritage Impact Assessment, including a setting assessment that adheres to Historic England guidance; and
- Any future application would require an Archaeological Desk Based Assessment and associated field evaluation.

Design and Layout

- Comprehensive masterplan, Design Code and phasing strategy to be developed in accordance with DMP41 – Delivering Great Design;
- Character, layout and scale to respond to surrounding context as per DMP40 – Cohesive and Distinctive Places, DMP41 – Delivering Great Design; and DMP26 - Landscape Character;
- Create continuous, active frontages and reinforce street hierarchy through appropriate scale, massing, and orientation on primary and secondary streets, and fronting open spaces where appropriate;
- Layout and design to achieve integration with the existing neighbourhood, through continuation of residential frontages where possible, with opportunity to build on the existing character established along Godman Road and Cedar road, with green car-free routes and residential frontages which create opportunities for doorstep play;
- Establish well-defined gateways, transition areas and high-quality public realm at key intersections with existing routes; with particular regard to Brentwood Road, and Heath Road;
- Provide a robust landscape buffer to the north of the site between the residential development and the overhead powerlines to act as a permanent Green Belt boundary and to minimise the impact on residential amenity from the Lower Thames Crossing. The buffer should also provide an appropriate transition to the rural landscape character to the north;
- Establish a robust landscape and multifunctional green blue infrastructure framework incorporating publicly accessible open space, child play space, tree planting, landscaping, sustainable drainage systems (SuDS) and habitat creation in accordance with DMP49 – Design of Landscape and Green Blue Infrastructure;
- Opportunity to establish open space at the centre of the development, capturing key active travel links north-south and east-west through the site, and connecting to the existing publicly accessible woodland adjacent to Godman Road;
- The western boundary of the site should provide accessibility for the existing allotments, whilst maintaining security along this edge;
- Play spaces on the site should be designed in consultation with the Thurrock Play Network who are based at the Pyramid Resource Centre on Orsett Heath.
- Development in accordance with DMP46 - Mixed-Use Development, with commercial and community facilities co-located at the centre of site;
- Higher density in the central part of the site adjacent to the proposed open space, with transition to lower density towards the Green Belt boundary edges, and the interfaces with the existing settlement;
- Heights and massing should respond appropriately to the prevailing neighbourhood character with particular consideration of key views across Orsett Heath from the south/ west, and from Hornsby Lane in the north;
- Building heights predominantly low-rise with opportunity for mid-rise to establish focal points on key corner plots, or within the centre.

Development will also need to comply with all other relevant policies in this Local Plan.

Infrastructure Requirements

On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure. This includes:

- Sufficient early years childcare, primary and secondary school and SEND and post 16 provision on site or via off site contributions to meet projected needs to be agreed with the Education Authority;
- New healthcare and community facilities;
- Publicly accessible open space including playing pitches and child play space;
- New road between Brentwood Road and Heath Road;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Enhancements to public rights of way and bridleways; and

Infrastructure provision shall be phased in line with development and population growth, informed by the comprehensive masterplan.

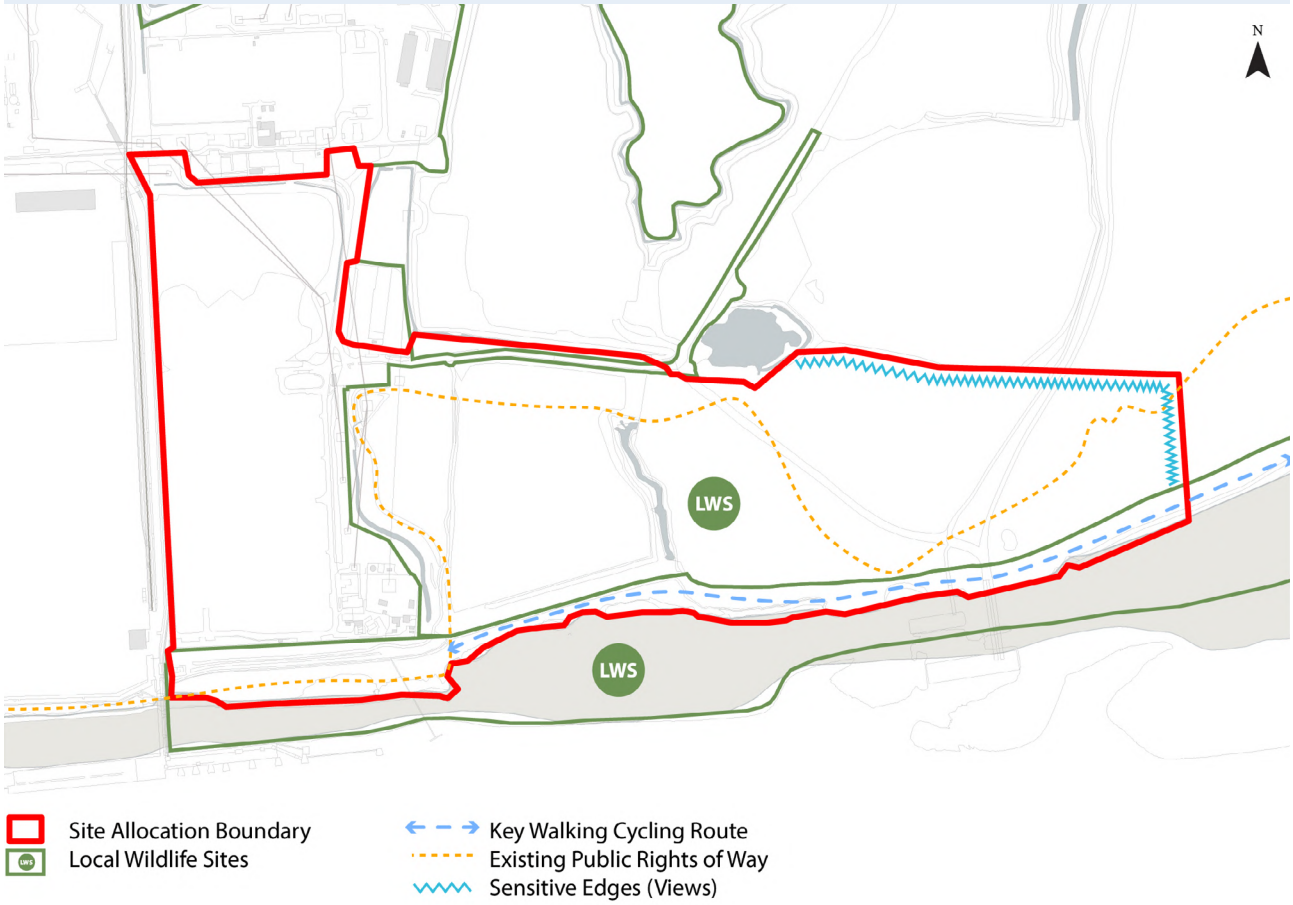
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	400	500	-	-

SS07 - TILBURY3

Site Name: Tilbury3

Size: Approximately 58 hectares



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v4

Key Requirements

The site is allocated as a new port to enable port expansion at Tilbury and deliver the economic growth ambitions of Thames Freeport.

The scheme will include:

- Approximately 45 hectares of land for container handling operations, storage and distribution (B8 Use Class) and general industrial use (B2 Use Class) which will include up to 140,000 sqm of floorspace storage and distribution warehousing (B8 Use Classes), up to 238,745 sqm of floorspace for motor vehicle storage (B8) as well as ancillary office use (E(g)(i) Use Class);
- Approximately 6.5 hectares of land for the Construction Material and Aggregates Terminal (CMAT) (Sui Generis);
- Approximately 4 hectares of land for haulier parking (Sui Generis);
- New access road connecting onto Windrush Way with a secondary access point connecting into Tilbury2;

- New railway link from Tilbury2; and
- Utilisation of the existing deep-water berth.

Development will also need to comply with all other relevant policies in this Local Plan.

Development & Design Principles

Movement and Access

- New vehicular access road connecting onto Windrush Way suitable for HGV and other vehicles, as well as providing safe, convenient access for walking and cycling;
- Development proposals must establish suitable access, parking and internal circulation areas for HGVs. Provide mitigation measures to minimise the development's impact on the local and strategic highway network;
- Creation of a new railway link from Tilbury2 to serve Tilbury3; and
- Retention and enhancement of the Thames Estuary Path which is part of the King Charles III England Coast Path.

Historic and Natural Environment

- The development proposal must be in accordance with Policy PP09 - North Thames Marshes Ecology Masterplan;
- The development must not significantly harm habitats or species within the Thames Estuary and Marshes Special Protection Area and Ramsar Site, and where any impact is identified this should be mitigated to the satisfaction of Natural England;
- Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study;
- Provide habitat creation, enhancement and restoration with regard to the Local Nature Recovery Strategy, and ensure appropriate habitat mitigation and creation through the provision of managed compensatory sites to offset the loss of habitats for nationally important assemblages of invertebrates and breeding birds on land known as the Ashfields 'A1' area, and also 'Motts South';
- Mitigate the loss of and impact to Local Wildlife Sites;
- The development will need to be in accordance with policies in the South Essex Marine Plan and comply, where necessary, with the Marine Management Organisations licensing requirements;
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site;
- Heritage Statement required to consider potential impacts of development on Tilbury Fort Scheduled Ancient Monument and other nearby heritage assets;
- An Archaeological Desk Based assessment will be required and associated field evaluation will also be needed; and
- Development must seek to preserve and enhance the significance of nearby heritage assets and their setting.

Design and Layout

- Comprehensive masterplan, Design Code and phasing strategy to be developed in accordance with DMP41 – Delivering Great Design;
- The development should be designed and landscaped to create a high-quality, climate resilient port; and
- The design and layout must mitigate any potential adverse impacts from the proposed uses on the surrounding area and sensitive receptors through appropriate boundary treatments and careful consideration to the scale and massing of buildings.

Infrastructure Requirements

On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure. This includes:

- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Provision of multi modal access for the movement of goods with new railway link from Tilbury2, improvements to the rail network and new river infrastructure;
- Enhancement of the Thames Estuary Path;
- Employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 - Business, Employment and Skills; and
- Infrastructure provision shall be phased in line with development and informed by the comprehensive masterplan.

Indicative Phasing

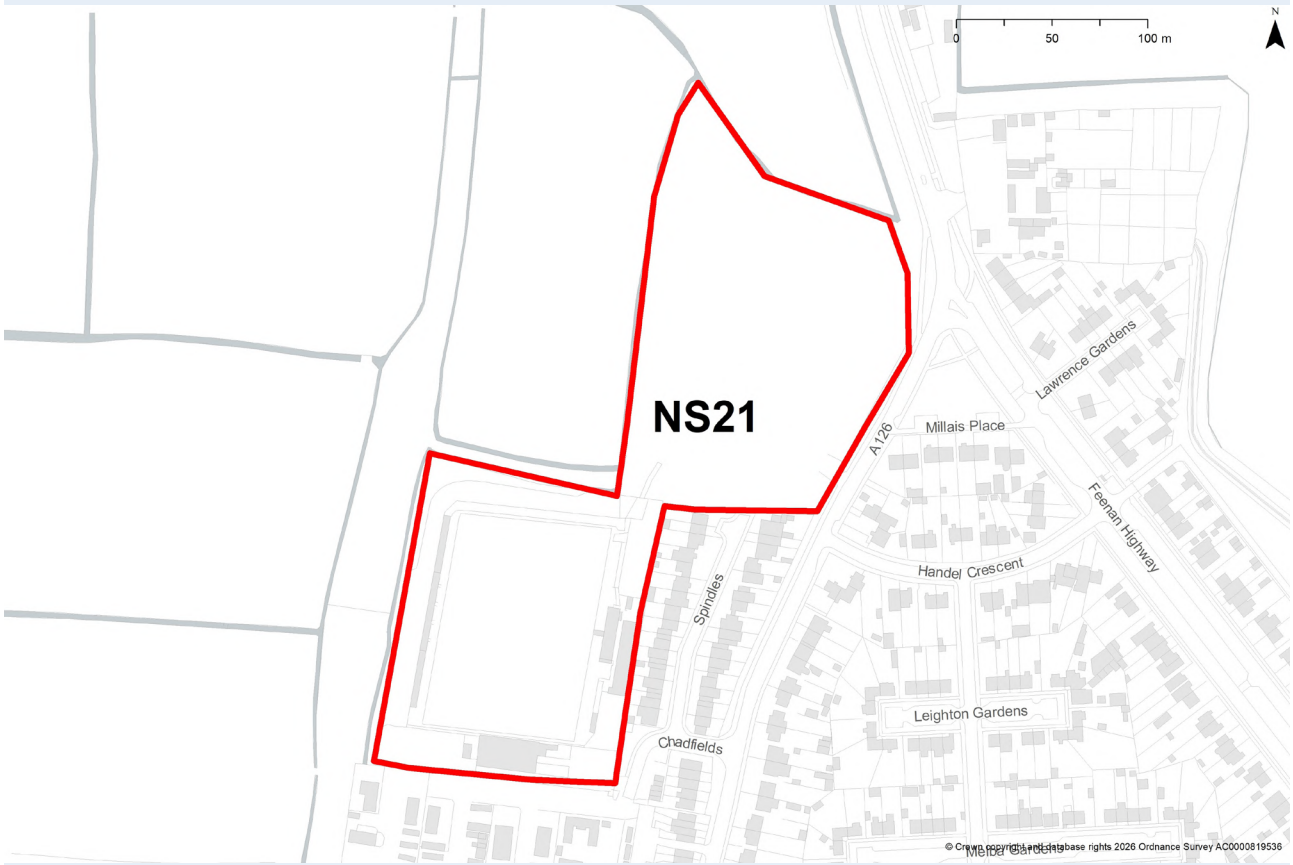
2024/29	2029/34	2034/39	2039/44	Post 2044
-	150,000 sqm	150,000 sqm	78,745 sqm	-

Non-Strategic Site Allocations

NS21 - TILBURY FOOTBALL CLUB, CHADFIELDS, TILBURY

Site Name: Tilbury Football Club, Chadfields, Tilbury

Size: Approximately 4.25 hectares



Key Requirements

- The relocation of Tilbury Football Club stadium and the redevelopment of the former stadium site to deliver approximately 112 high quality homes at medium to high density;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- The replacement football provision must be equivalent or better in terms of quantity and quality and be delivered prior to the redevelopment of the existing football grounds for housing;
- The proposed residential development should the existing vehicular access from Chadfields;
- Vehicular access for the football stadium development should be via a new access point onto St Chad Road;

- Provision of parking for both non-residential and residential development and access for servicing should be carefully accommodated within the layout and in accordance with the latest parking standards;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- The design and layout of the stadium should seek to minimise its impact on the amenity of neighbouring uses in terms of noise, lighting and disturbance from crowds;
- Require on site provision of open space and play space with off-site contributions to the enhancement of existing provision commensurate to the need generated by the proposal;
- The development must not result in the loss of flood storage capacity within the Tilbury Flood Storage Area and any amendments to the flood storage area should be agreed with the Environment Agency;
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site;
- Any application should be informed and accompanied by a suitably detailed Heritage Impact Assessment, including a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Building Chadwell Place;
- Development proposals to be accompanied by an Archaeological Desk Based Assessment to determine the archaeological potential of the site and field evaluation may also be needed; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	112	-	-	-

NS22 - CAR PARK, CORONATION AVENUE, EAST TILBURY

Site Name: Car Park, Coronation Avenue, East Tilbury

Size: Approximately 0.2 hectares



Key Requirements

- A medium density residential development providing approximately 7 high quality homes in a sustainable location;
- The layout and design should respect the urban grain of neighbouring residential properties and be sympathetic to local character;
- Where it is within the East Tilbury Conservation Area the development should seek to preserve or enhance its character, appearance and significance;
- Any application should be informed and accompanied by a suitably detailed Heritage Impact Assessment. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Bata Buildings; and
- Any planning application should be accompanied by an Archaeological Desk Based Assessment and field evaluation may be required.

Development will also need to comply with all other relevant policies in this Local Plan.

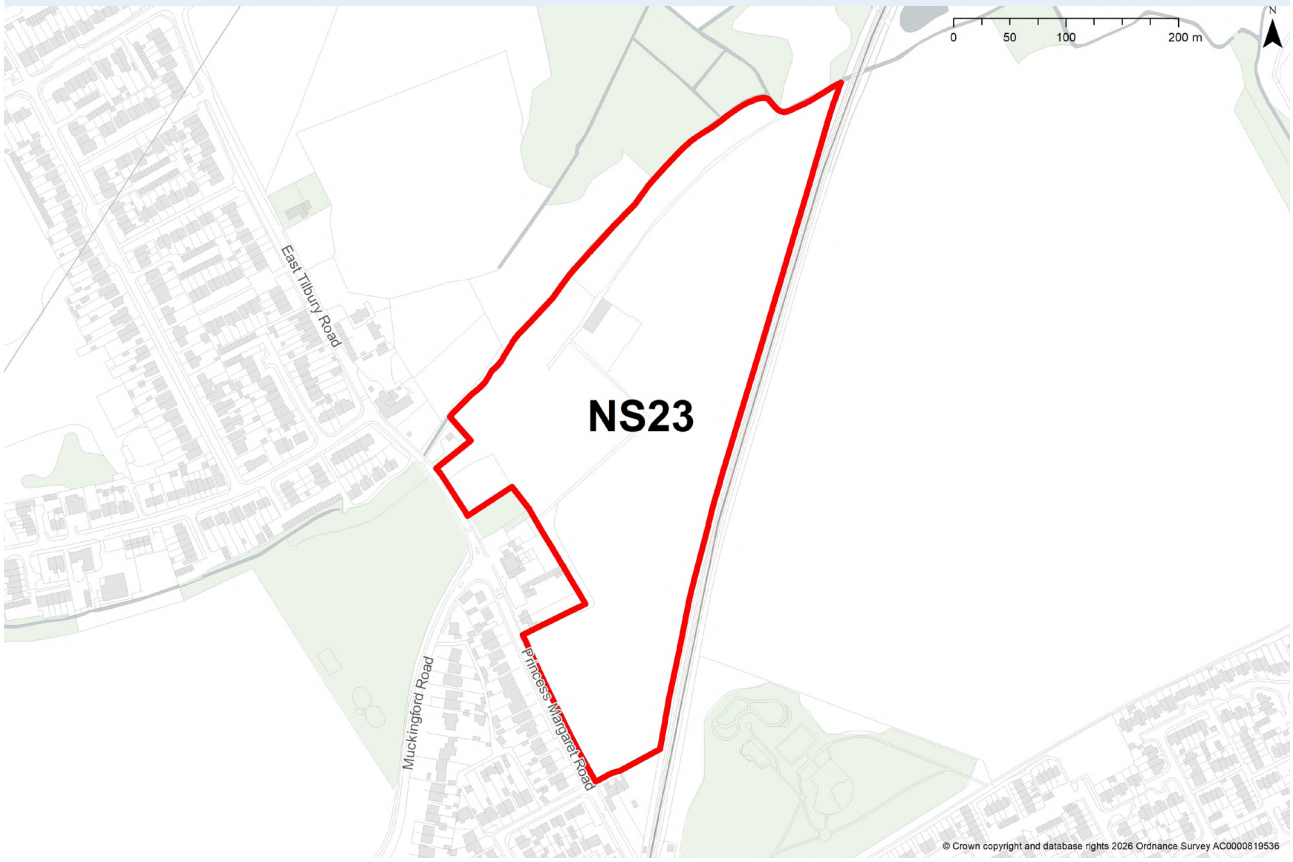
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	7	-	-	-

NS23 - LAND ADJACENT AND REAR OF GEORGE AND DRAGON PUBLIC HOUSE, LINFORD

Site Name: Land adjacent and rear of George and Dragon Public House, Linford

Size: Approximately 9.5 hectares



Key Requirements

- A medium density residential development providing approximately 230 high quality affordable homes in a sustainable location;
- To provide a housing mix of type and size that addresses the minimum affordable housing need in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- New vehicular access onto Princess Margaret Road with pedestrian, cycle and emergency access onto East Tilbury Road;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Provision of parking should be carefully accommodated within the site layout and in line with the latest Parking Standards;
- Provision of publicly accessible multifunctional open space to include play space, footpaths, landscaping and habitat creation;
- Retention and reinforcement of boundary landscaping to the southeast to provide appropriate screening and a buffer from the railway;
- Land safeguarded for future bridge over the railway;
- Development proposals should be informed and accompanied by a suitably detailed Heritage Impact Assessment, including a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings to the north of the site;
- An archaeological Desk Based Assessment and field evaluation will be required. The design, scale and layout of any scheme should avoid the cropmark enclosure at the north end of the Site;
- Design and layout should not adversely impact the adjacent Linford Wood Local Wildlife Site and the proposal should provide ecological enhancements and connections to the Local Wildlife Site;
- Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study;
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

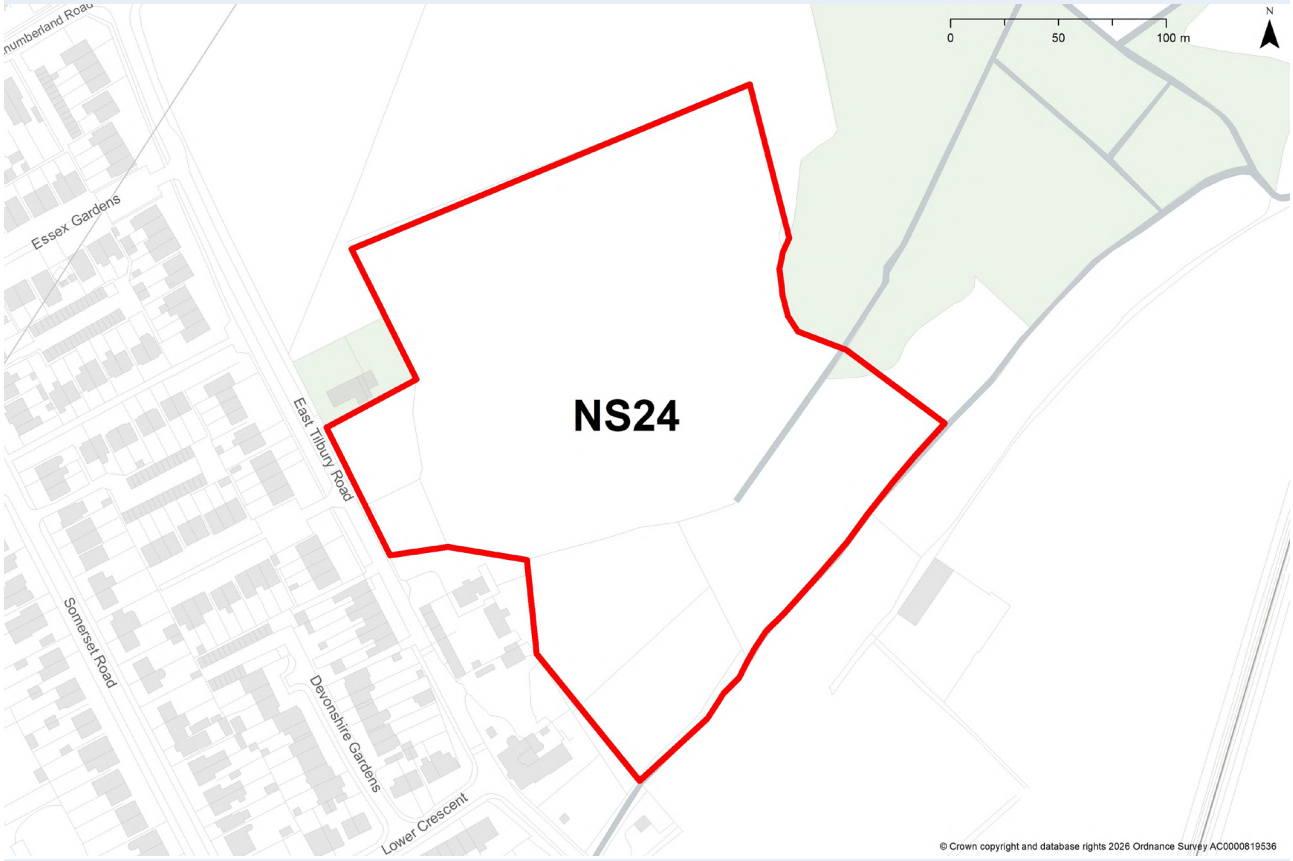
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
110	120	-	-	-

NS24 - LAND AT EAST TILBURY ROAD, LINFORD

Site Name: Land at East Tilbury Road, Linford

Size: Approximately 4.85 hectares



Key Requirements

- A medium density residential development providing approximately 148 high quality homes in a sustainable location;
- A housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- New vehicular access onto East Tilbury Road;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Enhanced public footway fronting the development on East Tilbury Road;
- Provision of parking should be carefully accommodated within the site layout and in line with the latest Parking Standards;
- Provision of open space and play provision on site and/or enhancements to Linford Recreation Ground and play area or other nearby open space provision;

- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site;
- Development proposals to be accompanied by an appropriate Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale, and layout of any scheme should consider mitigating impacts on the setting and significance of the Listed Buildings to the north of the site;
- An Archaeological Desk-Based Assessment will be required, and field evaluation may be needed. The design, scale and layout of any scheme should consider and avoid impacts on known archaeological features; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	148	-	-	-

NS25 - LAND AT LINFORD ROAD AND TURNPIKE LANE, CHADWELL ST MARY

Site Name: Land at Linford Road and Turnpike Lane, Chadwell St Mary

Size: Approximately 3.7 hectares



Key Requirements

- A medium density residential development providing approximately 130 high quality homes;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- New vehicular access onto Linford Road along with improvements to Linford Road;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- New public footway to be provided along Linford Road that connects to existing footpaths to enable safe pedestrian and cycle access from the development to facilities and services in Chadwell St Mary;
- Provision of parking should be carefully accommodated within the site layout and in line with the latest Parking Standards;

- Require on site provision of open space and play space and/or off-site contributions to the enhancement of existing provision commensurate to the need generated by the proposal;
- Development proposal to address surface water drainage on site;
- Development proposals to be accompanied by an appropriate Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale, and layout of any scheme should consider mitigating impacts on the setting and significance of the Conservation Area and Listed Building.
- An Archaeological Desk-Based Assessment will be required and field evaluation may be needed; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

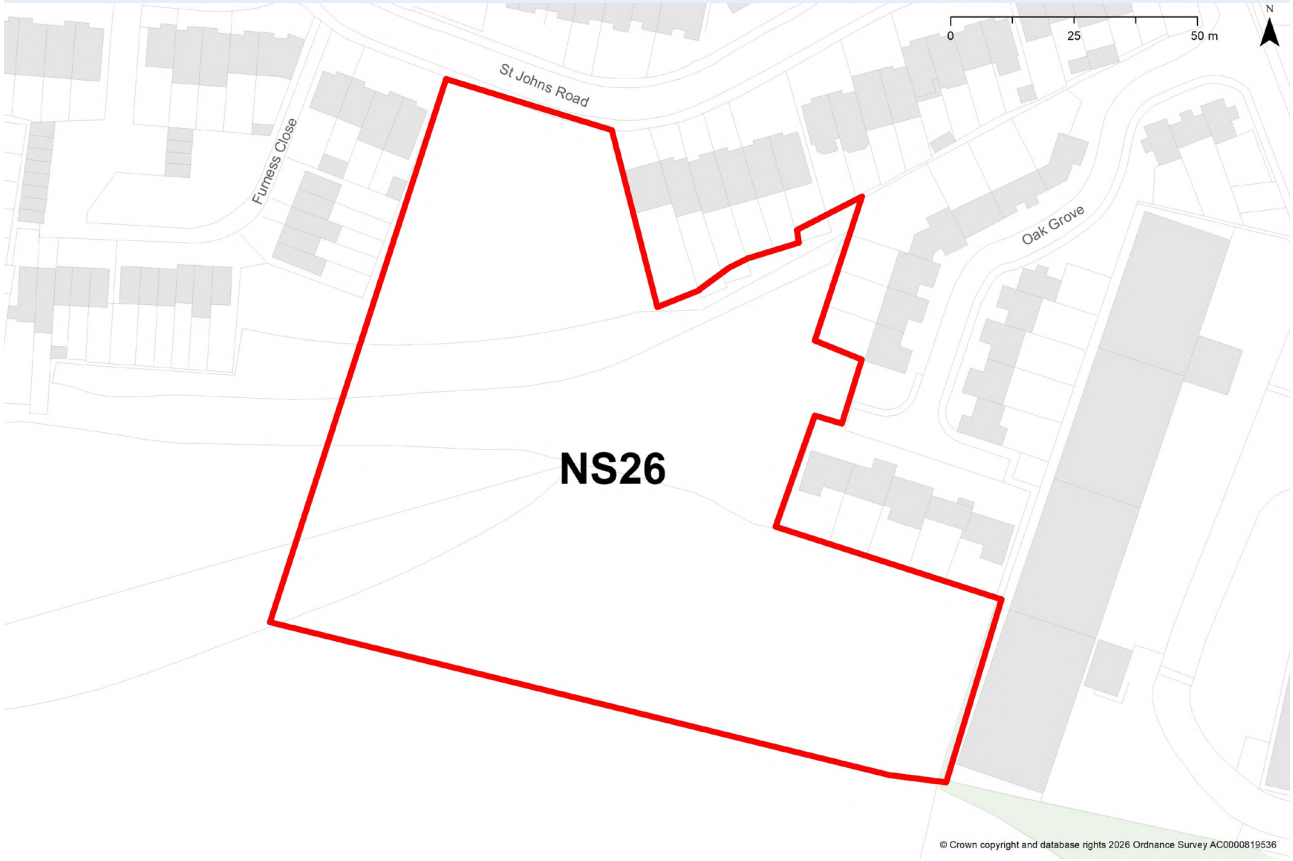
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	130	-	-	-

NS26 - LAND AT ST JOHNS ROAD, CHADWELL ST MARY

Site Name: Land at St Johns Road, Chadwell St Mary

Size: Approximately 1.1 hectares



Key Requirements

- A medium density residential development providing approximately 37 high quality homes;
- To provide a housing mix of tenure, size and type in accordance DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Vehicular access should be taken from St Johns Road and include safe pedestrian access through the site with pedestrian access to Oak Grove;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Opportunity for site layout to provide homes fronting onto St John's Road in keeping with the existing building line;
- Development should be designed to minimise its visual impact on the landscape in terms of layout, massing and building heights due to the site's elevated position on the ridgeline;
- To provide a landscape buffer and natural screening along the southern boundary of the site;

- To include open space provision and/or enhancements to nearby open space provision commensurate to the need generated by the proposal;
- Historic England will need to be consulted on any future application due to the potential impact on the setting and significance of the Grade I Listed Building - the medieval church of St Mary in Chadwell St Mary. Development proposals should be informed and accompanied by a suitably detailed Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings.
- An Archaeological Desk-Based Assessment will be required and field evaluation will be needed; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36- Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

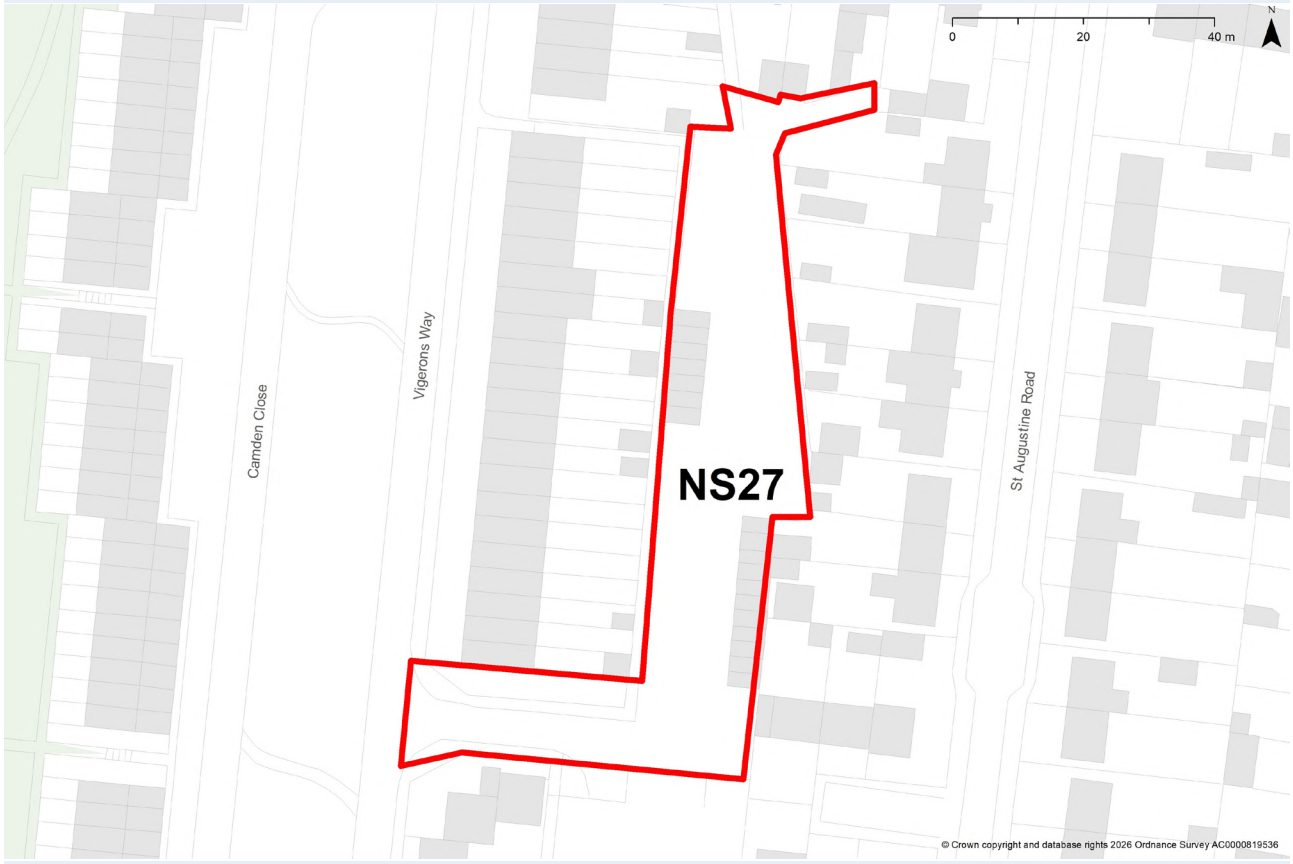
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	37	-	-	-

NS27 - GARAGE SITE EAST OF VIGERONS WAY, CHADWELL ST MARY

Site Name: Garage site East of Vigerons Way, Chadwell St Mary

Size: Approximately 0.2 hectares



Key Requirements

- A medium density residential development providing approximately 7 high quality affordable homes in a sustainable location;
- Development proposals should be accompanied by an Archaeological Desk-Based Assessment to determine archaeological potential, and field evaluation may also be needed; and
- Development proposal to address surface water drainage on site.

Development will also need to comply with all other relevant policies in this Local Plan.

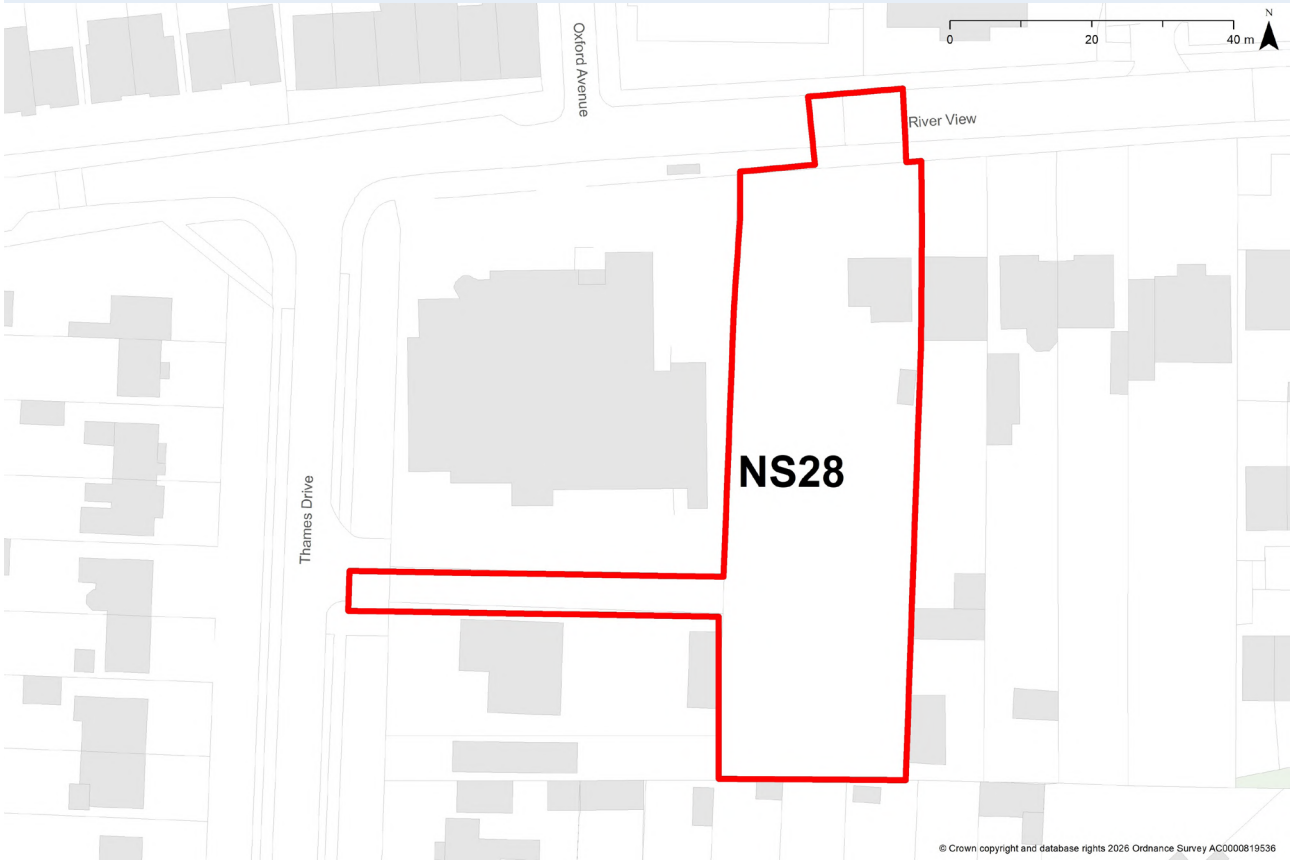
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
7	-	-	-	-

NS28 - 11 RIVER VIEW, CHADWELL ST MARY

Site Name: 11 River View, Chadwell St Mary

Size: Approximately 0.3 hectares



Key Requirements

- A medium density residential led mixed use development providing approximately 8 high quality homes with flexible ground floor retail/ commercial units (Use Class E);
- Vehicular access onto River View and Thames Drive;
- The layout and design should respect the character of the existing neighbourhood and provide clear definition between public and private spaces;
- Retail / commercial units should provide active frontage onto River View and provide sufficient parking and appropriate access for servicing in accordance with the latest parking standards;
- Historic England will need to be consulted on any future application due to the potential impact on the setting and significance of the Grade I Listed Building church of St Mary in Chadwell St Mary. Development proposals should be informed and accompanied by an appropriate Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Building;

- An archaeological Desk Based Assessment and field evaluation will be required; and
- Development proposal to address surface water drainage on site.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
8	-	-	-	-

NS29 - LAND NORTH OF B149 WOOD VIEW AND RIVER VIEW, CHADWELL ST MARY

Site Name: Land North of B149 Wood View and River View, Chadwell St Mary

Size: Approximately 3.4 hectares



Key Requirements

- A medium density mixed use development in a sustainable location providing approximately 80 high quality homes and approximately 2,000 sqm floorspace for a foodstore/supermarket (Use Class E);
- To provide a housing mix of tenure, size and type in accordance DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Vehicular access shall be taken from the existing roundabout and must be accompanied by safe access for walking and cycling;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Provision of parking for both non-residential and residential development and access for servicing should be carefully accommodated within the layout and in accordance with the latest parking standards;
- Retention and reinforcement of boundary landscaping to the west to provide appropriate screening and a buffer from the A1089;
- Development proposal to be accompanied by a noise and air quality assessment with appropriate mitigation incorporated into the development where required;
- Development proposals to be accompanied by a Heritage Impact Assessment and Archaeological Desk Based Assessment;
- Development should explore opportunities to connect into and enhance Chadwell Recreation Ground, (which is both an open space and Local Green Space)
- The north-south public right of way should be accessible from the development and enhanced; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

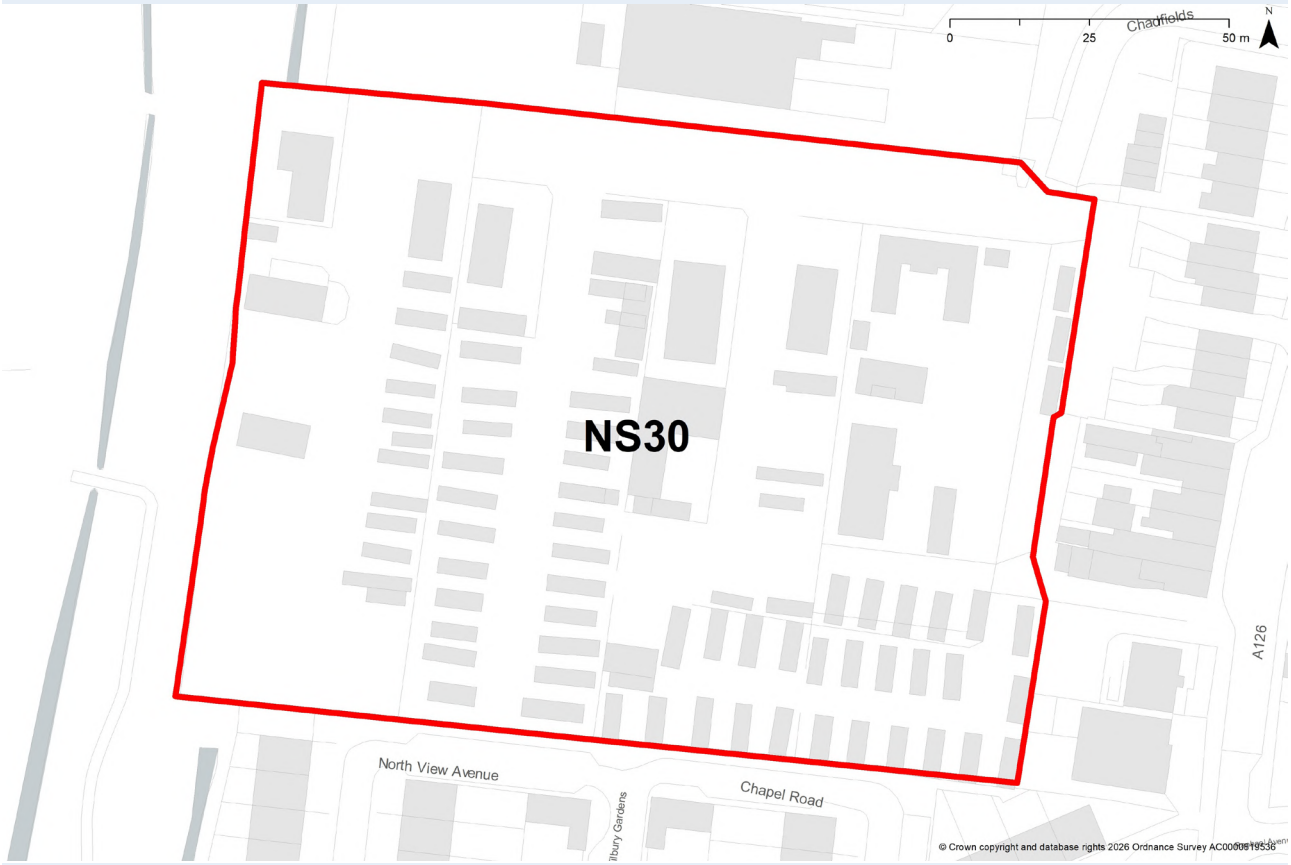
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	80	-	-	-

NS30 - CHADFIELDS, TILBURY

Site Name: Chadfields, Tilbury

Size: Approximately 1.7 hectares



Key Requirements

- To provide specialist housing for Travelling Showpeople;
- The yard provides 4 authorised plots however proposals to increase the number of plots through reconfiguring the site would be supported where they meet the requirements set out in DMP13 - Gypsy, Traveller and Travelling Showpeople Sites;
- Access to the site from St Chads Road;
- Proposals for additional plots should be supported by an ecological assessment.
- Ensure appropriate habitat mitigation and creation is provided;
- The development should provide suitable flood risk management and Sustainable Drainage Systems (SuDS);
- Appropriate measures to promote and enhance active and sustainable modes of transport should be taken; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

NS31 - LOWER CRESCENT, LINFORD

Site Name: Lower Crescent, Linford

Size: Approximately 0.2 hectares



Key Requirements

- To provide specialist housing for gypsies and travellers;
- Proposals to formalise pitches on site would be supported where they meet the requirements set out in DMP13 - Gypsy, Traveller and Travelling Showpeople Sites;
- Access to the site from Lower Crescent;
- Ensure appropriate habitat mitigation and creation is provided;
- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS);
- Appropriate measures to promote and enhance active and sustainable modes of transport; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

NS33 - LAND TO THE NORTH WEST OF THAMES INDUSTRIAL ESTATE, EAST TILBURY

Site Name: Land to the north west of Thames Industrial Estate, East Tilbury

Size: Approximately 2.6 hectares



Key Requirements

- Development of underutilised site within a designated Employment Area;
- The site will provide approximately 10,000 sqm of flexible floorspace for light industrial and office use (Use Classes E(g)(i-iii)), compatible with neighbouring land uses;
- To provide a range of unit and plot sizes that cater to small and medium sized businesses;
- Improved vehicular access through the existing designated employment area Thames Industrial Estate;
- Access through site allocation SS04 - Land west of East Tilbury should also be explored to provide an alternative access for the Thames Industrial Estate to the highway network;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Sufficient parking for all vehicles and appropriate access for servicing should be provided on site in accordance with the latest parking standards;

- To be designed in accordance with DMP45 – Commercial and Industrial Development, demonstrating a high standard of layout, building design, landscape framework and public realm that integrates with its surroundings and supports safe, inclusive and well-functioning employment environments;
- The development proposal should integrate sensitively with adjacent uses in line with the 'Good Neighbours' principle in DMP40 – Cohesive and Distinctive Places. Where the site adjoins existing and planned residential uses and an open space, appropriate layout, design and mitigation measures will be required including appropriate natural screening along the northern and western boundaries;
- Development footprint and site layout should reflect the presence of a gas mains along the western boundary of the site and must be determined through bespoke consultation with the Health & Safety Executive as the site is within HSE Consultation Zones of a major hazard site;
- Development proposal to address surface water drainage on site;
- Any future application should be accompanied by an appropriate Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale, and layout of any scheme should consider impacts on the setting and significance of the Listed Building and should respect the adjacent Conservation Area;
- Any future application will also require an Archaeological Desk Based Assessment and associated Field Evaluation, including for paleoenvironmental potential;
- The development is required to provide employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 - Business, Employment and Skills; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
10,000 sqm	-	-	-	-

NS34 - LAND TO THE SOUTH WEST OF THAMES INDUSTRIAL ESTATE, EAST TILBURY

Site Name: Land to the south west of Thames Industrial Estate, East Tilbury

Size: Approximately 0.3 hectares



Key Requirements

- Development of underutilised site within a designated Employment Area;
- The site will provide approximately 1,250 sqm of flexible floorspace for light industrial and office use (Use Classes E(g)(i-iii)), compatible with neighbouring land uses;
- To provide unit and plot sizes that cater to small and medium sized businesses;
- Improved vehicular access through the existing designated employment area Thames Industrial Estate. Access through site allocation SS04 - Land west of East Tilbury should also be explored to provide an alternative access for the Thames Industrial Estate to the highway network;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Sufficient parking for all vehicles and appropriate access for servicing should be provided on site in accordance with the latest parking standards;

- To be designed in accordance with DMP45 – Commercial and Industrial Development, demonstrating a high standard of layout, building design, landscape framework and public realm that integrates with its surroundings and supports safe, inclusive and well-functioning employment environments;
- The development proposal should integrate sensitively with adjacent uses in line with the 'Good Neighbours' principle in DMP40 – Cohesive and Distinctive Places. Where the site adjoins planned residential uses, appropriate layout, design and mitigation measures will be required;
- Development footprint and site layout should reflect the presence of a gas mains along the western boundary of the site and must be determined through bespoke consultation with the Health & Safety Executive as the site it within HSE Consultation Zones of a major hazard site.
- Development proposal to address surface water drainage on site;
- Any future application should be accompanied by an appropriate Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale, and layout of any scheme should consider impacts on the setting and significance of the Listed Building, and should respect the adjacent Conservation Area;
- Any future application will also require an Archaeological Desk Based Assessment and associated Field Evaluation, including for paleoenvironmental potential;
- The development is required to provide employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 - Business, Employment and Skills; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
1,250 sqm	-	-	-	-

5.3 Stanford-le-Hope and Corringham

Vision

By 2044:

Stanford-le-Hope and Corringham will be thriving, well-connected towns offering an excellent quality of life for their communities. Their centres will be vibrant and welcoming places that meet the day-to-day needs of local people, providing a balanced mix of shops, services, leisure and community facilities within attractive, accessible environments.

Nature recovery will be well established across the area, with new development contributing to an expanded network of woodlands, grasslands, scrubland and freshwater ponds. These habitats will form part of the Greater Essex Local Nature Recovery Strategy, linking urban greenspaces with the wider countryside, and Thames Estuary habitats.

A new neighbourhood to the north-east of Corringham will provide a range of homes for local people and those wishing to make Corringham their home. The neighbourhood will include a new local parade with shops, services and green spaces at its heart. Additional, smaller scale growth to the south of Stanford-le-Hope will deliver proportionate growth to one of our Borough's most sustainable settlements.

Accessibility and connections will be transformed. The rebuilt Stanford-le-Hope Station and new walking and cycling routes will improve movement within, between and beyond the two towns, providing vital sustainable transport links to London Gateway, Thames Enterprise Park, and nearby housing areas.

The area's major employment centres, including London Gateway and the emerging Thames Enterprise Park, will be flourishing, offering high-quality jobs, skills training, and innovation in sustainable manufacturing, logistics and energy generation and storage.

Parks and open spaces across both towns will be reinvigorated through investment in landscaping, habitat enhancement and creation, play areas and community facilities, creating attractive and biodiverse places for recreation and wellbeing. The Green Belt boundaries will be reinforced to maintain a clear and distinctive separation between Corringham and Fobbing, preserving the area's settlement pattern and landscape setting. Along the Thames Estuary, habitats will be protected and enhanced. Wildlife disturbance arising from population growth will be managed through Bird Aware programmes, nationally recognised for supporting a rich diversity of resident and migratory species. Together, these initiatives will create a connected, resilient and sustainable pair of communities at the heart of the Thames Freeport growth corridor.



St Margaret's Church, Stanford-le-Hope

Area Profile

Context and Location

5.3.1 Stanford-le-Hope and Corringham are two closely linked settlements located in the east of Thurrock. The A13 trunk road and the c2c London Fenchurch Street–Southend railway line form clear northern boundaries, providing strong strategic connections while defining the urban edge. To the east, Corringham is separated from Fobbing by intervening open fields, maintaining a distinct settlement pattern. To the south-east, the A1014 (The Manorway) connects Corringham directly to DP World London Gateway and the Thames Enterprise Park, positioning the area at the gateway to Thurrock's port and logistics growth corridor.

5.3.2 To the south of Stanford-le-Hope lies the hamlet of Mucking, the Mucking Marshes, and the Thames Estuary. To the west, open land and the St Clere's Hall Golf Club provide separation from Southfields and the wider Green Belt. Together, the two towns form a key urban area in the Borough, strategically positioned between major employment, energy, and environmental assets.

Population and Settlement Form

5.3.3 Stanford-le-Hope has a population of approximately 29,500 residents across around 11,500 households, while Corringham accommodates 22,174 residents and 8,896 households (2021 Census). Both are identified as Main Settlements within Thurrock's settlement hierarchy, providing an important residential and service focus for the eastern part of the Borough.

5.3.4 Both towns retain historic cores surrounded by modern residential neighbourhoods. Stanford-le-Hope's historic centre is focused on the area around St Margaret's Church (Grade I listed) and The Inn on the Green, forming an attractive focal point within the wider High Street and King Street area, which accommodates a mix of local and national retailers, cafés, takeaways, and community services. Corringham's district centre is focused on St John's Way and the pedestrianised Grover Walk, which accommodates a range of shops, including national chains such as Morrisons and Iceland, alongside a library, leisure centre, and healthcare facilities.

Community Facilities and Education

5.3.5 The area benefits from a strong network of schools and community infrastructure. Corringham has five primary schools (two currently at capacity and one nearing capacity), one secondary school, and a sixth form college. Stanford-le-Hope has two primary schools (one currently over capacity) and one secondary school with sixth form provision. Forecasts suggest a reduction in overall pressure on school places by 2027, with only Graham James Primary anticipated to remain above capacity.

5.3.6 Health provision is concentrated around Corringham town centre, which contains several medical centres and two pharmacies. Leisure facilities include Corringham Leisure Centre (with swimming pool) and Hardie Park in Stanford-le-Hope, a well-used community-led park with café and skate park. Other valued open spaces include play areas at Ruskin Road, Corringham Recreation Ground, and access to Thameside Nature Discovery Park at Mucking Marshes.



Stanford-le-Hope Town Centre and St Margaret's Church

Employment and Economy

5.3.7 Stanford-le-Hope and Corringham sit at the heart of the Thames Freeport growth area, with the nearby London Gateway Port and Logistics Park acting as a major national employment hub. The Thames Enterprise Park, on the former Coryton Oil Refinery site, represents a major regeneration opportunity with potential to deliver high-value jobs in green energy, advanced manufacturing, and logistics. At a local level, employment is also supported by Stanhope Industrial Estate and a range of small and medium-sized businesses within the urban area, providing a mixed local economic base.

Accessibility and Movement

5.3.8 The area enjoys excellent accessibility by road and rail. The A13 provides direct access west to London and east to Southend, while the centrally located Stanford-le-Hope railway station offers regular services on the c2c line to London Fenchurch Street, Basildon, and Southend. Bus routes connect both towns with each other and with surrounding settlements, including services to Basildon Hospital and Grays. Corringham is not rail-served, and improving sustainable connections between Corringham and Stanford-le-Hope remains a priority.

Historical, Green and Environmental Assets

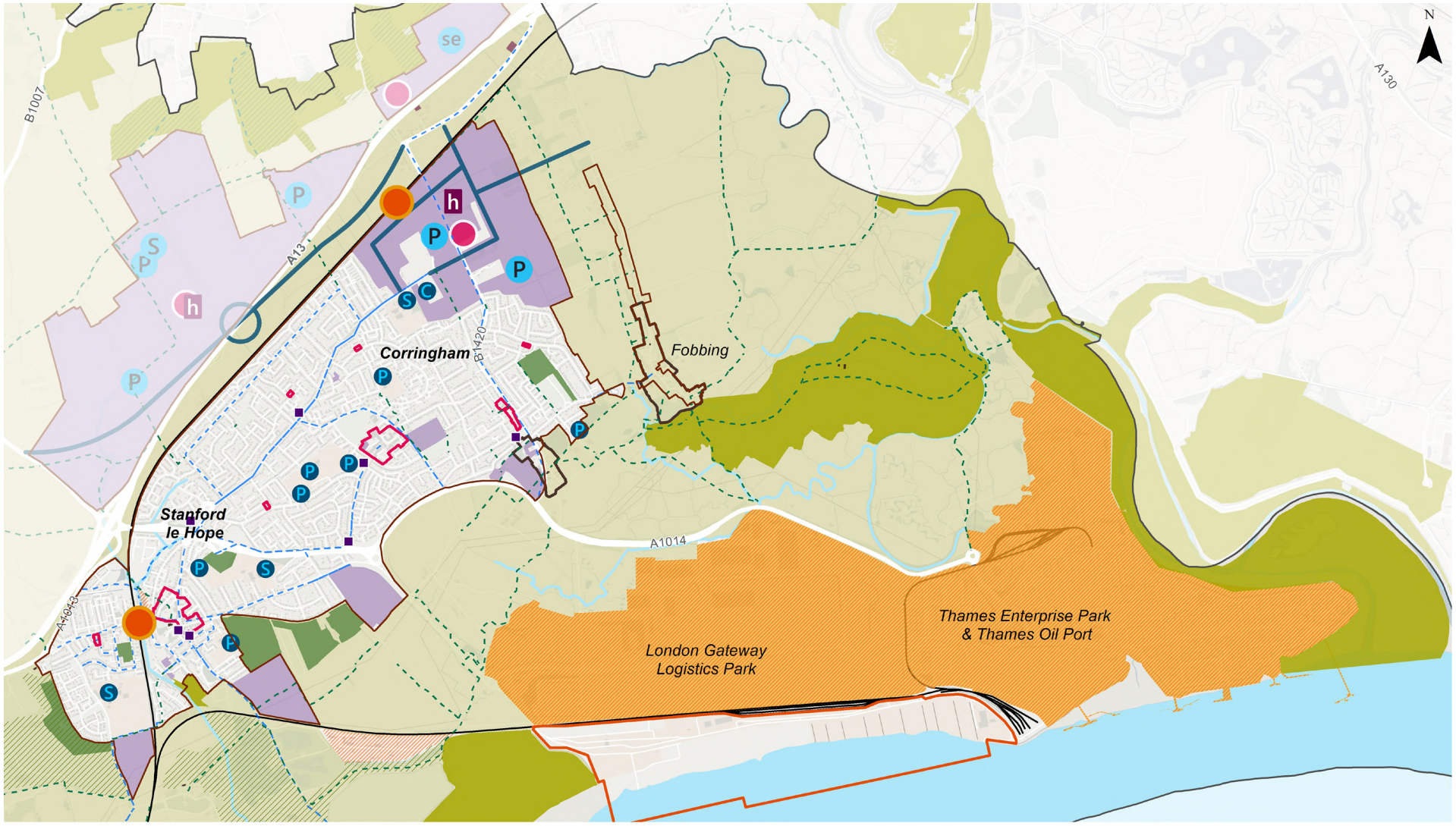
5.3.9 The area benefits from significant green and blue infrastructure and contains multiple sites of particular importance for biodiversity, including Mucking Marshes, Stanford Warren, Thames Estuary Mudflats and Saltmarsh, Northlands Wood Country Park Ancient Woodland. Recreation spaces and playing fields includes Hardie Park, Corringham Town Park and a network of recreation spaces and playing fields. The Essex Wildlife Trust's Thameside Nature Discovery Park provides an important interface between urban development and the Estuary environment, offering recreational and educational opportunities while supporting biodiversity. Future growth will need to carefully manage the relationship between built development, the port and logistics corridor, and the surrounding sensitive estuarine landscape.

5.3.10 Heritage assets include the Corringham Conservation Area, where the Grade I Listed St Mary's Church is located; and the Grade I Listed St Margarets Church in Stanford-le-Hope.



Corringham Town Park

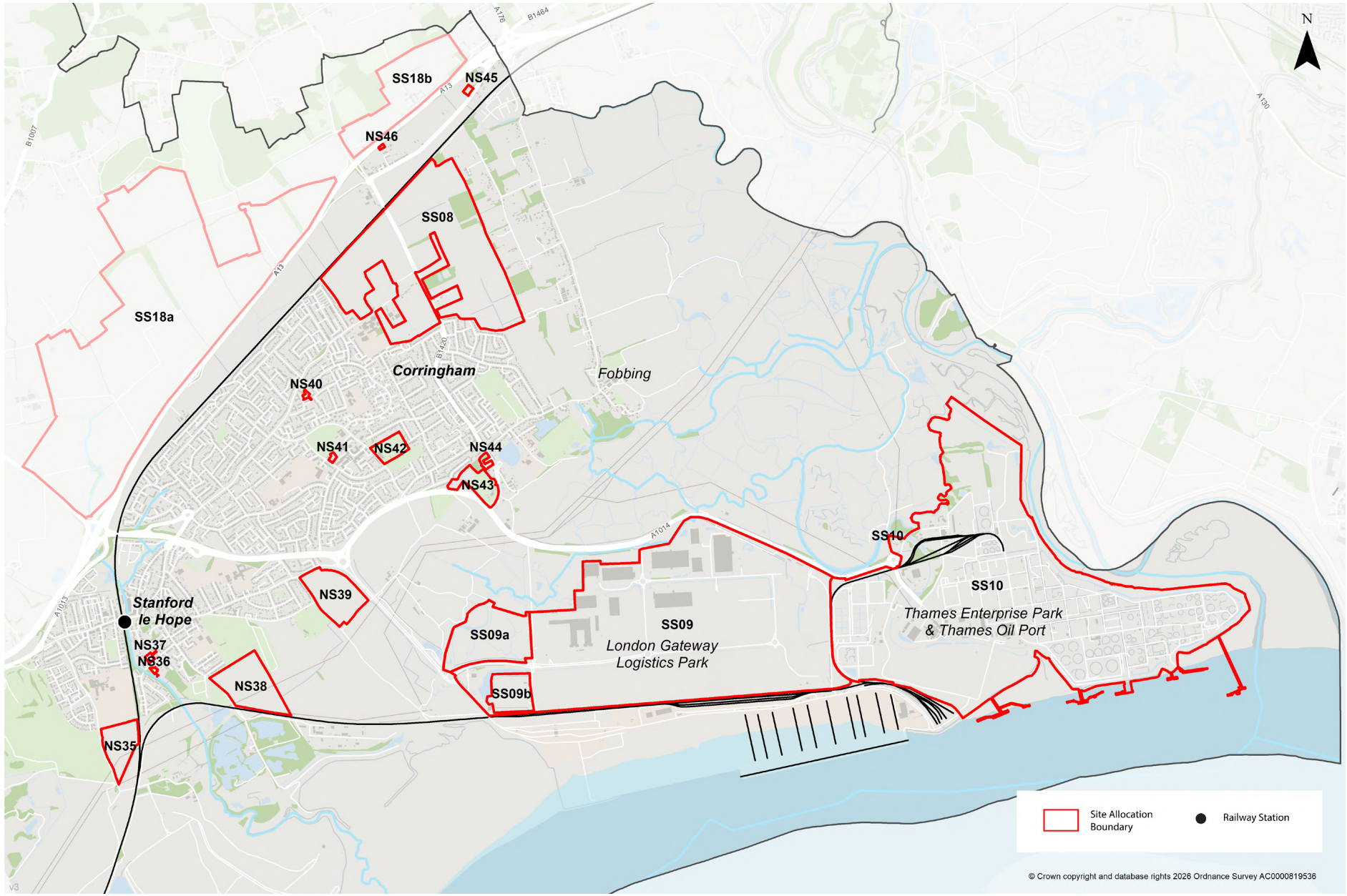
Key Diagram for Stanford-le-Hope and Corringham



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Site Allocations in Stanford-le-Hope and Corringham



Place Policies

PP10 - LONDON GATEWAY PORT

1. The London Gateway Port, as defined on the Policies Map, will be safeguarded for port operational activity which includes employment related uses in recognition of its strategic importance to international trade and the UK economy.
2. Proposals that strengthen the port's capacity, such as new berths, quayside extensions, rail freight facilities and low-carbon technologies, will be supported where environmentally acceptable.
3. Development must not adversely affect port-related highway or rail corridors. Where necessary, mitigation or infrastructure improvements will be required to maintain freight efficiency.
4. New development must minimise environmental impacts and support sustainable, low-carbon port operations.
5. Proposals for non-port-related development within the safeguarded port area will not be permitted where they would prejudice the efficient operation, future expansion or viability of the port.

Policy Explanation

5.3.11 This policy seeks to safeguard and support the continued operation, expansion and strategic role of London Gateway Port, recognising its national significance as a rapidly growing deep-sea container hub that is central to UK trade and supply-chain resilience. The port already handles more than three million TEU annually and is on track to become Britain's largest container port, supported by substantial ongoing investment. The policy ensures that development within and around the port facilitates efficient, sustainable logistics activity, protects port operations from incompatible uses, and supports the infrastructure necessary for its long-term growth.

5.3.12 London Gateway, operated by DP World, forms part of the Thames Freeport and has rapidly expanded since opening in 2013. It benefits from a strategic location approximately 30 miles east of London, offering direct access to one of the UK's largest consumer markets and serving as a major national distribution hub. Ongoing investment exceeding £1 billion includes new all-electric berths, expansion to six deep-water berths capable of handling the world's largest container ships, and a second rail terminal to improve inland freight connections. Additional investments such as BOXBAY automated handling technology, Europe's tallest quay cranes, and expanded quayside infrastructure, reflect DP World's long-term commitment to strengthening UK maritime capacity and supply chain resilience.

5.3.13 The Port is a major economic anchor in Thurrock, providing thousands of jobs across port operations, logistics, warehousing, engineering, and management, with many roles accessible to the local workforce. Beyond direct employment, it supports a much wider logistics and industrial economy, attracting distribution centres, freight operators, and related businesses to the Borough.

5.3.14 The port plays a critical role in supporting national logistics, with DP World's UK terminals (London Gateway and Southampton) collectively handling more than five million TEU in 2025, over half of the UK container market. The facility also anchors one of Europe's largest logistics parks, providing significant employment and attracting major distribution, warehousing and manufacturing occupiers.

5.3.15 The port's growth underpins thousands of jobs locally and nationally and strengthens the UK's global trade connections. DP World's investment of over £5 billion into UK operations demonstrates its importance to national economic resilience. The policy ensures new development supports employment, logistics innovation, and supply chain efficiency.

5.3.16 The policy reflects the need set out in the South East Inshore Marine Plan and National Policy Statement for Ports for safeguarding operational port land, supporting port efficiency, and ensuring adequate multimodal freight access. Local planning decisions will therefore be made in the context of both this Local Plan policy and the wider national framework.

5.3.17 Implementation will rely on partnership working between the Council, DP World, infrastructure providers and national bodies. Development proposals within or adjacent to the port must demonstrate alignment with strategic port requirements, safeguard operational capacity and contribute to necessary infrastructure upgrades. Planning obligations may secure transport improvements, sustainability measures, or operational mitigation.

PP11 - STANFORD-LE-HOPE DISTRICT CENTRE

Within the Stanford-le-Hope District Centre, development proposals will be supported where they:

1. Enhance vitality and viability, including strengthening the early evening and night-time economy.
2. Bring vacant units back into productive use, including temporary and meanwhile uses that add activity and visual interest.
3. Deliver high quality mixed-use schemes, including increased residential density where appropriate and where it is consistent with other policies in the Plan.
4. Restore and improve traditional shopfronts, respecting the scale, character and heritage of the centre.
5. Enhance the public realm, including improved pedestrian environments, surfaces, lighting, seating and wayfinding.
6. Increase green infrastructure and tree cover, contributing to climate resilience, placemaking and improved wellbeing.

Policy Explanation

5.3.18 Stanford-le-Hope performs an important role as a highly accessible district centre, offering a mix of independent retail, services and leisure uses focused around King Street and the High Street. Increasing activity and footfall throughout the day and into the evening is essential to maintaining the centre's long-term vitality. Higher residential densities within and on the edges of the centre can help create a stronger customer base, supporting local shops, cafés, services and cultural uses, while ensuring sustainable, walkable patterns of movement.

5.3.19 Stakeholder feedback, including through the Retail, Centres and Commercial Leisure Needs Assessment and the Regulation 18 Local Plan consultation, indicates clear aspirations for:

- A more vibrant evening and night-time economy;
- Improvements to the appearance and quality of shopfronts;
- Enhanced public realm and safer, more attractive pedestrian routes; and
- A broader range of uses in currently vacant premises.

5.3.20 The policy therefore encourages flexible and meanwhile uses that can activate empty units, support small businesses, and trial new retail or cultural concepts. This aligns with national best practice in town centre diversification and resilience.

5.3.21 Restoration of traditional shopfronts is promoted to reinforce local character and enhance the visual quality of the centre. High-quality public realm improvements such as better surfaces, lighting, planting, streetscape design and seating will help create a more welcoming environment and strengthen the identity of the town centre as a social and community focal point.

5.3.22 The policy also recognises the growing importance of green infrastructure in town centres. Increasing tree cover, planting, and nature-based interventions can help mitigate urban heat effects, improve air quality, promote biodiversity, and support wider health and wellbeing.

5.3.23 This policy supports a diverse, attractive and resilient district centre that meets the needs of residents, visitors and businesses, while complementing wider objectives for sustainable travel, placemaking and local economic growth.

PP12 - LOCAL GREEN SPACES IN STANFORD-LE-HOPE AND CORRINGHAM

1. The following green spaces, as identified on the Policies Map, are designated as Local Green Spaces:
   a. Hardie Park
   b. Stanford Rugby Club
   c. Maple Park
   d. Ruskin Road Recreation Ground
   e. Crooked Billet
   f. Land West of Crooked Billet
   g. Corringham Recreation Ground

2. The Council will protect green spaces designated as Local Green Space and development will only be permitted where very special circumstances can be demonstrated which outweigh the harm in accordance with DMP27 – Open Spaces, Sports and Recreation.

Policy Explanation

5.3.24 The protection of existing open spaces within the Borough is one of the key priorities of the Council. The Local Green Space Study (2023) reviewed existing parks and open spaces and those nominated by the public and assessed their potential for allocation as Local Green Spaces in accordance with the criteria identified in the NPPF. The study assessed 91 sites, with 42 of these moderately or strongly meeting the criteria. These 42 sites are designated as Local Green Spaces and they are afforded the same level of protection as Green Belt land in accordance with the NPPF.

PP13 - RAIL IMPROVEMENTS IN STANFORD-LE-HOPE

The Council will:

1. Deliver a new station building at Stanford-le-Hope to improve passenger facilities and support increased rail capacity.
2. Provide an on-street bus stop to facilitate shuttle bus services linking Stanford-le-Hope with London Gateway, improving multi-modal connections between the district centre, the port and surrounding employment areas.
3. Work in partnership with Network Rail to secure the electrification of the Thames Haven Branch Line, enabling more efficient, lower-carbon freight access between London Gateway and the national rail network.

Policy Explanation

5.3.25 Stanford-le-Hope railway station is a key public transport hub serving the town, nearby employment areas and the wider growth corridor linking to London Gateway. The redevelopment of the station represents a major infrastructure project intended to deliver improved rail capacity, better passenger experience, and enhanced support for planned economic and housing growth. A revised delivery strategy was approved by the Council in May 2025, with construction works now programmed for completion in 2027. The project has faced delays due to engineering complexities and cost pressures but remains a critical investment to support sustainable travel choices and to future-proof the town's transport network.

5.3.26 To strengthen connections between the town centre, the station and major employment destinations, the Council will also deliver an on-street bus stop for a shuttle bus linking to London Gateway. This measure will support providing residents and workers with enhanced access to the Port's expanding logistics and employment opportunities, while reducing reliance on private cars.

5.3.27 The Thames Haven Branch Line is an essential part of the sub-regional freight network, providing the main rail link between London Gateway Port and the national rail system. However, the line is currently non-electrified, requiring the use of diesel locomotives for port-related freight movements. Electrification will bring substantial benefits, including enabling electric-hauled freight trains, reducing carbon emissions, improving local air quality, and decreasing operational noise. It will also support faster acceleration and deceleration improving line capacity and reducing journey times. These changes align with national policy commitments to decarbonise rail transport and to shift freight from road to rail to reduce emissions and improve efficiency.

5.3.28 Working collaboratively with Network Rail, the Council will support and facilitate the electrification of the Thames Haven Branch Line as a key strategic intervention needed to unlock long-term rail freight growth from London Gateway and to strengthen the area's role in national logistics. Enhanced rail capability will increase the resilience of port operations, support wider Freeport-related growth, and ensure that local economic development is supported by sustainable, low-carbon infrastructure.

5.3.29 Overall, this policy ensures that rail improvements in Stanford-le-Hope are delivered in an integrated way, strengthening the town's role as a transport interchange, supporting economic development, and contributing to the Borough's wider environmental and decarbonisation objectives.

PP14 - CORRINGHAM DISTRICT CENTRE

Within the Corringham District Centre, development proposals will be supported where they:

1. Enhance vitality and viability, including strengthening the early evening and night-time economy.
2. Bring vacant units back into active use, including temporary and meanwhile uses that support local enterprise and community activity.
3. Deliver mixed-use development, including higher residential density where appropriate, and where it is consistent with other policies in the Plan.
4. Restore and improve traditional shopfronts, reinforcing local distinctiveness and the centre's visual appeal.
5. Enhance the public realm, including improved pedestrian environments, surfaces, lighting, planting and seating.
6. Increase green infrastructure and tree cover, contributing to a more attractive, climate-resilient and healthy urban environment.

Policy Explanation

5.3.30 Corringham District Centre acts as a key retail and service hub for communities in the east of the borough. Centred around St John's Way and the pedestrian-focused Grover Walk, the centre offers a mix of independent and national retailers, with a particularly strong convenience function anchored by the Morrisons store. Its vacancy rate is lower than the national average, indicating that Corringham is a healthy and resilient centre with good underlying levels of activity.

5.3.31 Despite this positive baseline, public engagement through the Regulation 18 Local Plan consultation highlighted a clear desire for improvements that would make the centre more attractive, accessible and vibrant. Key themes included:

- better provision for cyclists and pedestrians,
- enhanced public realm and greening, and
- strengthening the evening economy, broadening the range of uses and extending activity beyond daytime retail.

5.3.32 Corringham's compact form provides an opportunity to reinforce its walkable, community-focused character. Encouraging a mix of uses, alongside modest increases in residential density, can help sustain footfall, support local businesses and facilitate a more diverse and resilient centre.

5.3.33 The restoration of traditional shopfronts is an important aspect of reinforcing local identity and improving the centre's visual coherence. High-quality shopfront design, sympathetic materials and well-considered signage can significantly uplift the townscape and complement wider public realm investment.

5.3.34 The policy also promotes enhanced green infrastructure, including tree planting, soft landscaping and opportunities for small-scale nature-based interventions. These measures help create a more welcoming and environmentally resilient centre while supporting health and wellbeing.

5.3.35 Overall, the policy seeks to maintain Corringham's strengths while supporting targeted interventions that improve accessibility, enhance the physical environment and promote a more vibrant mix of uses. It aims to ensure Corringham continues to thrive as a successful district centre serving local communities.

PP15 - NEW TRANSPORT INTERCHANGE IN CORRINGHAM

The Council will:

1. Explore the potential to deliver a new transport interchange to the north of Corringham, including consideration of a new railway station and associated bus, pedestrian and cycling infrastructure.
2. Work collaboratively with key partners, including rail operators, Network Rail, Transport East, Government departments such as the Department for Transport (DfT), Department for Business, Energy and Industrial Strategy (BEIS) and Ministry of Housing, Communities and Local Government (MHCLG), relevant agencies, infrastructure providers and the local community, to assess feasibility, delivery mechanisms and funding opportunities.

Policy Explanation

5.3.36 Significant housing and economic growth is proposed to the northeast of Corringham during the plan period, creating increased demand for high-quality, sustainable transport connections. The scale and location of planned development require a long-term transport solution that reduces reliance on the private car, supports active travel, and aligns with the Council's wider decarbonisation and connectivity objectives.

5.3.37 A new transport interchange to the north of Corringham has the potential to provide a strategic mobility hub serving new and existing communities. This may include a new railway station, enhanced bus interchange facilities, cycle parking, electric vehicle infrastructure, and safe, direct pedestrian and cycle links to surrounding neighbourhoods. Such a facility would help integrate Corringham more effectively with wider sub-regional transport networks and support access to key destinations including Basildon, London Gateway, Stanford-le-Hope and the wider Thames Estuary.

5.3.38 The emerging Thurrock Transport Strategy 2026–2040 identifies the need to improve sustainable travel options and address capacity pressures arising from future growth. A transport interchange complements this direction, offering the opportunity to anchor a multimodal network that can support both day-to-day travel needs and longer-distance commuting. It also aligns with national priorities for rail-led growth, modal shift, and coordinated transport–land-use planning.

5.3.39 Given the scale and complexity of rail infrastructure development, early and ongoing collaboration with Network Rail, rail operators, Transport East, and Government departments will be essential. These organisations will help assess engineering feasibility, operational requirements, funding options, and the strategic case for investment. Engagement with the local community will ensure the proposals meet the needs of existing residents and reflect local aspirations for improved connectivity.

5.3.40 The Council will therefore explore and safeguard the potential for this new transport interchange as part of a long-term infrastructure strategy to support sustainable development, improve accessibility, and enhance the overall resilience and efficiency of the Borough's transport network.

PP16 - SUSTAINABLE CONNECTIONS WITH CANVEY ISLAND

The Council will:

1. Work collaboratively with regional and neighbouring authorities, including Castle Point Borough Council, relevant Government bodies and transport agencies, to explore the feasibility of delivering a new sustainable transport link between the Coryton peninsula and Canvey Island.
2. Ensure that any future link forms part of a wider active travel network, including connections to the River Thames corridor and National Cycle Network Route 13 (NCN13), supporting cross-boundary connectivity and modal shift.
3. Ensure that any proposed link protects and enhances the surrounding landscape, biodiversity and designated sites, including estuarine habitats, floodplain environments and other ecological or landscape assets that contribute to the character and environmental quality of the Thames Estuary.

Policy Explanation

5.3.41 Castle Point Borough Council is leading work to investigate the feasibility of a sustainable transport link between Canvey Island and the Coryton peninsula. Since 1974 the population on Canvey Island has grown by 150%, but there still remains just two routes on and off Canvey Island, both of which become extremely congested during peak times. One route is via the A130 Canvey Way and the other is via B1012 from South Benfleet with both routes converging at a pinch point at Waterside Farm Roundabout. The A130 route has further congestion issues at Sadlers Farm Junction off the island, as does the B1014 through Benfleet.

5.3.42 We will engage with regional and neighbouring authorities and the Government to deliver the longstanding aspiration of a link between Canvey Island and the Coryton peninsula in a sustainable and environmentally friendly way. This link will provide better access to the developing freeport area through new bus only routes and active travel infrastructure, without compromising the performance of the road network – in particular the A1014 Manorway. This sustainable transport link will form part of the cycle route along the River Thames linking with the NCN13.

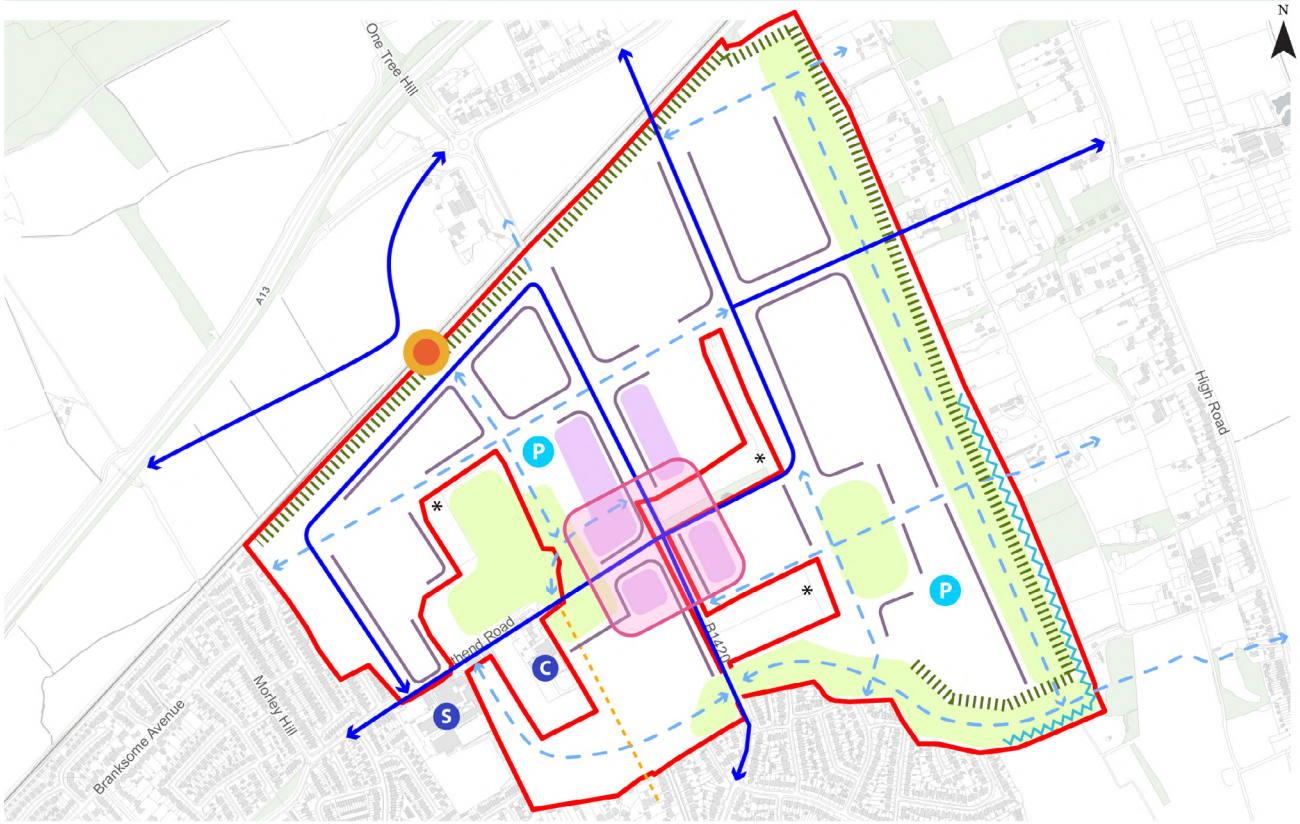
5.3.43 A key focus of this policy is ensuring that any future connection is delivered in a sustainable and environmentally sensitive way. The Thames Estuary is a complex environment, containing important landscape assets, floodplain areas and designated ecological sites that contribute to the Borough's environmental character and biodiversity value. Any proposal must therefore be designed to respect and protect these assets, avoid significant adverse impacts, and where possible deliver enhancements through habitat creation, improved public access to natural areas, or strengthened green/blue infrastructure links.

Strategic Site Allocations

SS08 - LAND TO THE NORTH EAST OF CORRINGHAM

Site Name: Land to the north-east of Corringham

Size: Approximately 93 hectares



Site Allocation Boundary

Existing Uses and Designations
- Secondary School
- College

Proposed Uses and Facilities
- Primary School
- Centre
- Opportunity for Mixed Use
- Opportunity for Open Space

Transport & Movement
- Key Multi-Modal Routes
- Key Walking and Cycling Routes
- Existing Public Rights of Way
- Proposed Transport Interchange

Buffers and Edges
- Key Frontages
- Landscape Buffers
- Sensitive Edges (Views)

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Key Requirements

The Council will support the development of land to the north-east of Corringham as a residential-led, mixed-use neighbourhood, delivering a minimum of 2000 homes across the plan period. Development proposals will accord with a masterplan approved by the Council.

Development will be required to be planned, phased and delivered comprehensively across the whole allocation to ensure coordinated infrastructure provision, strong place identity and effective integration with Corringham and surrounding settlements.

The scheme will be required to deliver:

- A housing mix in accordance with DMP11 - Housing Mix, with specialist accommodation to include g housing for older people, and self-build and custom build plots;
- A Gypsy & Traveller site, providing 15 serviced pitches;
- 40% affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing;
- Two new primary schools with early years childcare provision;
- Adaptable retail, commercial, leisure and community uses (Use Classes E and F) and new healthcare facilities within a new centre located along the realigned Southend Road;
- A new centre that forms a focal point for the development and is designed to support walkable access and active ground-floor frontages;
- A range of densities across the site, with higher density around the new centre and a transition to lower density development to the east to provide a gradual transition to the wider landscape and rural settlement of Fobbing; and
- New public realm and enhancements to existing public realm, alongside improvements to walking and cycling routes within the site, and connections to existing centres and public transport interchanges.

The Council recognises that parts of the allocation are subject to extant planning permissions. The purpose of Policy SS08 is not to revisit the principle of development, but to ensure that detailed proposals come forward in a coordinated manner that does not prejudice the delivery of strategic infrastructure, movement networks and place-making objectives for the wider allocation.

Development will also need to comply with all other relevant policies in this Local Plan.

Development & Design Principles

Movement and Access

- Good accessibility to public transport services should be provided, including the provision of a bus route with bus stops through the site linking to Stanford-le-Hope railway station. The main access roads through this site need to be sufficiently wide to accommodate bus routes;
- Contributions towards improvements to the surrounding road networks, including mitigation measures for the local and strategic highway network, to reduce reliance on the private car, to achieve the modal shift targets, and to achieve a high level of accessibility to public transport services, improvements to facilities for pedestrians and cyclists and the provision and implementation of a Travel Plan to maximise connectivity with existing development;

- Provide for the realignment of Southend Road to the east, with the existing alignment downgraded to prioritise walking, cycling and public realm;
- A link road in the east of the site between the newly aligned Southend Road and Fobbing High Road; and
- Provide protected and continuous walking and cycle routes connecting Southend Road, Lampits Hill and surrounding neighbourhoods.

Historic and Natural Environment

- Provide habitat creation, enhancement and restoration with regard to the Local Nature Recovery Strategy, including appropriate ecological mitigation where required;
- Retention of existing mature trees on site where practicable;
- Any future application should be informed and accompanied by a detailed Heritage Impact Assessment, including a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings and Conservation Area;
- Any application will need to be accompanied by an Archaeological Desk Based Assessment to determine the potential for archaeological survival;
- Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study, principally the Habitat buffer along the A13 and Fobbing Marshes link; and
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site.

Design and Layout

- Comprehensive masterplan, Design Code and phasing strategy to be developed in accordance with DMP41 – Delivering Great Design;
- The masterplan shall demonstrate how land uses, movement networks, green and blue infrastructure, height and density distribution, phasing and infrastructure delivery are coordinated;
- Character, layout and scale to respond to surrounding context as per DMP40 - Cohesive and Distinctive Places, DMP41 – Delivering Great Design; and DMP26 - Landscape Character;
- Development proposals, including those on land with extant planning permissions, must demonstrate conformity with the approved site-wide masterplan; and
- Where outline planning permission exists, subsequent reserved matters applications shall be required to demonstrate such conformity;
- Development in accordance with DMP46 - Mixed-Use Development, with new centre, commercial, healthcare and community facilities to be focused along Lampits Hill, broadly in the location indicated on the Site Diagram, ensuring it is accessible by walking and cycling from across the development;
- New schools to be designed in line with the Essex Design Guide - School Design Principles (2025)

- Create continuous, active frontages and reinforce street hierarchy through appropriate scale, massing, and orientation on primary and secondary streets. With particular regard to frontage along Lampits Hill, open spaces where appropriate, and around the new primary schools;
- Building heights predominantly low-rise, with opportunities for mid-rise elements within the new centre, along primary routes and as focal points. Heights and massing should step down where the site transitions towards Fobbing towards the east, and also at existing settlement edges along the west and southern boundaries. Density should make a gradual transition between the settlement edge of Corringham and Fobbing;
- Integrate the development with surrounding neighbourhoods, avoiding abrupt edges and establish well-defined gateways, transition areas at intersections with key routes, with particular regard to Lampits Hill and Southend Road;
- Development to be informed by a Landscape and Visual Impact Assessment and demonstrate how visual impacts on Langdon Hills, Fobbing and sensitive views from the surrounding landscape have been avoided or minimised;
- Establish a robust landscape and multifunctional green blue infrastructure framework incorporating publicly accessible open space, child play space, sports playing pitches, tree planting, landscaping, sustainable drainage systems (SuDS) and habitat creation in accordance with DMP49 – Design of Landscape and Green Blue Infrastructure; and
- Provide a linear park along the eastern boundary of the site, incorporating publicly accessible open space, nature-based flood management and sustainable drainage, and acting as a robust landscape buffer and permanent Green Belt boundary between Corringham and Fobbing.

Infrastructure Requirements

On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure. This includes:

- Two new 2 form entry primary schools with early years childcare, with capacity for specialist SEND provision as required by the education authority;
- Sufficient secondary school, SEND and post 16 provision via off site contributions to meet projected needs to be agreed with the Council;
- Provision of new healthcare and community facilities;
- Open space including sports playing pitches and child play space provision;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes; and
- Infrastructure provision shall be phased in line with development and population growth, informed by the comprehensive masterplan.

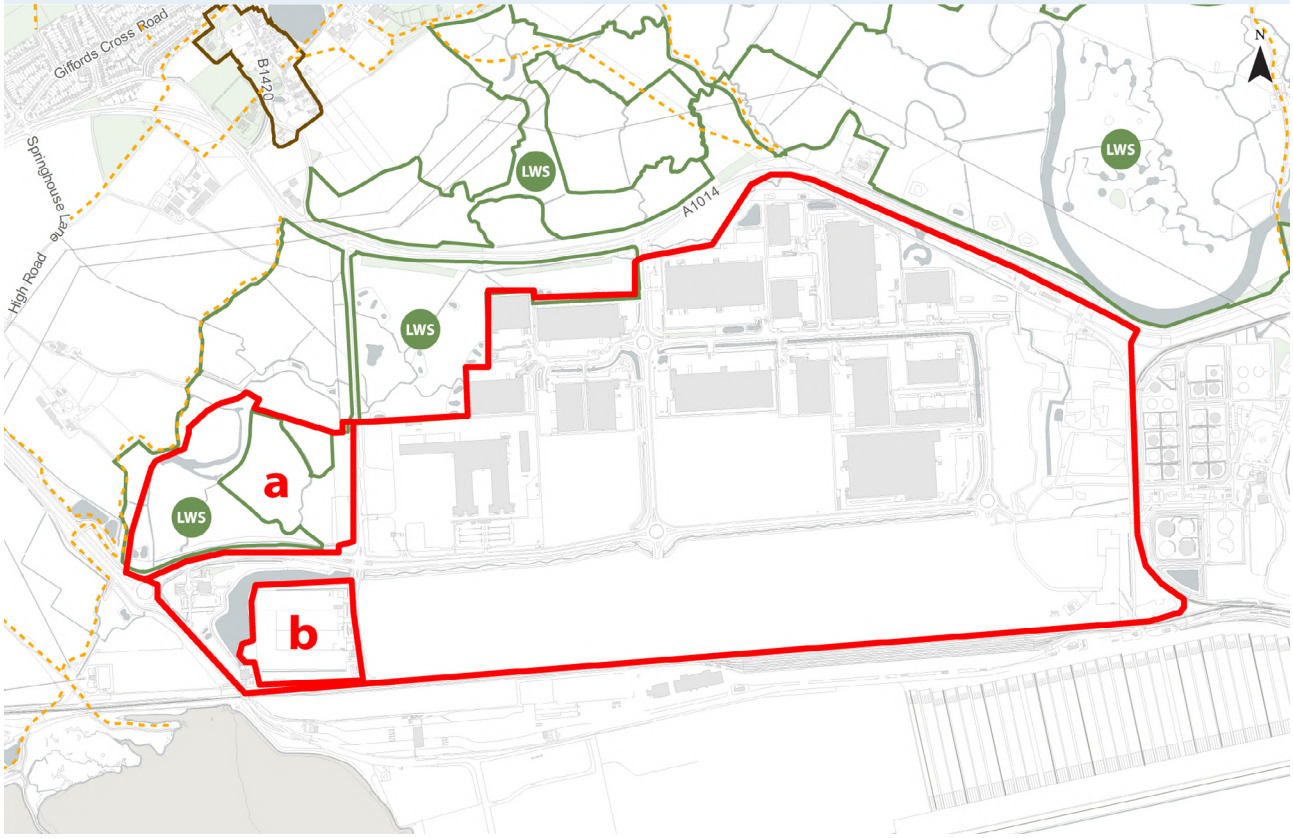
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
120	600	580	500	200

SS09 - LONDON GATEWAY LOGISTICS PARK

Site Name: London Gateway Logistics Park

Size: Total site area of approximately 270 hectares. Includes approximately 111 hectares of developable land subject to the LDO2.0 and approximately 30 hectares of additional land within parcels a and b



Site Allocation Boundary
Local Wildlife Sites
Conservation Area
Existing Public Rights of Way

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Key Requirements

The Council will support the continued development of the London Gateway Port and Logistics Park.

Remaining plots within the London Gateway Logistics Park that are subject to the Local Development Order are expected to deliver 321,450sqm of employment floorspace and will be brought forward in accordance with the LDO 2.0 and its approved design code.

The Council supports the redevelopment of land to the southwest and the development of new land to the west of the existing London Gateway development for employment uses to continue to deliver the Freeport agenda which is of strategic and national importance.

The additional land brought forward as parcel a and b will be required to deliver:

- Approximately 120,000sqm employment (Use Classes B2 and B8) floorspace across both parcels;
- On-site renewable energy generation and storage; and
- Employment, apprenticeships and training opportunities for local people, as well as supporting local businesses through the supply chain.

Development to comply with all other relevant policies within this Local Plan.

Development & Design Principles

Movement and Access

- Access to be taken from existing main access road to London Gateway and join to Ocean Boulevard; and
- Development proposals must establish suitable access, parking and internal circulation areas for HGVs and accommodate for the loss of the existing truck park.

Historic and Natural Environment

- Development footprint, site layout, and finished floor levels to be informed by a Flood Risk Assessment as the site is within Flood Zones 2 and 3 and vulnerable to groundwater flooding;
- Development to account for nearby Local Wildlife Sites (Corringham and Fobbing Marshes) and Zone of Influence for Thames Estuary SPA;
- Development to safeguard and enhance existing ecological mitigation land to the north;
- Provide habitat creation, enhancement and restoration with regard to the Local Nature Recovery Strategy, including appropriate ecological mitigation where required;
- Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study, principally the Corringham and Mucking Flats Marshes Link;
- Any future application should be accompanied by an appropriate Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider any impacts on the setting and significance of the Listed Building. An Archaeological Desk Based Assessment and field evaluation will be required; and
- To investigate potential land contamination from former landfill and current uses and take appropriate measures to minimise the risks to site users and off-site receptors.

Design and Layout

- Comprehensive masterplan and phasing strategy to inform detailed proposals in accordance with DMP 41 - Delivering Great Design;
- The development should be designed and landscaped to create a high-quality, climate resilient, sustainable expansion to the existing logistics park which incorporates on-site renewable energy generation and energy storage in accordance with DMP01 – Operational Carbon, DMP02 – Embodied Carbon, DMP03 – Water Efficient Development, and principles within DMP45 - Commercial and Industrial Development;
- Establish a robust landscape and green-blue infrastructure framework in accordance with DMP49 – Design of Landscape and Green Blue Infrastructure;
- Height, scale and massing of built development to be informed by a Landscape and Visual Impact Assessment, having regard to impacts on Stanford-le-Hope, Corringham and the surrounding landscape;
- Enhancements of boundary treatments with appropriate landscape measures and screening, giving particular attention to the northern and western edges to minimise visual impacts on the surrounding landscape; and
- Provision of an enhanced Green Belt boundary to the northern and western site boundaries.

Infrastructure Requirements

On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure. This includes:

- Improvements to the movement network for both people and goods, including local and strategic highways, rail, bus and active travel routes;
- Employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 Business, Employment and Skills; and
- Infrastructure provision shall be phased in line with development and population growth, informed by the comprehensive masterplan.

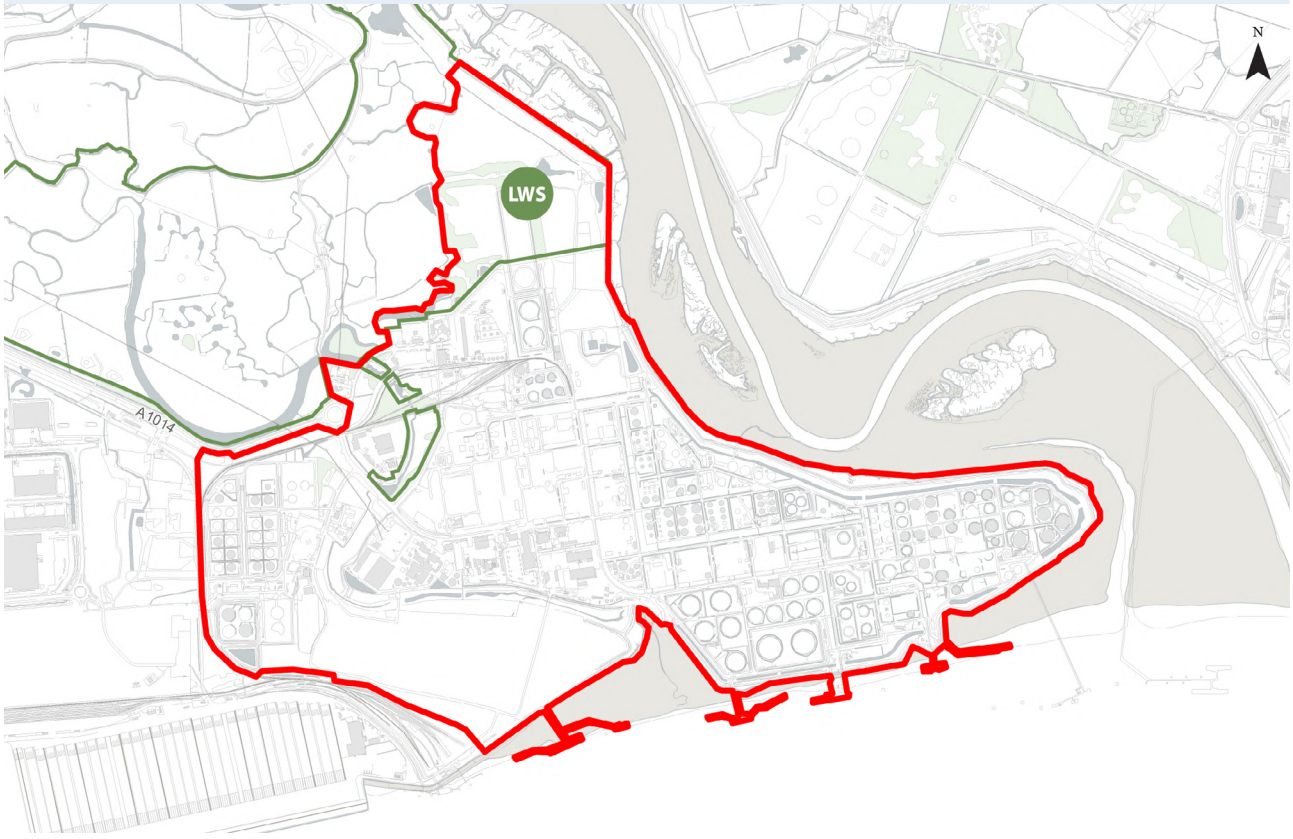
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	120,000 sqm	-	-	-

SS10 - THAMES ENTERPRISE PARK AND THAME OILPORT

Site Name: Thames Enterprise Park and Thames Oilport

Size: Approximately 312 hectares



Site Allocation Boundary
Local Wildlife Sites

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v4

Key Requirements

The Council will support proposals that deliver an advanced manufacturing, logistics and energy park to bring a historically important site back into economic life providing jobs, investment and economic vibrancy to the region and the UK.

The site will be required to deliver:

- Up to 700,000sqm (with a minimum 400,000sqm) of employment floorspace (Use Classes B2 and B8);
- Energy generation, energy storage, low-carbon / green industries, and energy from waste facilities (Use Class Sui Generis);
- A central hub with supporting uses (e.g. offices, utilities, hotel, training facilities) (within limits and subordinate to principal employment uses); and

- Appropriate ecological mitigation and green infrastructure.

Development to comply with all other relevant policies within this Local Plan.

Development & Design Principles

Movement and Access

- Access to be taken from the Manorway;
- Suitable provision for parking and turning of HGVs;
- Provide mitigation measures to minimise the development's impact on the local and strategic highway network; and
- Maximise the movement of freight via sustainable transport modes such as rail and river through the utilisation of existing and improved wharves, jetties, and rail.

Historic and Natural Environment

- Thorough investigation of contaminated land on site and appropriate mitigation strategy;
- Any future application will require an Archaeological Desk Based Assessment and associated Field Evaluation with a focus on the surviving remains of the C19 Kynochtown explosive factory. Any future application should be designed/laid out to avoid the former explosives works;
- Provide habitat creation, enhancement and restoration with regard to the Local Nature Recovery Strategy. Development proposals should assess potential impacts on the Local Wildlife Sites (LoWS) and not incur significant negative effects on the LoWS habitats. If any loss of habitat does occur, it should be compensated for by on-site habitat creation or enhancement;
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site; and
- Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study, principally the Hole Haven to Fobbing Link.

Design and Layout

- Comprehensive masterplan and phasing strategy to inform detailed proposals in accordance with DMP41 – Delivering Great Design;
- The development should be designed and landscaped to create a high-quality, climate resilient business park;
- Design and layout to accord with principles identified in DMP45 - Commercial and Industrial Development;
- Height, scale and massing of built development to be informed by a Landscape and Visual Impact Assessment, having regard to impacts on Stanford-le-Hope, Corringham and the surrounding landscape;
- Development footprint and site layout to account for pipelines and their easements found in the northern part of the site;

- Establish a robust landscape and multifunctional green blue infrastructure framework in accordance with DMP49 – Design of Landscape and Green Blue Infrastructure;
- The site's masterplan must consider constraints associated with COMAH regulations due to its proximity to existing hazardous sites; and
- Layout to include landscaped green edges to integrate employment area with surrounding natural landscape and rural area.

Infrastructure Requirements

On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure. This includes:

- Improvements to the movement network, including local and strategic highways (Manorway, public transport and active travel routes for people and goods);
- Provision of multi modal access and improvements to the railway network to enable the movement of goods to and from the site;
- Employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 - Business, Employment and Skills; and
- Infrastructure provision shall be phased in line with development and population growth, informed by the comprehensive masterplan.

Indicative Phasing

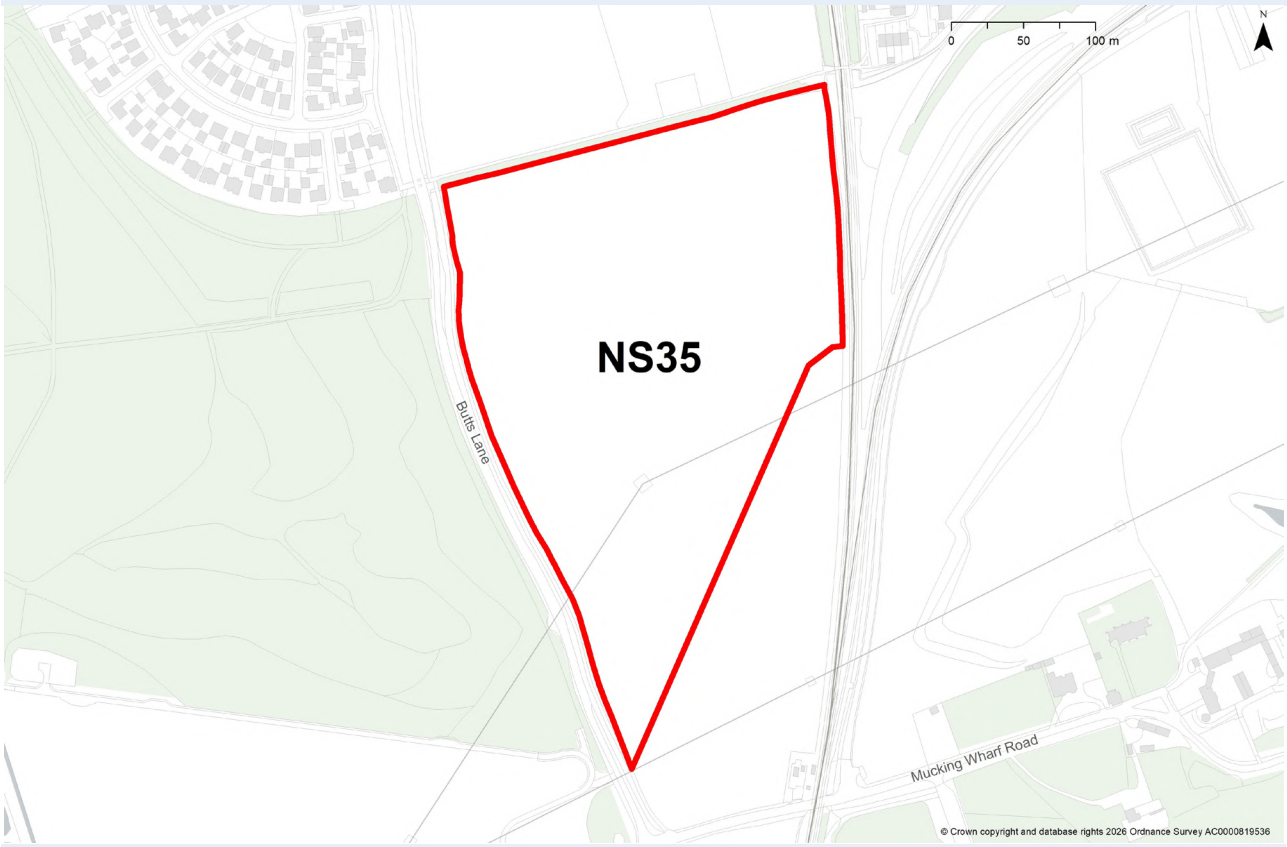
2024/29	2029/34	2034/39	2039/44	Post 2044
100,000sqm	100,000sqm	250,000sqm	250,000sqm	-

Non-Strategic Site Allocations

NS35 - LAND TO THE EAST OF BUTTS LANE, STANFORD-LE-HOPE

Site Name: Land to the East of Butts Lane, Stanford-le-Hope

Size: Approximately 7.6 hectares



Key Requirements

- Range of residential densities on site to deliver approximately 190 homes;
- To provide a housing mix in accordance with DMP11 - Housing Mix;
- Provision of affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing;
- Density should structure the layout, with higher densities in the north transitioning to lower densities at the southern edge to support an urban to rural transition;
- Development footprint and site layout to account for overhead pylons on site with new homes located to the north of the site and open space to the south;
- Development footprint and site layout to address HSE Land Use Planning methodology with no more than 30 homes to be located within the HSE Middle Zone;
- A multi-functional SuDS network which appropriately accommodates the site's changes in topography;

- Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study, principally the Mucking Creek to Buckingham Hill link;
- Historic England will need to be consulted on any future application due to the impact on the setting and significance of the Grade II* listed building. 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. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings;
- An Archaeological Desk Based Assessment and field evaluation will be required;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Contributions will be sought towards delivering the active travel link between Stanford-le-Hope and East Tilbury; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	190	-	-	-

NS36 - WHITWELL COURT, STANFORD-LE-HOPE

Site Name: Whitwell Court, Stanford-le-Hope

Size: Approximately 0.15 hectares



Key Requirements

- Opportunity for increased density on this well-located urban site close to Stanford-le-Hope train station;
- Medium-high density residential development of approximately 6 homes as flatted accommodation;
- Vehicular access to the site is to remain via the private road entrance from Fairview Chase;
- Development to establish sufficient provision for cycle parking and refuse collection;
- Opportunity for walking connection into Grovehouse Wood Nature Reserve;
- No lighting to face into the Grovehouse Wood Nature Reserve to the east of the site; and
- Historic England will need to be consulted on any future application due to the potential for an impact on the setting and significance of the Grade I Listed Building the medieval Church of St Margaret of Antioch. Any future application should be informed and accompanied by a suitably detailed Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings; and

- An Archaeological Desk-Based Assessment will be required and field evaluation may also be needed.

Development will also need to comply with all other relevant policies in this Local Plan.

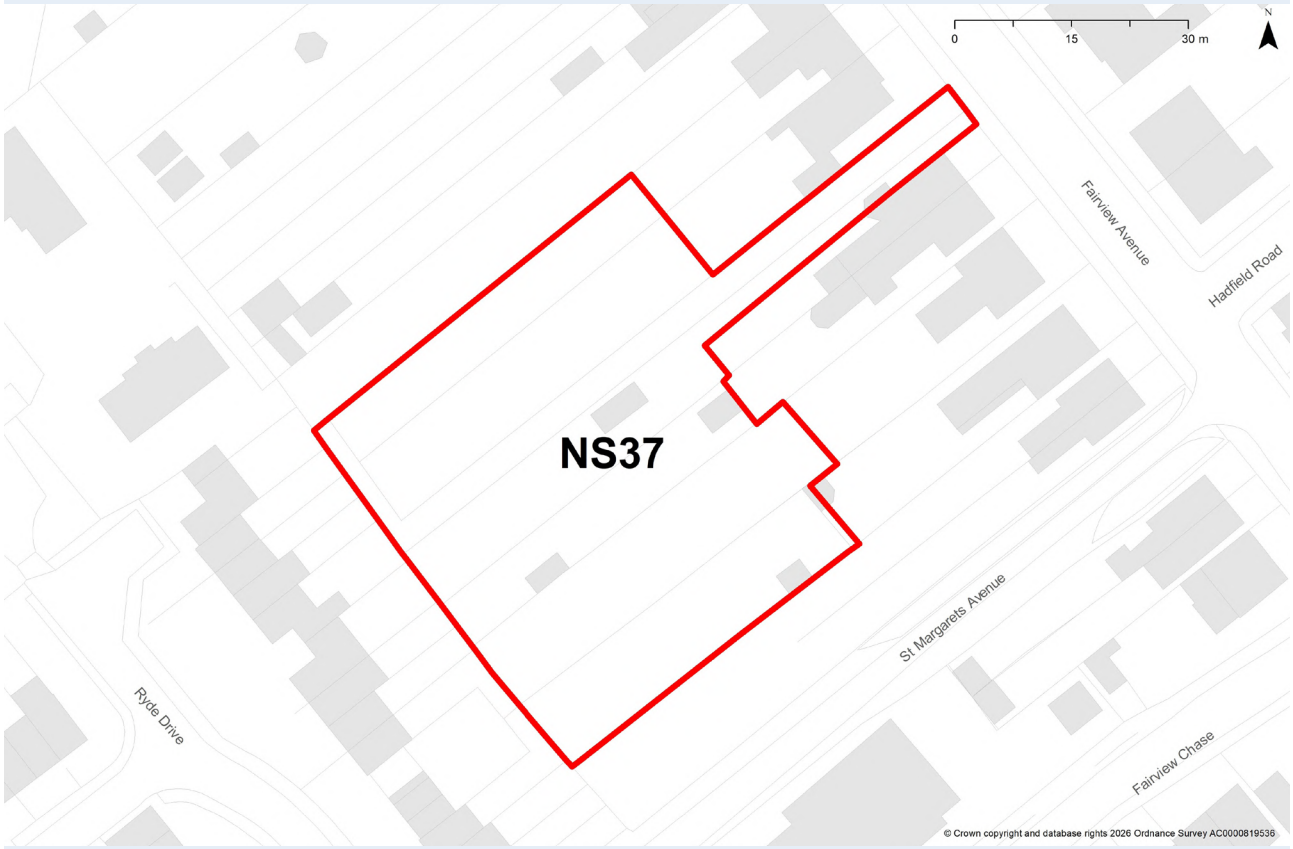
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
6	-	-	-	-

NS37 - LAND TO THE REAR OF FAIRVIEW AVENUE, STANFORD-LE-HOPE

Site Name: Land to the rear of Fairview Avenue, Stanford-le-Hope

Size: Approximately 0.3 hectares



Key Requirements

- Opportunity for medium-high density development to accord with the prevailing density of the area, and delivering up to 10 homes;
- Proposals will need to ensure residential amenity of existing neighbours is not compromised;
- Development to establish sufficient provision for cycle parking and refuse collection; and
- Development to demonstrate adequate access, parking, turning and service access.

Development will also need to comply with all other relevant policies in this Local Plan.

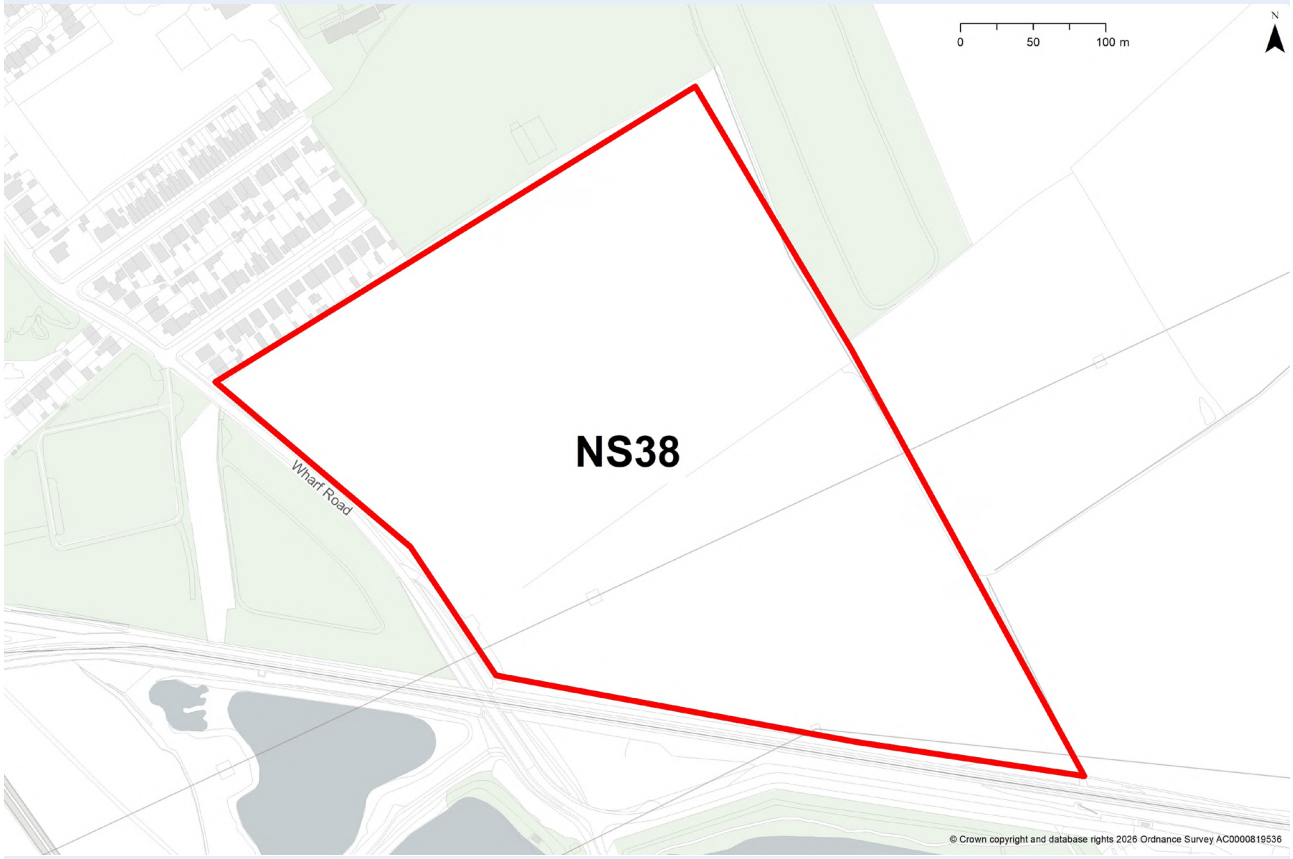
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	10	-	-	-

NS38 - LAND AT WHARF ROAD, STANFORD-LE-HOPE

Site Name: Land at Wharf Road, Stanford-le-Hope

Size: Approximately 12.7 hectares



Key Requirements

- Medium density residential development to deliver a minimum of 300 homes;
- To provide a housing mix in accordance with DMP11 - Housing Mix;
- Provision of affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing;
- Development footprint and site layout to account for overhead pylons with built form to be located to the northern half of the site and open space to the south;
- Development should integrate with Stanford-le-Hope Recreation Ground to the north and provide active frontage facing the park;
- Enhanced site permeability with enhanced walking route connecting the development to the park and Billet Lane;
- Opportunity for the expansion of existing allotments to the east of the site as part of this development;

- Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study, principally the Mucking Creek to Buckingham Hill Link;
- Proposals will need to deliver an enhanced Green Belt boundary following the existing drainage ditch on the southeastern site boundary;
- Application should be informed and accompanied by a suitably detailed Heritage Impact Assessment, including a setting assessment that adheres to Historic England guidance, and an Archaeological Desk Based Assessment;
- The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- Financial contributions towards the delivery of new/improved protected cycle facility and traffic calming on Wharf Road;
- Sufficient early years childcare, primary and secondary school, SEND and post 16 provision on site or via off site contributions to meet projected needs to be agreed with the Education Authority; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

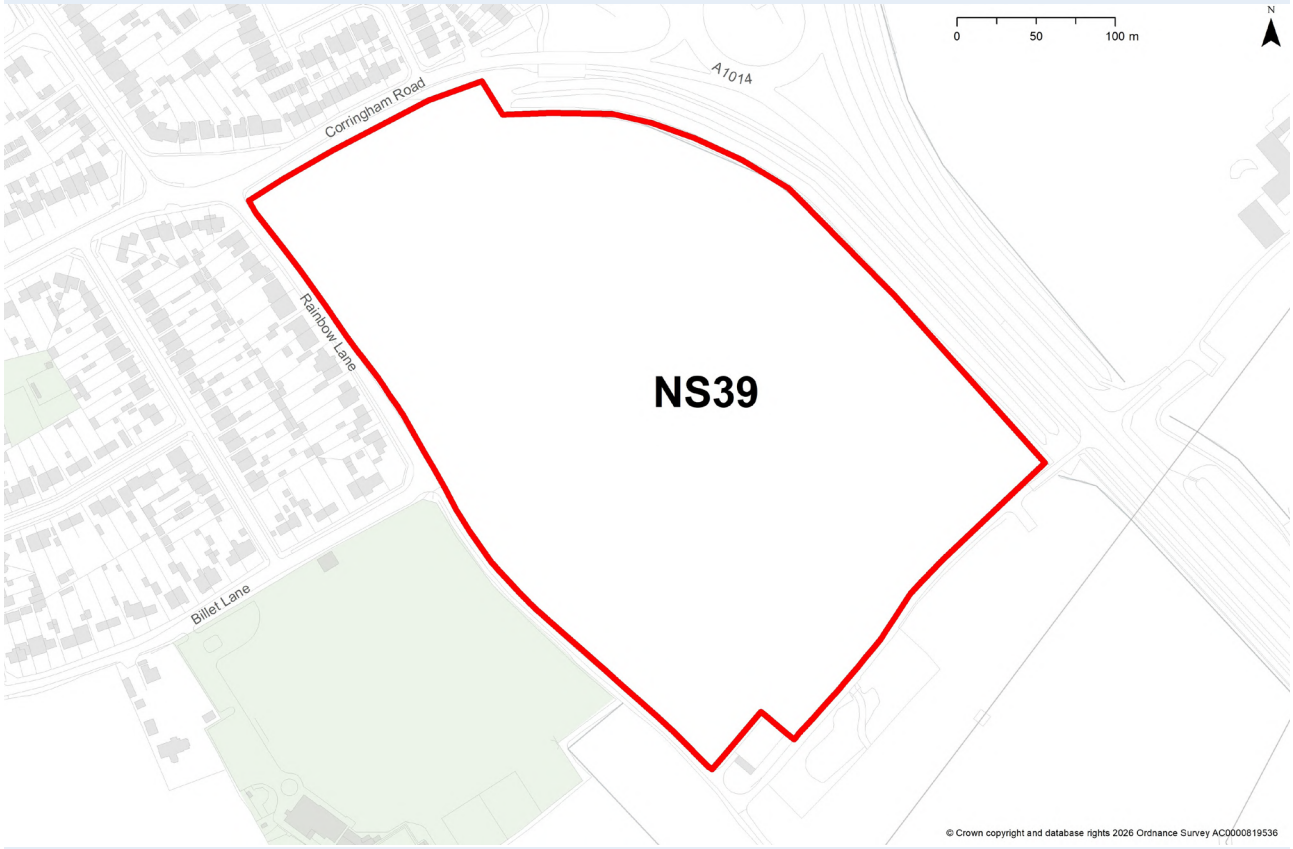
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	200	100	-	-

NS39 - LAND EAST OF RAINBOW LANE, STANFORD-LE-HOPE

Site Name: Land east of Rainbow Lane, Stanford-le-Hope

Size: Approximately 10.5 hectares



Key Requirements

- Medium density residential development delivering a minimum of 430 homes;
- To provide a housing mix in accordance with DMP11 - Housing Mix;
- Provision of affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing;
- Site specific Flood Risk Assessment required to address groundwater flooding;
- Layout and design to achieve integration with the existing neighbourhood and to provide active frontages onto Rainbow Lane;
- Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study, principally the Mucking Creek to Buckingham Hill Link;

- Historic England will need to be consulted on any future application due to the potential for an impact on the setting and significance of the Grade I Listed Building the medieval Church of St Margaret of Antioch. Any future application should be informed and accompanied by a suitably detailed Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings;
- An Archaeological Desk-Based Assessment will be required with aerial photographic rectification, and associated field evaluation. The design, scale and layout of any scheme should avoid impacts on the cropmark enclosures in the north west of the Site;
- Provision of an enhanced Green Belt boundary to the east and south of the site;
- The Council will seek financial contributions for education, healthcare and the enhancement of Billet Park, and new/improved protected cycle facilities along Corringham Road; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

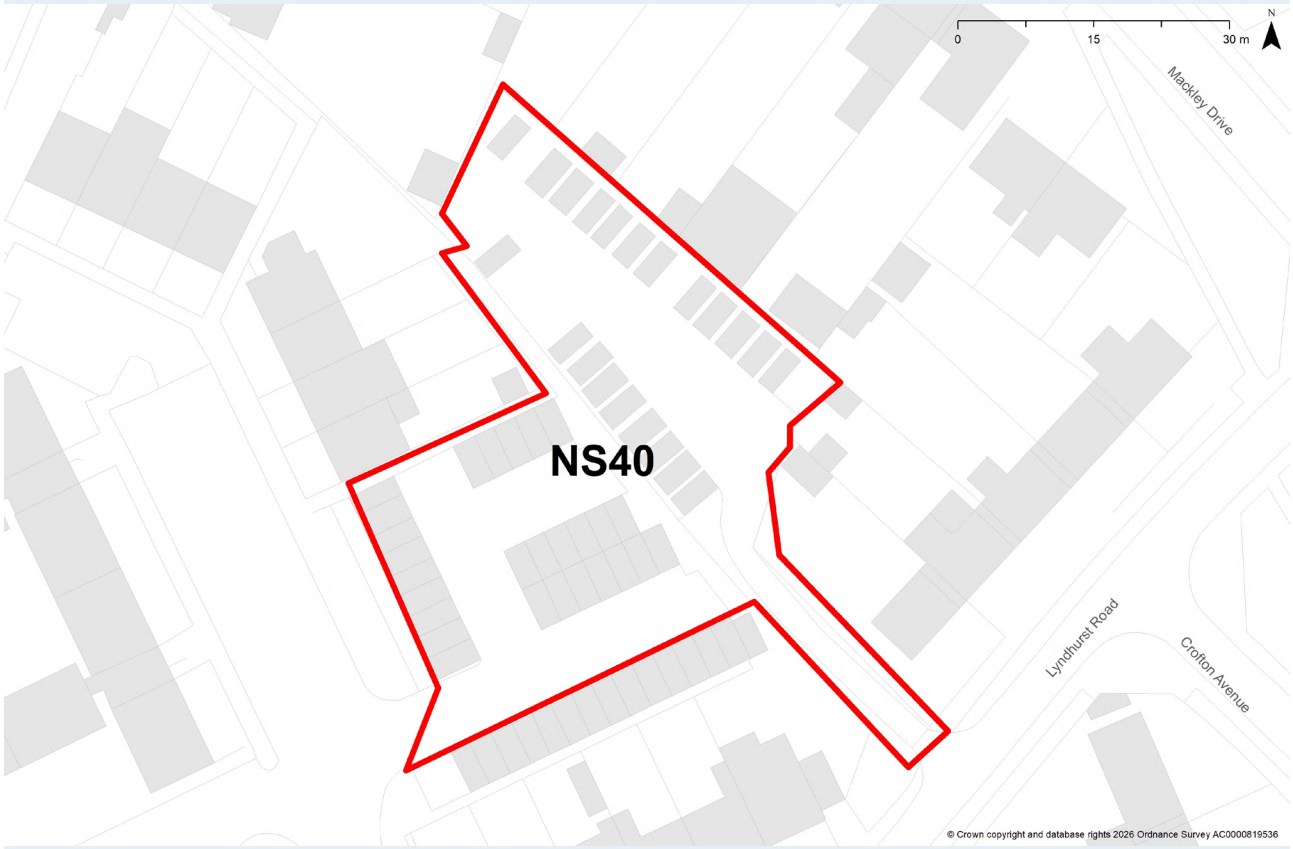
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	200	230	-	-

NS40 - LAND AT LYNDHURST ROAD, CORRINGHAM

Site Name: Land at Lyndhurst Road, Corringham

Size: Approximately 0.2 hectares



Key Requirements

- A medium density redevelopment of the existing garage site for approximately 6 homes;
- Proposals will need to ensure residential amenity of existing neighbours is not compromised through scale and massing of built development;
- An Archaeological Desk Based Assessment may be needed;
- Development to establish sufficient provision for cycle parking and refuse collection; and
- Development to demonstrate adequate access, parking, turning and service access.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
6	-	-	-	-

NS41 - FORMER POLICE STATION, GORDON ROAD, CORRINGHAM

Site Name: Former Police Station, Gordon Road, Corringham

Size: Approximately 0.25 hectares



Key Requirements

- A medium-high density redevelopment of the site to provide approximately 34 homes;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Vehicular access to be taken from existing private road onto Gordon Road;
- Contributions will be sought for off-site nursery and primary education and healthcare facilities; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

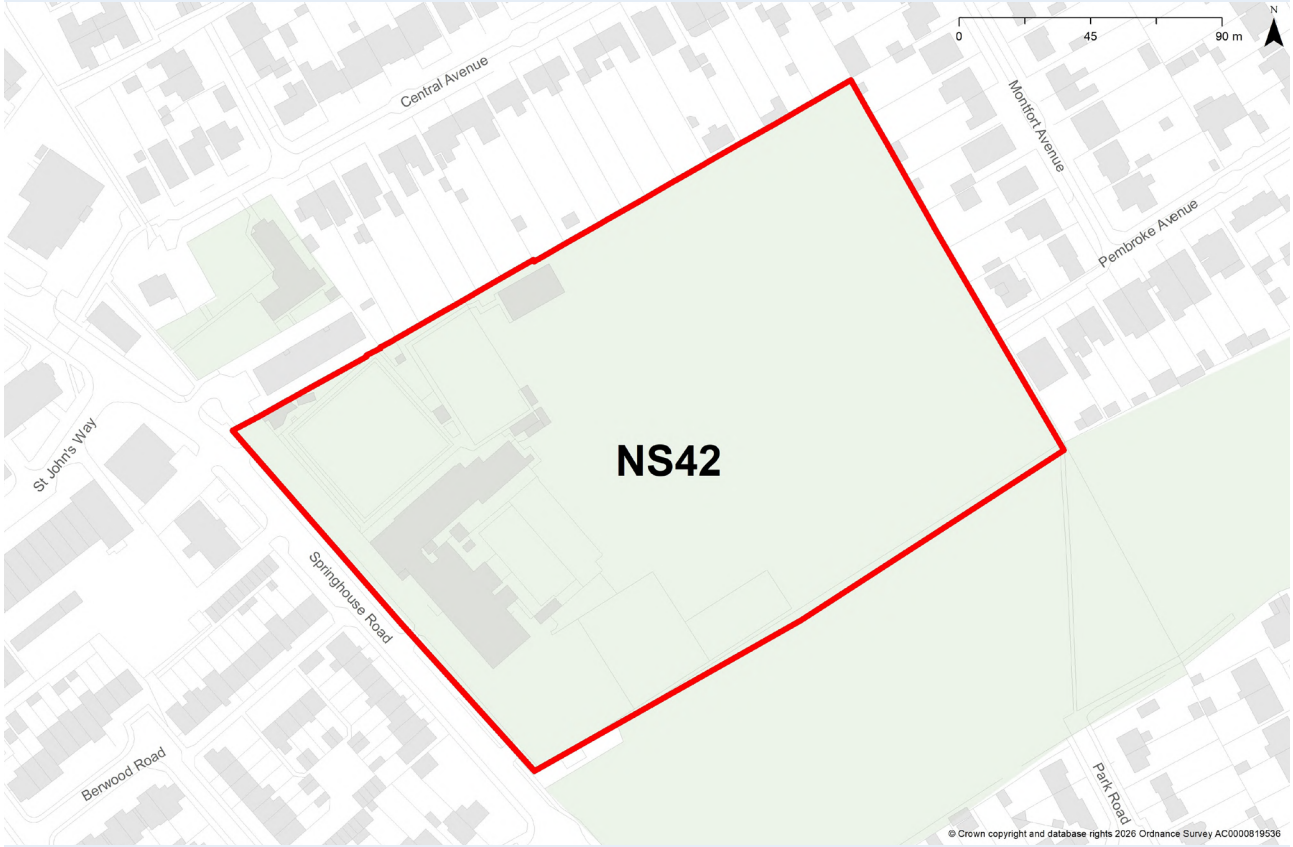
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
34	-	-	-	-

NS42 - THE SPRINGHOUSE, CORRINGHAM

Site Name: The Springhouse, Corringham

Size: Approximately 3.4 hectares



Key Requirements

- Medium-high residential development to deliver approximately 100 homes;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Vehicular access to be taken from Springhouse Lane;
- Development to re-provide and enhance the leisure offer of the sports club and outdoor pitches including a new bowling green and three 3G Artificial Grass Pitches (AGP) to meet an identified shortage in 3G AGPs in the Borough;
- Provision for all the replacement and new sports & social club facilities to be completed and operational prior to the demolition of any of the existing sports and social club facilities to ensure continuity of provision for local site users;
- Community Use Agreement to set out the sports club's policy and arrangements for wider community use of its sports facilities, covering matters such as hours of use, types of bookings accepted, pricing policy, and restrictions on community use;
- Opportunity for enhanced site permeability with a pedestrian route to connect the residential area, the sports club area, and Springhouse Park;

- An Archaeological Desk-Based Assessment will be required and field evaluation may also be needed; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

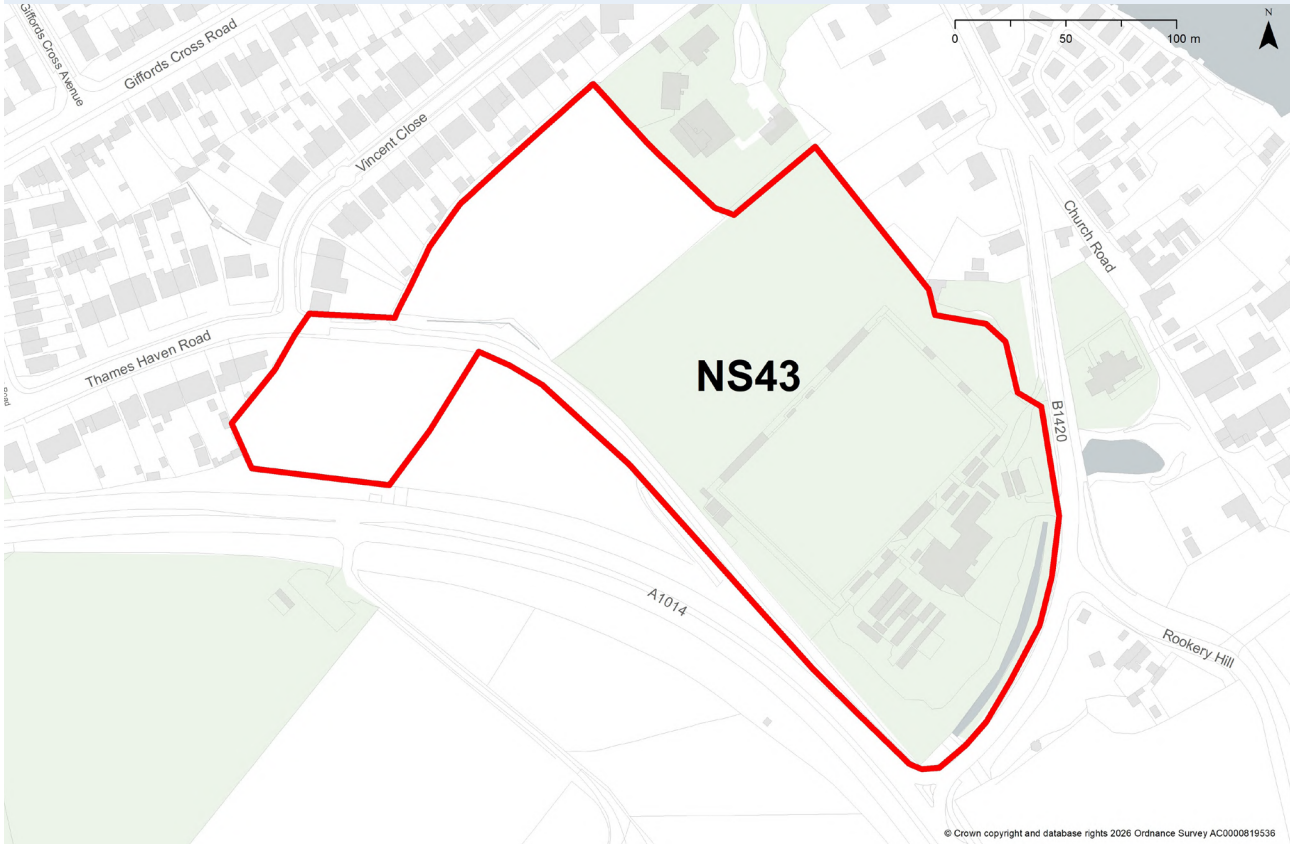
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	100	-	-	-

NS43 - LAND BETWEEN THAMES HAVEN ROAD AND ROOKERY HILL, CORRINGHAM

Site Name: Land between Thames Haven Road and Rookery Hill, Corringham

Size: Approximately 5.1 hectares



Key Requirements

- A medium density residential development delivering approximately 100 homes;
- To provide a housing mix in accordance with DMP11 - Housing Mix;
- Provision of affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing;
- Vehicular access to be taken from Thames Haven Road and Rookery Hill;
- Comprehensive redevelopment of sites with adjoining landowners is encouraged;
- Application to either retain, re-provide or adequately address the loss of the sports facility in accordance with DMP27 - Open Spaces, Sports and Recreation. There is an opportunity for uplift in total homes on site should the loss of the sports facility be acceptable;
- Historic England should be consulted on any future application because of the Grade I Listed Building medieval Church of St Mary. Development proposals should be informed and accompanied by a suitably detailed Heritage Impact Assessment, including a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings and Conservation Area;
- Any application would require an Archaeological Desk Based Assessment and associated field evaluation;
- Sensitive and sympathetic design of buildings to ensure development does not detract from the adjacent Conservation Area;
- East-west pedestrian permeability and connectivity should be improved with connection to the existing PRoW network; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

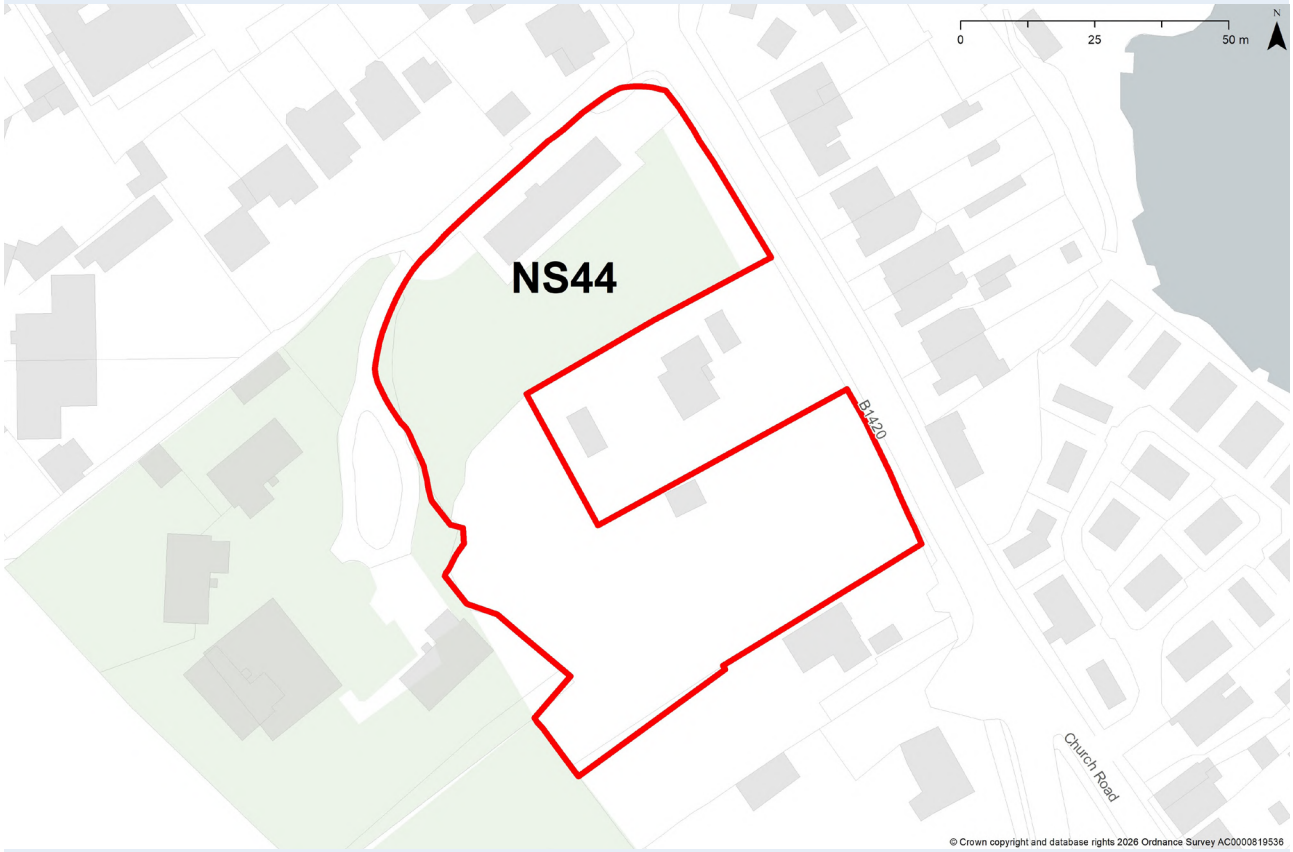
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	100	-	-	-

NS44 - LAND WEST OF CHURCH ROAD, CORRINGHAM

Site Name: Land west of Church Road, Corringham

Size: Approximately 0.6 hectares



Key Requirements

- A medium density residential development delivering around 21 homes;
- To provide a housing mix in accordance with DMP11 - Housing Mix;
- Provision of affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing;
- Historic England should be consulted on any future application because of the Grade I Listed Building medieval Church of St Mary and direct impacts on the Conservation Area. Development proposals should be informed and accompanied by a suitably detailed Heritage Impact Assessment, including a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings and Conservation Area;
- Any application would require an Archaeological Desk Based Assessment and associated field evaluation;

- Development should integrate high-quality design, with materials that reflect local distinctiveness;
- Site layout to be informed by an Arboricultural Impact Assessment due to the presence of protected trees within the site; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	21	-	-	-

NS45 - MANOR VIEW, CORRINGHAM

Site Name: Manor View, Corringham

Size: Approximately 0.3 hectares



Key Requirements

- To provide specialist housing for Gypsies and Travellers;
- The site provides 4 authorised pitches, however, proposals to increase the number of pitches through formalisation would be supported where they meet the requirements set out in DMP13 - Gypsy, Traveller and Travelling Showpeople Sites;
- Access from Southend Road;
- Ensure appropriate habitat mitigation and creation is provided;
- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS);
- Appropriate measures to promote and enhance active and sustainable modes of transport; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

NS46 - THE PADDOCK, CORRINGHAM

Site Name: The Paddock, Corringham

Size: Approximately 0.1 hectares



Key Requirements

- To provide specialist housing for Gypsies and Travellers;
- The site provides 1 authorised pitch, however, proposals to increase the number of pitches through reconfiguring the site would be supported where they meet the requirements set out in DMP13 - Gypsy, Traveller and Travelling Showpeople Sites;
- Access from Park Gate Road;
- Ensure appropriate habitat mitigation and creation is provided;
- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS);
- Appropriate measures to promote and enhance active and sustainable modes of transport; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure;

Development will also need to comply with all other relevant policies in this Local Plan.

5.4 Aveley and South Ockendon

Vision

By 2044:

Aveley and South Ockendon will evolve as distinct but complementary towns, each growing through well-designed new neighbourhoods that strengthen local identity, support thriving communities and enhance access to high quality green and historic landscapes.

To the south of Aveley, a new residential neighbourhood will extend the town in a way that integrates seamlessly with existing communities, providing new homes, community facilities and green spaces that promote healthy, walkable living. Growth will be planned to reinforce Aveley's role as a vibrant local centre while protecting the town's character and ensuring strong connections to public transport and the surrounding countryside.

South Ockendon will grow through new neighbourhoods to the southeast and north, creating inclusive communities with access to schools, parks, shops and active travel routes. These areas will complement the existing town by providing a mix of housing types, improved movement networks and high quality design that supports local pride and long-term sustainability.

Across both towns, the Mardyke will be safeguarded as a vital ecological and landscape corridor. Its wetlands, wildlife habitats and natural setting will be protected and enhanced, forming a continuous green spine that supports biodiversity, mitigates flood risk and offers residents accessible natural spaces.

The Grade II Registered Historic Park and Garden at Belhus Park will be a focal point for heritage, recreation and landscape value. Guided by the Belhus Park Conservation Management Plan, the historic landscape will be restored and strengthened through sensitive management, improved wayfinding, enhanced public access and heritage-led investment. These improvements will help to reconnect local communities with the park's cultural significance while creating an exceptional recreational asset at the heart of the two towns.

Together, Aveley and South Ockendon will become well connected, green and sustainable towns, where new and existing communities benefit from high quality homes, protected natural and historic environments, and a network of walking, cycling and public transport routes that support active, low-carbon lifestyles.

Area Profile

Context and Location

5.4.1 Aveley and South Ockendon are located in the northern part of Thurrock, close to the Greater London boundary. The settlements are well-connected to regional and national networks — the M25, A13, and A1306 provide strong east–west and north–south road links, while Ockendon railway station lies on the c2c line between London Fenchurch Street and Southend. Together, they form the main urban area serving the western part of the Borough and function as a strategic interface between Thurrock and the London Boroughs of Havering and Barking & Dagenham.

5.4.2 Aveley is situated to the west, bounded by the M25 to the east and open countryside to the west and north, maintaining separation from Purfleet-on-Thames and South Ockendon through areas of Green Belt and strategic open land. South Ockendon lies east of Aveley, adjacent to the A13 corridor, and has expanded substantially since the post-war period, with significant areas of later 20th-century housing.

Population and Settlement Form

5.4.3 South Ockendon is one of Thurrock's largest settlements, with a population of 23,223 across 9,444 households. Aveley has approximately 9,843 residents across 4,046 households.

5.4.4 Both towns have historic village cores surrounded by inter-war, post-war and modern residential neighbourhoods.

- Aveley retains a strong historic centre around High Street and St Michael's Church (Grade I listed), and has several listed buildings.
- South Ockendon developed from a linear village along North Road and has expanded into a large suburban settlement characterised by post-war housing estates, schools, and local centres.

Centres and Services

5.4.5 South Ockendon is one of the larger district centres in the Borough with the main provision along Derry Avenue, Derwent Parade and Daiglen Drive. These are home to a mix of local shops, cafés, and services, including a post office, pharmacy, and supermarkets. The area has benefited from environmental improvements and remains the main service hub for the western part of the Borough.

5.4.6 Aveley Local Centre serves as the focal point of the town, with independent shops, a pharmacy, library, and community buildings clustered around the High Street.

5.4.7 Both settlements are supported by a network of community and leisure facilities, including Belhus Woods Country Park, Belhus Park Leisure Centre, and the Ockendon Family Hub.

Education and Health

5.4.8 South Ockendon contains several primary schools, a secondary school with sixth form provision (Harris Academy), and multiple early years settings. Aveley also has primary provision (Aveley Primary and Ormiston Park Academy) and benefits from proximity to educational facilities in neighbouring Rainham and Purfleet.

5.4.9 Health provision includes GP surgeries in both Aveley and South Ockendon, supported by pharmacy and dental services within the town centres. Access to acute services is available at Basildon University Hospital and Queen's Hospital, Romford.



Belhus Woods Country Park Play Area

Employment and Economy

5.4.10 Aveley and South Ockendon are strategically positioned within the Thames Freeport economic area, benefiting from proximity to major employment nodes at Lakeside, Purfleet-on-Thames, and the A13 logistics corridor.

5.4.11 Industrial and commercial areas, including Hangman's Wood Industrial Estate, provide a local employment base for light industry, warehousing, and service-sector businesses. Many residents commute to nearby centres such as London, Basildon, and Thurrock's port and logistics areas. The settlements are therefore well placed to benefit from new jobs, skills, and supply-chain opportunities associated with the Freeport and wider regeneration initiatives across north Thurrock.

Accessibility and Movement

5.4.12 The A13 provides high-quality east–west connectivity to the wider South Essex and London area, while the M25 Junction 30/31 and A1306 ensure direct access to national road networks. Ockendon railway station, on the c2c line, provides regular services to London Fenchurch Street, Barking, Grays, and Southend, offering strong commuter access.

5.4.13 Aveley is not directly rail-served but benefits from nearby stations at Ockendon and Purfleet. Bus services link the towns with Grays, Lakeside, Rainham, and Basildon, although service frequency and reliability remain local concerns. The area has an established network of walking and cycling routes, including connections through Belhus Woods and Belhus Park, forming part of the Borough's emerging Green and Blue Infrastructure Strategy.



Aveley Community Hub

Historical, Green and Environmental Assets

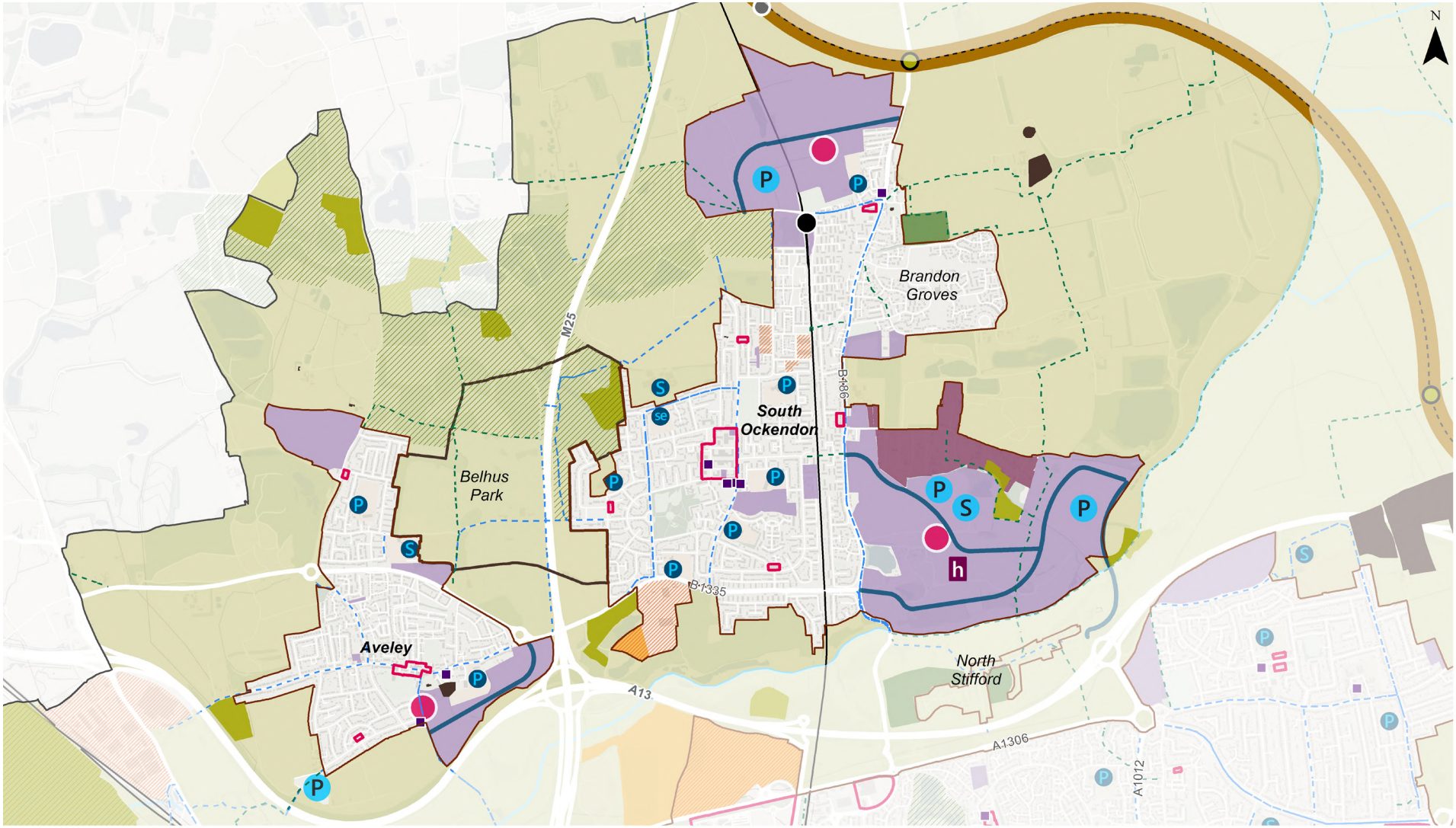
5.4.14 The western part of Thurrock is characterised by significant areas of open space and Green Belt, which help to define settlement boundaries and maintain separation between Aveley, South Ockendon, and Purfleet-on-Thames. Key assets include:

- Belhus Woods Country Park and Belhus Chase, providing extensive woodland, meadows, and trails within the Thames Chase Community Forest.
- Oakwood and Ash Plantation which lies between South Ockendon and the M25, providing outdoor recreation and an environmental buffer.
- Dilkes Park and Bonnygate Park, providing local recreation and sports facilities.
- The Grade II Listed Historic Park and Garden Belhus Park (different from the Belhus Woods Country Park), which is currently on the Heritage at Risk Register, subject of the forthcoming Belhus Park Conservation Management Plan.



Grangewaters Outdoor Education Centre, South Ockendon

Key Diagram for Aveley and South Ockendon



Education & Health Facilities
- Existing Primary School
- Existing Secondary School
- Existing College
- Existing SEN School
- Proposed Primary School
- Proposed Secondary School
- Proposed SEN School
- Existing Healthcare Facility
- Proposed Healthcare Facility

Land Use & Centres
- Proposed Centres / Parades
- Existing Centres / Parades
- Existing Ports
- Settlement Boundary
- Designated Employment Areas
- Employment Site
- Housing Site
- Gypsy, Traveller & Travelling Showpeople Sites
- Port Expansion Area

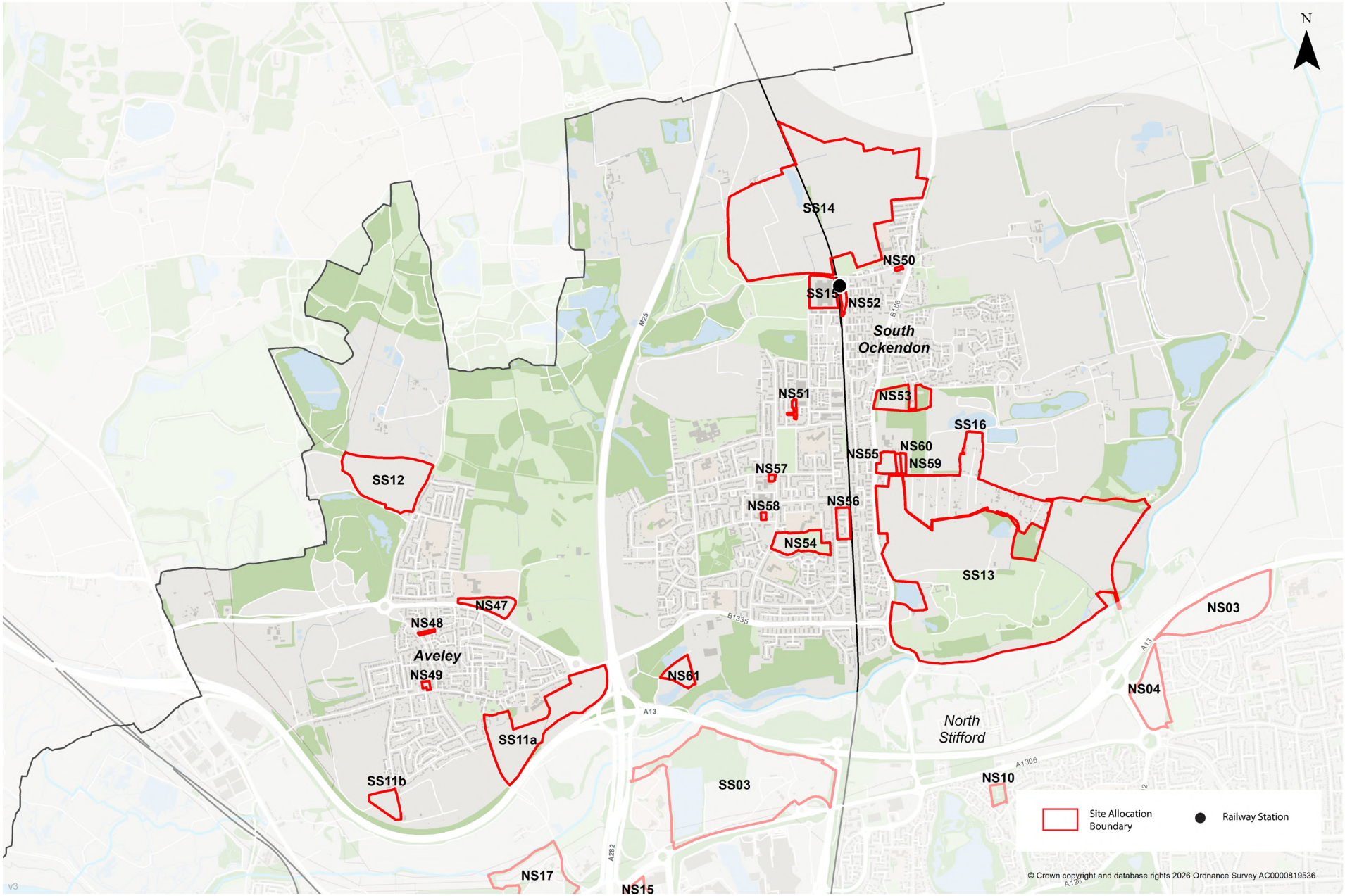
Transport & Movement
- Railway Stations
- Proposed Transport Interchange
- Existing Public Rights of Way
- Proposed Improved Routes
- Proposed New Routes
- Proposed Lower Thames Crossing (LTC) Route
- Proposed LTC Green Bridge
- Proposed LTC Bridge

Nature & Environment
- Green Belt
- Areas of Important Biodiversity
- Local Green Spaces
- Strategic Open Spaces
- Conservation Areas
- Key Heritage Assets

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Site Allocations in Aveley and South Ockendon



Place Policies

PP17 - AVELEY LOCAL CENTRE

Within the Aveley Local Centre, development proposals will be supported where they:

1. Enhance the quality of the local centre, including improvements to footpaths, street lighting, landscaping and the wider public realm.
2. Improve accessibility and pedestrian safety, creating a more attractive and inclusive environment for residents, visitors and those passing through the village.
3. Support the role of the centre as a local hub, reinforcing the mix of independent shops, essential services and community facilities that contribute to Aveley's character and day-to-day function.
4. Strengthen the historic identity of Aveley, ensuring any public realm or shopfront improvements are sympathetic to the traditional village character along the High Street.

Policy Explanation

5.4.15 Aveley is a designated local centre primarily serving its immediate residential hinterland, in addition to people passing through Aveley. It is a historic centre, focused on the High Street with a mix of independent shops and a Co-op Food store, alongside a number of essential community services, all of which contribute to its role as a valued and functional neighbourhood hub.

5.4.16 Engagement undertaken through the Retail and Centres Study and the Regulation 18 Local Plan consultation highlighted important concerns regarding the quality of the public realm. In particular the narrow footpaths, limited pedestrian space and the impact of through traffic on the attractiveness and comfort of the centre. These issues can diminish the sense of place and deter footfall, making improvements essential for strengthening the centre's long-term vitality.

5.4.17 This policy therefore supports targeted investment in public realm upgrades, including higher quality paving, improved street lighting, better landscaping and measures to enhance pedestrian safety. Such improvements will help create a more welcoming, accessible and coherent streetscape that reflects the historic character and encourages people to dwell, shop and interact within the centre.

5.4.18 By focusing on accessibility, design quality and public realm enhancements, the policy aims to reinforce Aveley's identity, support its local economic function and create a centre that works well for both existing and future residents.

PP18 - SOUTH OCKENDON DISTRICT CENTRE

Within the South Ockendon District Centre, development proposals will be supported where they:

1. Regenerate and enhance the centre, including improvements to footpaths, street lighting, landscaping and the overall public realm.
2. Improve transport connections and accessibility, particularly through strengthened walking, cycling and public transport links between the centre and the new neighbourhoods to the north and east of the settlement.
3. Support the centre's role as a retail and service hub, reinforcing the mix of independent and national outlets and enabling investment that encourages footfall and local economic activity.
4. Improve the quality and cohesion of the pedestrianised areas, especially around Derwent Parade, enhancing comfort, safety and attractiveness for users.

Policy Explanation

5.4.19 South Ockendon District Centre acts as a key retail and service hub for communities in the west of the Borough. Focused around the pedestrianised Derwent Parade and anchored by the Lidl supermarket, the centre offers a mix of national and independent retailers that provide important day-to-day services for local residents.

5.4.20 Despite its compact, walkable form, consultation responses and technical work indicate opportunities for public realm improvements, including upgraded footpaths, better lighting, enhanced landscaping and a more coherent streetscape. These improvements are essential to strengthening the centre's identity and improving the user experience within its pedestrianised heart. Enhancing Derwent Parade, in particular, will help reinforce the centre as a place where people feel safe, welcomed and encouraged to spend time.

5.4.21 Significant residential growth is planned to the north and east of South Ockendon, and the centre must be well connected to these new neighbourhoods to support sustainable travel patterns, and to ensure that new residents can easily access shops, services and community facilities. Improved walking, cycling and bus connections between these growth areas and the district centre will help reduce car dependency, increase footfall and contribute to the vitality of the centre.

5.4.22 By supporting regeneration, improved connectivity and high quality public realm interventions, this policy aims to ensure that South Ockendon District Centre continues to thrive as a vibrant and successful focus for local community life.

PP19 - LOCAL GREEN SPACE IN SOUTH OCKENDON

1. Birch Crescent green space, as identified on the Policies Map, is designated as a Local Green Space.
2. The Council will give protection to spaces designated as Local Green Spaces and development will only be permitted where very special circumstances can be demonstrated which outweigh the harm in accordance with DMP27 – Open Spaces, Sports and Recreation.

Policy Explanation

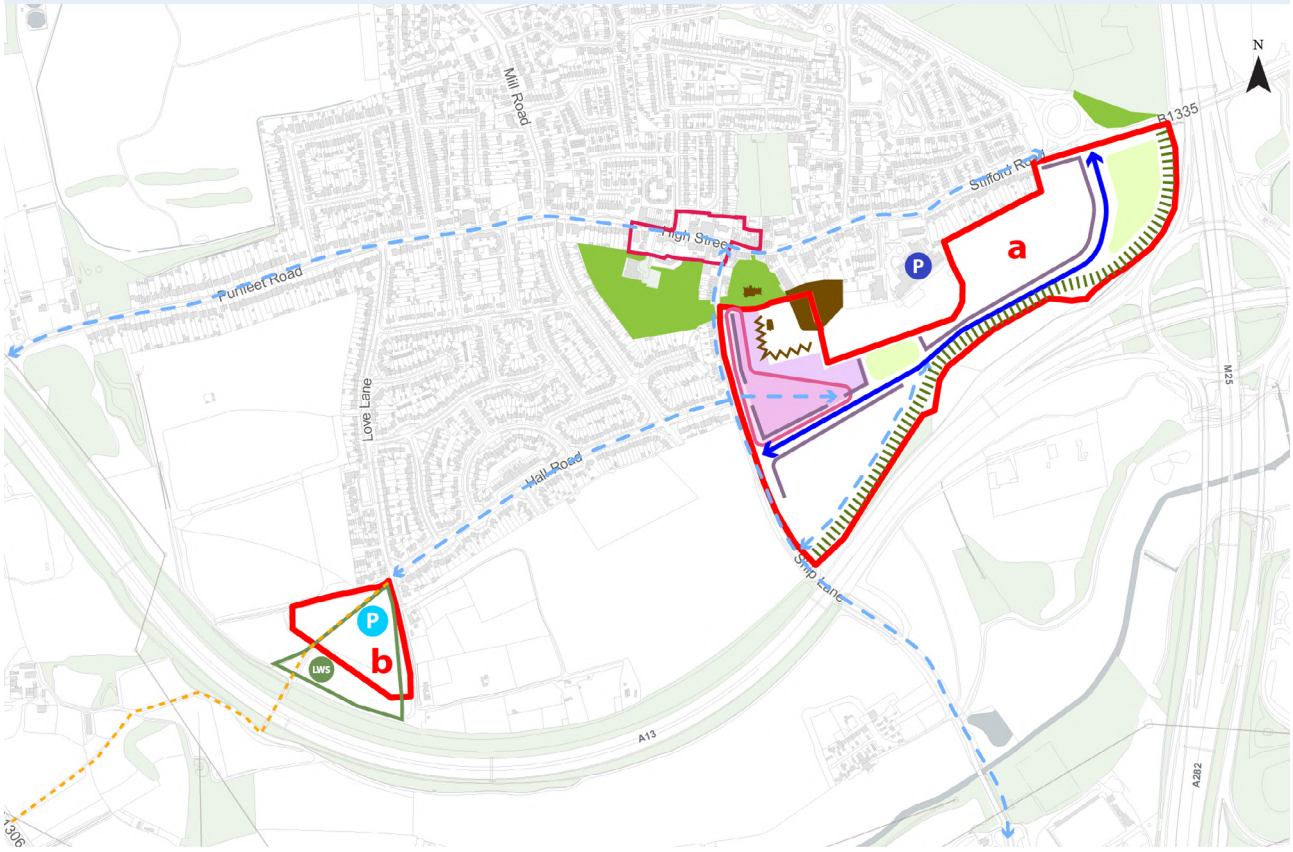
5.4.23 The protection of existing open spaces within the Borough is one of the key priorities of the Council. The Local Green Space Study (2023) reviewed existing parks and open spaces and those nominated by the public and assessed their potential for allocation as Local Green Spaces in accordance with the criteria identified in the National Planning Policy Framework. The study assessed 91 sites with 42 of these moderately or strongly meeting the criteria. These 42 sites are designated as Local Green Spaces and they are afforded the same level of protection as Green Belt land in accordance with the NPPF.

Strategic Site Allocations

SS11 - LAND SOUTH OF AVELEY

Site Name: Land south of Aveley

Size: Approximately 21 hectares



Site Allocation Boundary

Existing Uses and Designations
- Primary School
- Local Centre/Parade
- Designated Open Space
- Key Heritage Asset
- Local Wildlife Site

Proposed Uses and Facilities
- Primary School
- Parade
- Opportunity for Mixed Use
- Opportunity for Open Space

Buffers and Edges
- Key Frontages
- Landscape Buffers
- Sensitive Edges (Heritage)

Transport & Movement
- Key Multi-Modal Routes
- Key Walking and Cycling Routes
- Existing Public Rights of Way

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Key Requirements

The scheme will be a medium density residential-led mixed use development that delivers:

A comprehensively planned new sustainable extension to the settlement. Development proposals will accord with a masterplan approved by the Council.

Parcel a will be required to deliver:

- Approximately 600 new homes with a housing mix in accordance with DMP11 - Housing Mix;
- Provision of affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing;
- Specialist accommodation to include housing for older people, and self-build and custom build plots;
- Floorspace for community, commercial and retail uses (Use Classes E and F);
- Provision of new link road between Ship Lane and Stifford Road; and
- New publicly accessible open space and child play space.

Parcel b is allocated for the provision of a 2FE primary school incorporating early years childcare.

Development will also need to comply with all other relevant policies in this Local Plan.

Development & Design Principles

Development and design principles for Parcel a:

Movement & Access

- Minimum of two new vehicular access points onto the existing highway network; one from the existing Stifford Road roundabout, and one from Ship Lane;
- Provision of roundabout and new link road between Ship Lane and Stifford Road to redirect and contain HGV movements;
- Re-routing of the northern section of Ship Lane to encourage walking and cycling;
- Development proposals to maximise opportunity for active and sustainable travel;
- Provision of safe and convenient pedestrian and cycle connections through site to connect into the existing walking and cycling network; and
- Provision of a shared pedestrian and cycle access along Ship Lane (northern section)

Historic and Natural Environment

- Historic England will need to be consulted on any future application due to the impact on the setting and significance of the Grade I Listed Building. Any future application should be informed and accompanied by a suitably detailed Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings and Scheduled Monument;
- Development to conserve and enhance the Grade II Listed Aveley Hall and its setting; and also conserve and enhance the setting of the Grade I Listed Church of St Michael and the Scheduled Ancient Monument site of moated manor house East of St Michael's Church in accordance with DMP54 – Designated Heritage Assets;
- Archaeological Desk Based Assessment and field evaluation will also be required;

- Opportunity for the sensitive regeneration of Aveley Hall for community, commercial and residential use;
- Provide habitat creation, enhancement and restoration with regard to the Local Nature Recovery Strategy, including appropriate ecological mitigation where required;
- Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study, principally the Aveley to Mardyke River link;
- Development proposal to be accompanied by a noise and air quality assessment with appropriate mitigation incorporated into the development where required; and
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site.

Design and layout

- Comprehensive masterplan, Design Code and phasing strategy to be developed in accordance with DMP41 - Delivering Great Design;
- Character, layout and scale to respond to surrounding context as per DMP40 – Cohesive and Distinctive Places, DMP41 – Delivering Great Design; and DMP26 - Landscape Character;
- Create continuous, active frontages and reinforce street hierarchy through appropriate scale, massing, and orientation on primary and secondary streets. Frame routes and provide frontage along Ship Lane and open spaces where appropriate;
- Development in accordance with DMP46 - Mixed-Use Development, with community facilities and mixed uses co-located at the new Ship Lane intersection as a focal point for the development. This should include sufficient floorspace for a food store which should be well integrated into the development, respect local character, and contribute to active frontages and high-quality design;
- Locate residential development away from impacting sources and avoid adverse amenity impacts from the A13 / Junction 30 of the M25 through an appropriate landscape buffer;
- Establish a robust landscape buffer to the site's southern boundary, provide appropriate screening to the A13, and establish well defined green edges to the settlement thresholds of Aveley (including along the southern part of Ship Lane within the site);
- Create well-defined gateways, transition areas and high-quality public realm at key intersections with existing routes, with regard to Ship Lane and Stifford Road;
- Provide a robust landscape and multifunctional green blue infrastructure framework incorporating publicly accessible open space, child play space, tree planting, landscaping, sustainable drainage systems (SuDS), and habitat creation in accordance with DMP49 – Design of Landscape and Green Blue Infrastructure;
- Opportunities for centralised green space acting as a focal point to the development and maximising its accessibility to the existing Aveley neighbourhood north of the site;

- Building heights predominantly low-rise, with opportunities for mid-rise elements along the new east-west primary street and near the central green space to create focal points. Heights and massing should step down where the site adjoins the northern end of Ship Lane, is adjacent to heritage assets and along its northern boundary to the existing settlement.

Development and design principles for Parcel b:

- Development proposals must be in accordance with DMP34 - Education and Early Years Childcare and with agreement from the Education Authority;
- Access to be taken from Love Lane and to provide safe walking and cycling routes;
- Diversion of the public footpath 145; and
- The design of the school should be in line with the latest Essex Design Guide - School Design Principles.

Infrastructure Requirements

2 form entry primary school incorporating early years childcare to be located on parcel b.

On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure. This includes:

- Sufficient early years childcare, primary and secondary school, SEND and post 16 provision via off site contributions to meet projected needs to be agreed with the education authority. This includes a financial contribution towards the new primary school on parcel b and to enable the expansion of Ormiston Academy for secondary education;
- New roundabout on Ship Lane and appropriate improvements to the local and strategic road network as required;
- Provision of pedestrian and cycle networks through the development and beyond;
- Open space, allotments, MUGA, child play space and new public realm;
- Financial contributions towards Aveley High Street public realm enhancements;
- Financial contributions to new or enhanced sport, leisure and recreation facilities at Belhus Park; and
- Infrastructure provision shall be phased in line with development and population growth, informed by the comprehensive masterplan.

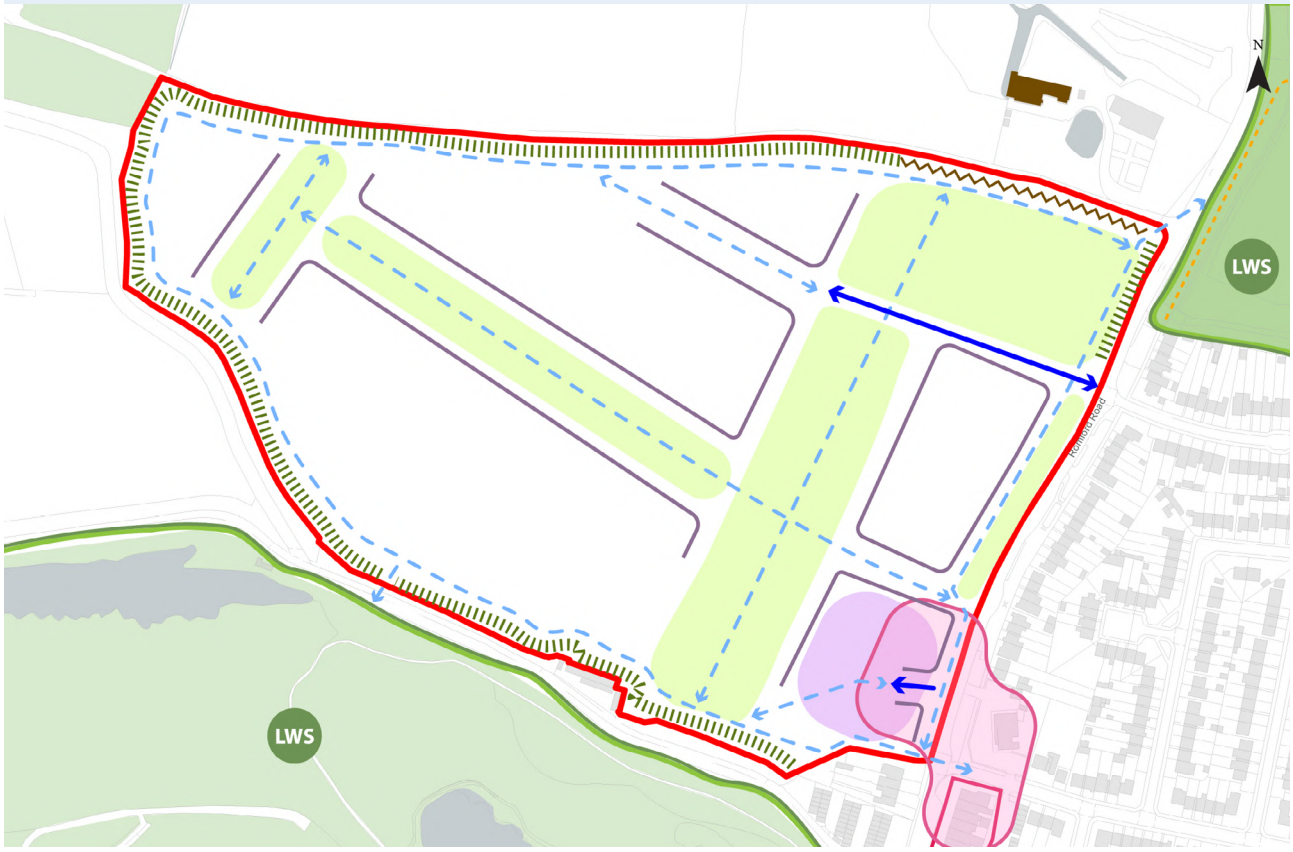
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	400	200	-	-

SS12 - LAND TO THE WEST OF ROMFORD ROAD, AVELEY

Site Name: Land to the west of Romford Road, Aveley

Size: Approximately 14.6 hectares



Site Allocation Boundary

Existing Uses and Designations
- Parade
- Local Wildlife Site
- Designated Open Space
- Key Heritage Asset

Proposed Uses and Facilities
- Parade
- Opportunity for Mixed Use
- Opportunity for Open Space

Transport & Movement
- Primary Vehicular Access
- Secondary Access
- Key Walking and Cycling Routes
- Existing Public Rights of Way

Buffers and Edges
- Key Frontages
- Landscape Buffers
- Sensitive Edges (Heritage)

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Key Requirements

The scheme will be a medium density residential-led mixed use development that delivers:

- Approximately 450 new homes with a housing mix in accordance with DMP11 - Housing Mix including Specialist accommodation self and custom build plots;
- Provision of 45% affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing;
- Retail, commercial and community floorspace (Use Class E) to enhance the Romford Road neighbourhood parade; and
- New publicly accessible open space and child play space.

Development will also need to comply with all other relevant policies in this Local Plan.

Development & Design Principles

Movement & Access

- Vehicular access to the site will be from Romford Road, and new routes should integrate and provide connectivity to Usk Road (north and south);
- Development proposals to maximise opportunity for active and sustainable travel;
- Provision of safe pedestrian / cycle access and facilities along Romford Road; and
- Provision of safe and convenient pedestrian and cycle routes through the site to enhance connectivity and permeability; with development proposals to maximise opportunity for active and sustainable travel.

Historic and Natural Environment

- Development proposals to be accompanied by a Heritage Impact Assessment and Archaeological Desk Based Assessment;
- Preserve and, where appropriate, enhance the setting of the listed building at Henry's;
- Provide habitats and habitat restoration in accordance with the Local Nature Recovery Strategy and Thames Chase Plan,
- Provide landscape integration opportunities identified in the Thames Chase Plan, and the Landscape Sensitivity and Capacity Study, principally the Belhus Woods-Kennington Park link; and
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site.

Design and layout

- Character, layout and scale to respond to surrounding context as per DMP40 – Cohesive and Distinctive Places, DMP41– Delivering Great Design; and DMP26 - Landscape Character. Landscape design incorporating tree planting, open space and other multifunctional green infrastructure, that contributes to the wider green infrastructure network;

- Development in accordance with DMP46 - Mixed-Use Development, with commercial and community facilities located within south-east corner of the site to enhance the existing neighbourhood parade;
- Provide active frontage and built form enclosure along Romford Road to integrate with existing neighbourhood of Kennington whilst retaining biodiversity value along this edge;
- Create continuous, active frontages and reinforce street hierarchy through appropriate scale, massing, and orientation on primary, secondary streets and along open spaces where appropriate. Establish well-defined gateways, transition areas and high-quality public realm at intersections with Romford Road;
- Building heights predominantly low-rise, with opportunities for mid-rise elements in the parade area and along central green space. Massing along Romford Road and nearer to St Henry's to step down to respect context;
- Establish a robust landscape and multifunctional green blue infrastructure framework incorporating publicly accessible open space, child play space, tree planting, landscaping, sustainable drainage systems (SuDS), and habitat creation in accordance with DMP49 – Design of Landscape and Green Blue Infrastructure;
- 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; and
- Provide a robust landscape buffer to the site boundary to act as a permanent Green Belt boundary; with development to positively address new Green Belt edge with built form frontage, where appropriate, and with respect to rural character.

Infrastructure Requirements

On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure. This includes:

- Appropriate improvements to the local and strategic road network as required;
- Appropriate measures to promote and enhance active and sustainable modes of transport;
- Financial contributions towards healthcare, early years childcare, primary and secondary education (extension of Ormiston Academy), SEND and post 16 provision; and
- Infrastructure provision shall be phased in line with development and population growth, informed by the comprehensive masterplan.

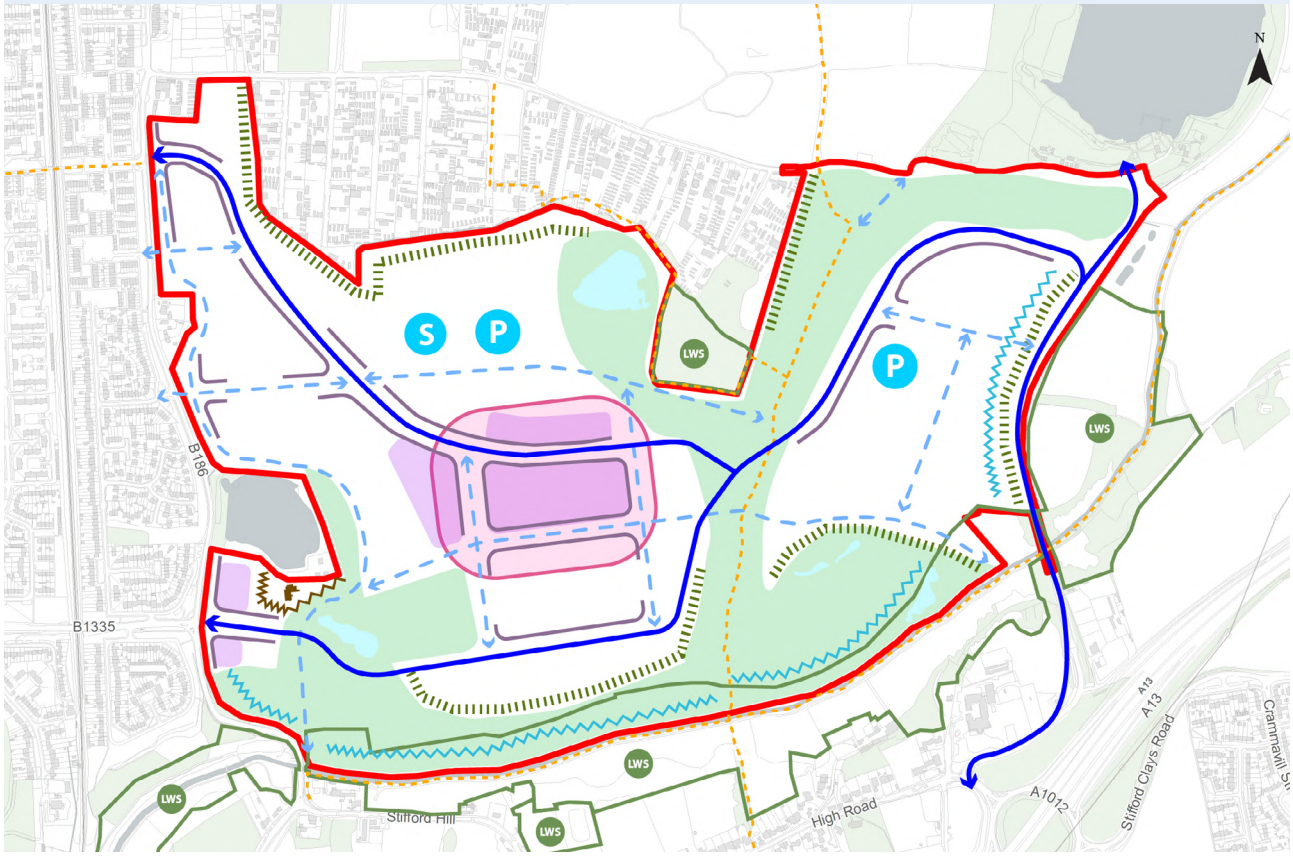
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	250	200	-	-

SS13 - LAND SOUTH-EAST OF SOUTH OCKENDON

Site Name: Land south-east of South Ockendon

Size: Approximately 126 hectares



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Key Requirements

The scheme will be a medium density residential-led mixed use development that delivers:

- A comprehensively planned new sustainable extension to the settlement. Development proposals will accord with a masterplan approved by the Council;
- Approximately 2,000 new homes with a housing mix in accordance with DMP11 - Housing Mix;

- Provision of affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing;
- Specialist accommodation to include housing for older people, and self and custom build plots;
- All through school providing early years childcare, primary and secondary provision and an additional primary school and early years childcare provision. Amount of provision to be revised, in agreement with the education authority, should additional provision be made on alternative site in South Ockendon;
- Adaptable retail, commercial, leisure and community use floorspace (Use Class E and F) in a new centre;
- Provision of new link road between South Road and Medebridge Road; and
- Sports facilities and new publicly accessible open space and child play space.

Development will also need to comply with all other relevant policies in this Local Plan.

Development & Design Principles

Movement & Access

- Vehicular access points to the site will be from South Road (x2) and Medebridge Road;
- Provision of new link road between South Road and Medebridge Road;
- Development proposals to maximise opportunity for active and sustainable travel with particular regard to connections to Ockendon Station;
- Main pedestrian and cycle access to the site through a new junction on South Road to link directly to Foxglove Road, with walking cycling access from South Road linking to Verbena Close and Elwick Road;
- Provision of safe and convenient pedestrian and cycle connections through the site to connect into the existing walking and cycling network, maximising east-west permeability and providing north-south routes; and
- Provision of a shared pedestrian and cycle access along South Road between Buckles Lane and Stifford Road.

Historic and Natural Environment

- Historic England will need to be consulted on any future application due to the impact on the setting and significance of the Grade I Listed Building. 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. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings;
- Archaeological Desk-Based Assessment and field evaluation will be required;
- Preserve and, where appropriate, enhance the setting of the listed buildings at Ford Place;

- Deliver habitat creation, enhancement and restoration with regard to the Local Nature Recovery Strategy, including appropriate ecological mitigation where required. Provide landscape integration opportunities identified in the Landscape Sensitivity and Capacity Study, principally the Mardyke River Valley, Palmers Shaw, Ford Place and Sheepfold Wood opportunities;
- Protect and enhance the Mardyke Valley as an ecological and landscape asset, ensuring that development provides any required mitigation measures and supports opportunities for future enhancement as a country park; and
- Development footprint, site layout, and finished floor levels to be informed by a Flood Risk Assessment as the site is within Flood Zones 2 and 3 and vulnerable to groundwater flooding.

Design and layout

- Comprehensive masterplan, Design Code and phasing strategy to be developed in accordance with DMP41 - Delivering Great Design;
- Character, layout and scale to respond to surrounding context as per DMP40 – Cohesive and Distinctive Places, DMP41 – Delivering Great Design; and DMP26 - Landscape Character;
- Ensure development is appropriately buffered from the Mardyke Valley, and is screened using appropriate landscape measures to strengthen the secluded and rural character of the valley. Establish a landscape buffer between new development proposals and Travelling Showpeople community at Buckles Lane;
- In accordance with DMP49 – Design of Landscape and Green Blue Infrastructure, establish a robust multifunctional green-blue infrastructure (GBI) framework. This should be designed to integrate with and enhance the wider GBI network within and surrounding the site, incorporating open space, habitat creation, sustainable drainage systems (SuDS), the existing waterbodies on site, play and recreation areas, walking and cycling links to the Mardyke Valley and Grangewaters, and the integration of footpath 131 as part of a north-south green corridor;
- Development in accordance with DMP46 - Mixed-Use Development, with new centre, schools, commercial and community facilities to be co- located broadly in the locations indicated on the Site Diagram, ensuring it is accessible by walking and cycling from across the development. With opportunity for mixed uses at the southwest corner of the site adjoining South Road;
- New schools should be designed in line with the Essex Design Guide - School Design Principles (2025);
- Create continuous, active frontages that reinforce the street hierarchy by appropriately scaling and orienting development to frame key routes, primary and secondary streets, and along open spaces where appropriate.
- Establish urban frontage along South Road / the site's eastern boundary with regard to integration with existing neighbourhood whilst retaining biodiversity value and landscape character along this edge;

- Establish, well-defined gateways, transition areas and high-quality public realm at key intersections with existing routes; with particular regard to Foxglove Road, Medebridge Road and Stifford Hill / South Road;
- Building heights predominantly low- to mid-rise, stepping up where appropriate to form focal points in the north-western corner towards South Road and within the new centre, while responding sensitively to surrounding context. Height, scale and massing to step down towards Ford Place to respect context; and
- Higher density towards north-western corner / towards South Road and lower density towards southern edge near Mardyke Valley.

Infrastructure Requirements

On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure. This includes:

- All-through school providing 3 form entry primary provision with early years childcare and 6 form entry secondary provision, with capacity for specialist SEND and post 16 provision as required by the education authority. The school should provide for the dual use of facilities for community purposes.
- Additional 3 form entry primary school with early years childcare;
- New link road between South Road and Medebridge Road;
- 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;
- Appropriate measures to promote and enhance active and sustainable modes of transport;
- Financial contributions towards and/or on site provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board;
- New or enhanced sport, leisure and recreation facilities;
- Financial contributions towards improved pedestrian facilities and public realm between Bridleway 219 and the Davy Down footway entrance around the Pilgrims Ln and Stifford Hill intersection; and
- Infrastructure provision shall be phased in line with development and population growth, informed by the comprehensive masterplan.

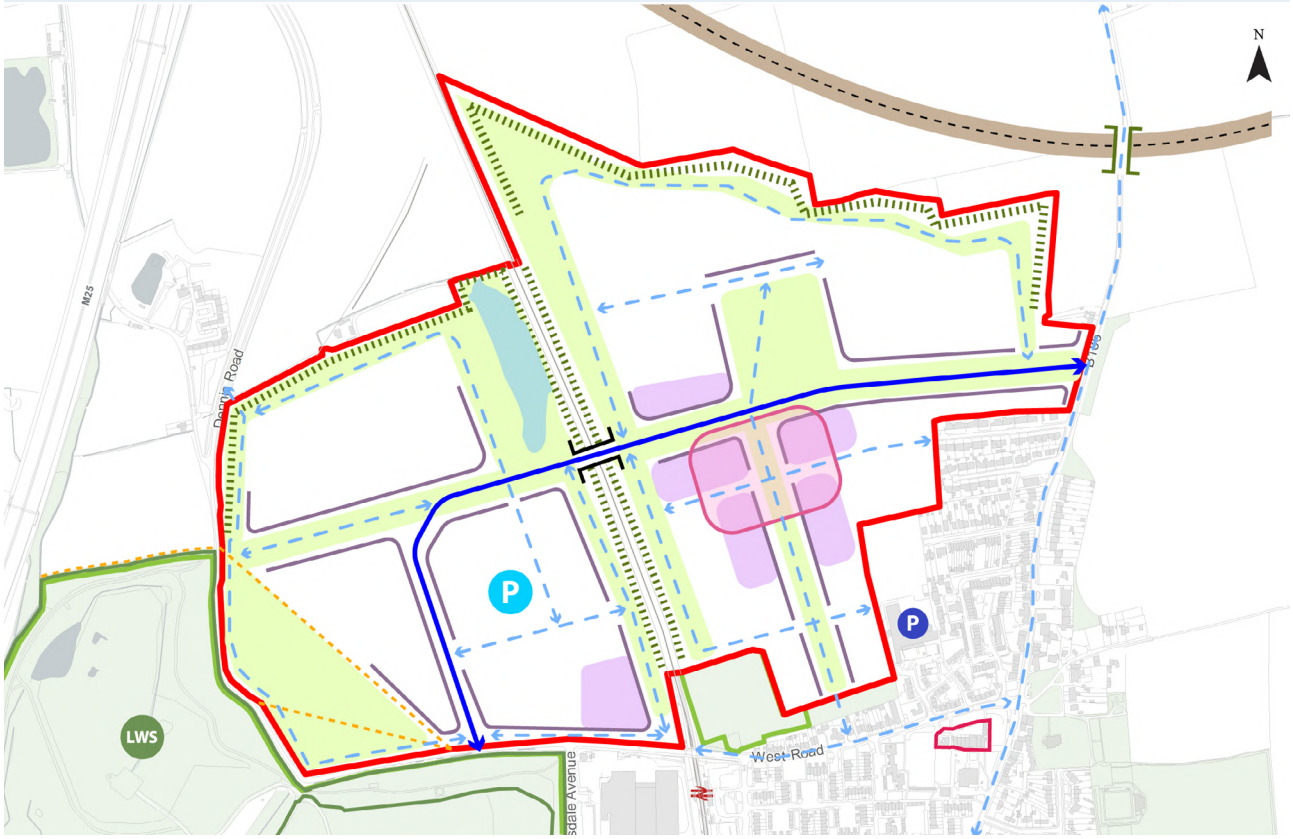
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	300	500	500	700

SS14 - LAND NORTH OF SOUTH OCKENDON

Site Name: Land north of South Ockendon

Size: Approximately 80 hectares



Site Allocation Boundary

Existing Uses and Designations
- Primary School
- Parade
- Local Wildlife Site
- Designated Open Space
- Waterbody

Proposed Uses and Facilities
- Primary School
- Centre
- Opportunity for Mixed Use
- Opportunity for Open Space

Transport & Movement
- Key Multi-Modal Routes
- Key Walking and Cycling Routes
- Existing Public Rights of Way
- Proposed Bridge
- Proposed Lower Thames Crossing Green Bridge
- Proposed Lower Thames Crossing Route

Buffers and Edges
- Key Frontages
- Landscape Buffers

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Key Requirements

The scheme will be a medium density residential-led mixed use development that delivers:

- A comprehensively planned new sustainable extension to the settlement. Development proposals will accord with a masterplan approved by the Council;
- Approximately 2,000 new homes with a housing mix in accordance with DMP11 - Housing Mix;
- Provision of affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing;
- Specialist accommodation to include housing for older people, and self and custom build plots;
- A new primary school and early years childcare provision;
- Adaptable retail, commercial, leisure and community use floorspace (Use Class E and F) in a new centre;
- Provision of a multi-modal bridge over the railway line; and
- New publicly accessible open space and child play space.

Development will also need to comply with all other relevant policies in this Local Plan.

Development & Design Principles

Movement & Access

- Vehicular access points to the site will be from North Road, West Road and Dennis Lane; with provision of a new link road between West Road and North Road, including provision of a vehicular / pedestrian/cycle bridge across the railway to link the two development parcels;
- Provision of safe and convenient walking cycling routes through the site, which maximises connectivity to the existing walking cycling network with regard to Ockendon station, Benyon Primary School, the new primary school and Little Belhus Country Park, the Lower Thames Crossing (LTC) Walking and Cycling Route (in the western corner of the site), and the LTC green bridge;
- Main pedestrian and cycle access to the site through West Road; and
- Explore active travel and public transport access from West Road, within the eastern parcel of the site.

Historic and Natural Environment

- Any future application should be accompanied by an appropriate Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. If the Site is found to contribute to the significance of the designated heritage asset(s), the design, scale, and layout of any scheme should consider mitigating impacts on the setting and significance of the Listed Building(s);
- An Archaeological Desk-Based Assessment and field evaluation will be required. The design, scale and layout of any scheme should avoid impacts on the cropmark enclosures in the south west of the Site;

- Provide habitat creation, enhancement and restoration with regard to the Local Nature Recovery Strategy, including appropriate ecological mitigation where required
- Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study, principally the South Ockendon Loop;
- Development proposals to be accompanied by a Heritage Impact Assessment and an Archaeological Desk Based Assessment; and
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site.

Design and layout

- Comprehensive masterplan, Design Code and phasing strategy to be developed in accordance with DMP41 – Delivering Great Design;
- Character, layout and scale to respond to surrounding context as per DMP40 – Cohesive and Distinctive Places, DMP41 – Delivering Great Design; and DMP26 – Landscape Character;
- Development in accordance with DMP46 - Mixed-Use Development, with new centre, commercial and community facilities located within the central part of the eastern parcel, ensuring it is accessible by walking and cycling from across the development; with opportunity for mixed use along West Road in the western parcel of the site, as indicated on the Site Diagram;
- New primary school sited within a central location of the western parcel, as a key focal point, broadly as indicated on the Site Diagram. School to be designed in line with Essex Design Guide - School Design Principles (2025);
- Create continuous, active frontages and reinforce street hierarchy through appropriate scale, massing, and orientation on primary and secondary streets and open spaces where appropriate, including along West Road and North Road;
- Integrate the development with existing neighbourhoods, avoiding abrupt edges and establish well-defined gateways, transition areas at intersections with key routes, with regard to West Road, Dennis Road and North Road;
- Building heights ranging from low to mid rise, with opportunity for taller mid-rise elements towards West Road / the station and where they contribute positively to townscape legibility and remain subordinate to the overall scale of development;
- Provide a transition in building scale, height and massing towards the new Green Belt boundary to create a sensitive and well-defined settlement edge, while maintaining an overall higher-density form of development appropriate to the site's proximity to the station;
- Provide landscape buffer between new development proposals, the Lower Thames Crossing and the railway line; avoiding and mitigating adverse amenity impacts through appropriate landscape and layout measures;
- Establish a robust Green Belt boundary towards the edges of the site, and within the western parcel positively address the Green Belt edge with built form frontage, where appropriate, and with respect to edge of settlement character;

- Establish a robust landscape and multifunctional green blue infrastructure framework incorporating publicly accessible open space, child play space, tree planting, landscaping, sustainable drainage systems (SuDS), habitat creation and the existing water bodies on site, and in accordance with DMP49 – Design of Landscape and Green Blue Infrastructure;
- Provide open space within the southwest corner of the site incorporating the existing PROW routes, and an east-west green corridor through the development linking to Little Belhus Country Park, with regard to enhancing the wider blue green network; and
- Opportunities to establish north- south green corridor through to West Road, with links to open space in the eastern parcel of the site and perimeter green trails around the site's edges.

Infrastructure Requirements

On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure. This includes:

- 3 form entry primary school with early years childcare facility, with capacity for specialist SEND provision as required by the education authority;
- Sufficient secondary school, SEND and post 16 provision via off site contributions to meet projected needs to be agreed with the education authority;
- New multi-modal bridge crossing the railway;
- 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;
- Appropriate measures to promote and enhance active and sustainable modes of transport;
- Financial contributions towards and/or on site provision of other community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board;
- New or enhanced sport, leisure and recreation facilities; and
- Infrastructure provision shall be phased in line with development and population growth, informed by the comprehensive masterplan.

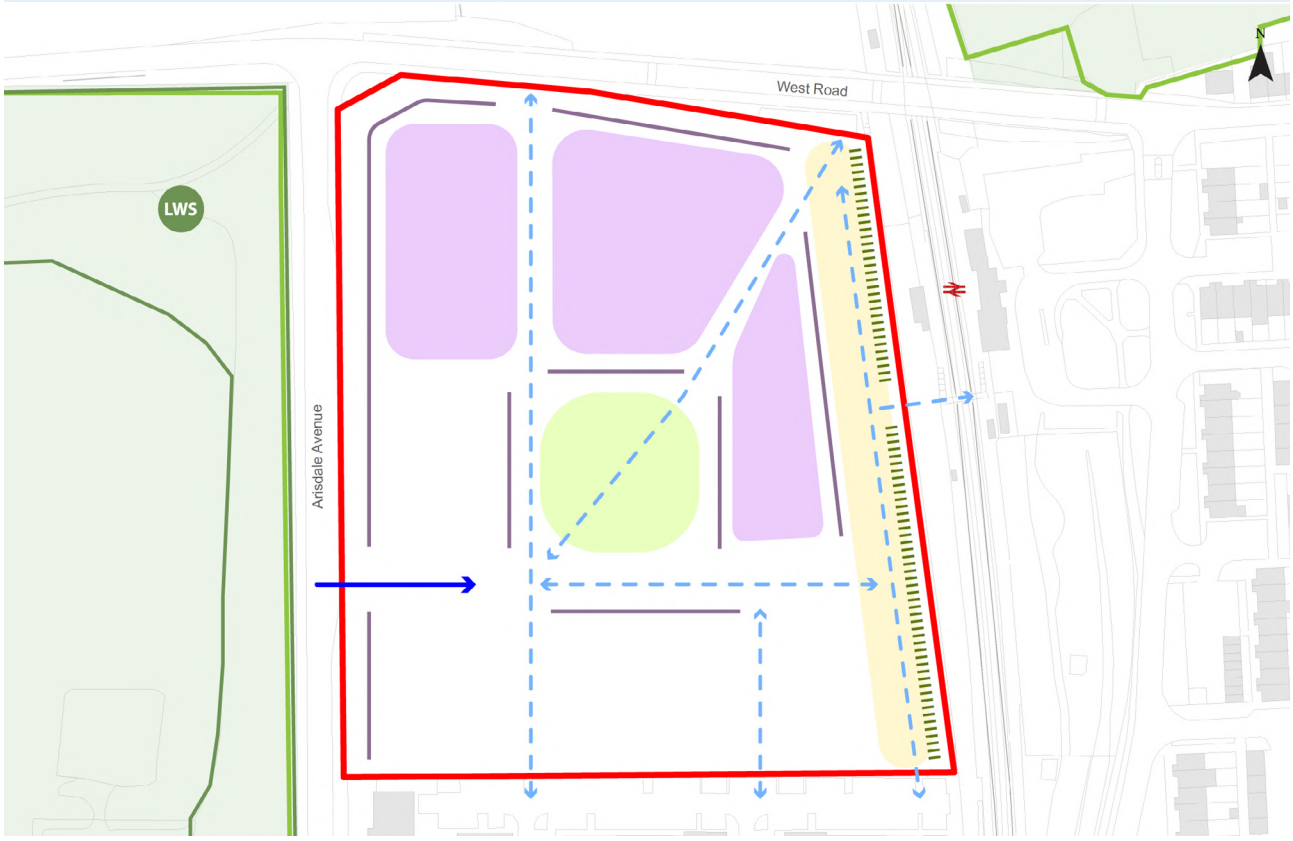
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	450	600	750	200

SS15 - DISTRIBUTION CENTRE, ARISDALE AVENUE, SOUTH OCKENDON

Site Name: Distribution Centre, Arisdale Avenue, South Ockendon

Size: Approximately 3.6 hectares



Site Allocation Boundary

Existing Uses and Designations
Local Wildlife Site
Designated Open Space

Proposed Uses and Facilities
Opportunity for Mixed Use at street level
Opportunity for Public Realm
Opportunity for Open Space

Transport & Movement
Primary Vehicular Access
Key Walking and Cycling Routes

Buffers and Edges
Key Frontages
Landscape Buffers

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v3

Key Requirements

The scheme will be a high-density mixed-use development that delivers:

- Approximately 350 new homes with a housing mix in accordance with DMP11 - Housing Mix, with supporting amenity space and sufficient parking provision;
- Provision of affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing;
- Adaptable retail, commercial, leisure and community use floorspace (Use Class E and F) at street level;

- New public realm which is accessible for all users and connects into the surrounding neighbourhoods;
- Upgrades to Ockendon railway station to create a western access point with suitable disabled access; and
- Vehicular and cycle parking to support the non-residential floorspace in line with the Council's latest parking standards.

Development will also need to comply with all other relevant policies in this Local Plan.

Development & Design Principles

Movement & Access

- Vehicular access to the site will be from Arisdale Avenue;
- Primary pedestrian and cycle access points from West Road;
- The design and layout of the site should establish a network of streets and spaces that connects to Arisdale Avenue, West Road and Windstar Drive, maximising pedestrian and cycle connectivity towards South Ockendon Station. Particular regard should be given to improving north-south permeability between the development and the existing neighbourhood south of the site; and
- Explore opportunities to provide secondary pedestrian and cycle access to Ockendon Station.

Historic and Natural Environment

- Any future application should be accompanied by an appropriate Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale, and layout of any scheme should consider impacts on the setting and significance of the Listed Building(s) Street Farmhouse and Quince Tree Farmhouse;
- An Archaeological Desk Based Assessment and field evaluation will be required for any future application. The design, scale and layout of any scheme should consider and avoid impacts on known archaeological features;
- Ensure appropriate habitat mitigation and creation is provided, in accordance with the Local Nature Recovery Strategy;
- Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study; and
- Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment. Surface water drainage should be addressed on site.

Design and layout

- Character, layout and scale to respond to surrounding context as per DMP40 – Cohesive and Distinctive Places, DMP41 – Delivering Great Design; and DMP26 - Landscape Character;
- Development in accordance with DMP46 - Mixed-Use Development, with active frontage directly onto Arisdale Avenue and West Road with mixed-uses at street level. Level changes must be appropriately accommodated through design measures.

- The site should deliver a high-quality mid- to high-density mixed-use scheme. Building heights should be predominantly mid-rise in form, with limited taller elements as focal points where they contribute positively to townscape legibility. Taller elements should be carefully located towards the southern and eastern edges of the site and remain proportionate and subordinate to the prevailing scale of development;
- The layout should positively integrate the new development into the existing neighbourhood south of the site;
- Development should be appropriately setback from the railway edge with regard to minimising the impact of noise and disturbance on residential amenity and should establish a positive edge. Offset between southern boundary and residential development to the south, with regards to sunlight/daylight, visual amenity and privacy;
- Residential development must adhere to DMP43 - Design of Residential Development; with particular regard to achieving good levels of sunlight, daylight and natural ventilation, and provision of high-quality private and communal amenity spaces;
- There should be clear definition between public, semi public and private spaces, particularly the interface between non-residential and residential uses;
- Establish a robust landscape and multifunctional green blue infrastructure framework incorporating publicly accessible open space, child play space, tree planting, landscaping, sustainable drainage systems (SuDS), and habitat creation in accordance with DMP49 – Design of Landscape and Green Blue Infrastructure; and
- Opportunity for pocket park / centralised open space within the development.

Infrastructure Requirements

On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure. This includes:

- Sufficient early years childcare, primary and secondary school, SEND and post 16 provision on site or via off site contributions to meet projected needs to be agreed with the education authority;
- Provision or contributions for healthcare and community facilities;
- Provision or contributions towards open space including playing pitch and child play space provision;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes; and
- Infrastructure provision shall be phased in line with development and population growth, informed by the comprehensive masterplan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	350	-	-	-

SS16 - BUCKLES LANE, SOUTH OCKENDON

Site Name: Buckles Lane, South Ockendon

Size: Approximately 25 hectares



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Key Requirements

The site is allocated to meet the needs of Gypsies, Travellers and Travelling Showpeople only.

The site will meet the future needs of Travelling Showpeople through the provision of 254 additional plots. These plots will be provided through:

- the reconfiguration of existing authorised yards, providing the changes are appropriate and continue to meet the needs of Travelling Showpeople;
- through the regularisation of unauthorised yards; and through the provision of new yards within the site

Travelling Showpeople yards will be expected to include residential accommodation for Travelling Showpeople, storage and workshop space for fairground equipment, rides and vehicles, and provide suitable utilities and amenity facilities.

Land not required to meet the needs of Travelling Showpeople will be expected to come forward as gypsy and traveller pitches.

Development & Design Principles

- Adequately designed and safe vehicle, walking and cycling access and egress and internal routes provision;
- Inclusion of an appropriate landscape and ecology buffer between the site and surrounding land;
- Well-designed amenity facilities, including playspace, for residents of the site;
- Separation of pitches for living / associated parking from yard spaces, facilities for storage, maintenance of equipment and large vehicles; and
- Provision of site utilities and electric vehicle charging capability for residential pitches and other vehicle parking areas.

Infrastructure Requirements

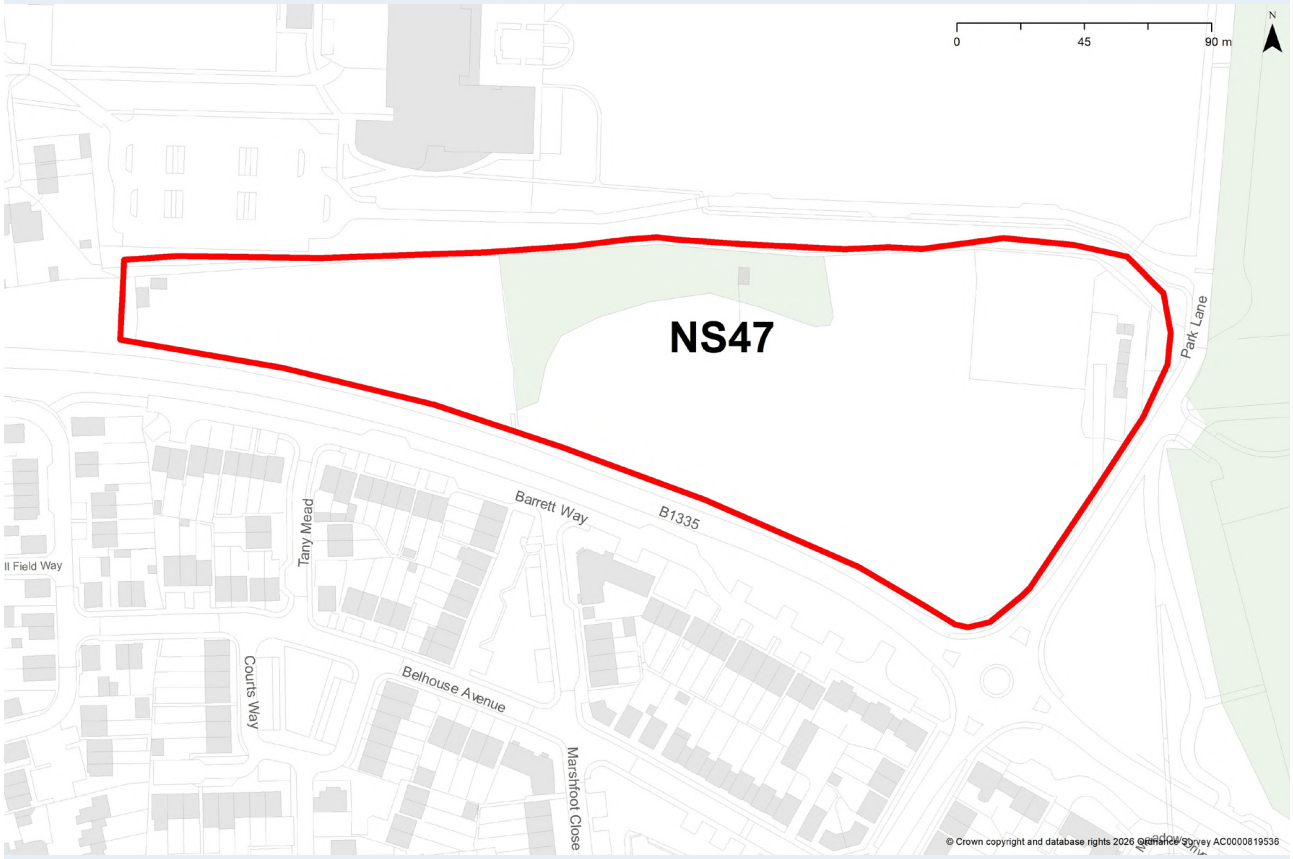
On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Non-Strategic Site Allocations

NS47 - LAND WEST OF PARK LANE, AVELEY

Site Name: Land west of Park Lane, Aveley

Size: Approximately 2.8 hectares



Key Requirements

- A medium density residential development providing approximately 90 new homes;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Provision of self-build plots;
- Development proposals to be informed and accompanied by a suitably detailed Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Registered Park and Garden;
- Archaeological Desk-Based Assessment will be required, and field evaluation may be needed; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

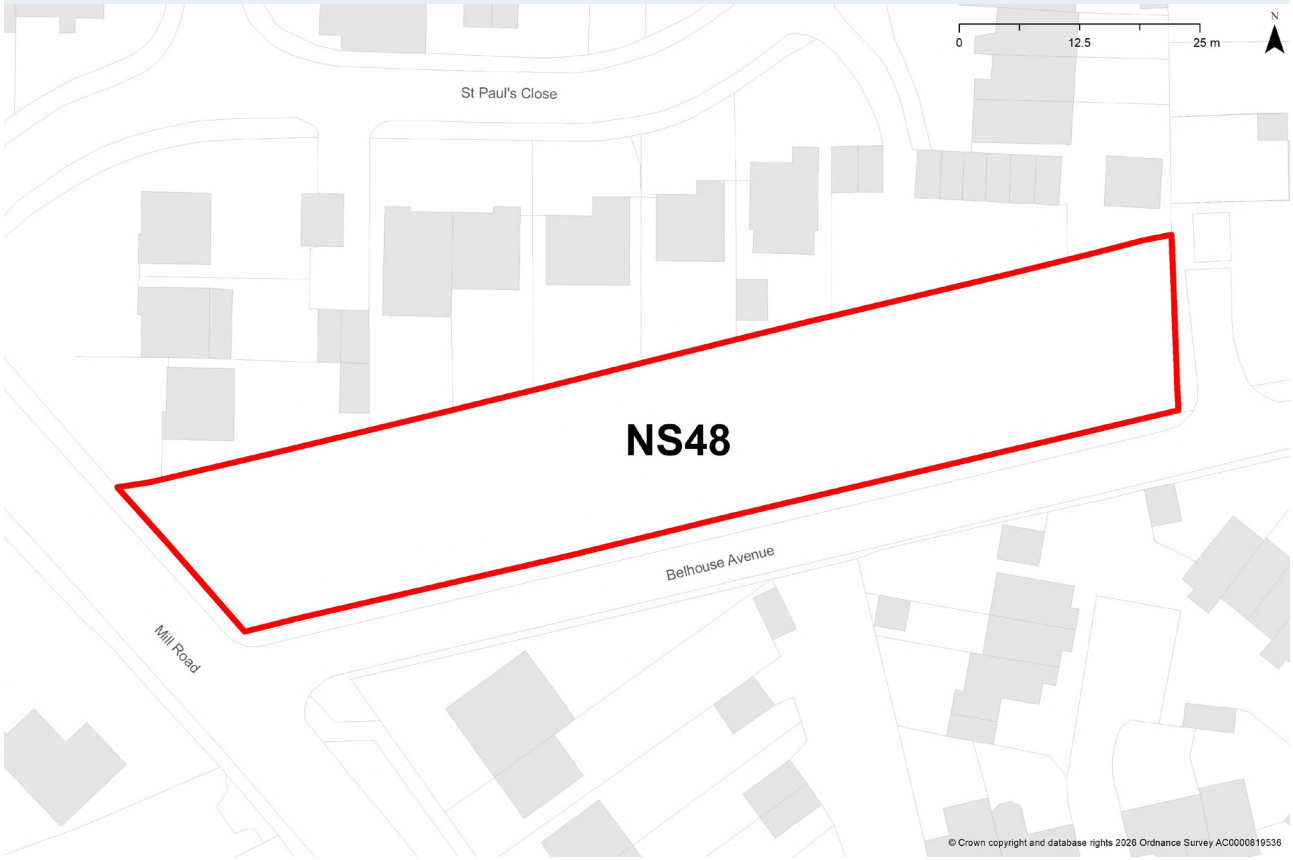
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
45	45	-	-	-

NS48 - FORMER ST MICHAEL'S CHURCH HALL, MILL LANE, AVELEY

Site Name: Former St Michael's Church Hall, Mill Lane, Aveley

Size: Approximately 0.2 hectares



Key Requirements

- A medium density residential development providing approximately 9 new homes in a sustainable location;
- An archaeological desk based assessment may be needed; and
- The layout and design should respect the urban grain of neighbouring residential properties and be sympathetic to local character.

Development will also need to comply with all other relevant policies in this Local Plan.

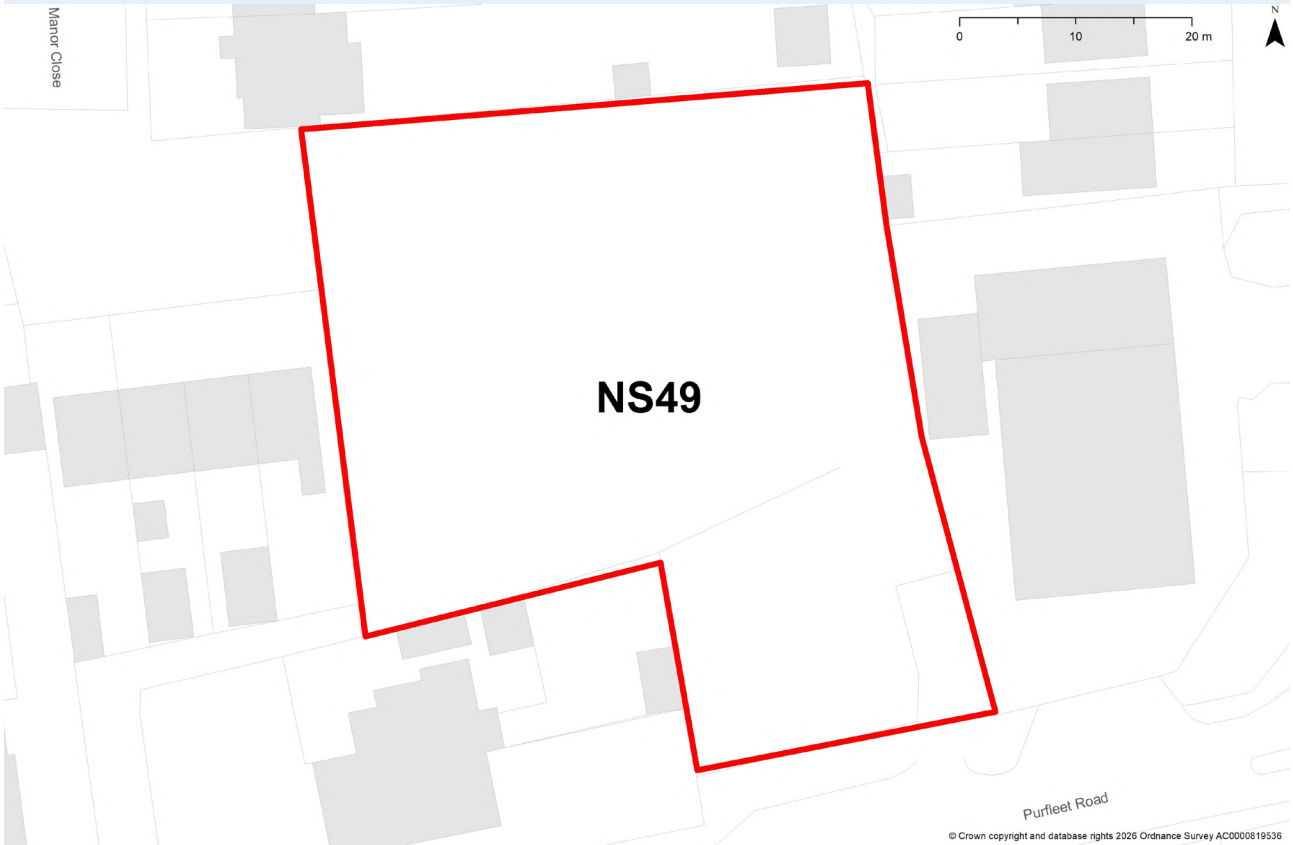
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
9	-	-	-	-

NS49 - LAND AT FORMER LIBRARY & PUBLIC HALL, PURFLEET ROAD, AVELEY

Site Name: Land at former library & public hall, Purfleet Road, Aveley

Size: Approximately 0.2 hectares



Key Requirements

- A medium density residential development providing approximately 16 new homes in a sustainable location;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- The layout and design should respect the urban grain of neighbouring residential properties and be sympathetic to local character;
- An archaeological desk based assessment may be needed; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP 36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

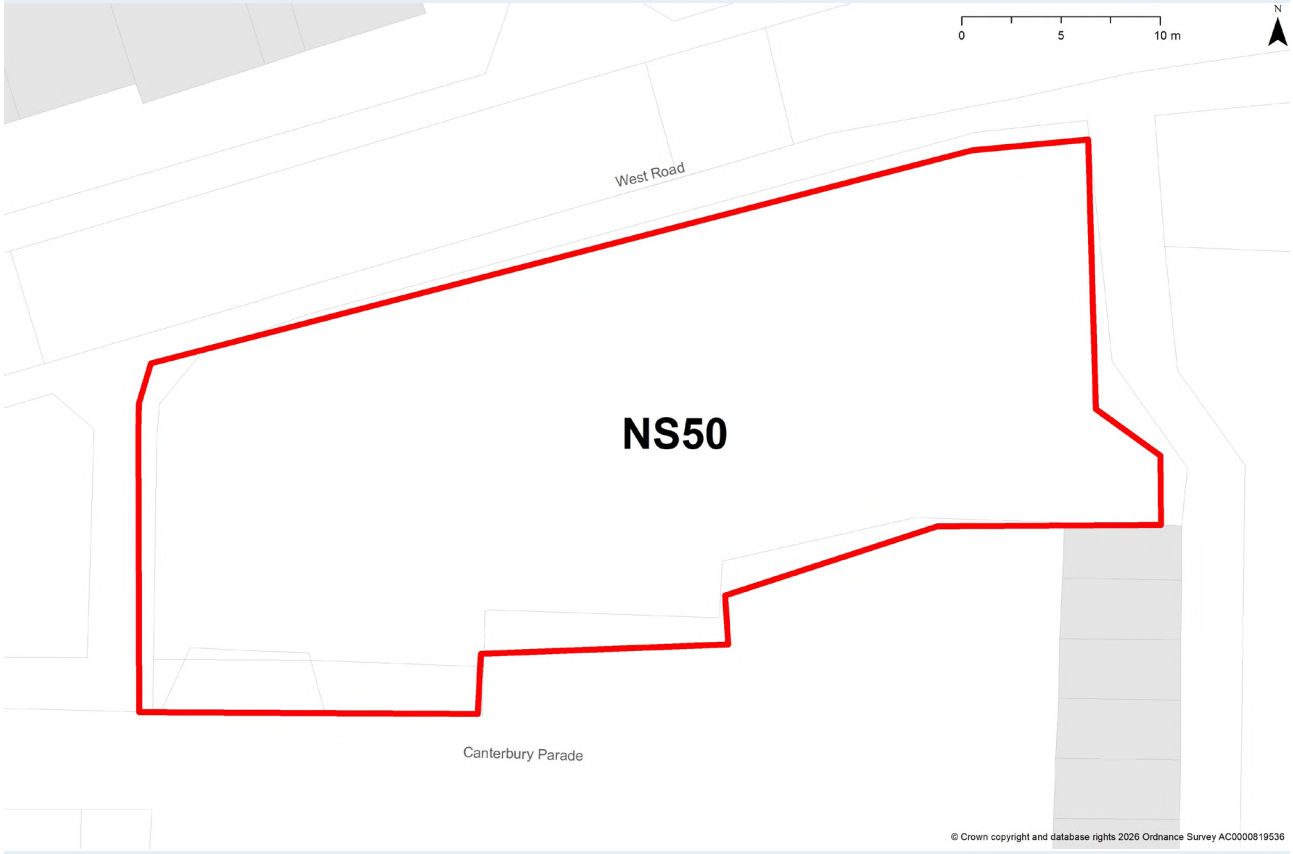
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
16	-	-	-	-

NS50 - FORMER PRINCE OF WALES PUBLIC HOUSE, WEST ROAD, SOUTH OCKENDON

Site Name: Former Prince of Wales Public House, West Road, South Ockendon

Size: Approximately 0.1 hectares



Key Requirements

- A medium density residential development providing approximately 9 new homes in a sustainable location; and
- The layout and design should respect the urban grain of neighbouring residential properties and be sympathetic to local character.

Development will also need to comply with all other relevant policies in this Local Plan.

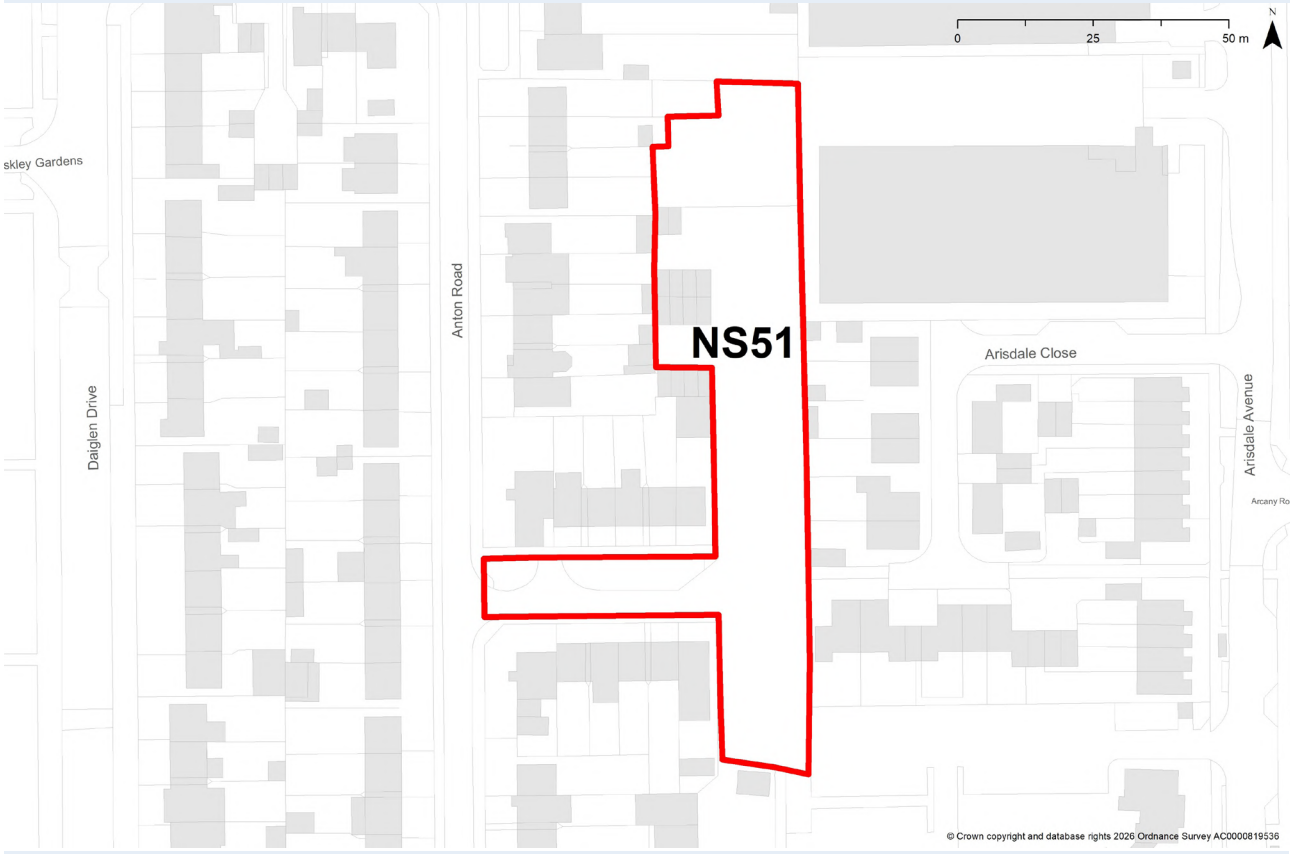
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
9	-	-	-	-

NS51 - LAND & GARAGES TO REAR OF 20-24 AND 34-44 ANTON ROAD, SOUTH OCKENDON

Site Name: Land & Garages to rear of 20-24 and 34-44 Anton Road, South Ockendon

Size: Approximately 0.3 hectares



Key Requirements

- A medium density residential development providing approximately 7 new homes in a sustainable location;
- The layout and design should respect the urban grain of neighbouring residential properties and be sympathetic to local character; and
- Historic England will need to be consulted on any future application due to the potential for an impact on the setting and significance of the Grade II* Listed Buildings. Any future application should be informed and accompanied by a suitably detailed Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
7	-	-	-	-

NS52 - LAND ADJOINING TAMARISK ROAD, SOUTH OCKENDON

Site Name: Land adjoining Tamarisk Road, South Ockendon

Size: Approximately 0.4 hectares



Key Requirements

- A medium density residential development providing approximately 38 new homes in a sustainable location;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- The layout and design should respect the urban grain of neighbouring residential properties and be sympathetic to local character;
- An Archaeological Desk-Based Assessment will be required and field evaluation may be needed; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
38	-	-	-	-

NS53 - LAND EAST OF SOUTH ROAD & ADJACENT TO ECHO FARM & MOLLANDS LANE, SOUTH OCKENDON

Site Name: Land east of South Road & adjacent to Echo Farm & Mollands Lane, South Ockendon

Size: Approximately 4.5 hectares



Key Requirements

- A medium density residential development providing approximately 69 new homes in a sustainable location;
- To provide a housing mix in accordance with DMP11 - Housing Mix;
- Provision of affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing;
- New vehicular access to be taken from South Road;
- Improvements to the movement network, including local and strategic highways, public transport and active travel routes;
- The layout and design should respect the urban grain of neighbouring residential properties and be sympathetic to local character;

- Archaeological Desk-Based Assessment and field evaluation will be required. The design, scale and layout of any scheme should consider and avoid impacts on known archaeological features; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

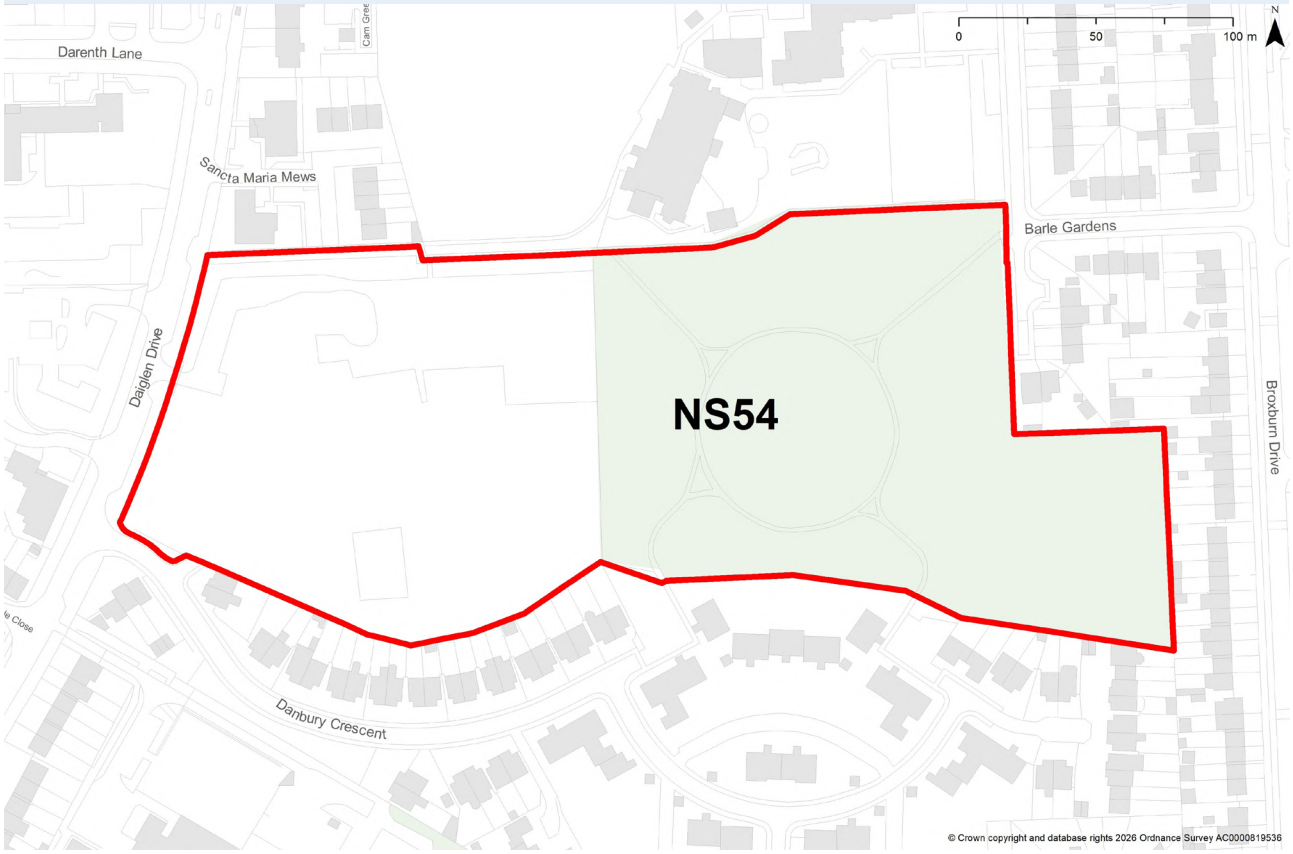
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
25	44	-	-	-

NS54 - FORMER CULVER CENTRE & LAND TO REAR, DAIGLEN DRIVE, SOUTH OCKENDON

Site Name: Former Culver Centre & land to rear, Daiglen Drive, South Ockendon

Size: Approximately 4.4 hectares



Key Requirements

- A medium density residential development providing approximately 170 new homes in a sustainable location;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- The layout and design should respect the urban grain of neighbouring residential properties and be sympathetic to local character;
- Development proposals to be accompanied by an appropriate Heritage Impact Assessment. Archaeological Desk Based Assessment and Field Evaluation will be required; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

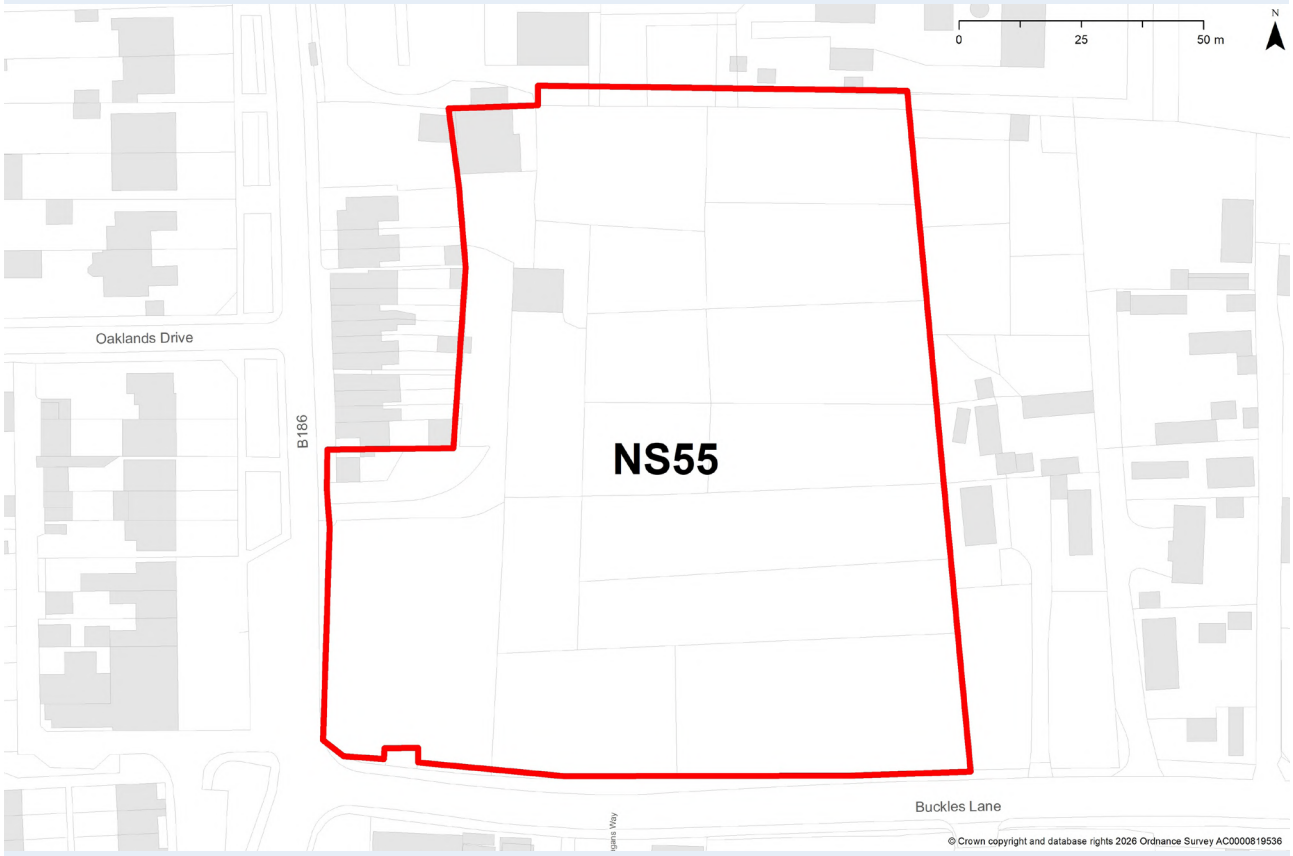
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	170	-	-	-

NS55 - LAND EAST OF SOUTH ROAD & NORTH OF BUCKLES LANE, SOUTH OCKENDON

Site Name: Land east of South Road & north of Buckles Lane, South Ockendon

Size: Approximately 1.5 hectares



Key Requirements

- A medium density residential development providing approximately 70 new homes in a sustainable location;
- To provide a housing mix in accordance with DMP11 - Housing Mix;
- Provision of affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing.
- Vehicular access is expected to be taken from Buckles Lane;
- The layout and design should respect the urban grain of neighbouring residential properties and be sympathetic to local character;
- Archaeological Desk Based Assessment and Field Evaluation may be required; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

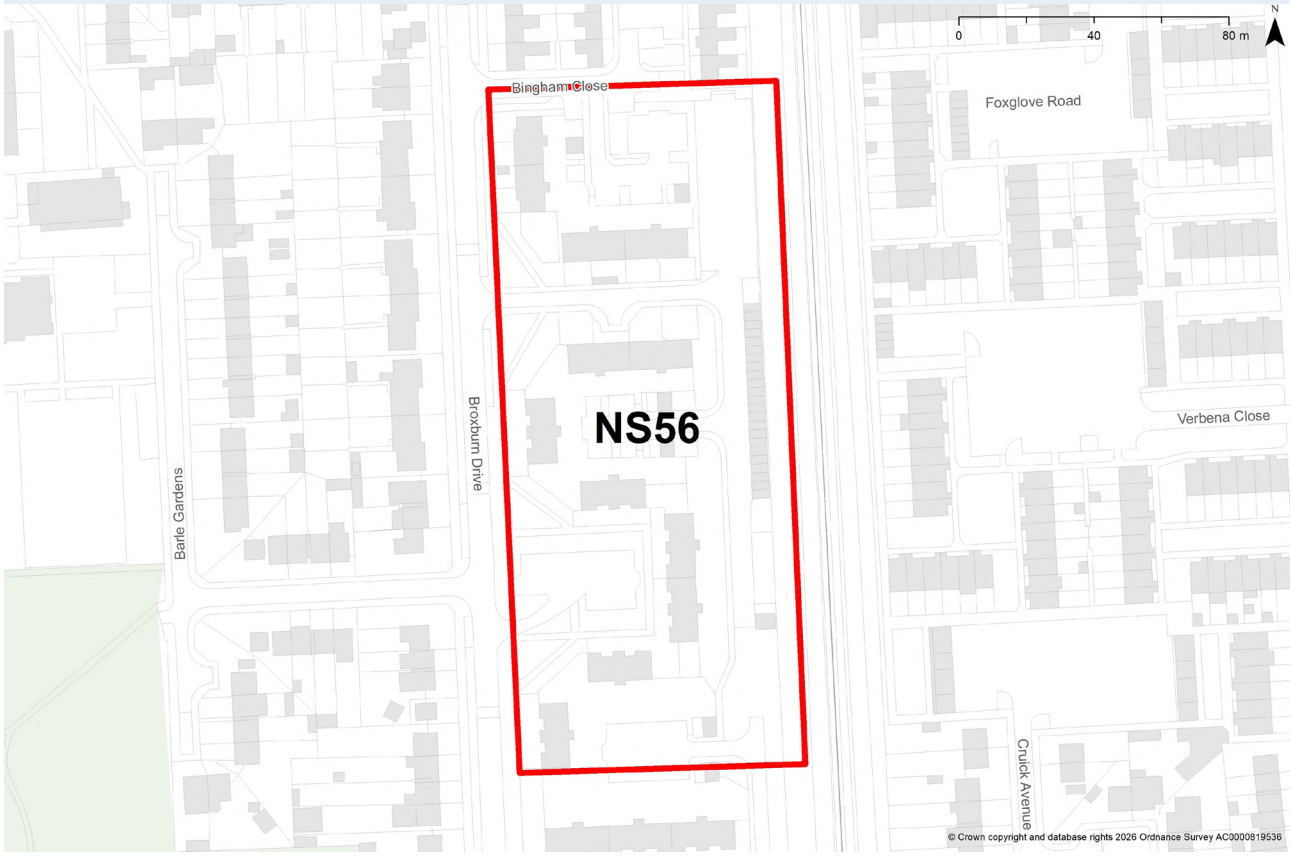
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	70	-	-	-

NS56 - 1 TO 431 ODDS, BROXBURN DRIVE, SOUTH OCKENDON

Site Name: 1 to 431 odds, Broxburn Drive, South Ockendon

Size: Approximately 1.7 hectares



Key Requirements

- A medium density residential development providing approximately 33 new homes in a sustainable location;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- The layout and design should respect the urban grain of neighbouring residential properties and be sympathetic to local character;
- Development proposals to be accompanied by an Archaeological Desk Based Assessment to determine the archaeological potential of the site; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

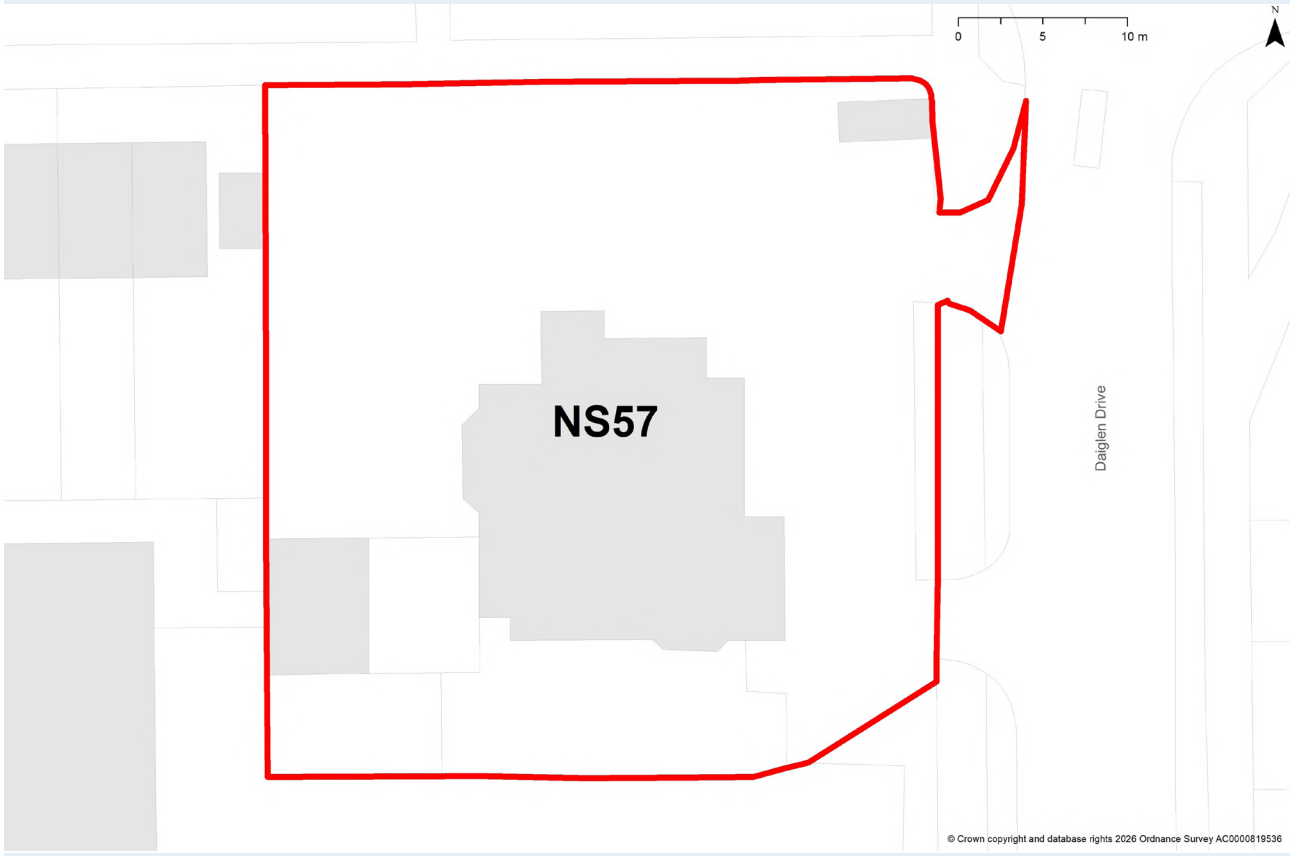
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
33	-	-	-	-

NS57 - JACK O'LANTERN PUBLIC HOUSE, DAIGLEN DRIVE, SOUTH OCKENDON

Site Name: Jack O'Lantern Public House, Daiglen Drive, South Ockendon

Size: Approximately 0.2 hectares



Key Requirements

- Medium-high density residential development delivering approximately 17 homes as flatted accommodation in a highly sustainable location;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Development proposals to be accompanied by an appropriate Heritage Impact Assessment and Archaeological Desk Based Assessment. Field evaluation may also be needed. There are linear cropmarks denoting a ditched trackway 110 m to the northeast and further north within the grounds of the Ockendon Academy. The double ditched linear cropmark may intersect the Site. A Roman artefact was retrieved to the south, from Daiglen Drive, within proximity to the Site; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

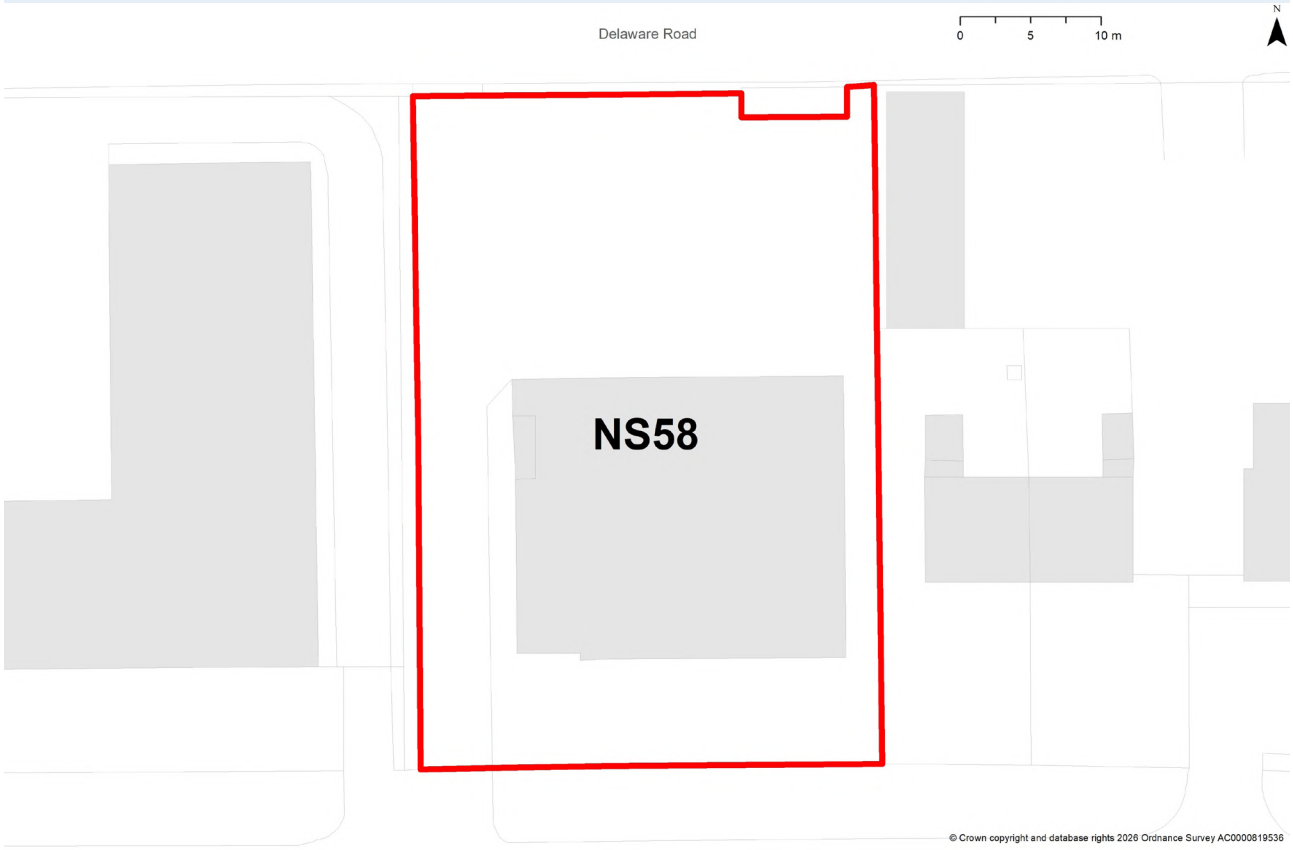
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
17	-	-	-	-

NS58 - BELHUS PARK BOXING CLUB, DARENTH LANE, SOUTH OCKENDON

Site Name: Belhus Park Boxing Club, Darenth Lane, South Ockendon

Size: Approximately 0.1 hectares



Key Requirements

- Medium-high density residential development delivering approximately 24 homes as flatted accommodation in a highly sustainable location;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- Reprovision of the boxing club or alternative community use at ground floor level; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
24	-	-	-	-

NS59 - THE WILLOWS (ADJACENT TO BUCKLES LANE), SOUTH OCKENDON

Site Name: The Willows (adjacent to Buckles Lane), South Ockendon

Size: Approximately 0.8 hectares



Key Requirements

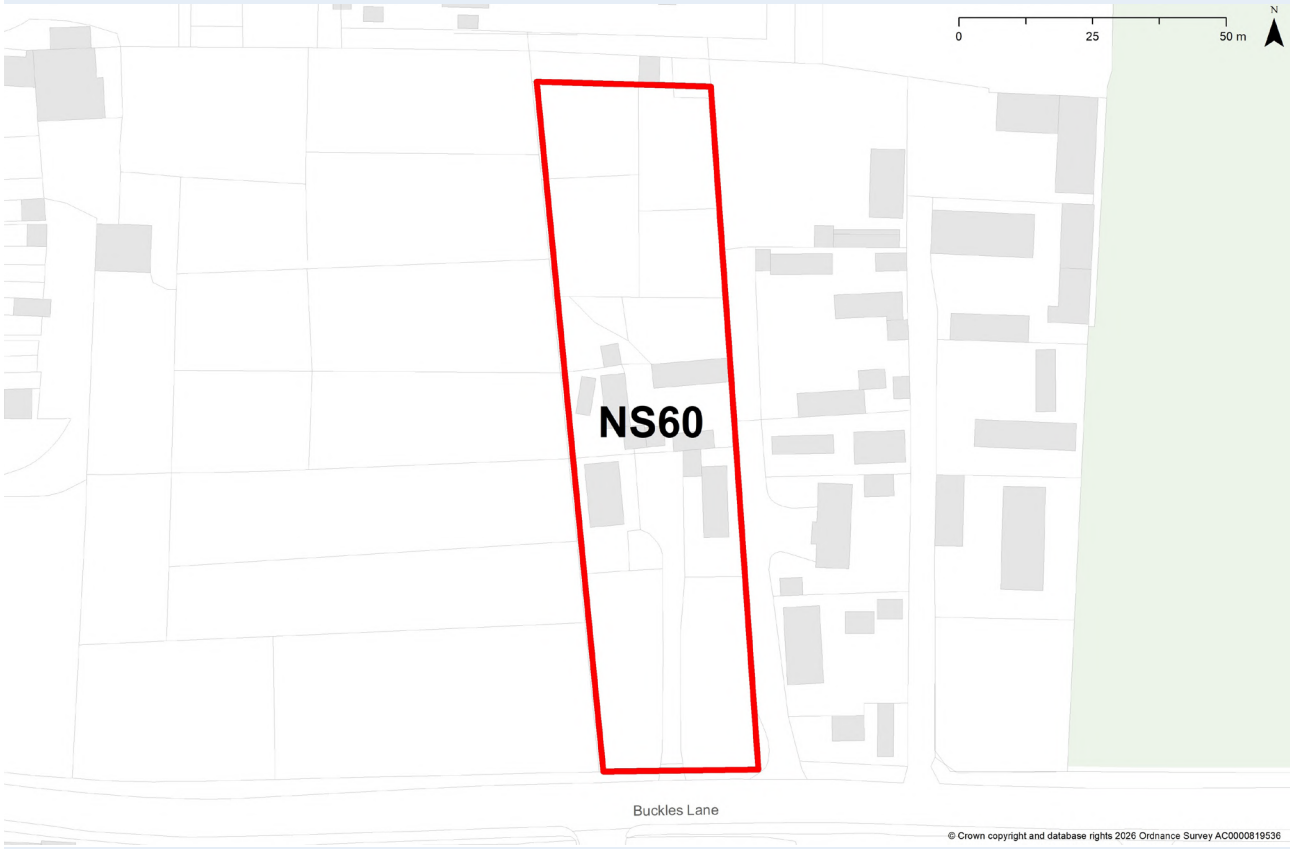
- To provide specialist housing for Gypsies and Travellers;
- The site provides 2 authorised pitches, however, proposals to increase the number of pitches through formalisation would be supported where they meet the requirements set out in DMP13 - Gypsy, Traveller and Travelling Showpeople Sites;
- Access from Buckles Lane;
- Ensure appropriate habitat mitigation and creation is provided;
- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS);
- Appropriate measures to promote and enhance active and sustainable modes of transport; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

NS60 - HOLY LANDS (ADJACENT TO BUCKLES LANE), SOUTH OCKENDON

Site Name: Holy Lands (adjacent to Buckles Lane), South Ockendon

Size: Approximately 0.6 hectares



Key Requirements

- To provide specialist housing for Gypsies and Travellers;
- Proposals to formalise pitches on site will be supported where they meet the requirements set out in DMP13 - Gypsy, Traveller and Travelling Showpeople Sites;
- Access from Buckles Lane;
- Ensure appropriate habitat mitigation and creation is provided;
- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS);
- Appropriate measures to promote and enhance active and sustainable modes of transport; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

NS61 - EXTENSION TO HANGMANS WOOD INDUSTRIAL ESTATE, SOUTH OCKENDON

Site Name: Extension to Hangmans Wood Industrial Estate, South Ockendon

Size: Approximately 2.5 hectares



Key Requirements

- The site will provide approximately 10,000 sqm of flexible floorspace suitable for light industrial (Use Class E(g)(iii)), general industrial use (Use Class B2) and storage and distribution (Use Class B8);
- To provide a range of unit sizes and/or plots that cater to small and medium sized businesses;
- Access through existing employment area on to Stifford Road with mitigation measures to minimise the impact of development on the local and strategic highway network;
- Sufficient parking for all vehicles and appropriate access for servicing should be provided on site in accordance with the latest parking standards;
- To be designed in accordance with DMP45 -Commercial and Industrial Development, demonstrating a high standard of layout, building design, landscape framework and public realm that integrates with its surroundings and supports safe, inclusive and well-functioning employment environments;

- The development proposal should integrate sensitively with adjacent uses in line with the 'Good Neighbours' principle in DMP40 - Cohesive and Distinctive Places. Where the site adjoins Local Wildlife Sites and is close to Ancient Woodland appropriate layout, design and mitigation measures will be required;
- Surface water drainage to be addressed on site; and
- The development is required to provide employment and training opportunities for local people, as well as supporting local businesses through the supply chain during construction and when operational in accordance with DMP10 - Business, Employment and Skills.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	10,000 sqm	-	-	-

5.5 Rural Thurrock

Vision

By 2044:

Thurrock's villages and countryside will remain distinct, vibrant and resilient, with their rural identity and landscape character protected and enhanced. Limited, sensitively designed development will have provided new homes and community facilities to meet local needs, supporting the long-term vitality of villages and rural areas such as Bulphan, Fobbing, Horndon-on-the-Hill, North Stifford, Orsett and Southfields.

The Green Belt will continue to define and protect the Borough's settlement pattern, strengthened through landscape, habitat and access enhancements. The countryside will support a thriving rural environment, with habitat restoration at Bulphan Fen, Fobbing Marshes and Mucking Marshes contributing to the Greater Essex Local Nature Recovery Strategy and reducing the impact of flooding on local neighbourhoods.

Villages will retain their traditional form, with new development designed to reflect local vernacular and character, and sit sensitively within the landscape. Conservation Areas, such as at Horndon-on-the-Hill and Orsett, will be preserved and celebrated, while the churches and historic cores of Fobbing, West Tilbury and Bulphan will continue to define their settings.

The rural economy will be diverse and sustainable, shaped by sensitive diversification that enables small businesses, sustainable enterprise, culture and tourism within existing sites and farmsteads. Rural communities will be well connected and digitally enabled, with improved broadband, walking and cycling routes, and accessible transport linking villages to nearby towns and services.

Through nature recovery, tree planting, and flood management, particularly in low-lying areas such as Bulphan Fen, Rural Thurrock will contribute to the Borough's climate resilience and environmental goals, ensuring its landscapes continue to provide beauty, productivity, and a sense of belonging for generations to come.



Fen Lane, Orsett



Bull Mascot, Bulphan

Area Profile

Context and Location

5.5.1 Rural Thurrock comprises the smaller villages and countryside areas that lie between the Borough's main urban corridors. These include Bulphan, Orsett, Horndon-on-the-Hill and Southfields which together form the rural heart of the Borough. The area is predominantly Green Belt, providing an essential landscape buffer between the built-up areas of Grays, Stanford-le-Hope, South Ockendon and Basildon.

5.5.2 The rural area is characterised by open arable farmland, gently undulating topography, scattered hamlets and farmsteads, and historic villages that retain distinct identities despite their proximity to London and the strategic road network. The A13, A128, and A1013 provide key connections between the villages and the wider Borough, while the M25 to the west and A127 to the north link the area to regional and national routes.

5.5.3 Rural Thurrock plays a vital role in maintaining the Borough's sense of place, landscape character, and environmental quality, while supporting a small but important rural population and economy.

Population and Settlement Form

5.5.4 Rural Thurrock is home to approximately 7,000 residents across around 2,800 households (2021 Census). Each village and hamlet has a distinct history, scale and relationship with the surrounding landscape:

- Bulphan, located towards the north of the Borough, is a compact linear village along Church Road and Fen Lane, surrounded by the flat, open farmland of the Bulphan Fen. The Grade I listed Church of St Mary the Virgin and village green form its historic core, with strong agricultural associations and a traditional village character.

- Orsett is situated in the centre of the Borough, lying south of Bulphan and north of the A13, and is one of Thurrock's best-preserved historic villages. Centred on its village green, St Giles and All Saints Church, and the Orsett Hall estate, it retains a coherent traditional form with several listed buildings and a defined Conservation Area.
- Horndon-on-the-Hill, in the east of the Borough near Stanford-le-Hope and Corringham, occupies a prominent position on higher ground. The Horndon-on-the-Hill Conservation Area is characterised by a medieval street layout, timber-framed buildings and the Grade I listed Church of St Peter and St Paul, giving the village a distinct historic character and views across to the Thames Estuary.
- Fobbing, east of Horndon-on-the-Hill, is a small historic settlement renowned for its medieval origins and its role in the 1381 Peasants' Revolt. The Church of St Michael, a Scheduled Monument, anchors the village, which remains surrounded by open farmland separating it from Corringham.
- West Tilbury and Mucking, located near the Thames in the south of the Borough, are smaller hamlets with dispersed housing, farms, and cottages. West Tilbury centres on St James Church, while Mucking adjoins the Essex Wildlife Trust's Thameside Nature Discovery Park, a leading example of post-industrial habitat restoration.
- North Stifford is a semi-rural village located north of the A13 and south of the Mardyke river valley. These boundaries maintain its separation from the neighbouring urban areas of Grays and South Ockendon, helping to preserve its character. The village retains a historic linear form along the High Road and is characterised by vernacular buildings, including the Church of St Mary the Virgin.
- Southfields, between Orsett and Stanford-le-Hope, is a small, semi-rural settlement whose open land and golf course landscape maintain separation from nearby towns.



Old Market Hall, Horndon-on-the-Hill

5.5.5 Together, these rural settlements embody Rural Thurrock's heritage and agricultural identity, forming a series of distinct communities within a shared landscape framework and are explored further in the 2023 Thurrock Rural Settlement Assessment.

Centres and Services

5.5.6 Each village contains a modest range of local services that serve the day-to-day needs of both residents and businesses alike; and are as follows:

- Orsett and Horndon-on-the-Hill have village shops, post offices, public houses, primary schools, and village halls that act as focal points for community activity.
- Bulphan has a primary school, village hall, a local convenience shop, and active community associations, with the surrounding rural hinterland comprising working farms and small businesses.
- Southfields is smaller and more dispersed, relying on nearby Stanford-le-Hope and Corringham for most services.

5.5.7 Community facilities such as village halls, local churches, and playing fields form an important social role in sustaining village life. Maintaining and enhancing these services, particularly where populations are small or ageing, remains a key issue for long-term rural resilience.

Education and Health

5.5.8 The rural area is served by a number of primary schools located within the villages themselves, including Orsett Church of England Primary, Horndon-on-the-Hill Church of England Primary, and Bulphan Church of England Academy. Secondary education is accessed in nearby settlements such as St Clere's School in Stanford-le-Hope or The Hathaway Academy in Grays.

5.5.9 Healthcare facilities are limited within the rural villages themselves, with residents relying on GP practices and pharmacies in Stanford-le-Hope, Grays, and South Ockendon. Access to these services is heavily dependent on car travel or infrequent bus services, highlighting the need for improved rural mobility.

Employment and Economy

5.5.10 Rural Thurrock supports a diverse but small-scale local economy based on agriculture, rural enterprise, tourism, and small business activity. Arable farming continues to shape the landscape, while diversification has led to growth in equestrian facilities, local hospitality, and small-scale industrial and storage uses within converted farm buildings. Horndon-on-the-Hill Industrial Estate and Orsett Hall Hotel provide notable local employment. Thameside Nature Discovery Park at Mucking and the Fobbing Marshes managed by the RSPB are important for ecotourism and environmental education.



Orsett Village

Accessibility and Movement

5.5.11 Movement within Rural Thurrock is shaped by the road network rather than public transport. The A128 (Brentwood Road) provides the main north–south route connecting Bulphan, Orsett, and the A13. The A1013 links the area westwards to Grays, while country lanes connect Horndon-on-the-Hill and Southfields to surrounding settlements.

5.5.12 Bus coverage is limited, with most villages reliant on infrequent services to Grays, Basildon, and Stanford-le-Hope. The lack of frequent, direct services limits access to education, employment, and health services. Rural active travel routes are limited but improving, with growing emphasis on cycling and walking connections between villages and to nearby rail stations at Stanford-le-Hope and East Tilbury.

Historical, Green and Environmental Assets

5.5.13 Rural Thurrock contains some of the Borough's most significant environmental, agricultural and heritage assets:

- Bulphan Fen and Orsett Fen form extensive tracts of farmland contributing to Thurrock's agricultural productivity and rural character.
- Mardyke Valley, a key ecological corridor with wetlands, woodlands and walking routes forming part of the Thames Chase Community Forest.
- Fobbing Marshes and Mucking Marshes contribute to the Thames Estuary Nature Recovery Network, providing vital wetland habitats for birds and wildlife.
- Essex Wildlife Trust's Thameside Nature Discovery Park at Mucking demonstrates exemplary post-industrial landscape restoration.
- Horndon-on-the-Hill and Orsett Conservation Areas, Orsett Hall, and the churches of Fobbing, West Tilbury, and Bulphan are key cultural heritage landmarks.
- The Green Belt provides openness, visual separation and recreational access across the rural area, reinforced by a strong network of public rights of way and woodland edges.

Key Diagrams for Rural Thurrock



Education & Health Facilities
- Existing Primary School
- Existing Secondary School
- Existing College
- Existing SEN School
- Proposed Primary School
- Proposed Secondary School
- Proposed SEN School
- Existing Healthcare Facility
- Proposed Healthcare Facility

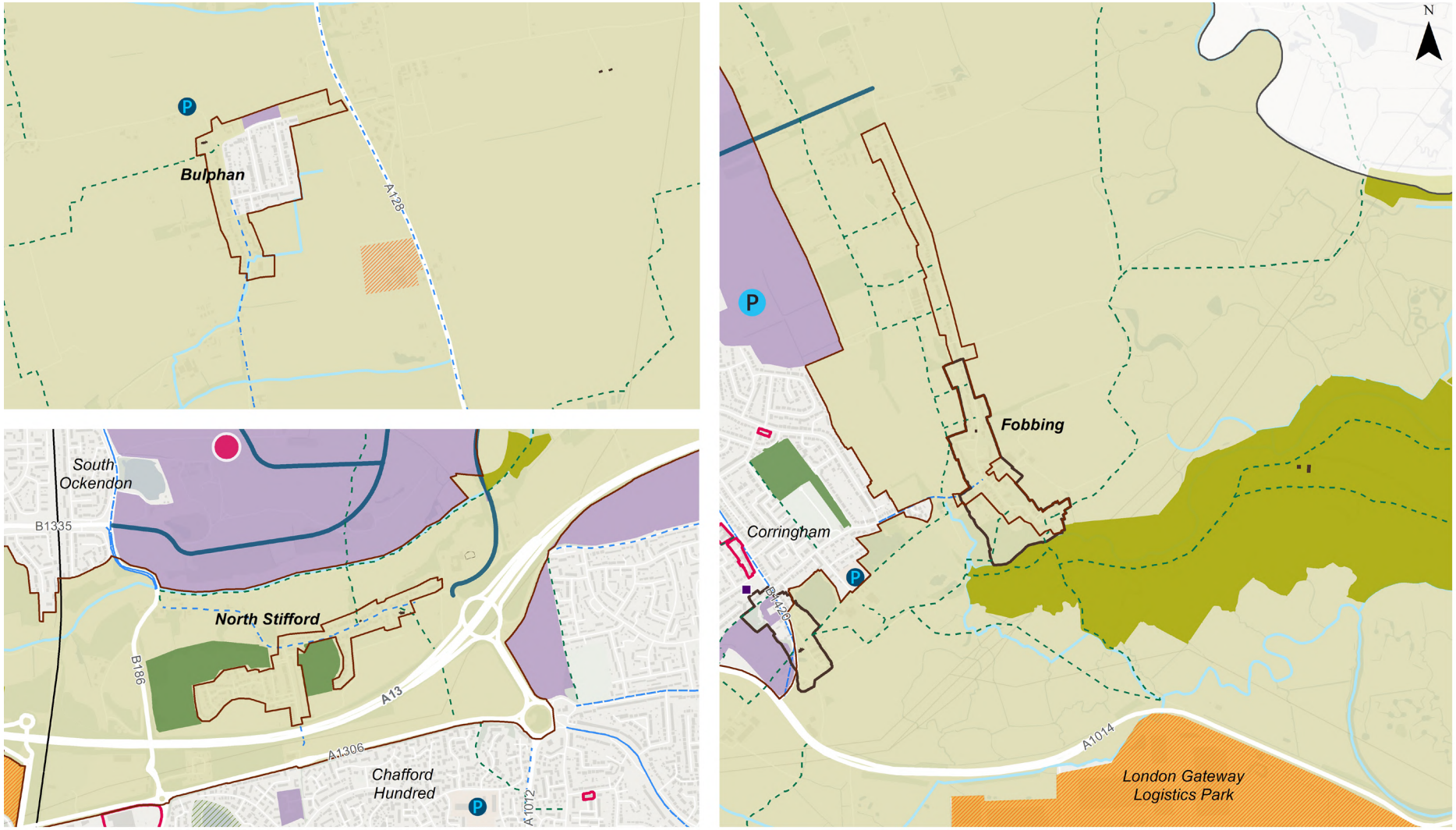
Land Use & Centres
- Proposed Centres / Parades
- Existing Centres / Parades
- Existing Ports
- Settlement Boundary
- Designated Employment Areas
- Employment Site
- Housing Site
- Gyspy, Traveller & Travelling Showpeople Sites
- Port Expansion Area

Transport & Movement
- Railway Stations
- Proposed Transport Interchange
- Existing Public Rights of Way
- Proposed Improved Routes
- Proposed New Routes
- Proposed Lower Thames Crossing (LTC) Route
- Proposed LTC Green Bridge
- Proposed LTC Bridge

Nature & Environment
- Green Belt
- Areas of Important Biodiversity
- Local Green Spaces
- Strategic Open Spaces
- Conservation Areas
- Key Heritage Assets

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Education & Health Facilities
- Existing Primary School
- Existing Secondary School
- Existing College
- Existing SEN School
- Proposed Primary School
- Proposed Secondary School
- Proposed SEN School
- Existing Healthcare Facility
- Proposed Healthcare Facility

Land Use & Centres
- Proposed Centres / Parades
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- Designated Employment Areas
- Employment Site
- Housing Site
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- Port Expansion Area

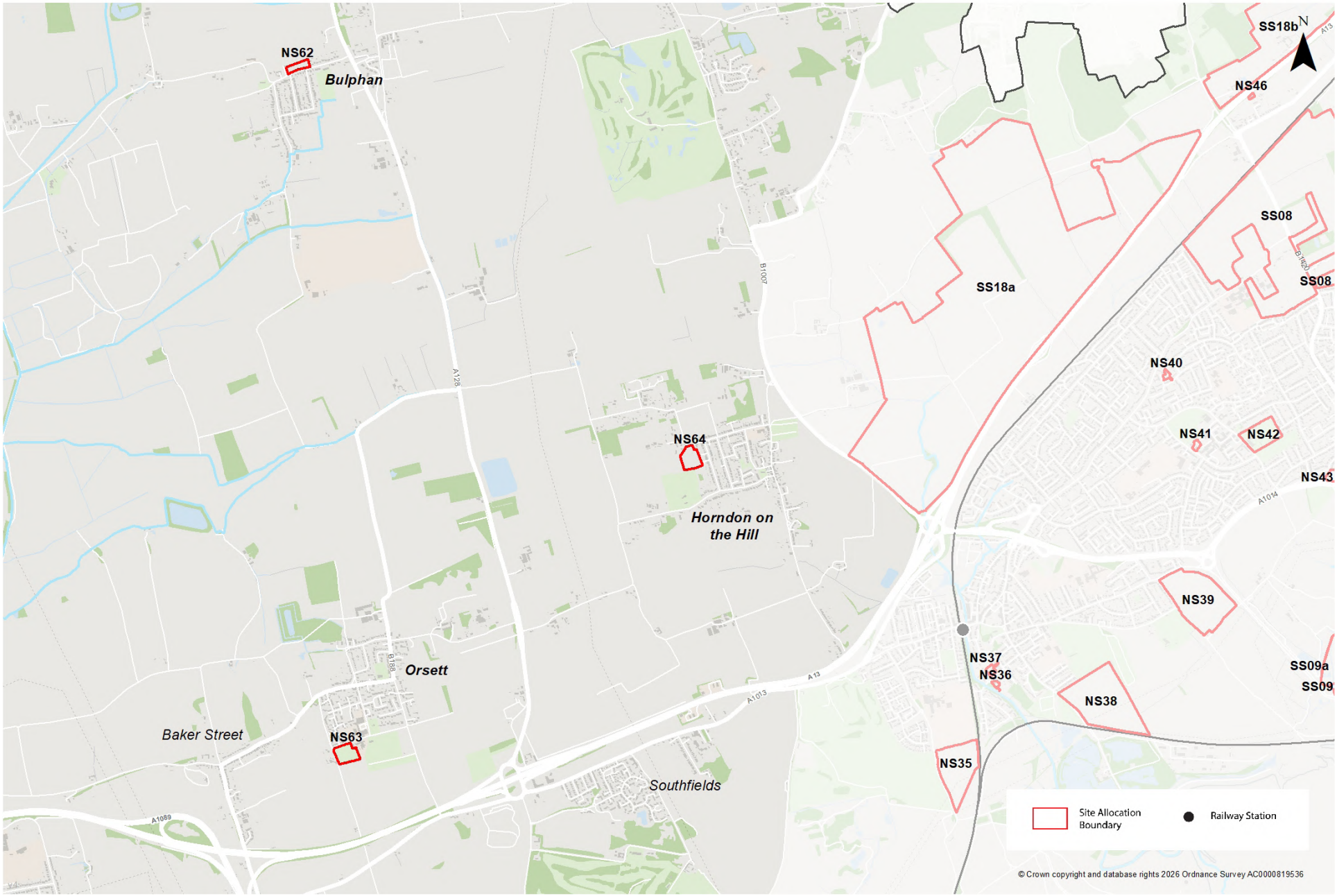
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Nature & Environment
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v5

Site Allocations in Rural Thurrock



Place Policies

PP20 - LOCAL GREEN SPACES IN RURAL THURROCK

1. The following green spaces, as identified on the Policies Map, are designated as Local Green Spaces:
   a. Harrington Crescent, North Stifford
   b. North Stifford Green (Belhus Cricket Club)
   c. West Tilbury Park, West Tilbury
   d. 16 High Road, Baker Street (west)
   e. Orsett Recreation Ground, Orsett
   f. Old Orsett Village Green
   g. Orsett War Memorial
   h. Horndon-on-the-Hill Recreation Ground
   i. West Quarry, Southfields
   j. East Quarry, Southfields
2. The Council will give protection to spaces designated as Local Green Space and development will only be permitted where very special circumstances can be demonstrated which outweigh the harm in accordance with DMP27 – Open Spaces, Sports and Recreation.

Policy Explanation

5.5.14 The protection of existing open spaces within the Borough is one of the key priorities of the Council. The Local Green Space Study (2023) reviewed existing parks and open spaces and those nominated by the public and assessed their potential for allocation as Local Green Spaces in accordance with the criteria identified in the NPPF. The study assessed 91 sites, with 42 of these moderately or strongly meeting the criteria. These 42 sites are designated as Local Green Spaces and they are afforded the same level of protection as Green Belt land in accordance with the NPPF.

PP21 - INFILL DEVELOPMENT WITHIN VILLAGE BOUNDARIES

Within designated rural settlement boundaries, the Council will support proposals for small-scale infill development where they:

1. Reflect the established form, character and pattern of development within the settlement, including plot sizes, building lines, scale and layout.
2. Make efficient use of land by developing sites that are genuinely small-scale, under used or gap sites, without resulting in over development or the erosion of important open spaces that contribute to rural character.
3. Enhance or maintain the rural settlement's identity, ensuring high-quality design, appropriate materials and landscaping that respond positively to local distinctiveness.
4. Do not harm residential amenity, including through overshadowing, loss of privacy, noise or unacceptable traffic impacts.
5. Incorporate safe and appropriate access, including pedestrian, cycle and emergency access, and do not compromise highway safety.
6. Protect and enhance natural, historic and landscape features, including hedgerows, trees, green corridors and locally important vistas.
7. Support sustainable growth, including opportunities to improve local services and community facilities, where appropriate and proportionate to the scale of the settlement.

Policy Explanation

5.5.15 Rural settlement boundaries define areas where limited, small-scale growth may be appropriate to support the vitality of rural communities. Infill development can help provide new homes, diversify housing choices, and make effective use of under-utilised land while maintaining the compact form and character of rural settlements.

5.5.16 However, the sensitive nature of rural villages means that poorly designed or overly intensive development can easily undermine their character, landscape setting or residential amenity. This policy therefore ensures that infill proposals are carefully integrated, respecting local patterns of development, built form character and the traditional rural grain.

5.5.17 Infill sites, small plots between existing buildings and under-used land within settlement boundaries may be suitable for infill development where proposals reinforce the village's identity and contribute positively to the built environment. Development should support high-quality design, protect important natural features and ensure landscaping, boundary treatments and materials are reflective of local character.

5.5.18 The policy also emphasises the protection of natural and historic assets, including hedgerows, mature trees and landscape features that are often essential to rural distinctiveness. Ensuring safe access, proportionate parking and suitable connections to walking and cycling routes is also essential to maintaining the rural character and supporting more sustainable travel choices.

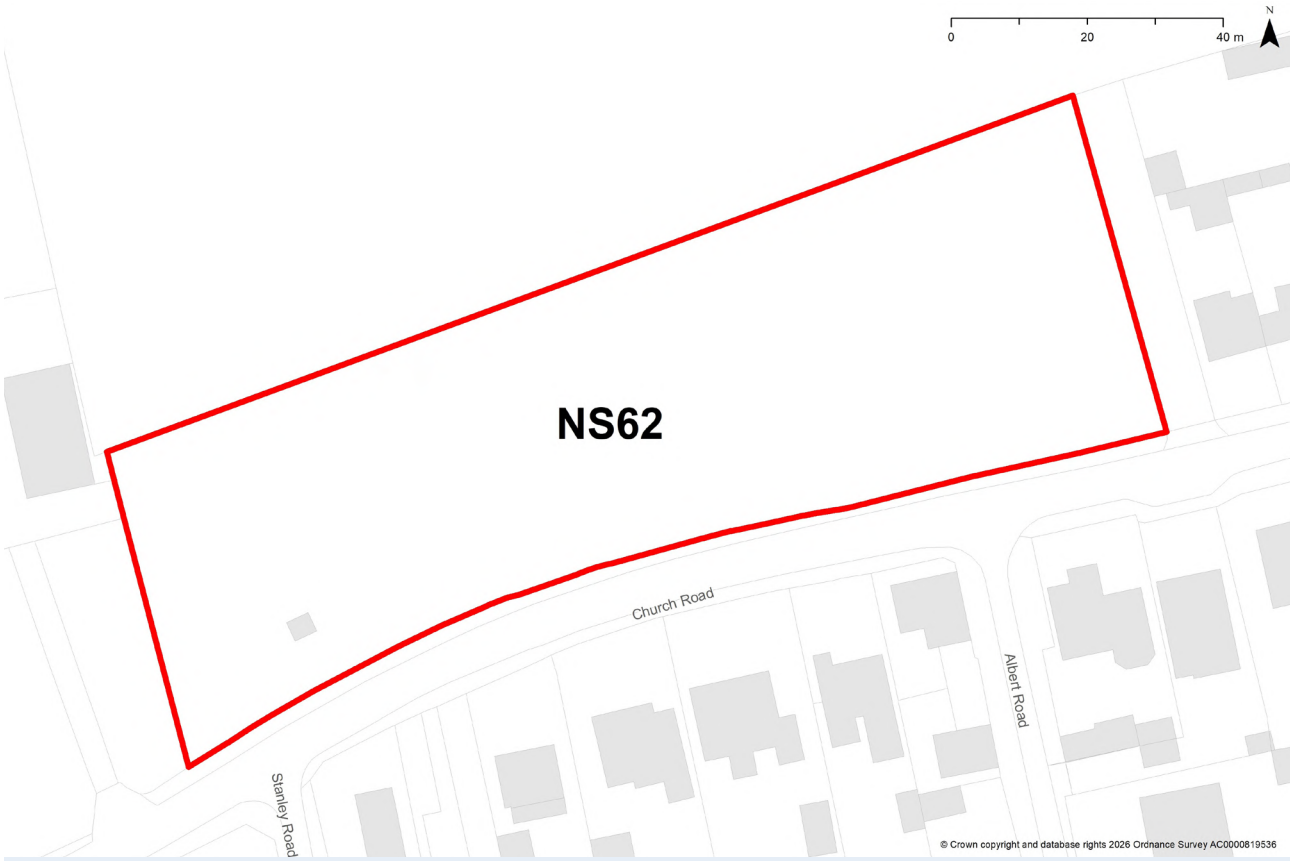
5.5.19 Overall, this policy supports small-scale, sensitively designed infill development that strengthens Thurrock's rural communities without compromising the qualities that make them distinctive.

Non-Strategic Sites Allocations

NS62 - LAND NORTH OF CHURCH ROAD, BULPHAN

Site Name: Land north of Church Road, Bulphan

Size: Approximately 0.7 hectares



Key Requirements

- A residential development fronting Church Road providing approximately 16 new homes;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- The layout and design should be sympathetic to local character;
- Any future application should be accompanied by a suitable Heritage Impact Assessment. The design, scale and layout of any scheme should consider the setting and significance of the Listed Building;
- Historic England should be consulted on any future application due to the proximity to the Scheduled Monument. An Archaeological Desk Based Assessment and field evaluation will be required; and

- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

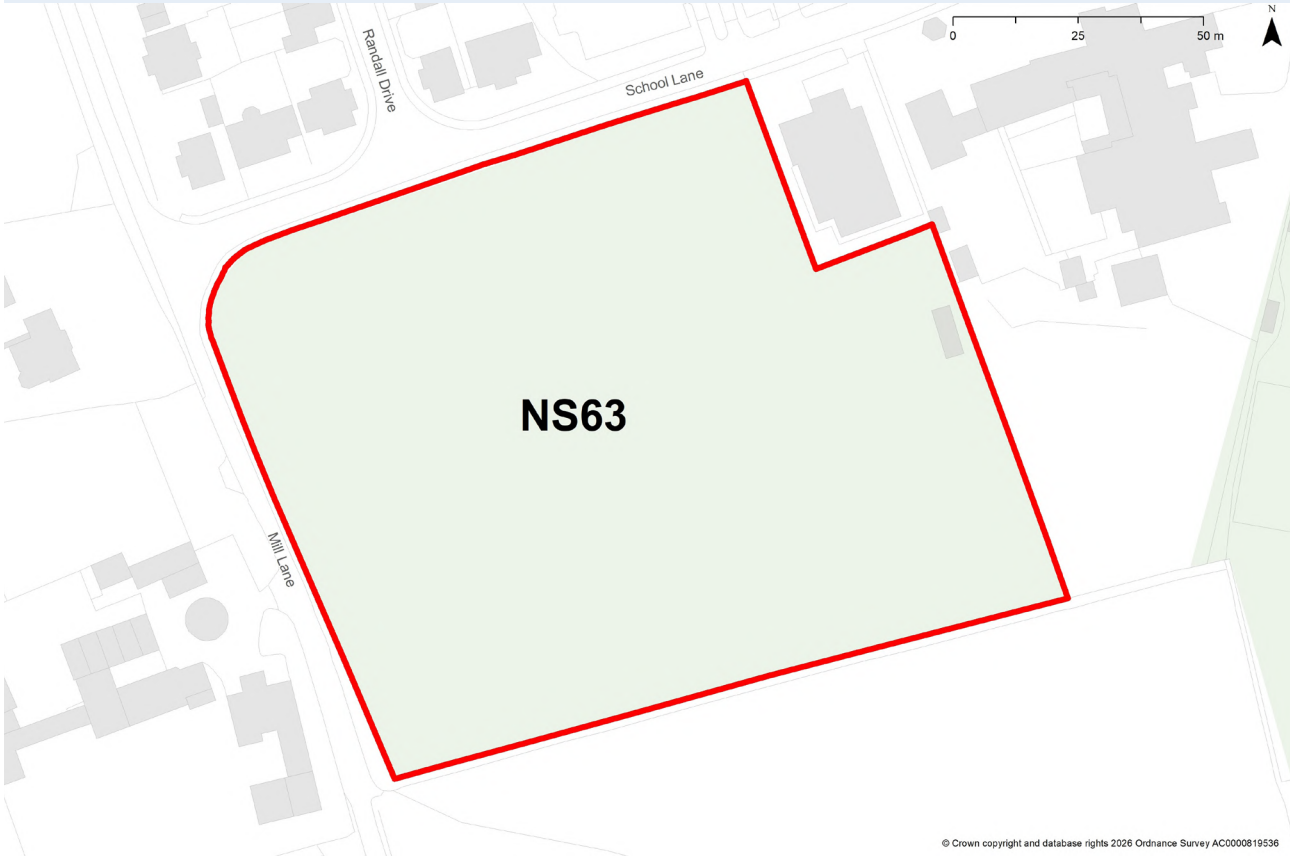
Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	16	-	-	-

NS63 - LAND SOUTH OF SCHOOL LANE, ORSETT

Site Name: Land south of School Lane, Orsett

Size: Approximately 1.5 hectares



Key Requirements

- A medium density residential development providing approximately 50 new homes;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- The layout and design should be sympathetic to local character;
- Development proposals should be informed and accompanied by a suitably detailed Heritage Impact Assessment;
- Historic England should be consulted on any future application due to the proximity to the Scheduled Monument. An Archaeological Desk Based Assessment and field evaluation will be required; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
-	50	-	-	-

NS64 - LAND ADJACENT TO THE PADDOCKS, HILLCREST ROAD, HORNDON-ON-THE-HILL

Site Name: Land adjacent to The Paddocks, Hillcrest Road, Horndon-on-the-Hill

Size: Approximately 1.6 hectares



Key Requirements

- A medium density residential development providing approximately 50 new homes;
- To provide a housing mix of tenure, size and type in accordance with DMP11 - Housing Mix and DMP12 - Maximising the delivery of Affordable Housing;
- The layout and design should be sympathetic to local character;
- An Archaeological Desk Based Assessment will be required and field evaluation may be needed; and
- On site and off-site infrastructure improvements will be required to support this development in line with the latest Infrastructure Delivery Plan and DMP36 - Delivery of Infrastructure.

Development will also need to comply with all other relevant policies in this Local Plan.

Indicative Phasing

2024/29	2029/34	2034/39	2039/44	Post 2044
25	25	-	-	-

5.6 New Settlements

Introduction

5.6.1 This Plan makes provision for the delivery of two new settlements, one through the significant expansion of West Horndon and the other on land to the north of the A13 near Stanford-le-Hope. These new settlements will deliver a significant proportion of the Borough's housing requirement and will require careful masterplanning and phasing. This will ensure that the supporting infrastructure such as transport, utilities, schools, healthcare and community facilities and open spaces are delivered when required and fully integrated within the design of the settlements.

Principles for establishing successful new settlements

5.6.2 Policy development for the new settlements has been guided by the Town and Country Planning Association's Garden City Principles. The Garden City Principles are an indivisible and interlocking framework for their delivery, and include:

- Land value capture for the benefit of the community
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

5.6.3 In addition, work on West Horndon has also taken account of the New Towns Taskforce Report (Sep 2025). This outlines the key learnings from previous waves of new towns in England and establishes the following 10 principles to act as a framework which has been considered for both new settlements:

Vision led

5.6.4 For West Horndon and the land to the north of the A13 (Lower Langdon and Corringham Park Farm) to become successful new settlements, it is essential that they are vision led, with a clear purpose and identity from the outset. The vision should be embedded in a settlement-wide strategic masterplan and design code, forming the basis for the development of a statutory planning framework in each settlement. The framework should include clear strategies and requirements for maintaining design and placemaking quality throughout the development of the new settlement.

5.6.5 Masterplanning of the whole settlement will be critical to ensuring its long-term establishment of identity and community. Beyond setting a vision, effective masterplanning can support economic viability by creating certainty over the location of homes and infrastructure and reduce the risks inherent in the complicated process of putting together planning applications.

5.6.6 The masterplan and design code for these settlements must retain a degree of flexibility to allow for changing market conditions and evolving community needs over the long build out period. Design must also be informed by local aspirations, by inviting active participation of local community and stakeholders, as part of a coordinated and informed approach to masterplanning.

Ambitious density

5.6.7 International best practice shows that compact, complete and connected neighbourhoods improve liveability, boost local economies, and reduce car dependence. Higher density in core areas also frees up land for green spaces and community uses, marrying town and country benefits. Both settlements include a high density town/district centre and densities across the different residential neighbourhoods of between 35 and 40 dph. The layout of the development should achieve a fine-grained, permeable and connected environment that makes the best, most efficient use of land.

5.6.8 Higher density does not require high-rise development. Well-established housing types such as terraced streets and mansion blocks can achieve higher densities while reinforcing local character and creating attractive, high-quality places to live. By locating more people within walking distance of stations and everyday amenities, these forms of development support more sustainable, well-connected and vibrant communities.

Affordable housing and balanced communities

5.6.9 Social equity must be at the heart of creating new settlements – these new communities should be inclusive, accessible, and fair for all residents. One major aspect is housing affordability and mix. National guidance now sets ambitious targets for affordable housing in new settlements.

5.6.10 Delivering genuinely affordable housing and a balanced community in both new settlements will be achieved through a range of housing types and tenures. This should include a range of detached, semi-detached and terraced homes, flats, co-living, and opportunities for self- and custom-build housing.

Social infrastructure

5.6.11 The Infrastructure Delivery Plan sets out social, transport, utilities and green infrastructure required to support West Horndon New Town and the new settlement on Land north of the A13 (Lower Langdon and Corringham Park Farm), identifying what is needed, when it is needed and how it will be funded and delivered. As a high level document, the IDP provides the strategic framework for infrastructure delivery, while the Masterplan will translate these requirements into a detailed spatial and design-led framework. Together, they will guide the coordinated phasing of schools, healthcare, community facilities, transport improvements, open spaces and other key infrastructure across the new settlements. This framework also supports long-term stewardship, with facilities and public spaces ultimately transitioning from development phase management to community led governance ensuring that they are managed in perpetuity by local people and institutions.

Healthy and safe places

5.6.12 The public realm should be designed to create attractive, safe and well-used streets. This includes a clear and well-proportioned street layout with wide pavements and tree-lined streets, alongside high-quality buildings, materials, public art and street furniture. Landscaping should support biodiversity and climate resilience, including tree planting, sustainable urban drainage and other green blue infrastructure, with opportunities for food growing incorporated where appropriate.

5.6.13 The Town and Country Planning Association report 'Health, hope and prosperity: a vision for healthy new towns' sets out a vision for creating healthy places that will be vital to securing high-quality outcomes in new settlements. It also highlights key lessons from the New Towns programme and identifies a number of headline preconditions for future success. These preconditions provide an opportunity to create exemplar new communities that address the health, housing, climate and nature challenges facing the nation, while transforming the way homes are delivered. They also support the technical ability to design and build world-class, healthy and resilient places, enabling the public sector, acting as master developer, to secure long-term benefits for people and the natural environment, while helping to reduce risk for homebuilders and institutional investors.

Environmental sustainability

5.6.14 The new settlements must be leaders in sustainability, aligning with the UK's climate commitments and international best practices for green development. By doing so, they will not only protect the environment but also create healthier, more resilient and economically attractive places to live.

5.6.15 The Essex Local Area Energy Plan (LAEP) forms an important evidence base for regional energy planning, including the upcoming Spatial Development Strategy. It contributes toward targeting grid investments ahead of need by highlighting focus zones and supporting the unlocking of investment as part of the National Energy Systems Operator's (NESOs) Regional Energy Strategic Plan (RESP) for the East region. This LAEP will further support ambitions for a just transition alongside health benefits such as cleaner air and warmer, healthier homes. The document identifies Focus Zones where improvements to building efficiency in terms of heating, heat networks, transport and energy generation through wind and solar development have the greatest potential.

5.6.16 The Thurrock Energy Strategy provides evidence for future energy-related planning policies and identifies opportunities to reduce demand and expand renewable and low-carbon energy generation. As one of the UK's fastest-growing economies, Thurrock faces the

challenge of balancing development with sustainability goals during the national transition away from fossil fuels towards cleaner energy systems. New development will be expected to play their role in reducing carbon emissions and helping to transition to renewable energy.

Transport connectivity

5.6.17 Location and connectivity are perhaps the most decisive factors in a new settlement's success. To be sustainable and prosperous, a new settlement must be well-connected internally and externally, enabling residents to access jobs, services, and wider opportunities.

5.6.18 The Thurrock Strategic Transport Assessment presents the vision-lead approach to developing transport policies and proposals that support delivery of Local Plan growth, in line with national policy requirements. An impact assessment has also been undertaken using strategic and local highway modelling to identify impacts across transport modes related to Local Plan growth and where mitigation might be required.

5.6.19 The modelling includes identification of appropriate trip rates for new developments and assesses the capacity of key junctions and links based on the committed future transport network. Site-specific assessments for West Horndon and Land north of the A13 (Lower Langdon and Corringham Park Farm) verify that, with effective policy and design, an increased proportion of trips can be made by sustainable modes. The assessment identifies where mitigation is required, particularly for junctions expected to experience increased congestion. Proposed mitigation measures include junction upgrades, new active travel links, and enhancements to public transport services. The report also considers cross-boundary impacts from neighbouring Local Plans, ensuring that Thurrock's transport network remains resilient and adaptable to future growth, and full details of this are available in the Thurrock Strategic Transport Model and Mitigation Hierarchy.

Business creation and employment opportunities

5.6.20 The new settlements present a valuable opportunity to create a vibrant local economy where residents can access high quality jobs close to home. The 2025 Indices of Multiple Deprivation underlines the importance of improving access to employment, skills and economic inclusion in Thurrock. The new settlements are well placed to respond. West Horndon's location near the Havering Data Centre and the new settlement north of the A13's proximity to Thames Freeport sites provides a strong platform for growth. The scale of new development will generate significant new job opportunities in a wide range of industries, and both settlements specifically include land for employment.

5.6.21 New employment space will encourage business formation, support SMEs and attract innovation driven businesses, offering a broad mix of roles and clear progression routes from entry level to senior positions for Thurrock residents. Through this approach, both settlements can evolve as self-sustaining communities where people live, work and build their careers locally.

Stewardship

5.6.22 Many new communities establish Community Trusts or work with parish or town councils to take ownership of local facilities, helping to ensure they are managed and maintained in perpetuity. Governance should therefore evolve from the development phase, led by the development corporation, to a longer-term model led by local people and institutions. The TCPA similarly emphasises the importance of community ownership of land and long-term stewardship in the success of new town success.

Community engagement

5.6.23 Community engagement and empowerment are crucial to social sustainability. From the planning stage onwards, involving local people, including both future residents and neighbouring communities, helps to build social capital and trust. TCPA guidance emphasises the importance of clear and effective approaches to community engagement in shaping the vision and proposals for new towns, enabling residents to play a meaningful role in defining their identity and character.

5.6.24 As West Horndon is a greenfield new settlement adjoining an existing village, there is a heightened need to support social integration. The planning process should actively engage with existing residents to understand and address potential impacts, including increased demand on local services and changes to local character, while ensuring they share in the benefits of growth, such as improved infrastructure and new amenities.

5.6.25 Both new settlements can fund improvements that serve both existing communities nearby and new communities, like expanding GP practices, upgrading nearby transport facilities, or creating shared open spaces. This prevents an inequitable outcome where the new development prospers at the expense of the existing communities. Instead, both should thrive together. Maintaining social cohesion between new and existing populations can be challenging, but measures like phased integration of services, events to bring people together, and fair allocation of resources can help. The overarching goal is two sustainable new settlements that remains inclusive, safe, and community oriented as it grows, with residents empowered to shape its future.

West Horndon

Vision

By 2044:

The town will be a compact and highly networked place, built around the flood plains of the Markdyke river tributaries, and structured around a well-connected street-based layout that encourages walking and cycling. A place where social sustainability has been embedded from the beginning, with shared spaces and social architecture to foster local networks, belonging, and community identity. Health, education, community, commercial and cultural facilities and amenities are well integrated in walkable, sociable neighbourhood centres.

A range of home types and tenures will be delivered from the outset to ensure a balanced and mixed community grows over time. Distinctive public spaces and parks will provide character, identity and opportunity for social connections to form. In West Horndon, it will be easy to get around the town by walking, cycling and public transport, and connections to employment centres further afield, such as the Thames Freeport, Grays, London and Basildon will be frequent with enhanced train and local bus services.

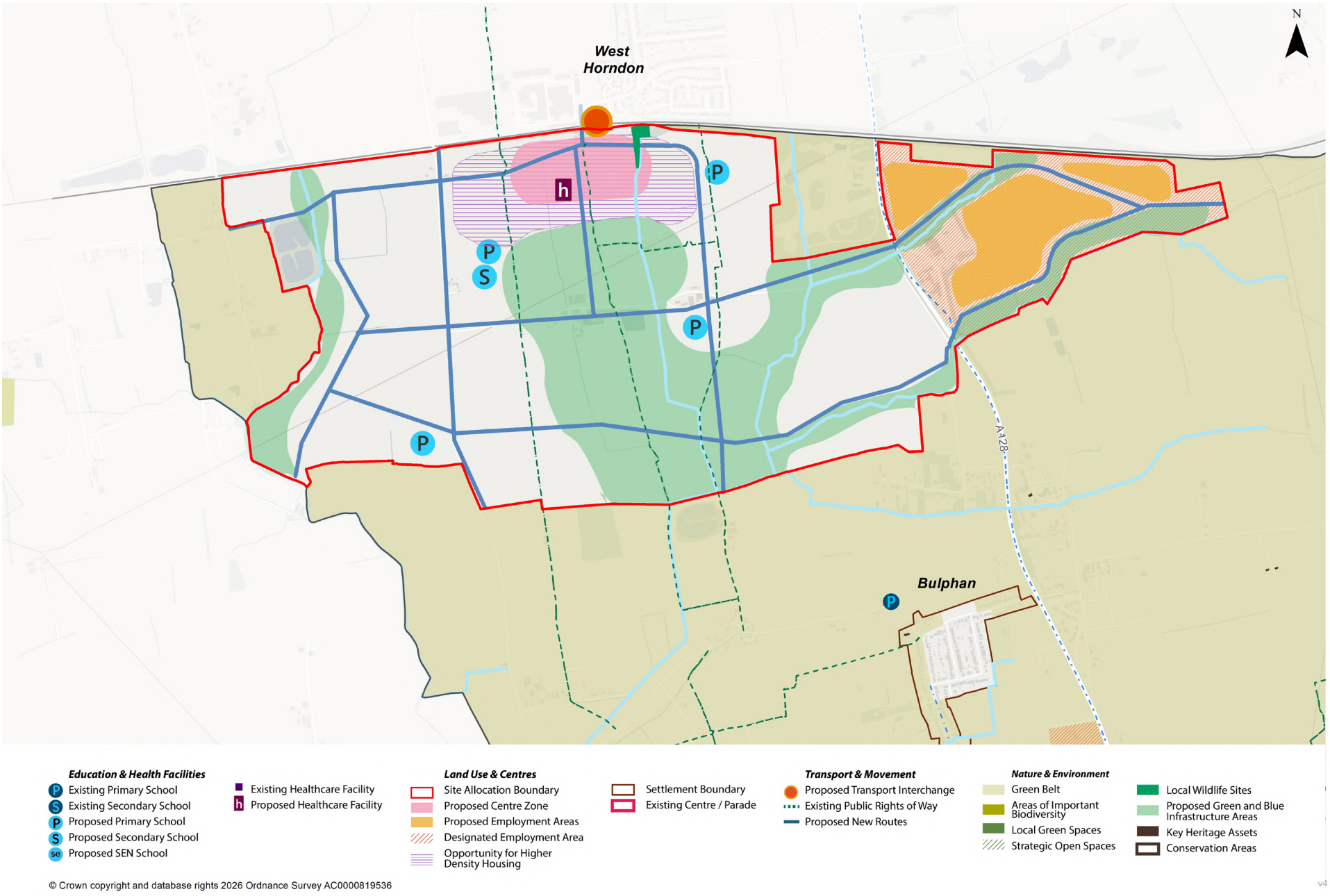
The town centre, connected directly to the railway station, will develop with a vibrant high street offering local employment premises in a range of scales, including affordable and micro-sites for small enterprises. Local hubs in residential neighbourhoods will offer workspace for remote home workers to socialise and foster coworking practices and innovation.

West Horndon will be an exemplar site for the application of new green technologies, with homes that are capable of being fully powered by on-site renewable energy generation to provide, warm, comfortable homes that have low-to-zero home energy bills.

West Horndon will grow and develop with a connection to nature at its centre, creating a green and biodiverse settlement. Development will consider the specific biogeographical conditions and work with the landscape to improve biodiversity. A biodiversity net gain of 20% will deliver significant habitat improvements, particularly along the tributaries of the Mardyke, which will be enhanced to form a biodiversity park connected to Bulphan. This will help reduce flood risk in surrounding areas while creating rich habitats threaded with walking and cycling routes linking north to south.

A legacy of co-production and community ownership will lead to an incremental, vibrant, and cohesive community spirit established through governance models implemented early in the planning process.

Key diagram for West Horndon



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v4

Place Policies

SS17 - WEST HORNDON NEW TOWN

1. Approximately 455 hectares of land to the south of West Horndon is allocated for residential-led mixed use development to deliver West Horndon New Town, as shown on the Policies Map;
2. The new town will deliver a mix of uses to comprise approximately 10,000 homes, 50ha employment land together with necessary health, education, community, leisure and retail facilities and comprehensive infrastructure to support a self-sustaining community that provides for the wider network of nearby villages;
3. The Council will prepare a masterplan to inform the delivery and design of this new town in conjunction with site promoters/ developers, the local community and other stakeholders;
4. The Council will consider using a delivery vehicle to ensure the new town is delivered in a cohesive manner with early delivery of necessary infrastructure, net benefits for existing residents, and coordinated cross boundary development; and
5. The development proposals shall accord with all other relevant policies in this Plan.

A. Land Use Mix

West Horndon will deliver a range and mix of uses appropriate to the new town, including:

1. Residential development of a mix of dwelling sizes, types and tenures, in accordance with Thurrock's identified needs. They will include the provision of:
    a. 50% affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing;
    b. A minimum of 2 Gypsy & Traveller sites, to provide 40 serviced pitches;
    c. Specialist accommodation including care homes and extra-care facilities;
    d. Self-build and custom build plots in accordance with DMP15 – Self & Custom Build Housing;
2. Approximately 50 hectares of employment land at Bluehouse Farm on the eastern end of the site to provide approximately 200,000 sqm of floorspace for general employment uses (use classes E(g)(i-iii), B2 and B8). It will provide a range in type and size of units/plots to cater for different business needs including small-scale, micro and affordable workspace, and access to local jobs;
3. Four new 2-form entry primary schools with early years childcare and a 6-form entry secondary school, with capacity for specialist SEND and post 16 provision as required by the Education Authority. Including an all through school delivering part of the early years childcare and primary provision. All the secondary provision will be supported alongside standalone primary schools with early year childcare. New schools should provide for the dual use of facilities for community purposes;
4. Shops, services, leisure and other town centre uses of an appropriate scale for the town whilst avoiding significant impacts on the vitality and viability of surrounding centres, and not competing with Lakeside as the sub-regional centre;
5. A clear town centre to ensure essential services and facilities are easily accessible to residents in West Horndon and the proposed development;
6. New healthcare facilities providing over 1,700 sqm of floorspace;
7. New community building co-locating library and local services, with community access for activities;
8. Sports facilities and playing pitches covering a range of sports and including 3G pitches;

9. Approximately 80 hectares of open space comprising of parks and gardens, amenity green space, natural and semi-natural open space and 3 hectares of allotments; and
10. Appropriate provision for waste / recycling management facilities.

B. Accessibility and Movement

West Horndon will deliver a comprehensive network for movement from the start of development, prioritising public transport and active travel, to ensure that the new settlement connects key locations including the new town centre, and includes:

1. Public Transport improvements:
    a. Upgrades to West Horndon Train Station to create a multi-modal transport hub with a southern access point and disabled access across north and south platforms; and
    b. Enhanced rail accessibility and usage through integration, particularly through improved interchange facilities, better first and last-mile connections, and service enhancements that support population growth and freight movement; and
    c. Bus service facilities connecting West Horndon to Basildon, Grays and the Thames Freeport, including a new bus service to connect Dunton Hills to Purfleet-on-Thames via new development at West Horndon, South Ockendon (north and south) and Lakeside shopping centre to complement existing bus routes and to serve existing employment and potential growth in Purfleet/ West Thurrock.
2. Walking and Cycling:
    a. Provision of a network of attractive, direct, safe and convenient walking and cycling routes linking homes to public transport and the main areas of activity such as the town centre, schools and employment areas;
    b. Provision of direct walking and cycling connections over the railway line linking to the existing West Horndon village and Dunton Hills Garden Village;
    c. Widening the existing footpath at Station Road to provide a safe and lit route for pedestrians and cyclists from West Horndon station;
    d. Controlled crossing of A128 Tilbury Road between West Horndon and London Brentwood Commercial Park; and
    e. Appropriate pedestrian access must be provided to all bus stops within and adjacent to the site, including those on the A128, to optimise accessibility to public transport.
3. Highways improvements:
    a. New roads 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;
    b. 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;
    c. Upgraded bridge over the West Horndon Station to be upgraded to shared bus and pedestrian/cyclist bridge. Section on St Mary's Lane between Dunnings Lane and Station Road to be closed for general traffic;
    d. Upgraded bridge on Childerditch Lane across the railway track is to be provided for use by all modes, to comprise a 5.5m carriageway, a 3m shared pedestrian/ cyclist lane and a 2m footway;
    e. Additional local and strategic highway network capacity to meet the forecast road traffic generation of the new town, at junctions A127/ Childerditch Lane and Junction 29 of the M25; and
    f. Measures to mitigate the traffic impact of the new town on surrounding villages including Bulphan and Herongate.

C. Landscape, Townscape and High-Quality Design

The new town will be developed using garden community principles, to form a distinctive townscape and character which provides a healthy living environment for residents, and will:

1. Establish a Design Code for the settlement and design principles which are informed by a robust understanding of the sites' context, community engagement, and the principles in the Thurrock Design Charter;
2. Establish a high density within the town centre and a medium density between 35 and 40 dph across the rest of the site;
3. Deliver enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study;
4. Be designed with health and well being in mind from the outset through early use of Health Impact Assessment as an iterative process;
5. Require consultation with Historic England on any future application due to the impact on the setting and significance of the Grade I and Grade II* listed buildings. 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. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings; and
6. Require an Archaeological Desk Based Assessment and field evaluation for any future application. The design, scale and layout of any scheme should consider and avoid impacts on known archaeological features.

D. Green and Blue Infrastructure Network

The new town will deliver a comprehensive green and blue infrastructure network that will:

1. Be informed by a comprehensive programme of ecological survey and monitoring to guide a Biodiversity Net Gain and Management Plan, including appropriate mitigation and enhancement;
2. Utilise existing river corridors and areas of higher flood risk on site as an asset to deliver a fully integrated nature-based and urban SuDS strategy;
3. Connect to existing green and blue infrastructure corridors and networks;
4. Deliver opportunities for habitat creation identified in the Greater Essex Local Nature Recovery Strategy within the site area;
5. Retain and enhance woods, water features and hedges;
6. Integrate public access to nature, while also providing areas of restricted access where necessary to protect and enhance biodiversity; and
7. Deliver opportunities for leisure uses associated with water management and encourage the multifunctional value of spaces for biodiversity, landscape, amenity, recreation and leisure, and food production.

E. Infrastructure Requirements

1. On site and off site infrastructure improvements will be required to support development at West Horndon in line with the Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.
2. Development will be phased and infrastructure-led, with the timing of development linked to the delivery of:
    a. Local and strategic transport infrastructure;
    b. Early years childcare, primary, secondary, SEND and post 16 education provision;
    c. Health facilities; and
    d. Utilities, green infrastructure and social infrastructure.

3. Planning permission will only be granted where proposals demonstrate that necessary infrastructure will be delivered in a timely manner to support each phase of development.

F. Community development

The new town will be a thriving, connected community, enabled through measures to assist the development of a new community including:

1. Implementation of an Early Community Development Strategy which sets out a plan for social integration, addressing how new communities will be connected to existing neighbourhoods through shared spaces, inclusive design, community events, and accessible routes and facilities.
2. Establishment of a Community Management Trust, supported by a business case to be agreed with the Council, setting out the scope of governance arrangements, their evolution over time, and their long-term financial sustainability.

G. Masterplan

The Masterplan to be prepared for the new town will provide further guidance and detail on the implementation of this policy. It will:

1. Relate to the whole of the allocated site and additional land surrounding West Horndon in neighbouring authorities;
2. Be produced in consultation with local and future communities, developers and all relevant stakeholders. It shall include a statement that sets out how community and stakeholder involvement has influenced the design and layout of the submitted scheme and its intended delivery;
3. Utilise the Design Review Panel process to ensure high-quality design for West Horndon;
4. Show the intended overall design and layout of the development and the proposed distribution and location of uses across the new town;
5. Identify the proposed access routes, transport links, internal highway routes and principal walking, cycling and bridle links, including links to the surrounding network;
6. Demonstrate clear density character areas with medium-high density expected, and appropriate density transition at the site's edges;
7. Show how the development will incorporate a full range of sustainable transport measures, including upgrades to West Horndon Station into a mobility hub and dedicated express bus services;
8. Demonstrate measures to enhance the revised Green Belt boundary and ensure separation from Bulphan, Dunton Hills Garden Village, and East Havering Data Centre and Ecology Park;
9. Incorporate a green and blue infrastructure framework informed by comprehensive, site-specific ecological surveys, a biodiversity net gain assessment, landscape and visual impact assessment, hydrological and flood risk evidence, alongside consideration of access and use;
10. Demonstrate how existing landscape and heritage features will be sympathetically and appropriately integrated into the development;
11. Demonstrate how the Strategic Opportunity Areas of the Greater Essex Local Nature Recovery Strategy have guided the design;
12. Identify the location and form of the main town centre, including the community, commercial, education and healthcare facilities to be provided within it; and
13. Include a phasing and implementation plan that secures the coordinated delivery of development across the whole site allocation, ensuring the timely provision of necessary on-site and off-site infrastructure to support each phase of development, ensuring that:

a. its impacts are satisfactorily and appropriately mitigated;

b. there are adequate supporting facilities (including access to adequate green and blue infrastructure, leisure and sporting facilities, shops, health, community and educational facilities) that will allow the early establishment of a sustainable and cohesive community;

c. The employment land parcel at Bluehouse Farm is brought forward in tandem with the rest of the town, not before; and

d. Residents and business occupiers have an appropriate range of sustainable travel options at their disposal, including access to bus services and cycle and pedestrian links to West Horndon Station.

Policy Explanation

5.6.26 With its proximity to the A127, and West Horndon railway station, and to nearby employment areas, development of a new town at Wet Horndon provides a unique opportunity to deliver a sustainable new settlement. Its size means supporting infrastructure can also be delivered, thereby relieving the impact on existing facilities that are at capacity and providing new opportunities for leisure, recreation, employment, education and health for existing residents.

Site constraints and opportunities

5.6.27 The site is located within the Bulphan Fenland Landscape Area and comprises approximately 455 hectares of land stretching from the south of the railway line and Borough boundary towards Bulphan. The area does not contain any national landscape designations, the nearest being Thorndon SSSI and the Thames Estuary Marshes Ramsar and Special Protection Area. The Lower Shaw Local Wildlife Site is within the northern site boundary perpendicular to the railway line designated for its woodland habitat. Several public footpaths cross the site, largely in north-south direction. A BPA pipeline bisects the site from north-west to south-east and the site is classified as Grade 3 Agricultural Land.

5.6.28 The existing train station at West Horndon is a major asset to expand upon for sustainable transport connections. The station presently only has step-free access available in one direction for trains heading towards Southend. Two trains per hour run in each direction.

5.6.29 Sections of the site are situated within Flood Zones 2 and 3, primarily along tributaries of the Mardyke. Similar areas are at risk of surface water flooding. This presents a constraint on the location of vulnerable land uses such as dwellings within the site. However, it also presents substantial opportunity for creation of multi-functional wetland and riverine habitat in accordance with the Local Nature Recovery Strategy.

5.6.30 Within the central area of the site are two listed buildings associated with historic farmsteads: Little Tillingham Hall and Field House Farm, both Grade II listed. To the south, closer to Bulphan is Slough House, which is also Grade II listed. Sensitive consideration of these heritage assets and their settings into the masterplan is required through both siting of development, architectural style and materiality.

5.6.31 Outside the eastern boundary of the site is the Grade II listed Barnards Farm buildings, and its landscaped garden. 1.5km to the north lies Thorndon Country Park which includes the Grade II* Registered Park and Garden, a Conservation Area and Site of Special Scientific Interest (SSSI).

New settlement north of the A13 (Lower Langdon and Corringham Park Farm)

Vision

By 2044:

The Lower Langdon and Corringham Park Farm sites will have evolved into a distinctive, landscape-led new settlement comprising two interconnected neighbourhoods which form a single, cohesive new settlement delivering 5,000 new homes. The new community will be shaped by its rural setting, its proximity to Corringham and Stanford le Hope, and its relationship with the Langdon Ridge and surrounding ecological assets.

The new settlement, designed in line with the garden community principles and a Council approved masterplan, will respond positively to its exceptional environmental and heritage context, transforming constrained, linear sites into a model for sustainable growth in Thurrock. The new settlement will deliver a thriving, walkable community where homes, green infrastructure, and local services are carefully integrated, and where the protection and enhancement of natural assets define the structure and identity of the place. The settlement will be compact, walkable and well connected, with a movement network that prioritises walking, cycling and public transport. A vibrant local centre will form the social and commercial heart of the community, supported by high quality public spaces, community facilities and a diverse mix of home types and tenures.

Green and blue infrastructure will define the character of the place, with restored habitats, enhanced wildlife corridors and a multifunctional landscape that integrates nature, recreation and sustainable drainage. Corringham Park Farm will establish the first phase of this green infrastructure network, ensuring early delivery of ecological enhancements and landscape buffers that set the framework for the wider settlement.

A balanced community will grow from the outset, supported by early delivery of social infrastructure, community governance structures and a long-term stewardship model. The new settlement will be an exemplar of sustainable placemaking, biodiversity enhancement and low carbon living, with homes and neighbourhoods designed to support healthy, active lifestyles.

A defining element of the vision is the site's relationship with the Langdon Ridge SSSI – supporting its protection, enhancement and long-term stewardship. The new settlement will incorporate a comprehensive Suitable Alternative Natural Greenspace (SANG), designed to provide an attractive and accessible alternative to sensitive areas of the SSSI. This will include circular walking routes, dog walking areas, and naturalistic open spaces that are seamlessly integrated into the wider landscape framework. In doing so, the development will function as a strategic buffer, reducing visitor pressure on designated habitats while enhancing public access to high-quality natural greenspace. Protection and enhancement of the SSSI at the southern tip of the site is a key priority, alongside the retention and enhancement of Local Wildlife Sites and other biodiversity areas. Early phases at Corringham Park Farm will deliver the first components of the SANG, ensuring mitigation is in place ahead of later occupation at Lower Langdon.

Water will shape the character and resilience of the new settlement. Areas within the site that are at risk of flooding, particularly along Horndon Brook and the southern boundary near the A13, will be retained as functional floodplain and transformed into a network of wetland landscapes and public open spaces. A comprehensive sustainable drainage strategy will address surface water flooding across the site while also improving water quality, including in areas affected by the Former Works – Basildon contaminated land designation. These interventions will create a visible and celebrated water environment that enhances biodiversity, supports climate adaptation, and contributes to the overall identity of the place.

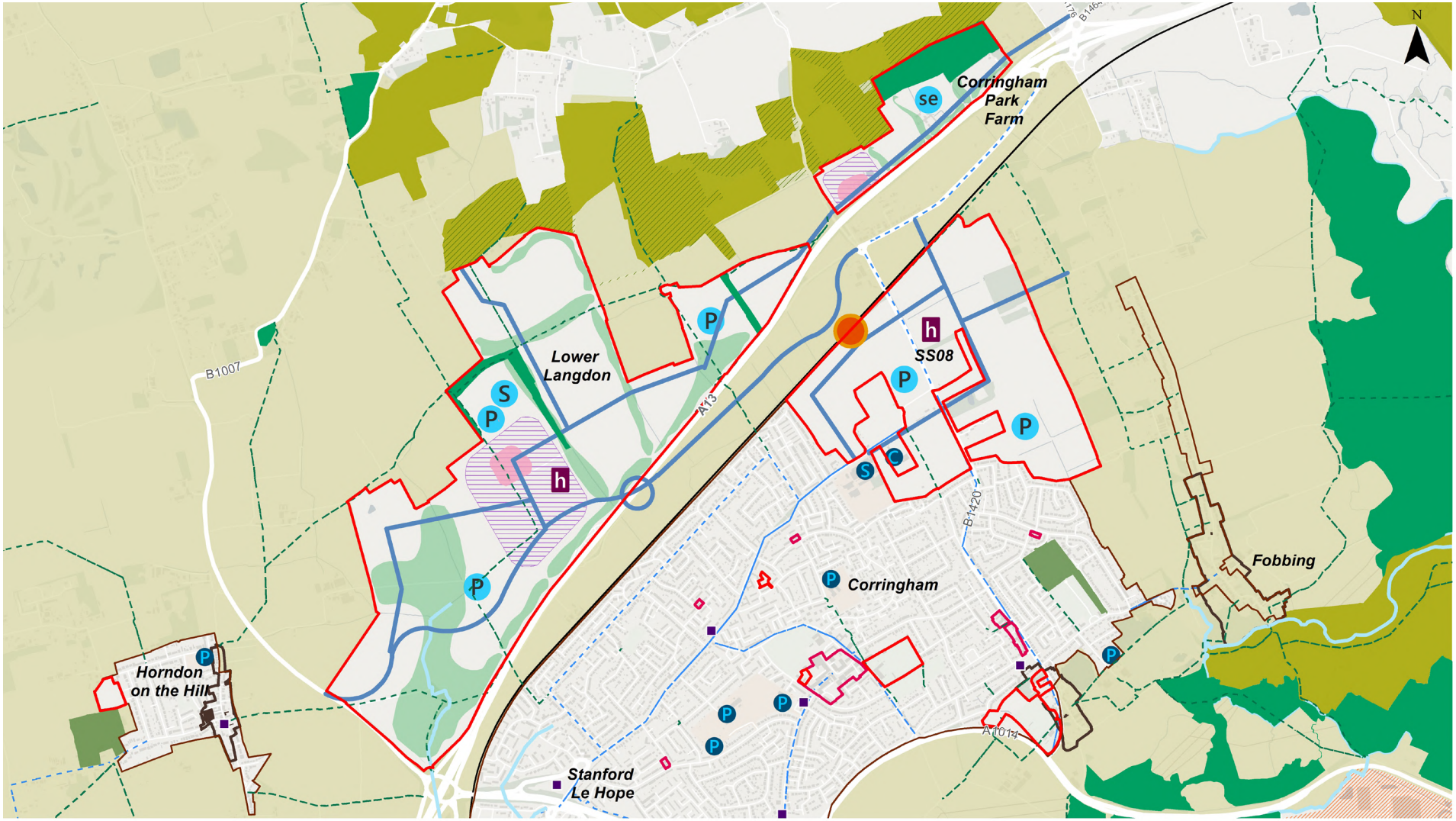
The new district centre will form the social and economic heart of the new settlement, providing a focus for community life as well as a source of local employment. It will accommodate a mix of retail, commercial, and community uses, including flexible workspace, small business units, cafés, health, leisure, essential services and connections that will integrate with the phase of development at Lower Langdon. The provision of a modern, high quality employment area within the Lower Langdon portion of the settlement will further support job creation within the settlement and reduce the need for out-commuting, while also complementing the wider economic role of Thurrock. It will be designed to respond to modern working patterns, including opportunities for home-working hubs and start-up businesses. It will also provide a range of units and plots for different business needs, helping to foster a vibrant and adaptable local economy. Early community and commercial facilities at Corringham Park Farm will ensure the first phase is self supporting and well connected, while laying the foundations for the fully developed district centre at Lower Langdon.

The delivery of sustainable transport options and encouragement of walking and cycling will be integral to the success of the new settlement, with high levels of public transport accessibility achieved across the settlement and convenient pedestrian access to bus services. A high-frequency bus service will connect the new settlement to Stanford-le-Hope railway station, Grays and Basildon, providing residents with convenient access to the wider rail network and key urban centres. This service will be designed to offer a genuine alternative to private car use, with direct, reliable, and frequent connections across the settlement. In addition, the site will be strategically connected to major employment destinations within Thurrock, including London Gateway and Thames Enterprise Park. Together, these connections will ensure that residents benefit from strong access to jobs and services, while supporting a shift towards more sustainable patterns of movement.

Movement through the site will be structured around an enhanced network of green corridors and Public Rights of Way, which will be upgraded and extended to form a coherent system of walking and cycling routes. These routes will connect homes to local facilities, schools, jobs and green spaces, as well as linking to surrounding communities. Direct walking and cycling connections will also be delivered under/over the A13 and railway line to Stanford-le-Hope. New internal roads will provide access and connectivity, alongside measures to address additional pressures on the road network on One Tree Hill, and in Horndon-on-the-Hill, Stanford-le-Hope and Corringham.

There is also a strong emphasis on conserving and enhancing the setting of heritage assets. The Grade II listed Arden Hall, its associated outbuildings and Dove Cote, and Wrens Park Farm will be safeguarded through the careful design of development parcels, landscape buffers, and the retention of key views. Similarly, the relationship with the Horndon-on-the-Hill Conservation Area will be respected by maintaining a clear sense of separation and retaining the rural character of the western edge of the site. The architecture and public realm of the new settlement will draw on local vernacular traditions, ensuring that the new development complements the surrounding historic context.

Key diagram for new settlement north of the A13



Education & Health Facilities
- Existing Primary School
- Existing Secondary School
- Proposed Primary School
- Proposed Secondary School
- Proposed SEN School
- Existing Healthcare Facility
- Proposed Healthcare Facility

Land Use & Centres
- Site Allocation Boundary
- Proposed Centre Zone
- Proposed Employment Areas
- Designated Employment Area
- Opportunity for Higher Density Housing
- Settlement Boundary
- Existing Centre / Parade

Transport & Movement
- Proposed Transport Interchange
- Existing Public Rights of Way
- Proposed New Routes

Nature & Environment
- Green Belt
- Areas of Important Biodiversity
- Local Green Spaces
- Strategic Open Spaces
- Local Wildlife Sites
- Proposed Green and Blue Infrastructure Areas
- Key Heritage Assets
- Conservation Areas

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v3

Place Policies

SS18 - NEW SETTLEMENT NORTH OF THE A13 (LOWER LANGDON AND CORRINGHAM PARK FARM)

1. Approximately 250 hectares of land to the north of the A13 is allocated for a new settlement, as shown on the Policies Map;
2. The scheme will deliver approximately 5,000 new homes across two interconnected development areas comprising 4,000 new homes at Lower Langdon (Parcel a) and 1,000 new homes at Corringham Park Farm (Parcel b), planned and delivered as a coordinated new settlement;
3. Homes will be supported by 20 hectares of employment land together with necessary health, education, community, leisure and retail facilities and comprehensive infrastructure to support a self-sustaining community;
4. Corringham Park Farm will form the first phase of development, establishing the early movement network, utilities and community facilities that will support and integrate with the later, larger phase at Lower Langdon. Together, the two areas will function as a single, coherent place with strong links to Stanford-le-Hope, Corringham and surrounding settlements;
5. A new district centre will be created as the focal point for the wider settlement, providing walkable access to everyday services and forming the heart of the community;
6. The development will provide a structured pattern of densities, with higher density neighbourhoods focused around the centre and lower density areas towards the eastern edge to respect the rural setting of Fobbing and the countryside;
7. New and enhanced public realm will be delivered throughout the site, including walking and cycling routes that connect the two development areas and link them to existing centres and public transport interchanges;
8. The Council will prepare a masterplan to inform the delivery and design of this new settlement in conjunction with site promoters/developers, the local community and other stakeholders;
9. The Council will consider using a delivery vehicle to ensure the new settlement is delivered in a cohesive manner with early delivery of necessary infrastructure; and
10. Development will also need to comply with all other relevant policies in this Local Plan.

A. Land Use Mix

1. The new settlement will deliver a range and mix of uses appropriate to the new settlement, including:
    a. Residential development of a mix of dwelling sizes, types and tenures, in accordance with Thurrock's identified needs. They will include the provision of:
        i. Affordable housing in accordance with DMP12 - Maximising the delivery of Affordable Housing;
        ii. A Gypsy & Traveller site, to provide 20 serviced pitches;
        iii. Specialist accommodation including care homes and extra-care facilities;
        iv. Self-build and custom build plots in accordance with DMP15 – Self & Custom Build Housing;

b. Approximately 20 hectares of employment provision on the Lower Langdon site for Use Classes E (g)(i-iii), B2 and B8) providing a range in type and size of units/plots to cater to different business needs and provide access to local jobs. This should include small-scale, micro and affordable workspace;

c. At least two new primary schools with early years childcare and an all through school providing early years childcare, primary and secondary provision. SEND and post 16 provision to be provided on site as required by the Education Authority. New schools should provide for the dual use of facilities for community purposes;

d. Shops, services, leisure and other town centre uses of an appropriate scale for the new district centre and neighbourhood parades whilst avoiding significant impacts on the vitality and viability of surrounding centres and not competing with Lakeside as the sub-regional centre. The centre and network of parades should be well-defined and connected to residential areas to ensure essential services and facilities are easily accessible to residents;

e. New healthcare facilities providing approximately 600 sqm of floorspace;

f. Sports facilities and playing pitches covering a range of sports;

g. Approximately 32 hectares of open space comprising of parks and gardens, amenity green space, natural and semi-natural open space and 1.2 hectares of allotments alongside Suitable Alternative Natural Green Space (SANGS) to account for extra recreational pressure on the Ramsar/SPA Thames Estuary and Marshes, and Langdon Ridge SSSI; and

h. Appropriate provision for waste / recycling management facilities.

B. Movement Network

The site must deliver a comprehensive network for movement from the start of development, prioritising public transport and active travel, that connects key locations including the district centre and neighbourhood parades, and includes:

1. Public Transport improvements:

    a. High-frequency bus route through the site connecting to Basildon, Stanford-le-Hope Station, Grays and the London Gateway Port; and

    b. Effective connections to sustainable transport must be integrated into the layout of the site.

2. Walking and Cycling

    a. Provision of a network of attractive, direct, safe and convenient walking and cycling routes linking homes to public transport and the main areas of activity such as the town centre, schools and employment areas;

    b. Provision of direct walking and cycling connections under/over the A13 and railway line linking to Stanford-le-Hope; and

    c. Good pedestrian access must be provided to all bus stops within and adjacent to the site to optimise accessibility to public transport.

3. Highways improvements:

    a. New roads to facilitate access and connectivity to the new neighbourhoods and employment area and surrounding roads to be upgraded to meet function of the road. 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;

    b. Additional local and strategic highway network capacity to meet the forecast road traffic generation of Lower Langdon, at One Tree Hill; and

    c. Measures to mitigate the traffic impact of the new town on surrounding settlements including Horndon-on-the-Hill, Stanford-le-Hope, Corringham and Basildon.

C. Landscape, Townscape and High-Quality Design

The new settlement comprising of Lower Langdon and Corringham Park Farm sites will be developed using garden community principles, to form a distinctive townscape and character which provides a healthy living environment for residents through:

1. A Design Code for the settlement and established design principles which are informed by a robust understanding of the sites' context, community engagement, and the principles in the Thurrock Design Charter;
2. Establishing appropriate densities across the development, with higher density expected within the centre;
3. Preparation of an appropriate Heritage Impact Assessment, which includes a setting assessment that adheres to Historic England guidance. The design, scale and layout of any scheme must consider impacts on the setting and significance of the Listed Buildings close to the site, and the Horndon-on-the-Hill Conservation Area. An Archaeological Desk Based Assessment will also be required and Field Evaluation may also be needed.;
4. Enhancement to surrounding landscape through delivery of landscape integration opportunities outlined in the Landscape Sensitivity and Capacity Study; and
5. Integrating public health with design from the outset through early use of Health Impact Assessment as an iterative process.

D. Green and Blue Infrastructure Network

The new settlement will deliver a comprehensive green and blue infrastructure network that will:

1. Be informed by a comprehensive programme of ecological survey and monitoring to guide a Biodiversity Net Gain and Management Plan, including appropriate mitigation and enhancement;
2. Utilise existing river corridors, flow paths and areas of higher flood risk on site as an asset to deliver a fully integrated multifunctional nature-based and urban SuDS strategy;
3. Connect to existing green and blue infrastructure corridor and networks outside the site;
4. Deliver opportunities identified in the Greater Essex Local Nature Recovery Strategy for habitat creation for the site area;
5. Retain and enhance Fell-me-down Shaw and Lodge Hall Local Wildlife Sites and Streamside Wood Biodiversity Area of Local Interest;
6. Integrate public access to nature, while also providing areas of restricted access where necessary to protect and enhance biodiversity;
7. Deliver a Suitable Alternative Natural Greenspace (SANG) to reduce recreational impacts on the Langdon Ridge SSSI; and
8. Deliver opportunities for leisure uses associated with water management and encourage the multifunctional value of spaces for biodiversity, landscape, amenity, recreation and leisure, and food production.

E. Infrastructure Requirements

1. On site and off site infrastructure improvements will be required to support development at both Lower Langdon and Corringham Park Farm sites in line with the Infrastructure Delivery Plan and DMP36 – Delivery of Infrastructure.
2. Phased infrastructure delivery, aligned with development and population growth and secured through the comprehensive masterplan with the timing of development linked to the delivery of:
    a. Local and strategic transport infrastructure;
    b. Early years childcare, primary, secondary, SEND and post 16 education provision;
    c. Health facilities; and
    d. Utilities, green infrastructure and social infrastructure;
3. Planning permission will only be granted where proposals demonstrate that necessary infrastructure will be delivered in a timely manner to support each phase of development.

F. Community development

The new settlement will be a thriving, connected community, enabled through measures to assist the development of a new community including:

1. Implementation of an Early Community Development Strategy which sets out a plan for social integration, addressing how new communities will be connected to existing neighbourhoods through shared spaces, inclusive design, community events, and accessible routes and facilities; and
2. Establishment of a Community Management Trust, supported by a business case to be agreed with the Council, setting out the scope of governance arrangements, their evolution over time, and their long-term financial sustainability.

G. Masterplan

The Masterplan to be prepared for the new settlement will provide further guidance and detail on the implementation of this policy. It will:

1. Include both the Lower Langdon and Corringham Park Farm sites;
2. Be produced in consultation with local and future communities, developers and all relevant stakeholders. It shall include a statement that sets out how community and stakeholder involvement has influenced the design and layout of the submitted scheme and its intended delivery;
3. Utilise the Design Review Panel process to ensure high-quality design for the new settlement;
4. Show the intended overall design and layout of the development and the proposed distribution and location of uses across the new settlement;
5. Identify the proposed access routes, transport links, internal highway routes and principal walking, cycling and bridle links, including links to the surrounding network;
6. Demonstrate clear density character areas, with appropriate density transition at the site's edges;
7. Show how the development will incorporate a full range of sustainable transport measures, including dedicated express bus services;
8. Demonstrate measures to enhance the revised Green Belt boundary;
9. Incorporate a green and blue infrastructure framework informed by comprehensive, site-specific ecological surveys, a biodiversity net gain assessment, landscape and visual impact assessment, hydrological and flood risk evidence, alongside consideration of access and use;
10. Demonstrate how existing landscape and heritage features will be sympathetically and appropriately integrated into the development;

11. Demonstrate how the Strategic Opportunity Areas of the Greater Essex Local Nature Recovery Strategy have guided the design;
12. Identify the location and form of the district centre and other neighbourhood parades, including the community, commercial, education and healthcare facilities to be provided within them; and
13. Include a phasing and implementation plan that secures the coordinated delivery of development across the whole site allocation, ensuring the timely provision of necessary on-site and off-site infrastructure to support each phase of development, ensuring that:
    a. its impacts are satisfactorily and appropriately mitigated;
    b. there are adequate supporting facilities (including access to adequate green and blue infrastructure, leisure and sporting facilities, shops, health, community and educational facilities) that will allow the early establishment of a sustainable and cohesive community; and
    c. residents and business occupiers have an appropriate range of sustainable travel options at their disposal, including access to bus services and cycle and pedestrian links to Stanford-le-Hope Station.

Policy Explanation

5.6.32 With ease of access to the A13, railway stations at Laindon and Stanford-le-Hope, the Lower Langdon and Corringham Park Farm sites provide a sustainable opportunity to provide a new settlement which blends harmoniously with its surrounding landscape and the environs of Horndon-on-the-Hill, Orsett, Stanford-le-Hope and Corringham, whilst providing high quality new housing and local employment opportunities for residents.

Site Constraints and Opportunities

5.6.33 The site is located to the north of the A13, between the Stanford Interchange and Five Bells Junctions to the south, with North Hill to the east, One Tree Hill to the west, and Langdon Ridge SSSI forming the north part of the site boundary. Existing stations at Stanford-le-Hope and Laindon provide frequent connections between Southend and London.

5.6.34 Sections of the site are situated within Flood Zones 2 and 3, due to surrounding field ditches and surface water flooding. This presents a constraint on the location of vulnerable land uses such as dwellings within the site. However, they also present substantial opportunity for creation of multi-functional habitats in accordance with the Local Nature Recovery Strategy.

5.6.35 Whilst there are no heritage assets within either section of the site, the Heritage Impact Assessment highlights the proximity to surrounding Heritage Assets including Five Bell Inn, Hawkesbury Manor, Wrens Park, Hassenbrook Hall and Arden Hall and associated dovecote and outbuildings, as well as the Conservation Area in Horndon-on-the-Hill. All development of the sites must seek through their planning applications to preserve and enhance the significance of these heritage assets and their settings.

5.6.36 Development of the site will provide a unique opportunity to enhance the Langdon Ridge SSSI with its wildflower rich grasslands, woodland habitats, which is home for rare species such as the Deptford Pink and the Grizzled Skipper butterfly to flourish. The new settlement will also provide publicly accessible green space through the new settlement to ease recreational pressures on the SSSI. It will also provide leisure, health, recreation and employment facilities for new and existing residents.

Section 6: **Development Management Policies**

Section 6: **Development Management Policies**

6.1 Climate Change and Sustainable Development

DMP01 - OPERATIONAL CARBON

A. New build development (residential and non-residential)

1. All new buildings must be designed and built to be net zero carbon in operation. They must be ultra-low energy buildings, fossil fuel free, and generate renewable energy on-site to at least match annual energy use.
2. To achieve this, all new buildings (of one dwelling and above for residential or 100m^2 floorspace and above for non-residential) are required to comply with requirements 1 to 5 as set out below (to be demonstrated through an Energy Assessment, which for major applications must be a full energy strategy utilising accurate methods for operational energy use prediction, and for minor applications must use either those same methods or the 'net zero spreadsheet' from Essex Design Guide).

Requirement 1 - **Space heating demand limits**

a. Residential buildings (apart from bungalows) and non-residential buildings must achieve a space heating demand of 15 kWh/m^2 GIA (gross internal floor area)/ year or less.

b. Bungalows must achieve a space heating demand of 20 kWh/m^2 GIA/year or less.

Requirement 2 - **Fossil fuel free**

a. No new buildings shall be connected to the gas grid; and

b. Fossil fuels must not be used on-site to provide space heating, domestic hot water or cooking.

Requirement 3 - **Energy Use Intensity (EUI) limits**

a. Residential buildings (Use Class C3 and C4) must achieve an Energy Use Intensity (EUI) of no more than 35 kWh/m^2 GIA/yr.

b. The following non-residential buildings must achieve an Energy Use Intensity (EUI) of no more than the following (where technically feasible) by building type or nearest equivalent:

- Offices – 70 kWh/m^2 GIA/year
- Schools – 65 kWh/m^2 GIA/year
- Light Industrial – 35 kWh/m^2 GIA/year

c. For other residential and non-residential buildings, that are not covered by a) and b) above, applicants should report their energy use intensity but are not required to comply with a certain limit.

Requirement 4 - On-site renewable energy generation

Renewable energy must be generated on-site for all new developments by whichever of the following results in the greater amount of solar PV energy (electricity) generation:

a. The amount of energy generated in a year should match or exceed the predicted annual energy use of the building, i.e. Renewable energy generation (kWh/m^2 / year) = or > predicted annual energy use (kWh/m^2 /year)*; or

b. the amount of energy generated in a year is:

- at least 80 kWh/m^2 building footprint per annum* for all building types; and
- at least 120 kWh/m^2 building footprint per annum* for industrial buildings.

* For development proposals where it is demonstrated to the satisfaction of the Local Planning Authority that meeting Requirement 4 is not technically feasible then renewable energy generation on-site should be maximised and the residual amount of renewable energy generation (equivalent to the shortfall in meeting the annual energy use of the building in kWh/year) must be offset by a financial contribution (to cover the administration, purchasing and installation of a solar PV renewable energy (electricity) system elsewhere in the plan area, which is able to generate a similar amount of energy) and be paid into the Council's offset fund.

The offset price is set at £1.35 per kWh or the most recent updated version and the contribution shall be calculated at the time of planning application determination.

Requirement 5 - As-built performance confirmation and in-use monitoring

a. All developments must submit as-built performance information at completion and prior to occupation; and

b. In-use energy monitoring is required on a minimum of 10% of dwellings for development proposals of 100 dwellings or more, for the first 5 years of operation.

B. Alternative routes to meeting policy requirements.

Proposals that are built and certified to the Passivhaus Classic or higher PassivHaus standard are deemed to have met Requirements 1 and 3. Requirements 2, 4 and 5 must also be met to achieve policy compliance.

C. Extensions and Conversions

Applications for residential extensions and conversions affecting existing buildings (but excluding Listed Buildings) are encouraged to meet the minimum standards approach fabric specifications set out in the table below and maximise renewable energy generation where practical and feasible.

Table 3: Minimum Standards Approach Specifications (Residential)[3]

Residential Developments		Block of Flats – Low Rise	Detached, Semi-Detached and Terraced Houses	Bungalow
Fabric	Floor U-Value	≤ 0.10	≤ 0.10	≤ 0.10
	External Wall U-Value	≤ 0.14	≤ 0.13	≤ 0.12
	Roof U-Value	≤ 0.11	≤ 0.11	≤ 0.10
	Windows U-Value	≤ 0.90	≤ 0.90	≤ 0.90
	Windows G-Value[4]	0.45 – 0.55	0.45 – 0.55	0.45 – 0.55
	External Doors[5] U-Value	≤ 1.2	≤ 1.2	≤ 1.2
	Thermal Bridging (W/m²K)	≤ 0.04	≤ 0.04	≤ 0.04
	Air Permeability	≤ 1m³/m²h @ 50 pascals	≤ 1m³/m²h @ 50 pascals	≤ 1m³/m²h @ 50 pascals
System	Ventilation System (VS)	Mechanical Ventilation with Heat Recovery	Mechanical Ventilation with Heat Recovery	Mechanical Ventilation with Heat Recovery
	VS Heat Recovery Efficiency	≥ 90%	≥ 90%	≥ 90%
	VS Specific Fan Power (W/l/s)	≤ 0.85	≤ 0.85	≤ 0.85
	Space Heating System (SHS)	Heat Pump	Heat Pump	Heat Pump
	SHS Flow Temperature	≤ 45°C	≤ 45°C	≤ 45°C
	Domestic Hot Water System	Heat Pump	Heat Pump	Heat Pump
	Lighting Efficacy (lm/W)	≥ 95	≥ 95	≥ 95

Policy Explanation

6.1.1 The greenhouse gas emissions from operational energy used to heat, cool and power buildings, accounted for 17% of total UK emissions, 76 $MtCO_2e$ (76 million tonnes of carbon dioxide equivalent) in 2021. The proportion of emissions from the built environment is substantially higher when emissions embodied in the materials and construction process of new buildings are included.

6.1.2 The UK has a statutory target to reduce greenhouse gas emissions to net zero by 2050 (as set out in the Climate Change Act 2008, as amended). The Climate Change Act also sets, through the Carbon Budgets, a further legal target of a 78% reduction in emissions by 2035, which builds upon the commitment to reduce emissions by 68% from 1990 levels by 2030. These 'Carbon Budgets' seek to limit carbon in the atmosphere to levels needed to stabilise the climate. They also set out the changes that need to occur in each sector to achieve that target, for example, continuing the successful transition to a clean energy system, and heating homes with more efficient systems that use renewable energy.

3 Source: Report 2 – Essex Net Zero Policy Study – Summary of Policy, Evidence & Validation Requirements (September 2025)

4 The specified G-value range (0.45–0.55) allows for design flexibility to account for variations in window specifications, façade orientation, and shading strategies.

5 External door refers to a door that leads directly to the outside, not to an unheated internal corridor.

6.1.3 The Climate Change Committee (CCC), however, warns that the UK is off target and rapid and deep cuts to emissions must be made in all sectors. It also highlights that policies on energy efficiency in buildings are missing or incomplete.

6.1.4 Evidence commissioned by Essex County Council (ECC), on behalf of all the Greater Essex Local Authorities, demonstrates that building to meet the requirements set out in Policy DMP01 (and be 'net zero energy and carbon in operation') is:

- Technically feasible (Report 1: Essex Net Zero Policy – Technical Evidence Base by Introba, Etude, Currie & Brown, July 2023 (Updated September 2025));
- Financially viable (Net Zero Carbon Viability Study for Essex by Three Dragons, August 2022; supplemented by Thurrock's local plan viability study using costs from Report 1: Essex Net Zero Policy – Technical Evidence Base (Introba et al, July 2023 updated September 2025) or later updates); and
- Legally justified (Essex Open Legal Advice – Energy policy and Building Regulations by Estelle Dehon KC, Cornerstone Barristers, 6th May 2025 plus Addendum September 2025).

6.1.5 The evidence underpinning Policy DMP01 for Essex is available on the Operational Energy and Carbon Net Zero Evidence page of the Essex Design Guide.

6.1.6 Applicants should refer to the Operational Energy & Carbon (Net Zero) Planning Policy Statement (October 2025) for further information on the requirements of the policy.

6.1.7 To support the implementation of Policy DMP01 in Greater Essex, Essex County Council will publish Implementation and Monitoring Guidance which will include simple proformas and templates for applicants to use when submitting their energy information. The guidance will help ensure that meeting the requirements of the policy is demonstrated efficiently, effectively and consistently. The Climate and Planning Unit at ECC is available as a consultee to provide support to Local Authorities with implementing the policy.

6.1.8 Arrangements for monitoring compliance of permissions granted will also be published, to give confidence that new homes and other buildings are built to the standards granted consent.

6.1.9 As a minimum, the following indicators will be monitored on new development proposals:

- Space Heating Demand – has the limit been met? (Policy Requirement 1)
- Fossil fuel – is the development fossil fuel free? (Policy Requirement 2)
- Energy Use Intensity – has the limit been met? (Policy Requirement 3)
- Renewable energy generation – is it maximised? And does it at least match predicted annual energy demand? (Policy Requirement 4)
- Renewable energy offsetting mechanism – is this being used to achieve policy compliance? And has this been justifiably triggered?
- In-use energy monitoring – is this being carried out? What percentage of homes and for how long?
- The use of assured performance standards (e.g. Passivhaus) that are accredited and certified independently will also be monitored.

DMP02 - EMBODIED CARBON

All development proposals must demonstrate the measures taken to minimise embodied carbon **(subject to meeting Policy DMP01 - Operational Carbon requirements first)** and how circular economy principles have been embedded into the design. In doing so:

1. Re-using, renovating or retrofitting existing buildings and/or structures should be prioritised. Any demolition must be justified to the satisfaction of the Local Planning Authority.
2. Proposals for major development proposals, must demonstrate that upfront embodied carbon[6] has been considered and reduced as far as possible through lean design, sustainable material procurement and waste minimisation.
3. Proposals for major residential and non-residential development are required to achieve the following set limits for upfront embodied carbon. This must be demonstrated through an embodied carbon assessment using a RICS and/or nationally recognised methodology which should be submitted at the same time as the full or reserved matters planning application (and with the outline planning application for residential schemes of 100 dwellings or more, and non-residential schemes of 5000m^2 or more):
4. Low rise residential (up to 11m): ≤500 kgCO_2e/m^2 (GIA[7]) or subsequent update;
5. Mid and high rise residential (over 11m): ≤500 kgCO_2e/m^2 (GIA) or follow NZCBS[8] limits when available;
6. Non-residential buildings: offices ≤600 kgCO_2e/m^2 (GIA); education ≤500 kgCO_2e/m^2 (GIA); and retail ≤550 kgCO_2e/m^2 (GIA); or follow NZCBS limits when available; and
7. For building services, meet the global warming potential refrigerant limits set out in NZCBS.

Policy Explanation

6.1.10 The Council wants to ensure that new development in Thurrock minimises embodied carbon emissions and contributes to a more resource-efficient and sustainable built environment. Embodied carbon represents the emissions generated through the extraction, manufacture, transport and installation of construction materials, as well as emissions associated with demolition. These emissions occur before a building is occupied and therefore have an immediate impact on the Borough's carbon footprint.

6.1.11 Reducing embodied carbon begins with making efficient use of existing buildings. Retaining, re-using or retrofitting structures avoids the significant emissions associated with demolition and new construction. Where demolition is proposed, it must be clearly justified to ensure that carbon-intensive redevelopment only occurs where it delivers clear planning benefits and where alternatives have been fully explored.

6.1.12 For major development, early design decisions have the greatest influence on embodied carbon. Requiring applicants to demonstrate how lean design, material efficiency and waste minimisation have been incorporated ensures that opportunities to reduce emissions are maximised from the outset. Setting clear limits for upfront embodied carbon provides a consistent benchmark for applicants and encourages the use of low-carbon materials, modern methods of construction and innovative design approaches.

6 Upfront Embodied Carbon = emissions associated with the Building Life Cycle Stages A1-A5 and RIBA stages 2/3, 4 and 6)
7 GIA = Gross internal floor area
8 NZCBS = UK Net Zero Carbon Building Standards (pilot launched September 2024).

6.1.13 The requirement for an embodied carbon assessment, using recognised methodologies, ensures that proposals are supported by robust and comparable evidence. This enables the Council to assess whether development has minimised emissions as far as reasonably possible and supports a transparent approach to carbon reporting.

DMP03 - WATER EFFICIENT DEVELOPMENT

1. In accordance with the criteria set out below, development proposals must demonstrate water efficient design to ensure sustainable use of water resources. This is to be achieved by:
   a. New residential development is designed to utilise no more than 95 litres per person per day of mains supplied water / potable water per person per day (l/p/d).
   b. New, extended or redeveloped non household[9] buildings aim to achieve full credits within the 4 water categories (WAT01, WAT02, WAT03, and WAT04) for BREEAM standard within a minimum score of 3 credits within WAT01 Water Consumption issue category, or an equivalent standard set out in any future update to BREEAM. The applicant will be required to justify and evidence why full credits is not possible/viable for the development.
   c. Development proposals are required to demonstrate how opportunities for water reuse, including rainwater harvesting, stormwater reuse, greywater recycling and nature-based solutions, have been maximised to reduce demand on potable water supplies.
   d. A Water Efficient Design Statement must be submitted with the application at the earliest stage to demonstrate how policy requirements have been met and will be maintained in relation to water efficient design. The statement shall provide, as a minimum, the following:
      i. Baseline information relating to existing water use within a development site; and
      ii. Full calculations relating to expected water use within a proposed development (such as water efficient fixtures and fittings, rainwater/ stormwater harvesting and reuse, or greywater recycling).
   e. Prior to the first occupation of development a completion certificate shall be submitted to the Local Planning Authority confirming the design standard under part 1 a or b (as relevant) has been verified and fully implemented.
   f. If Government policy or legislation relating to i to iii is more stringent or at significant variance with above, after the adoption of this plan, the most stringent standard will be adopted.
   g. Contacting the relevant water company to find out if they require a water resources assessment for new non-domestic[10] supplies and if they offer environmental incentive schemes to fund water efficiency measures in new developments.
2. Development proposals must demonstrate that they have considered the capacity of the receiving Water Recycling Centre (WRC), including headroom at Tilbury WRC and constraints associated with vacuum sewer systems, pressurised sewers and other critical assets identified by Anglian Water.

9 Note: 'non-household' means all development except residential dwellings.
10 Note: 'non-domestic' excludes public buildings, such as schools and hospitals, and those where the primary use is for domestic purposes, as well as residential dwellings

Policy Explanation

6.1.14 Thurrock is located within an area of serious water stress, and future growth will increase demand for potable water unless new development is designed to minimise consumption from the outset. Ensuring that buildings use water efficiently is therefore essential to supporting sustainable growth, improving resilience to drought, and reducing the environmental impacts associated with water abstraction and treatment.

6.1.15 Viability testing of the Shared Standards for Water Efficiency Policy—developed collaboratively by Anglian Water, Cambridge Water, Essex & Suffolk Water, Affinity Water, the Environment Agency and Natural England—has shown that requiring new residential development to meet a design standard of 85 litres per person per day (l/p/d) would impose costs that are too burdensome and could constrain housing delivery. Testing has demonstrated that a slightly less stringent requirement of 95 l/p/d provides a more workable balance: it allows sites to remain viable and capable of coming forward for development, while still achieving the Shared Standards' objective of improving water efficiency beyond the current optional Building Regulations Part G standard of 110 l/p/d. The policy therefore seeks to strike an appropriate balance between delivering more sustainable, water-efficient homes and ensuring that development remains viable and deliverable.

6.1.16 Requiring new residential development to meet a clear water consumption standard ensures that homes are designed with efficient fixtures, fittings and systems that reduce overall demand. For non-residential development, achieving high performance in the relevant BREEAM water categories provides a consistent and recognised approach to minimising water use across a wide range of building types.

6.1.17 Where full credits cannot be achieved, applicants must demonstrate why this is not feasible and show that water use has nevertheless been minimised as far as possible.

6.1.18 A Water Efficient Design Statement ensures that water efficiency is considered at the earliest stage of the design process. By requiring baseline information, detailed calculations and evidence of proposed measures, the Statement provides transparency and allows the Council to assess whether development has incorporated appropriate technologies and design solutions, such as low-flow fixtures, rainwater harvesting, stormwater reuse or greywater recycling.

6.1.19 Requiring a completion certificate prior to occupation ensures that the measures proposed at application stage have been delivered in practice and that the development will perform as intended. This approach supports long-term water efficiency and reduces the risk of under-performance once buildings are in use.

DMP04 - INTEGRATING RENEWABLE DEVELOPMENT

1. Renewable and low carbon energy generation, storage and distribution developments will be supported, particularly community-led schemes with demonstrated community support, along with decentralised and local energy sharing schemes.

2. Proposals for renewable and low-carbon energy development, including ancillary development, will be permitted where impacts (including direct, indirect, individual and cumulative) on the following considerations are considered to be acceptable:

a. Local communities and residential amenity such as air quality, noise, atmospheric emissions, odour, water pollution and the disposal of waste;

b. The natural environment, including individual and cumulative landscape impacts, biodiversity and BMV agricultural land;

c. The historic environment.

3. Proposals should demonstrate:

a. Site selection process and consideration of the Essex Local Area Energy Plan Focus Zones (for solar and wind development); and

b. Engagement with local communities prior to submission of a planning application.

4. For standalone renewable energy capacity on greenfield sites, proposals must include a scheme outlining how and when the site will be restored when energy production or equipment lifetime ends. Proposals for PV development on rooftops, carparks or other existing structures will be exempt from the requirement for provision of detail about site restoration at the end of the PV lifetime.

5. Proposals to create or expand heat networks will be supported provided that they are supplied by low-or zero-carbon heat sources (not fossil gas but may include waste heat).

6. Developers are encouraged to consider contributions to help address adverse impact on the community through financial or in-kind contributions to local renewable energy.

Policy Explanation

6.1.20 At the national level, the UK has a legally binding commitment to achieve net zero carbon emissions by 2050 under the Climate Change Act. National planning policy places a duty on local authorities to facilitate renewable and low-carbon energy development.

6.1.21 At the sub-regional level, Essex has established a clear pathway through the Essex Climate Action Commission and the Greater Essex Local Area Energy Plan (LAEP). It identifies focus zones for solar and wind development, highlights opportunities for heat networks, and sets out practical quick wins to reduce demand and support electrification of transport and heating. Road transport is identified as the largest sector of energy demand in Essex, accounting for around 15,000 GWh per year, with a clear expectation that electrification will drive the transition away from fossil fuels.

6.1.22 At the local level in Thurrock, the Borough's industrial character, port activity and strategic role within the Thames Estuary create significant opportunities for renewable and low-carbon energy generation, storage and distribution. Waste heat recovery from industrial processes, decentralised energy networks, and large-scale solar deployment are particularly relevant. Taken together, this policy provides a coherent framework that aligns national obligations, sub-regional evidence, and Thurrock's local priorities. It ensures that renewable and low-carbon energy schemes are directed to appropriate locations, particularly the LAEP focus zones, while safeguarding communities, the environment and heritage. It also emphasises community-led and decentralised projects, recognising the importance of affordability and resilience in a borough with high levels of deprivation.

DMP05 - REDUCING WASTE AND PROMOTING A CIRCULAR ECONOMY

1. Development applications should demonstrate how a proposed development will minimise waste, make efficient use of resources, and support a closed-loop system where materials are reused, repaired, or recycled rather than discarded.
2. For major applications of 50+ dwellings, or 1000sqm commercial floorspace, the Climate Change and Sustainability Statement should demonstrate:
    a. How all materials arising from demolition and remediation works will be reused and/or recycled including clear plans for minimising transport of waste off-site through local reuse and recycling facilities
    b. How the proposal's design and construction will reduce material demands and enable building materials, components and products to be disassembled and reused at the end of their useful life
    c. Opportunities for managing as much waste as possible on site and integrating construction logistics plans that reduce vehicle movements, promote consolidation of deliveries, and prioritise low-emission or electric vehicles for site transport
    d. Adequate and easily accessible storage space and collection systems to support recycling and reuse
    e. How much waste the proposal is expected to generate, and how and where the waste will be managed in accordance with the waste hierarchy
    f. How performance will be monitored and reported with commitments to track embodied carbon, transport emissions, and resource efficiency throughout the construction and operational phases
3. For minor and householder applications, proposals should clarify the proposed storage areas for waste and bin carry distances.

Policy Explanation

6.1.23 Across Thurrock, the scale of growth and regeneration brings significant pressures in terms of construction waste, resource use and transport emissions. The Borough's proximity to the M25, A13 and A1089 corridors, together with its role as a centre for port operations and logistics, means that transport emissions are already high. Thurrock has several Air Quality Management Areas where nitrogen dioxide and particulate matter exceed recommended levels, and these are closely linked to heavy goods vehicle movements and construction activity. This reinforces the need for planning policy to integrate waste reduction with cleaner construction logistics, ensuring that new development does not worsen existing environmental pressures.

6.1.24 By requiring major developments to demonstrate how demolition and construction materials will be reused, how waste will be minimised on site, and how sustainable transport options such as electric vehicles, consolidated deliveries and low-emission construction practices will be employed, this policy ensures that growth supports cleaner air, reduces carbon emissions, and promotes a circular economy.

DMP06 - CONTAMINATED LAND

The Council will expect the remediation of contaminated land through development. Potential contamination risks will need to be properly considered and adequately mitigated before development proceeds. To deliver this the Council will require development proposed on contaminated land.

1. Be informed by a desktop study and preliminary risk assessment, including an assessment of the site's history, potential contamination sources, pathways and receptors;
2. Where necessary to undertake a site investigation and detailed risk assessment in line with current best practice guidance, including where appropriate physical investigations, chemical testing and assessments of ground gas risks and risks to groundwater;
3. Where necessary to provide a remediation strategy that sets out how any identified risks from any assessment are going to be addressed. If remediation measures are not suitable then planning permission will be refused;
4. Where necessary to provide a long-term maintenance and monitoring regime for the mitigation of any ongoing risk and identify the person/s responsible for the regime;
5. Where necessary to provide a validation report once remediation has taken place, including evidence that demonstrates that risks from contamination have been controlled effectively; and
6. To ensure that all above assessments and investigations are carried out by a competent person.

Policy Explanation

6.1.25 Thurrock's location along the Thames Estuary has played a defining role in shaping the Borough's land use and industrial character. The Thames has historically been a hub for river operations, port activity, oil storage, chemical works and associated logistics, leaving a legacy of sites where contamination risks are present. This long association with river-based industry and trade means that contaminated land is a significant local planning issue, with risks to human health, controlled waters and the wider environment if not properly addressed.

6.1.26 National planning policy requires that land is suitable for its proposed use, with contamination risks identified and remediated before development proceeds. In Thurrock, this requirement is particularly pressing given the scale of regeneration and brownfield redevelopment along the Thames corridor. Without robust controls, development could expose future occupiers, neighbouring communities and sensitive receptors to unacceptable risks.

6.1.27 The policy ensures that proposals on contaminated land are informed by a clear and staged process: desktop study, risk assessment, site investigation, remediation strategy and validation. This approach reflects best practice guidance and provides confidence that risks are identified, managed and monitored effectively. Requiring competent persons to undertake assessments ensures technical robustness, while the expectation of long-term monitoring and maintenance where necessary provides assurance that risks remain controlled over time.

DMP07 - CONSTRUCTION ENVIRONMENTAL MANAGEMENT

The Council will seek to manage and limit environmental disturbances during construction and demolition as well as during excavations and construction of subterranean developments. To deliver this the Council requires the submission of Construction Management Statements for the following types of developments:

1. All major developments;
2. Any basement developments;
3. Development of sites in confined locations or near sensitive receptors; and
4. If substantial demolition and/or excavation works are proposed.

Policy Explanation

6.1.28 Thurrock's industrial character, strategic road corridors and proximity to the Thames Estuary create acute sensitivities during construction. Heavy vehicle traffic already contributes to congestion and poor air quality, while estuarine conditions heighten risks to controlled waters. Without robust management, demolition, excavation and basement works can generate unacceptable dust, noise, vibration, runoff pollution and safety risks, particularly near schools, healthcare facilities and Air Quality Management Areas.

6.1.29 Within the Construction Management Statement developers should demonstrate how they have addressed the most critical impacts: minimising on-site activity through modern construction methods, reducing transport emissions through logistics planning and river freight, controlling dust and vibration, safeguarding groundwater, maximising waste reuse, and ensuring accountability through competent management and monitoring. The Construction Management Statement will further support the Council in safeguarding health, amenity and environmental quality within Thurrock's sensitive industrial and river-related context.

6.2 Economy, Employment and Skills

DMP08 - PROTECTING DESIGNATED EMPLOYMENT AREAS

1. Land will be safeguarded within designated Employment Areas, as shown on the Policies Map, for 'main employment uses' which includes E(g), B2 and B8 uses, as well as sui generis related employment uses to maintain a sufficient and flexible supply of employment land providing a range and choice of sites and premises in terms of quality, accessibility, type and size.
2. Ancillary uses which support the operation of businesses or uses that demonstrably complement the 'main employment uses' within a designated Employment Area, such as childcare provision, food provision, and training and education facilities, will be supported providing they:
    a. Would have no adverse impact on the operation of existing businesses or employment area;
    b. Are clustered together at visible and easily accessed locations;
    c. Would have no significant adverse impact on the highway network;
    d. Are compatible with neighbouring uses;
    e. Will not adversely affect the vitality and viability of any town or local centre; and
    f. Enhance the functioning of the Employment Area by providing supporting services that are beneficial to businesses within the Employment Area.
3. The Council will support proposals for the renewal or intensification of a designated Employment Area where they:
    a. Provide modern high-quality buildings and external areas;
    b. Improve the site's sustainability and climate resilience;
    c. Make the most efficient use of land;
    d. Would have no adverse impact on the operation of existing businesses or employment area;
    e. Are supported by necessary infrastructure;
    f. Are compatible with neighbouring uses; and
    g. Would have no significant adverse impact on the highway network.
4. Proposals within designated Employment Areas that support micro, small and medium sized businesses will be supported by the Council where they:
    a. Provide a proportion of small, flexible and affordable units suitable for start-ups and micro-businesses;
    b. Include grow-on space to support the expansion of successful local businesses; or
    c. Incorporate co-working, incubator or innovation space where appropriate to the scale and nature of the site.
5. The redevelopment of a designated Employment Area to a non-employment use or the introduction of alternative uses that do not meet criteria 2 of this policy and which will result in a loss of employment floorspace will only be acceptable where it is clearly demonstrated that:
    a. The site is no longer required having been marketed for employment use for at least 12 months, at reasonable market values;
    b. The site cannot be redeveloped for its current employment use or other suitable employment uses as justified by a viability assessment;
    c. Opportunities to provide small business units, incubator space or grow on space have been fully explored and evidenced.

d. The loss of any land or floorspace will result in wider social, environmental or economic benefits which clearly outweigh the loss; and

e. The uses proposed are compatible with the character of the surrounding area and neighbouring uses and they would not restrict the operation or function of any remaining businesses.

6. The Council will support proposals within designated Employment Areas and the Ports that can contribute to the local economy and strengthen the Borough's skills and business base. This is particularly relevant for major operations such as data centres, Thames Freeport related development, national infrastructure projects like the Lower Thames Crossing, and large scale logistics and industrial schemes. Proposals should:

a. Support local workforce development, such as digital apprenticeships, cybersecurity training, cloud computing bootcamps and STEM outreach in schools;

b. Create opportunities for local SMEs and contractors, such as cooling specialists, electrical engineers, security firms, fibre and network technicians, and maintenance and facilities management providers;

c. Provide or fund enterprise supporting workspace, such as coworking areas, incubators, grow on units or digital hubs within Employment Areas;

d. Enhance digital connectivity for surrounding businesses through ultrafast broadband, 5G or other advanced infrastructure; and

e. Participate in local procurement and supply chain initiatives that maximise opportunities for Thurrock based firms

Policy Explanation

6.2.1 The current demand for premises and land for employment, as well as the scale of economic growth anticipated across the plan period from Thames Freeport, the Thames Lower Crossing, major data centre investment, and from local businesses reinforces the need to safeguard and, where appropriate, intensify employment areas.

6.2.2 This policy seeks to resist the loss of designated Employment Areas needed to meet the needs of businesses and key industries. The Employment Land Availability Assessment (ELAA) 2025 identified that many of the Borough's employment areas have low vacancy rates and in parts of the Borough there is limited available supply of employment land. The allocation of new employment sites will boost supply and ensure enough land is available in the right locations however, with significant economic growth expected across the plan period, it is important that the Borough's existing employment areas and new employment site allocations are protected in order to maintain a continual supply of land and premises that can meet future demand.

6.2.3 The type of uses that are appropriate within designated Employment Areas are referred to as the 'main employment uses' which fall within the B and E(g) Use Classes along with some sui generis employment uses. The majority of designated Employment Areas will be able to, and do, accommodate a mix of these uses. However, designated Employment Areas located in close proximity to residential areas and other sensitive receptors or with poor access to the strategic highway network may only be suitable for office and light industrial activity.

6.2.4 Proposals for B2 and B8 employment uses within these areas should be carefully considered and refused where they will have a detrimental impact on residential amenity or the highway network which cannot be mitigated against. Proposals that seek to introduce employment uses within these

designated Employment Areas that would have less impact on the surrounding area than their current employment uses will be considered favourably by the Council. For new employment site allocations, the mix of uses will be stipulated within the respective site allocations policy.

6.2.5 The Council does recognise that there may be occasions when other employment generating commercial uses may be acceptable within designated Employment Areas where they are ancillary and support the operation of existing businesses, or when complementary uses such as education and training facilities are co-located with specialist industries. However, it is important that any such uses do not adversely impact on the Borough's ability to support businesses in the 'main employment uses'.

6.2.6 According to the ELAA 2025 a proportion of the existing stock of premises across the Borough is reaching the end of its life and is of poor quality. It is likely that over the Local Plan period some sites will come forward for redevelopment and Policy DMP09 allows for this eventuality. In the first instance the Council will support proposals that seek to replace lower grade stock with modern high-quality premises set in attractive business and industrial parks. Redevelopment of an existing site would be expected to provide the same amount of employment floorspace or greater. If the site is no longer suitable or viable to remain in employment use, the Council would encourage mixed use development before considering a change of use that would see the complete loss of employment floorspace.

6.2.7 To ensure the health of the local economy is maintained, it is important that sites provide a variety of size and type of employment premises allowing businesses in different sectors and of different sizes to invest, adapt and expand. The Economic Development Needs Assessment (EDNA) 2025 identified a lack of supply of employment land to the west of the Borough and the need being predominantly for smaller sized premises to cater for smaller local businesses. The new site allocations, where stipulated within their respective site allocation policies, will be expected to address this demand by providing units that cater for the needs of micro, small and medium sized businesses. The redevelopment of designated Employment Areas will also be expected to provide a mix of unit sizes in accordance with market demand.

6.2.8 In addition to safeguarding land for established industries, Employment Areas must also support new business formation. Thurrock has demand for small, flexible and affordable workspace suitable for start-ups, micro-businesses and early-stage enterprises. Providing such space will help stimulate entrepreneurship and diversify the local economy.

6.2.9 The Borough also lacks sufficient grow-on space for expanding businesses. Without medium-sized units, successful local firms often relocate elsewhere. Requiring redevelopment and intensification proposals to include a mix of unit sizes helps retain local entrepreneurs and supports long-term business growth.

6.2.10 Employment Areas can also provide flexible workspace, coworking environments, digital hubs, incubators and other innovation spaces that harness the economic potential of nearby data centres or similar facilities. The presence of large-scale digital infrastructure can stimulate new business opportunities for local entrepreneurs, particularly in software development, data analytics, cyber security, digital media, green tech and other knowledge intensive sectors. Ensuring that Employment Areas include high-capacity digital connectivity, affordable small units, shared facilities and collaboration spaces will help local start-ups and SMEs access these opportunities, build new products and services, and create a pipeline of enterprises that can establish, scale and thrive within the Borough.

6.2.11 Ensuring that Employment Areas provide space for start-ups, SMEs and growing firms will help capture and recirculate the economic benefits of major new developments, such as the Freeport, Lower Thames Crossing and data centre investment, so that local businesses and residents benefit from new opportunities and the local economy continues to strengthen.

DMP09 - EMPLOYMENT USES OUTSIDE DESIGNATED EMPLOYMENT AREAS

1. Proposals for employment development outside of a designated Employment Area will be supported where they are part of a mixed use scheme as identified within a site allocation policy. Other proposals will be supported where they would not have adverse impacts on neighbouring land uses, the character of the area, and highway capacity and safety and they:
   a. Involve the reuse of land or buildings in use or last used for main employment uses;
   b. Are an extension to a lawful existing business;
   c. Can demonstrate that the site is best suited for the nature and operations of the business; or
   d. Can clearly demonstrate a local need within that locality which cannot be met within nearby designated Employment Areas, mixed use site allocation or town, district or local centres.
2. The Council will protect sites and premises that are in employment use outside of the designated Employment Areas and in rural locations where they are suitable for continued employment use. Alternative uses will only be supported where it can be clearly demonstrated that:
   a. The site or premises is no longer suitable for its intended employment use; or
   b. In the case of a vacant site or premises, it has no reasonable prospect of being re-occupied or redeveloped for a new employment use having been marketed over an appropriate period of time; and
   c. The change would result in amenity or environmental benefits to the adjacent uses or area.

Policy Explanation

6.2.12 Across the Borough there a number of existing businesses that are located outside of the designated Employment Areas including offices, warehousing and manufacturing operations which are valuable to local communities by providing services and local job opportunities, as well as helping to support a diverse local economy. The Council will seek to protect these non-allocated employment sites where they are suitable for continued employment use. There are also site allocations within this local plan for mixed use schemes that include employment development which should be protected, until such time they are formally designated as Employment Areas in future policy.

6.2.13 It is recognised that there will be instances across the Borough where existing employment uses, or the type of employment activity currently undertaken on a site, may not be suitable. For example, where the road network and access to a site is not appropriate for the amount and type of traffic movement generated by the business, or business activity is not compatible with

neighbouring uses such as residential or a designated nature or heritage asset. The Council will support the redevelopment of a site to a non-employment use where it is demonstrated that the site is no longer suitable or required for employment use and the change would result in amenity or environmental benefits to the adjacent uses or area.

6.2.14 New employment development should be directed to the designated Employment Areas in the first instance but this policy seeks to retain good quality sites in employment use that are outside of the designated Employment Areas whilst allowing for the redevelopment of sites which are no longer suitable for employment use.

DMP10 - BUSINESS, EMPLOYMENT AND SKILLS

1. To support inclusive growth and address local economic challenges, the Council will require all residential development of 50 or more dwellings or non-residential development of 1,000 sqm or more of new floorspace or a site area of 1 hectare or more, to deliver measurable benefits for local businesses and residents. This requirement reflects the scale of growth projected in Thurrock and the opportunity it creates to generate substantial local employment, supply chain opportunities, and regeneration benefits. The Council will expect these benefits to be spread widely across local communities and businesses.
2. Residential developments of 50 or more dwellings or non-residential development providing 1,000 sqm or more of new floorspace or a site area of 1 hectare or more will be required to:
    a. Produce a Construction Local Employment, Skills and Supply Plan that is submitted for Council approval prior to commencement of works. This should:
        i. Detail how employment, apprenticeship, and training opportunities will be provided during the construction stage to support local people;
        ii. Outline work packages offered to competitive tender, including timeframes, estimated values, and any framework agreements to show a clear commitment to upskill and engage local businesses through the supply chain, ensuring they are given fair opportunity to compete for contracts and subcontracts arising from the development; and
        iii. Be developed in accordance with the recommendations and guidance set out in the CITB National Skills Academy for Construction Guidance or subsequent update as agreed by the Council.
    b. Submit for Council approval at least six months prior to first occupation an End User Local Employment and Skills Plan where new jobs are created post construction. It should detail how employment, apprenticeships and training opportunities will be provided to support local people during the operational period of the development.
3. A financial contribution, secured via planning obligations, to support local training providers and employment brokerage services will be required as follows:
    a. Where developments exceed 1,000 dwellings or 100,000 sqm of commercial floorspace, the Council will expect enhanced commitments, such as co-location of education and training facilities and participation in recognised Good Employer schemes; and
    b. Where direct delivery is not feasible, proportionate financial contribution towards delivery elsewhere will be sought and secured through a S106 agreement.

4. In all cases, the Council will expect developers to demonstrate how their proposals will commit to maximise local economic benefits, strengthen local supply chains, and support the transition of residents into higher skilled, better paid employment opportunities generated by new development.

Policy Explanation

6.2.15 Thurrock faces persistent socio-economic challenges, including:

- A lower jobs density than in Greater Essex or nationally and an economy heavily dependent on transport and logistics
- An employment rate that falls below the national 80% Get Britain Working target
- Much higher youth unemployment than in Greater Essex or nationally.
- A need to ensure flexible employment opportunities are available for both women and people with health problems or disabilities.
- A poorer skills profile across all levels than in Greater Essex or nationally.
- Concentrated deprivation in particular areas of the Borough such as Tilbury.

6.2.16 The scale of planned growth in Thurrock, including Freeport expansion, the Thames Lower Crossing, Purfleet regeneration, and major data centre investment, provides a once-in-a-generation opportunity to boost local employment, skills, and business activity. These developments will generate significant high skilled job opportunities and create new supply chain routes that could transform and boost the Borough's economic profile. The Council is therefore determined to ensure that the spread effects of this investment are not lost to external labour markets or national supply chains, but instead are captured, retained and reinvested locally. By requiring developers to embed local employment and procurement strategies, the Council will ensure that these transformative projects deliver benefits that are felt across Thurrock's communities, supporting regeneration, raising skills levels, and strengthening the resilience of the local economy.

6.2.17 Local businesses are more likely to employ Thurrock residents and reinvest in the community. Requiring developers to engage with local suppliers and workforce initiatives ensures that growth is inclusive, sustainable, and aligned with the Borough's strategic priorities. Supporting local SMEs to access procurement pipelines, develop new capabilities and compete for high value contracts is essential to ensuring that the economic uplift generated by major development circulates within the Borough rather than leaking out to external markets. The Council's aim is to facilitate positive and enduring relationships beneficial to business, residents, developers and employers.

6.2.18 By embedding skills development, business support and local procurement into major developments, the Council will help residents access higher skilled, better paid employment and enable local businesses to grow, diversify and innovate. This approach ensures that the benefits of growth strengthen the Borough's long-term economic resilience and support the continued prosperity of Thurrock's communities.

6.3 Housing

DMP11 - HOUSING MIX

1. Within all new residential developments of 10 or more dwellings, the Council will require:
   a. The provision of an appropriate mix of dwelling types, sizes and tenures to meet current and future housing needs. This is to ensure the creation of mixed and balanced communities. Housing mix will need to be appropriate to local character and take account of the latest Housing Needs Assessment and any other up-to-date evidence; and
   b. All new build dwellings need to be constructed to meet requirement Part M, Category 2 (Accessible and adaptable dwellings) M4(2) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended), or subsequent government standard, and 10% should meet the requirement Part M, Category 3 (Wheelchair user dwellings) M4(3) of the Schedule.
2. Within all developments of 50 or more dwellings the Council will require 1a and 1b above, and;
   a. 5% self-build homes which can include custom housebuilding. At the time an application is submitted, the Council will review this percentage against the latest local housing need requirement for self-build/custom build homes; and
3. Within all developments of 500 or more dwellings the Council will require 1a, 1b and 2a above, and;
   a. Provision of Specialist Residential accommodation to include housing for older and vulnerable people taking account of local needs; and
4. Within Strategic Site Allocations SS02, SS05, SS08, SS17 and SS18, and any windfall development proposals of 1,000 or more dwellings, the Council will require the provision of serviced pitches to meet the housing needs of Gypsies and Travellers.

Policy Explanation

6.3.1 The Council wants to ensure that new residential development contributes to mixed, balanced and inclusive communities across the Borough. Thurrock is home to a variety of household types including families, single people, older people, people with a range of disabilities and people wishing to build their own home. Providing an appropriate range of dwelling types, sizes and tenures is essential to meeting the needs of existing and future residents and supporting sustainable neighbourhoods.

6.3.2 The Housing Needs Assessment (HNA) (2025) is our key evidence relating to housing needs in the Borough. Development proposals should be informed by the dwelling mix profiles set out in the latest Housing Needs Assessment. The mix of housing by size and type identified as being required in the HNA (2025) is set out in Table 4 below:

Table 4: Housing Size and Type (HNA 2025)

Size	Proportion of households requiring
1 bed	11%
2 bed	25%
3 bed	49%
4+ bed	15%
Housing Typology Mix: 71% houses / 23% flats / 6% bungalows (with a higher balance of flatted development expected in and adjacent to centres and public transport hubs)	

6.3.3 Requiring developments of 10 or more homes to reflect the housing mix requirement identified in the latest Housing Needs Assessment ensures that new housing responds to up-to-date evidence and local character, rather than delivering a narrow or unbalanced mix.

6.3.4 The HNA (2025) also sets out how the age structure of the population is expected to change over the Plan period. Whilst the proportion of residents aged 65 or over in 2044 is forecast to only increase slightly over the Plan period (from 14% to 15% as a proportion of the total population), the modelling suggests that the actual number of residents aged 65 or over is projected to increase by 33% over the Plan period. Therefore, ensuring that all new dwellings meet the M4(2) accessible and adaptable standard will help residents to remain in their homes as their needs change over time. This supports independent living, reduces pressure on health and social care services, and ensures that new housing is designed to be inclusive from the outset.

6.3.5 Larger developments have a greater capacity to deliver a wider range of housing types. Requiring schemes of 500 or more dwellings to include a proportion of self build and custom build homes provides opportunities for residents who wish to build their own homes and supports greater diversity in the local housing market. Reviewing the percentage at application stage ensures that provision remains aligned with the most recent evidence on housing need.

6.3.6 Major developments also play an important role in meeting identified needs for specialist accommodation, including housing for older people, people with disabilities, and Gypsy and Traveller communities. Requiring provision in line with local needs ensures that new development supports inclusive growth and helps to address existing shortfalls in specialist housing across the Borough.

DMP12 - MAXIMISING THE DELIVERY OF AFFORDABLE HOUSING

A. Affordable Housing Requirement

1. Development proposals will be required to maximise the delivery of affordable housing on-site.

2. Within all new residential developments of 10 or more dwellings or a site area of 0.5 hectares or more, the Council will require the provision of affordable housing at the minimum levels set out in Table 5 below.

Table 5: Affordable Housing Requirements

Site Type		Required level of affordable housing
Green Belt/Grey Belt sites (non-strategic site allocations and windfall sites)	Greenfield sites	40%
	Previously developed land	25%
Non-Green Belt/Grey Belt sites (non-strategic site allocations and windfall sites)	Greenfield sites	30%
	Previously developed land	10%
Strategic Site Allocations SS06 & SS17		50%
Strategic Site Allocation SS12		45%
Strategic Site Allocation SS08		40%
All other Strategic Site Allocations		35%

3. In considering the suitability of affordable housing, the Council will require that:

   a. The mix, size, type and cost of affordable housing will meet the identified housing need of the Council's area as established by housing need assessments (as updated from time to time) reported in the current Housing Needs Assessment and be appropriately weighted to ensure that the provision makes at least a proportionate contribution to the categories of greatest housing need;

   b. Affordable housing is integrated into residential layouts so as to avoid the over-concentration of affordable housing in any particular location within the development site and designed in such a way as to aid seamless integration between market and affordable elements of a scheme; and

   c. Developers and site owners will be required to enter into planning obligations in order to provide the relevant type of affordable housing. In addition, developers and owners will be required to ensure it remains at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.

   d. Off-site provision or equivalent payment in lieu of affordable housing will only be considered if it can be demonstrated that on-site provision would not be practicable, the approach can be robustly justified, and the proposal would be more effective for achieving a mixed and balanced community.

B. Viability Assessment and Review mechanism

Site specific viability assessments will only be accepted in exceptional circumstances on a case-by-case basis. The viability assessment will be tested rigorously by an independent assessor at cost to the applicant and the maximum viable amount of affordable housing must be delivered. Where a lower provision is justified through assessment, comprehensive review mechanisms will be applied through planning obligation agreements to any development schemes that don't meet, in full, the requirements of this policy, in order to ensure that affordable housing contributions are increased if viability improves over time.

Policy Explanation

6.3.7 The Council considers the delivery of affordable housing to be one of the most significant issues facing Thurrock. Local evidence consistently shows high levels of housing need, limited affordability, and increasing pressure on households who wish to remain in the Borough. Residents, communities and elected Members have repeatedly highlighted the importance of ensuring that Thurrock people can live, grow and flourish locally, and that those who need affordable homes are able to access them. Securing a meaningful and reliable supply of affordable housing is therefore essential to supporting the Borough's social and economic wellbeing.

6.3.8 This policy requires the delivery of a range of percentages of Affordable Housing depending on site typology. Having regard to economic viability constraints, development proposals on greenfield will be required to deliver a minimum of 40% affordable homes whilst development proposals on previously developed land within the site typologies listed above will be required to deliver a minimum of 25% affordable homes where they meet the following criteria:

- utilise Grey Belt land;
- be on land which has been released from the Green Belt for development through the amendment of the Green Belt boundary;
- or be on land designated as Green Belt;

6.3.9 Development proposals on greenfield sites which do not fall within the Grey Belt or Green Belt will be required to deliver a minimum of 30% affordable homes whilst development proposals on previously developed land that does not fall within the Grey/Green Belt will be required to deliver a minimum of 10% affordable homes.

6.3.10 Where sites are partially previously developed land and partially greenfield, the percentage requirement for affordable housing will be in proportion to the area of each typology.

6.3.11 The strategic site allocations have been subject to more detailed site specific viability testing as part of the 'Thurrock Council Local Plan & CIL Viability Assessment - June 2026' technical evidence. This assessment identified that the strategic sites allocated in the Local Plan could viably deliver a range of percentages of Affordable Housing, depending not only on their site typology, but also having regard to the cost of providing the strategic infrastructure (eg, secondary schools, major new road infrastructure) identified as being required for each strategic site in the Infrastructure Delivery Plan. Therefore, the strategic site allocations are required to deliver between 35%-50% affordable homes. This will ensure that those strategic sites which are coming forward on the Grey Belt/Green Belt with lower strategic infrastructure requirements are delivering a higher level of affordable housing, and meeting the policy aspiration to maximise the delivery of affordable housing in Thurrock.

6.3.12 The tenure type, unit mix and size of the affordable housing provided must meet the identified needs in the Thurrock Housing Needs Assessment – June 2025 (or as updated by future housing needs assessments or other up-to-date evidence). The greatest need for affordable housing in Thurrock is for social rented housing and current evidence considers that the tenure split should be:

Table 6: Affordable Housing Tenure Split

Social Rent	Affordable Rent	Discount market sale (or similar)	Shared Ownership
46%	18%	18%	18%
Affordable housing to rent c.65%		Affordable home ownership c.35%	

6.3.13 The affordable housing mix for each development proposal should be agreed in discussion with Thurrock Council.

6.3.14 Integrating affordable housing throughout development sites is important to creating mixed and balanced communities. Avoiding over-concentration and ensuring that affordable homes are indistinguishable from market housing helps to promote social cohesion, supports inclusive neighbourhoods and ensures that all residents benefit from high quality design and access to local services

6.3.15 Planning obligations are required to secure the long-term affordability of these homes and to ensure that they remain available to eligible households in perpetuity. Where subsidy is recycled, it must be directed towards alternative affordable housing provision within the Borough to maximise local benefit.

6.3.16 The policy recognises that, in exceptional circumstances, on-site provision may not be practicable. In such cases, offsite delivery or a financial contribution will only be accepted where it can be robustly justified and where it would deliver better outcomes for achieving a mixed and balanced community.

DMP13 - GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE SITES

1. Lawful accommodation for Gypsies and Travellers and Travelling Showpeople where an ongoing need has been demonstrated, must be retained or replaced before alternative development on the existing site will be permitted.
2. The Council will make provision for the accommodation needs of Gypsy, Traveller or Travelling Showpeople with allocated sites within the Local Plan through:
    a. Regularisation of temporary or unauthorised sites
    b. Extensions to existing sites
    c. New allocated sites - within strategic site allocations
3. When considering planning applications for Gypsy, Traveller and Travelling Showpeople accommodation, planning permission will be granted where all of the following criteria are met:
    a. Contribute towards meeting an identified need;
    b. Not be located on land unsuitable for general housing in terms of living conditions, and flood risk and drainage can be adequately mitigated;
    c. Be of an appropriate scale having regard to the setting and surrounding uses;
    d. Not result in an unacceptable detrimental change or harm to the character of the area and the built and historic environment and can be suitably integrated with the existing community to provide an attractive, safe and peaceful environment;

e. Be designed with high quality landscaping including boundary treatment to relate well in the context with its surroundings and to secure privacy and a high standard of amenity for future occupiers and neighbouring uses;

f. Not cause undue effects to neighbouring uses, particularly in relation to vehicle movements, servicing and outdoor activities;

g. Provide safe and convenient access for the manoeuvring, parking and storage of caravans and related vehicles into, out and within the site, without causing obstruction or a hazard in the neighbouring area;

h. Provide adequate space for safe children's play;

i. Be served by an adequate water and energy supply, water treatment and waste collection infrastructure;

j. Be suitably accessible to local community services, facilities and public transport; and

k. The site is of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary areas.

4. In the case of applications for temporary permission, the applicant should demonstrate how the proposal will incorporate provision to restore the site to a condition consistent with the character of the surrounding area when it ceases to be used.

Policy Explanation

6.3.17 The accommodation needs of Gypsies, Travellers and Travelling Showpeople in Thurrock are underpinned by a significant and credible body of evidence. The Gypsy and Traveller Accommodation Assessment (GTAA) provides the Council with a robust evidence base to comply with statutory requirements under the Housing Act 1985, the Planning Policy for Traveller Sites (PPTS), the Housing and Planning Act 2016, the National Planning Policy Framework (NPPF 2021), and the Planning Practice Guidance (PPG 2021).

6.3.18 The GTAA, with a baseline date of December 2025, draws directly on household interviews and detailed fieldwork. It provides a comprehensive assessment of current and future permanent accommodation needs, alongside requirements for transit sites and emergency stopping places. This ensures that the Council can plan positively for all forms of provision, reducing the risk of unauthorised encampments and ensuring that lawful accommodation is available where it is needed.

DMP14 - ENSURING THAT SPECIALIST HOUSING NEEDS ARE MET

1. Development proposals for 500 or more dwellings will be expected to provide specialist housing for older people or vulnerable groups with particular housing needs. This is to be informed by the latest evidence on need and through discussion and agreement with the Council. The inclusion of specialist housing on smaller sites will also be encouraged in appropriate locations.
2. Specialist housing for older people or groups with particular housing needs will be supported provided it can be demonstrated that development proposals are:
   a. Be within sustainably located and well-connected areas of the Borough, where there is easy access to shops, community facilities including healthcare, public transport and other services appropriate to the needs of the future occupiers; and
   b. Have appropriate on-site amenity space; and
   c. Are designed and managed to provide the most appropriate types and levels of support to the proposed occupiers; and
   d. Adequately caters for the needs of any support staff and associated services including medical support

Policy Explanation

6.3.19 To meet identified needs and deliver high quality accommodation for older people and those with particular housing requirements, development must provide specialist housing in locations and forms that genuinely support residents' wellbeing and independence. Thurrock's population is changing, and there is a growing need for homes that offer appropriate levels of care, accessibility and support. Ensuring that new specialist housing is well located and well designed is essential to meeting these needs.

6.3.20 Locating specialist housing in sustainable locations with good access to shops, services, public transport and community facilities enables residents to remain active and connected to their local area. This reduces isolation, supports day-to-day independence and ensures that residents can access essential services without reliance on private transport.

6.3.21 Providing appropriate on-site amenity space is important for residents' physical and mental wellbeing. Outdoor areas for relaxation, social interaction and activity contribute to a comfortable and supportive living environment and help create a sense of community within developments.

6.3.22 Specialist housing must also be designed and managed to provide the right level of support for its intended occupiers. This includes ensuring that buildings are accessible, safe and adaptable, and that the layout and facilities reflect the specific needs of residents. Effective management arrangements are essential to maintaining high standards of care, security and daily support.

DMP15 - SELF & CUSTOM BUILD HOUSING

1. On residential development sites proposing 50 or more dwellings, 5% of plots must be made available as serviced plots suitable for self and custom build housing. This is to be informed by the latest evidence on need, as evidenced by the Council's Self and Custom Build register and through discussion and agreement with the Council. The inclusion of self and custom build housing on smaller sites will also be supported in appropriate locations.
2. Self and custom build plots must be available and marketed at an appropriate level for the proposed use for at least 12 months. After 12 months, if a plot has not sold, the plot may either remain on the open market as a serviced plot or be built out by the developer as conventional housing.
3. Proposals for self and custom build housing must demonstrate how they will deliver serviced plots and ensure that initial occupiers will have primary input into the design and layout of their new homes.

Policy Explanation

6.3.23 To respond effectively to local needs, new development should provide opportunities for self-build and custom-build housing as part of a diverse and balanced housing offer. There is a clear interest from residents who wish to design or commission their own homes, and enabling this form of housing supports greater choice, encourages innovation in design and construction, and allows people to create homes that meet their specific requirements.

6.3.24 Larger development sites are well-placed to accommodate a range of housing types. Requiring sites of more than 50 dwellings to provide serviced plots ensures that self-build and custom-build opportunities are delivered at a meaningful scale and integrated into new neighbourhoods. Making these plots available and appropriately marketed for at least 12 months provides a fair and transparent opportunity for interested households to purchase them.

6.3.25 Where plots remain unsold after this period, allowing them to remain on the open market or be built out by the developer ensures that land is used efficiently, and that housing delivery is not delayed. This approach balances the need to support self-build and custom-build housing with the need to maintain momentum on large sites and deliver new homes in a timely and coordinated manner.

6.3.26 Overall, this policy ensures that self-build and custom-build housing forms a practical and valued part of Thurrock's housing mix, supporting greater choice for residents and contributing to the creation of mixed, inclusive and sustainable communities.

DMP16 - BUILD TO RENT HOUSING

The Council will support Build to Rent (BtR) development where it contributes to widening housing choice and forms part of a balanced and well-integrated neighbourhood. BtR proposals should:

1. Provide high-quality, purpose-built homes for long-term private rent;
2. Include an appropriate proportion of affordable housing in a form suitable for BtR schemes;
3. Offer a mix of unit sizes that reflects identified local needs;
4. Demonstrate clear long-term management and stewardship arrangements under a single professional landlord;
5. Be designed to integrate well with surrounding development, including the provision of appropriate communal spaces and resident facilities.

Policy Explanation

6.3.27 Build to Rent (BtR) schemes offer a distinct and valuable contribution to Thurrock's housing market by providing high-quality, professionally managed homes for longterm private rent. This form of housing can meet the needs of households who prefer the flexibility of renting, those who are not yet able to access home ownership, and residents seeking secure, well managed accommodation.

6.3.28 BtR development can support housing delivery by bringing forward homes at pace and ensuring consistent standards of management and maintenance. The long-term stewardship model associated with BtR helps to create stable communities, supports resident wellbeing and contributes to the overall quality and resilience of new neighbourhoods.

6.3.29 Given the specific characteristics of the BtR sector, it is important that proposals demonstrate how they will meet identified local needs, including the provision of an appropriate mix of unit sizes and a suitable form of affordable housing. Ensuring that BtR homes are well designed, accessible and integrated into surrounding development will help to create inclusive, mixed communities and avoid the isolation of rental blocks.

6.3.30 Clear and robust management arrangements are essential to the success of BtR schemes. Proposals must therefore demonstrate how communal spaces, shared facilities and resident services will be delivered and maintained under a single professional landlord for the lifetime of the development.

DMP17 - HOUSING IN MULTIPLE OCCUPATION

Development proposals for houses in multiple occupation, including for conversions and change of use, should demonstrate that the property is of sufficient size to provide safe, functional and healthy living conditions, with a high standard of amenity, for existing and future users in accordance with the following:

1. The location and property is appropriate for higher density living in terms of the character and setting of the area and access to local services, and is well-connected by a choice of means of transport;
2. The proposal will not result in a detrimental change in the character of the surrounding area;
3. The proposal will not result in over-concentration of houses in multiple occupation in an area such that:
    a. The proposal will not result in a private dwelling having a house in multiple occupation on both sides; and
    b. Houses in multiple occupation and planning permissions for houses in multiple occupation will not comprise more than 10% of the properties forming the street frontage within a row of properties;
4. Reasonable outlook and amenity, including access to sufficient sunlight and daylight is provided for neighbours and future occupiers of the development;
5. Adequate sound proofing is provided;
6. Appropriate parking arrangements, secure on-site bicycle storage and waste refuse and recycling containers are provided;
    a. The premises will be adequately managed, including external maintenance for the upkeep of the buildings and its curtilage;
    b. The proposal demonstrates that internal layouts provide sufficient communal space, including kitchens, living areas and bathrooms, proportionate to the number of occupants;
    c. The development meets high standards of fire safety, security and internal ventilation, with clear evidence that the building can be safely and effectively managed as an HMO;
    d. The proposal does not lead to unacceptable pressure on local services, including waste collection, parking, public transport and community facilities; and
7. The design and layout support sustainable living, including energy efficient measures, water efficiency and provision for recycling.

Policy Explanation

6.3.31 HMOs play an important role in meeting local housing needs, particularly for single people and those requiring more affordable accommodation. However, poorly managed or low-quality HMOs can have a disproportionate impact on neighbourhood character, amenity and local services. Strengthening policy requirements ensures that HMOs contribute positively to the housing stock and provide safe, healthy and well-managed homes.

6.3.32 Additional safeguards are necessary to ensure that conversions are only permitted where the property can accommodate higher-density living without compromising living standards or placing undue pressure on local infrastructure. Requiring high-quality internal layouts and adequate communal space and strong management arrangements helps protect both occupiers and neighbouring residents.

6.3.33 The inclusion of sustainability, fire safety and management expectations reflect best practice and ensures that HMOs operate as well-integrated, responsibly managed homes that support community cohesion and minimise adverse impacts.

6.4 Centres, Retail and Services

DMP18 - PRIMARY SHOPPING AREAS

1. Primary Shopping Areas are identified on the Policies Map for each town, district and local centre defined within the Hierarchy of Centres in Policy SP04 – Thurrock's Centres and their Futures.
2. Within the Primary Shopping Areas, the Council:
    a. Will support uses for retail and other main town centre uses falling within Use Class E.
    b. Will not support the change of use of any ground-floor E Class units to residential development.
    c. Encourages the development of residential uses on upper floors, to retain active ground-floor frontages.
    d. Will support the retention and enhancement of traditional high-street uses such as butchers, bakers, greengrocers and other specialist shops that contribute to local character, convenience shopping and day-to-day needs.
    e. Will support the reconfiguration, subdivision and flexible use of existing units, including smaller business units, studios and co-working spaces, where this helps diversify the offer, support local employment and bring under-utilised premises back into active use.
    f. Will support meanwhile and temporary uses, including cultural, creative, community and start-up spaces, where these help animate frontages, increase footfall and test new uses that can lead to longer-term occupation.
    g. Will support high-quality residential and mixed-use development on upper floors and appropriate under-used plots within centres, where this maintains active ground-floor frontages and contributes to town centre living.
    h. Will support a balanced mix of traditional and emerging uses, ensuring that long-standing local services such as independent food retailers, pharmacies and specialist shops can operate alongside new leisure, cultural, community and workspace uses.
    i. Will encourage high-quality design, public realm improvements and green infrastructure that create attractive, safe and welcoming centres and support increased footfall and dwell time.
3. Outside Primary Shopping Areas, the Council will support development within town, district and local centres for a range of uses that fall within Use Classes E and F, for example, shops, cafes, restaurants, leisure facilities, premises for education and community buildings.

Policy Explanation

6.4.1 The Council wants to protect and enhance the vitality of Thurrock's town, district and local centres to ensure their long-term viability and vitality. The Council has identified Primary Shopping Areas where retail and other town centre uses should be concentrated. A larger number of shops and services in close proximity to each other adds to the attraction of a centre and is also a convenience to shoppers. Residential development on upper floors within town and local centres enhances the vitality of centres, provides housing and acts as natural surveillance within centres.

6.4.2 Town centres are evolving, and many traditional retail units are under-utilised or vacant. The policy therefore promotes a more flexible and proactive approach that supports both established high-street businesses and services along with new forms of economic activity. Retaining traditional uses such as butchers, bakers, greengrocers and other specialist shops helps maintain local character, supports day-to-day needs, providing an essential anchor for footfall.

6.4.3 At the same time, encouraging new workspace, cultural uses, community facilities and meanwhile uses enables centres to adapt to changing economic conditions and attract a wider range of visitors. This balanced mix of traditional and emerging uses strengthens resilience and helps create vibrant, inclusive and distinctive centres.

6.4.4 Supporting residential and mixed-use development on upper floors increases the local customer base, encourages town centre living and contributes to safer, more active environments throughout the day and evening.

6.4.5 Enhancing public realm, green infrastructure and accessibility further supports regeneration, improves the experience of visiting centres and helps attract investment and new businesses.

DMP19 - CENTRES SEQUENTIAL TEST

Proposals for retail and other main town centre uses that are not within centre boundaries, as defined on the Policies Map, will require a sequential test in line with National Policy. Proposals that have met the following criteria will be considered acceptable:

1. A sequential test has been applied and submitted to the Council
2. It has been demonstrated that the proposed development cannot be reasonably accommodated within a town, district or local centre, neighbourhood parade, or an edge of centre location.
3. The proposed development will not have a significant adverse impact on the vitality and viability of any centre within Thurrock.
4. The proposed development is easily accessible.

Policy Explanation

6.4.6 The Council supports a town centre first approach to retail development and related uses in order to protect and enhance the vitality of the Borough's existing town, district and local centres. In conformity with the NPPF, where no town centre sites are available for development, a Sequential Test must be undertaken. Any sites which are edge of centre or out of centre must be accessible to avoid the unnecessary reliance on private cars.

DMP20 - LOCAL IMPACT ASSESSMENT

1. Any proposal for retail or leisure development, which is not within a town, district or local centre boundary, which is over 280 sqm (net), will be required to undertake an Impact Assessment.
2. Where relevant, planning applications for the change of use or those seeking variations to conditions are also required to apply the 280 sqm (net) threshold.
3. Where a proposal is for the redevelopment of existing retail floorspace, the threshold applies to the total floor area proposed (existing and net additional).
4. National Policy Guidance should be used when applying the Impact Assessment. It is recommended that applicants pro-actively engage with the Council at an early stage to scope and agree the detail of any assessment and the evidence required to support an application.

Policy Explanation

6.4.7 The NPPF requires proposals for retail or leisure development outside town centres, which are not in accordance with an up-to-date plan, to undertake an impact assessment. The impact assessment ensures that any proposal for retail or leisure development, outside of the defined town, district and local centres, considers the long-term impact on the centres' vitality and viability.

6.4.8 Thurrock's Centres, Retail and Commercial-Leisure Needs Assessment (2025) recommends that a local impact threshold of 280 sqm (net) is most appropriate and robust for assessing the impacts the proposed development will have. Proposals for retail floorspace over 280 sqm (net) are unlikely to be a purely local facility and are likely to draw trade in from outside of their immediate local catchment. This has potential consequential impacts on existing stores and centres. The health check of Thurrock's centres, undertaken as part of the Centres, Retail and Commercial-Leisure Needs Assessment (2025), identified that Thurrock's smaller, independent stores and services make a significant and vital contribution to the diverse offer, attraction and viability of the town and local centres.

DMP21 - HOT FOOD TAKEAWAYS

1. Proposals for hot food takeaways will only be permitted in Town, District and Local Centres or neighbourhood parades, as identified on the Policies Map, where they demonstrate that:
   a. They positively contribute to the environmental quality of the centre/parade;
   b. They include appropriate measures to mitigate the impact of odours, noise and litter to safeguard local amenity;
   c. They do not result in an over concentration of hot food takeaways in that location. In District Centres, Local Centres and Larger Neighbourhood Parades, no more than 10% of units are to be in use as a hot food takeaway. In Smaller Neighbourhood Parades, there should be no more than one hot food takeaway per parade;
   d. There are less than the Thurrock average[11] or 40% (whichever is lower) of children at year 6 (age 10/11) who are classified as overweight (including obesity) in the local area (classified as Middle Super Output Area - a ward or MSOA).
2. Proposals for hot food takeaways within predominantly residential areas will be resisted, unless the premises is situated within a smaller or larger neighbourhood parade, as identified on the Policies Map.
3. Outside of the designated centres/parades, and subject to the above criteria, proposals for hot food takeaways will only be approved where they are not within 400m of the main entry point of primary and secondary school, sixth form and colleges, youth facilities and children's play spaces.

Policy Explanation

6.4.9 A diverse mix of uses in a centre is important to help maintain the vitality and attractiveness of a centre. However, over-concentration of hot food takeaways within a centre can have negative impacts on people's health and local amenity, and also, they reduce the number of retail units, leading to more inactive units during daytime hours.

11 Note: Thurrock average is defined as the most recent three-year average for Thurrock as a whole published by Office for Health Improvement and Disparities (OHID) in the Public Health Profiles. For the years 2022/23 – 2024/25 this is reported as 38.5%.

DMP22 - LOCAL SHOPS

1. The Council encourages the retention of local shops, for community use under use class F2(a), that are not within a designated centre, and which are under 280 sqm and not within 1000m of a similar shop.
2. Proposals for the change of use of local shops will be resisted, unless a similar, equivalent size and type of shop is included in the proposal within the immediate local area, or the proposal is supported by evidence of continuous appropriate marketing for a period of at least 12 months and a viability assessment demonstrating that the unit is not capable of continuing in retail use.
3. Proposals for the creation of a new or an extension to a local shop will be supported where it is in conjunction with planned growth to the immediate local area, or where it is demonstrated that it would help enhance the retail offer meeting the needs of the local community.
4. Any such proposal should:
   a. Take into consideration the local environment, character and amenity;
   b. Be of an appropriate size and scale and not exceed 280 sqm in total;
   c. Not have an adverse impact on existing or new residents;
   d. Not have an adverse impact on the viability or vitality of any existing local shops; and
   e. Not generate any additional traffic or have any unacceptable impact on local roads

Policy Explanation

6.4.10 Small local shops within Thurrock's communities are important in serving the day-to-day retail needs of residents and offer valuable social and community benefits, as well as ensuring that local communities are sustainable. They are important assets for those who do not have accessibility to services further away and reduce the need for people needing to travel by car. The Council therefore wishes to retain these, where possible, for the benefit of Thurrock's communities.

6.5 Natural Environment and Landscape

DMP23 - THAMES ESTUARY MARSHES SPECIAL PROTECTION AREA ZONE OF INFLUENCE

1. All residential developments with a net increase in dwellings, located within the Zone of Influence (ZOI)(see Policies Map), 8.1km of the Thames Estuary Marshes Special Protection Areas (SPA) and Ramsar sites will be subject to screening and appropriate assessment under the Habitats Regulations and will be required to implement mitigation measures to ensure that there are no likely significant effects on the protected features of those sites.
2. A Recreational disturbance Avoidance and Mitigation Strategy (RAMS) has been created for the Essex Coast Habitats Sites to address this collaboratively across Essex. This sets out a series of actions to be taken to avoid adverse effects to these habitats. The Strategy identifies a ZOI around each Habitats sites in Essex where recreational disturbance is likely to result from residential development.
3. Those bringing forward residential developments within the ZOI, can make a financial contribution to this strategy to mitigate for their impact. Applicants who choose not to make Essex Coast RAMS contributions will be required to undertake their own visitor surveys to inform the Council's HRA, and implement the necessary measures in perpetuity to avoid adverse effect on the integrity of the Thames Estuary Marshes SPA and Ramsar site. Failure to provide mitigation would mean that proposals are not compliant with the Habitats Regulations, and would need to be refused for that reason.
4. In accordance with 2d of the Habitats Regulations applicable planning applications falling within the above zones must contain enough information so that the local planning authority can carry out an appropriate assessment under the Habitats Regulations.

Policy Explanation

6.5.1 The Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) identifies necessary measures to avoid and mitigate likely significant effects from recreational disturbance in-combination with other plans and projects.

DMP24 - BIODIVERSITY AND GEODIVERSITY

1. Biodiversity Net Gain (BNG) measures will need to be informed by the Local Nature Recovery Strategy and Thurrock Green and Blue Infrastructure Strategy network and will benefit from partnering with local stakeholders such as Essex Wildlife Trust and Thames Chase Community Forest.
2. Developers must demonstrate that impacts on ecology and biodiversity could not reasonably be avoided or mitigated on-site before off-site will be considered. Off-site habitat enhancements for BNG should prioritise sites as close as possible to the original habitat and aim for habitat improvements within Thurrock. BNG measures on strategic sites informed by the Essex Local Nature Recovery Strategy (LNRS) will result in a 15% increase in BNG credit value.
3. Proposals should seek to protect and enhance biodiversity and geodiversity resources in the Borough and deliver biodiversity net gain by:
    a. Maximising opportunities to create new, or make improvements to existing natural environments, nature conservation areas, habitats or biodiversity features and links into the wider green infrastructure network, and contributing to the Essex LNRS;
    b. Undertaking a biodiversity survey of the site and submitting it in support of all major planning applications and all sites where a survey would be appropriate;
    c. Avoiding and minimising the impacts of development on biodiversity. Development resulting in the loss or deterioration of irreplaceable or priority habitats will not be supported unless it can be clearly demonstrated that there are wholly exceptional reasons and a suitable compensation strategy is secured.
    d. Demonstrating a minimum 10% biodiversity net gain (BNG) using the Defra Biodiversity Metric. 2.0 (or subsequent version), even where development proposals do not result in biodiversity loss. BNG uplift above the minimum requirement is encouraged and will be considered favourably;
    e. Preparing a long-term monitoring and maintenance plan for biodiversity and habitat proposals for a minimum period of 30 years, including both on- and off-site measures;
    f. Demonstrating that any proposed off-site measures seek to enhance locally important priorities;
    g. Providing measures to support species and habitats through the use of landscaping on or adjacent to buildings. This may involve the inclusion of living roofs and walls and other measures (such as bird boxes) which provide space for species to nest, roost or hibernate;
    h. Temporarily protecting vacant or derelict land awaiting redevelopment that has some value for nature conservation;
    i. Improving public access to areas of nature conservation (where appropriate), especially in areas of deficiency;
    j. Submitting an arboriculture report at the planning application stage where a development proposal will impact on trees;

k. Protecting and enhancing nature conservation or geological interest of nationally important wildlife sites, as shown on the Policies Map; and

l. Retaining, restoring and enhancing features of geological interest on sites designated for their geodiversity value. Development proposals which would cause harm to a site designated for its geodiversity value will be resisted, unless any damaging impacts can be prevented by appropriate mitigation measures.

4. Development proposals will not normally be granted planning permission where they pose adverse direct or indirect effects on the biodiversity or nature conservation value of any land or area within the identified Sites of Special Scientific Interest (SSSI), Ramsar sites, or Special Protection Areas (SPA) without appropriate mitigation measures being secured prior to development. Where there could be an effect on Ramsar or SPA sites, consideration would need to be given as to whether a Habitats Regulations Assessment (HRA) would be required. These sites are shown on the Policies Map and include but are not limited to the Thames Estuary and Marshes, Belhus Park, and Mardyke Valley.

Policy Explanation

6.5.2 The Environment Act 2021 introduced Biodiversity Net Gain. This mandates that most developments should deliver at least 10% biodiversity net gain, using Biodiversity Metric 2.0.

6.5.3 Essex County Council commissioned a viability assessment to assess the viability of pursuing a 20% biodiversity net gain across Essex. This concluded 20% is appropriate across Essex, However, Thurrock's own viability study indicates the national minimum standard of a 10% biodiversity net gain is more appropriate on a local level to keep developments viable. However, the Council will expect the mandatory minimum to be exceeded where viability allows.

6.5.4 The Habitats Regulations requires that there are no adverse effects upon the conservation and protection of Ramsar sites and SPAs. There are also legal duties to protect specific sites and species set out in the Schedule 5 of the Wildlife and Countryside Act 1981 and the NPPF is clear that planning policies and decisions should contribute to and enhance the natural and local environment.

6.5.5 Thurrock is home to many Biodiversity Action Plan (BAP) priority habitats, including Thames Terrace Gravel habitats as part of the Open Mosaic Habitat on Previously Developed Land. As such, these unique habitats, often home to rare invertebrate assemblages will be especially considered when seeking to avoid and minimise the impacts of development on biodiversity and in any associated enhancement or mitigation measures.

DMP25 - TREES AND HEDGEROWS

1. All new development should be designed and laid out to secure the appropriate integration, retention, and enhancement of trees and hedgerows within the site and its surroundings. Developments will be expected to deliver a landscaping scheme that prioritises the provision, protection, and long-term management of trees and hedgerows, while also being multi-functional, visually attractive, biodiversity-enhancing, and incorporating sustainable drainage and micro-climate management where appropriate. Development will be expected to address the following requirements:
    a. New, native trees, native-mixed species hedgerows, and other landscape features should be used to create and retrofit attractive streets, increase biodiversity and provide appropriate natural shading to buildings and open spaces.
    b. Species of planting should prioritise an increase in biodiversity, mitigating flooding, provision of edibles, and reducing the impact of air pollution.
    c. Management and maintenance plans, including community-led stewardship strategies, will form part of all major applications to ensure that landscape and biodiversity features are sustainably maintained for the lifetime of the development.
    d. Trees that are adequately protected throughout the course of development, in accordance with British Standard 5837 (Trees in relation to design, demolition and construction).
    e. Existing trees, multi-species native hedgerows, and other landscape features should be retained and enhanced wherever possible. Where retention is not feasible, replacement planting or features should be provided on-site using appropriate native species and designed to reflect the maturity, canopy cover, and location of those removed.
2. Consent for works to trees subject to Tree Preservation Orders or within Conservation Areas will only be granted where:
    a. Proposed works of pruning are in accordance with good arboricultural practice;
    b. Proposals for felling are properly justified through a detailed arboricultural and/or structural engineer's report; and
    c. Adequate replacement planting is proposed.
3. The Council will serve a Tree Preservation Order or attach planning conditions which protect any trees considered to be of value to the townscape and amenity in order to secure their retention.

Policy Explanation

6.5.6 Trees and hedgerows provide important habitats and wildlife corridors and make a significant contribution to landscape character, local distinctiveness, and wider environmental benefits including climate regulation, air quality, and water management. As such, DMP25 seeks to protect, enhance and integrate trees and hedgerows within development; thereby supporting biodiversity, climate resilience, and a high-quality green infrastructure network.

DMP26 - LANDSCAPE CHARACTER

1. In order to enhance landscape character the Council requires:
   a. Development to have regard to the Thurrock Integrated Landscape Character Assessment (2018); and the Thurrock Landscape Sensitivity and Capacity Study (2026), and any latest equivalents.
   b. The retention and enhancement of significant natural, historic and built features which contribute to the landscape character of the Borough as defined by their value, quality, cultural association and meaning or their relationship to the setting and local context.
   c. The provision of planting, including new trees, shrubs and other significant vegetation where appropriate.
   d. Landscape design and materials to be of a high quality and be compatible with the surrounding landscape and character; and
   e. The retention and enhancement of strategic and local views, which contribute to a distinctive sense of place. Where development will affect these views, their sensitivity and capacity for change must be adequately assessed and the effect of the development on them appropriately tested.
2. In order to assess the sensitivity and capacity for change of Thurrock's landscape character, the Council will require a Landscape Visual Impact Assessment (LVIA) and/or Townscape Visual Impact Assessment (TVIA). This must be carried out by a competent expert using the Technical Guidance Note from the Landscape Institute.
3. Applicants must demonstrate how the LVIA/TVIA has informed appropriate:
   a. Siting
   b. Design
   c. Mitigations.

Policy Explanation

6.5.7 Thurrock's proximity to London and its position as a transport gateway is reflected in its historical land-use features, as well as the existing pressures created by its busy road and rail network. The transport and energy infrastructures have resulted in the physical and visual subdivision of the Borough and significant decline in amenity and tranquillity values. Waste management and mineral working combined with incremental change in urban and rural areas has degraded the quality and cohesion of the Borough's character.

6.5.8 The requirement for increased housing, employment, and national infrastructure projects in Thurrock exerts pressure on the river frontage of the Thames and the central swathe of rural Green Belt. The purpose of the policy is to ensure that the character of Thurrock is preserved and improved.

6.5.9 Thurrock recognises that protecting and promoting the best elements of the Borough's character and strengthening its sense of place provides benefits for community cohesion, the quality of life, and economic growth.

6.5.10 Thurrock is broadly characterised into areas of coastal marshes, the Thames terrace, rolling hills and rural villages in the north and larger residential and industrial areas in the south and east. Thurrock's landscape includes large scale landmarks and fragmented but highly valued areas of historic interest, biodiversity and amenity value. The resulting character is of surprising contrast and juxtaposition of local and micro-character areas.

DMP27 - OPEN SPACES, SPORTS AND RECREATION

A. Existing Open Space, Sports and Recreation Provision

1. Designated areas of open space, sports and recreation, as shown on the Policies Map, will be protected and enhanced.
2. Development proposals that would result in the loss in full or in part of designated areas will only be permitted where one of the following criteria is met:
   a. An up-to-date assessment has been undertaken which clearly demonstrates that the provision and the function it performs is surplus to requirement; or
   b. Replacement provision is provided by the proposed development or off-site and is equivalent or better in terms of quantity and quality in a suitable location agreed with the Council; or
   c. The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss.
3. Development within open spaces, such as the provision of supporting facilities, will only be acceptable where they enhance the existing provision and are ancillary to the open space or sports provision and its inherent character. In addition, and where relevant, proposals must demonstrate that they would have no adverse impacts to the setting or visual appearance of the park or open space, its heritage significance and/ or its ecological value.

B. New and Enhancements to Existing Open Space and Sports Provision

1. New development will be expected to contribute towards improving open space provision by maximising opportunities to incorporate publicly accessible, high quality and multi-functional open space on-site and/ or where appropriate, enhance existing provision commensurate to the need generated by the proposal.
2. Where proposals can clearly demonstrate that new on-site provision of open space is not practical, an equivalent financial contribution will be required to secure improvements to existing publicly accessible open space provision, as close as possible to the development site.
3. New, replacement or improved open space provision including children's play spaces should be provided in accordance with the Council's most recent Open Space Assessment and adopted open space standards. Where possible, new and replacement open space provision will be expected to connect to the wider GBI network.
4. New sports provision and enhancements to existing provision should be provided in accordance with the Council's Sports Facilities and Playing Pitch Strategies.
5. Where sports facilities or multi-functional spaces are provided in school facilities, the Council will seek to secure community benefits through sharing schemes and joint user agreements.
6. Development will be subject to conditions or obligations ensuring that open space, sports and recreation facilities are maintained and managed in the long-term.

C. Local Green Spaces

1. Local Green Spaces, as shown on the Policies Map, will be protected and enhanced.
2. Development proposals that would result in the full or partial loss of a Local Green Space or would undermine the reasons for its designation will not be supported unless there are very special circumstances, in accordance with national planning policy. Compliance under part A of this policy would also be applicable if the Local Green Spaces is a designated area of open space, sports and recreation.
3. Where a site is designated on grounds of recreational value, Local Green Space designation will not preclude development which is operationally required to sustain or will enhance its recreational value.

Policy Explanation

6.5.11 The Council wants to ensure that new development contributes positively to the quality, accessibility and distribution of open space, sports and recreation facilities across the Borough. As Thurrock's population grows, the demand for high quality outdoor spaces and sports provision will increase, and it is essential that new development plays a direct role in meeting this need.

6.5.12 Open spaces and sports facilities support health and wellbeing, provide opportunities for physical activity, and contribute to the character and attractiveness of neighbourhoods. Well designed and well located spaces also help to integrate new development into existing communities and strengthen the wider Green and Blue Infrastructure network. Ensuring that new provision is multifunctional, publicly accessible and connected to surrounding routes and spaces will maximise its value for residents.

6.5.13 Where on-site provision is not practical, improvements to existing open spaces and sports facilities will be required to ensure that the needs generated by development are met locally. Replacement or enhanced provision must be of an equivalent or higher quality and located where it can best serve the community. This approach ensures that growth does not place additional pressure on existing facilities and that investment is directed to areas where it is most needed.

6.5.14 The Council's most recent assessments of open space, sports facilities and playing pitches identify existing deficiencies and future requirements. New development must respond to this evidence to ensure that provision keeps pace with growth and supports the creation of healthy, active and inclusive communities.

6.5.15 National policy and guidance also enable the Council to provide special protection of green areas of particular importance to local communities by designating them as Local Green Spaces. The Local Green Space Study identified 42 such areas, some of which are also designated open spaces, to be of particular importance to Thurrock's local communities and their protection is set out within this policy. In being designated as Local Green Spaces they are given protection from development that is consistent with the level of protection national policy gives to Green Belt land.

6.5.16 The place section of this plan includes a place policy for each area of Thurrock which lists the names of the designated Local Green Spaces in those areas.

DMP28 - RIVERSIDE USES, INCLUDING RIVER-DEPENDENT, RIVER-RELATED AND ADJACENT USES

1. New development on sites adjoining the River Thames and its tributaries will be supported where it:
    a. Provides sustainable transport choices including through the provision of access to public transport routes and incorporates public riverside walks and cycle-paths;
    b. Protects identified strategic and local views;
    c. Provides for new or enhanced open spaces and other community-based facilities and amenities;
    d. Protects and enhances the habitat value of the river and shoreline, promotes the naturalisation of the riverbanks where feasible, and does not cause harm to the operation of the river regime, or its environment, biodiversity or archaeology (including to its banks, walls and foreshore);
    e. Does not adversely impact on neighbouring sites and uses, including to docks, safeguarded wharves or other river-based infrastructure;
    f. Provides appropriate riparian life-saving equipment and suicide prevention measures, where appropriate alongside riverside areas;
    g. Does not cause harm to the special recreational character and functional quality of the riverbank. Facilities and activities which contribute to the special recreational character will be protected and new facilities that make a positive contribution will be supported and;
    h. Does not harm the stability or continuity of tidal or flood defences (in accordance with local plan flood risk DMP29.)
2. Only river related or water compatible uses will be acceptable in river channels (in accordance with flood risk policy).
3. Where appropriate, the Council will seek financial contributions towards the provision, or upgrading, of riverside infrastructure.
4. Along the riverside, mixed-use development will be supported where it would create safe high-quality environments, provide new homes, leisure, social and cultural infrastructure facilities, provide public spaces, incorporate riverside walks and cycle ways and increased public access to the river. For such proposals an assessment of the effect of the proposed development on the operation of existing river dependent uses should be undertaken.
5. High-quality and well-designed public spaces with good access should be provided to form new destinations which are designed to make full use of the amenities offered by the riverside.
6. River-related development which enhances the river infrastructure and increases access to the Thames including short-stay visitor moorings and piers and jetties for river-based recreation, passenger or goods transport will be permitted in appropriate locations where:
    a. The residential amenity of occupiers of adjoining sites is not harmed;
    b. The operation of docks and safeguarded wharves is not harmed;
    c. The navigation of the channel is not adversely affected;
    d. Views of the river are not harmed;
    e. The development does not form a barrier which would impede views of the river from the riverside or prevent physical access to it;
    f. The stability or continuity of tidal or flood defences is not adversely affected; and

g. The proposal would protect and/or enhance the habitat value of the river and shoreline and would not cause unacceptable harm to the operation of the river regime, or the environment, biodiversity or archaeology of the river (including its banks, walls and foreshore).

7. Development should not encroach within a minimum of 16m (tidal Thames) or 8m (other rivers including those culverted) of the top of the riverbank, unless otherwise agreed by the Lead Local Flood Authority or the Environment Agency, as relevant.

8. Development which encroaches onto the river foreshore will not be supported.

9. Proposals for floating structures will be assessed in accordance with the criteria above. In addition, proposals will need to demonstrate that:

   a. Adequate servicing can be provided;

   b. The character and open nature of the river and riverside would not be harmed;

   c. There would be no interference with the recreational use of the river, the riverside and to the navigation of the river.

10. The culverting of river channels and watercourse will not be permitted, and the naturalisation of river channels and watercourses will be sought as part of development proposals where appropriate and feasible.

Policy Explanation

6.5.17 The natural, historic and built environment of the River Thames corridor and watercourses within the Borough will be protected and, where appropriate, enhanced to ensure the achievement of a high-quality and accessible environment including through the provision of connections to existing and new communities and to maximise biodiversity benefits.

6.5.18 The biodiversity value of the Borough's blue infrastructure assets will be protected and enhanced including that of the River Thames and Mardyke. Developments along the River Thames will be required to comply with The Thames Estuary Partnership Estuary Edges Design Guidance (2019).

6.5.19 Large areas of the riverside are subject to tidal, fluvial and surface water flood risk, and the Local Plan must ensure that development is directed away from the most vulnerable areas. River corridors also play a vital role in storing and conveying floodwater, and maintaining these functions is essential to protecting existing communities.

6.5.20 The Thames Estuary 2100 Plan sets out a long-term strategy for managing tidal flood risk, including the need for future defence raising and safeguarding land for potential strategic infrastructure such as a new Thames Barrier. Development must therefore be planned in a way that does not constrain these future options and allows for adaptation to climate change over the coming decades.

6.5.21 River corridors also provide opportunities for nature-based solutions that deliver multiple benefits, including biodiversity enhancement, natural flood management, carbon sequestration and improved public access. Creating and strengthening ecological corridors will help species adapt to climate change and support the wider Local Nature Recovery Strategy.

6.5.22 Protecting existing river infrastructure ensures continued access to the river for transport, recreation and heritage uses. Setbacks from riverbanks and flood defences maintain essential maintenance access, reduce flood risk and create space for habitat creation and riverside enhancements.

6.5.23 Culverting of river channels has negative effects on biodiversity and can increase the flood risk of surrounding areas.

6.5.24 Increasing natural habitats across riparian, flood plain and coastal zones can increase resiliency to extreme weather events. Natural habitats increase flood and drought resiliency by acting as natural sponges and buffers, which slow the flow of water, store excess water in the landscape, and increase infiltration into the soil. Salt marshes act as natural, flexible buffers that protect coastlines by reducing wave energy, trapping sediment to build elevation, and absorbing floodwaters. Their dense vegetation slows water flow, reducing erosion and lowering wave heights during storms, which decreases the need for hard engineering solutions.

DMP29 - MANAGING FLOOD RISK AND RIVERSIDE DESIGN

To avoid inappropriate development in areas at risk to flooding the Council will require applications for planning permission to demonstrate that they have complied with the relevant requirements in the NPPF and this policy.

A. Mitigating Flood Risk and Site Specific Flood Risk Assessments

1. A site-specific Flood Risk Assessment (FRA) is required for all development proposals which are situated in Flood Zone 2 or 3, and for development which is situated in Flood Zone 1, where:
   a. The development site is of 1 hectare or greater in extent;
   b. The proposal involves a change of use to a more vulnerable class;
   c. The site is situated within an area that has been identified as having critical drainage problems;
   d. The site is located on the riverfront or in river and flood water management areas.
2. Site-specific Flood Risk Assessments will be required to provide sufficient detail that assess the risk of flooding to, and arising from, development proposals from all sources. The assessment will consider both the present and future risk from flooding posed. As part of the site-specific Flood Risk Assessment, development proposals must:
   a. Carry out a Sequential Test, unless the application is for development which is exempt from the Sequential Test; or there is an adopted site allocation, and the development proposal is consistent with the proposed use and there have been no significant changes to the known level of flood risk to the site.
   b. Carry out an Exception Test, where necessary, to ensure the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall; and
   c. Proposals are required to demonstrate a sequential approach to layout within the development site, in order to ensure that more vulnerable uses within the development are located in the lowest risk parts of the site.
3. The site-specific Flood Risk Assessment should be proportionate to the anticipated degree of flood risk and must demonstrate how flood risk will be managed and mitigated to ensure the development is safe from flooding and the impacts of climate change for its lifetime. This must include appropriate flood-resistant design and construction, incorporation of

Sustainable Drainage Systems (SuDS), safe management of residual risk, and appropriate emergency planning.

B. Sustainable Urban Drainage (SuDs)

1. All proposals for development should include identified drainage provision suitable for the proposal and its location, taking account of advice and guidance from Thurrock Council as the Lead Local Flood Authority.
2. All proposals should integrate sustainable drainage systems (SuDS), incorporating and adhering to the following hierarchy:
    a. Collected for non-potable use;
    b. Discharge into the ground;
    c. Discharge to a surface water body;
    d. Discharge to a surface water sewer, highway drain or another drainage system;
    e. Discharge to a combined sewer where there are absolutely no other options, and only where agreed in advance with the relevant sewage undertaker.
3. Proposals for drainage provision must demonstrate, how they meet the minimum requirements of the following:
    a. Achieve greenfield runoff rates (as set out in national standards for SuDs), mimic natural flows and drainage pathways and ensure that surface water run-off is managed as close to its source as possible. In exceptional circumstances, evidence will be required to justify why the stipulated greenfield runoff rates cannot be achieved and that appropriate measures have been undertaken to achieve as close as possible;
    b. Manage all sources of surface water, including exceedance flows and surface flows from offsite, provided for emergency ingress and egress and ensured adequate drainage connectivity;
    c. Include SuDS and prioritised, as appropriate, the incorporation of natural features and nature-based solutions into the soft landscape of the development. Rainwater harvesting should also be integrated into the sustainable drainage system, where appropriate, and SuDS provision within publicly accessible open spaces provided as part of the development will only be acceptable where the open space continues to meet the quality standards set out in DMP27. Where SuDS are not appropriate evidence must be provided to demonstrate why. Where the cost of providing SuDS is cited as the main constraint for delivery, the Council will require a full cost comparison against standard system, so that the cost implications can be clearly understood;
    d. Ensure that the scheme is designed in accordance with Thurrock Council's Flood Risk Management Strategy Guidance for master planning sustainable drainage into developments document, or equivalent up to date or district specific guidance;
    e. Ensure that sustainable drainage measures effectively avoid any increase in flood risk to surrounding infrastructure;
    f. Ensure measures proposed maintain public safety;
    g. Ensure that there is adequate treatment of surface water flows, such that there is no diminution in quality of any receiving watercourse;
    h. Ensure protection of groundwater. This may include undertaking a Groundwater Hydrogeological Risk Assessment where necessary;
    i. Considered the risk of contamination, including any Land Contamination Studies where available;
    j. Where appropriate, provide multiple benefits, such as providing or enhancing wetland habitat, biodiversity, landscapes, and improving amenity, access, open space and water quality;
    k. Made an appropriate allowance for climate change and coastal change;
    l. Consider potential impact on heritage assets, in line with DMP54;

m. Identify the maintenance responsibilities for the entirety of the surface water drainage system and provide a management and maintenance plan, which shall include arrangements during the construction phase and the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the drainage scheme throughout its lifetime; and

n. Plan to deliver the drainage provision over different phases, including information on the discharge rates and volumes for planned, multi-phased development proposals.

4. Proposals to enhance existing water environments and ecosystems will be supported. Proposals for development should not compromise Water Framework Directive objectives and should ensure that the water environment does not deteriorate, both during construction and during the lifetime of the development. Where necessary, thorough hydrogeological and contamination risk assessments of the impact of proposals on surface and groundwater systems should be undertaken. Where required, this should include appropriate avoidance measures before incorporating suitable mitigation measures.

5. Proposals within Groundwater Source Protection Zones and/or Drinking Water Safeguard Zones will be permitted where it can be demonstrated that there is no risk of contamination to groundwater and drinking water sources. If a proposal has an adverse impact on groundwater, it will only be permitted if suitable mitigation measures can be identified and implemented.

6. Proposals for development that have, or have the potential to have, an adverse impact on Nitrate Vulnerable Zones will need to demonstrate how they have taken account of, and minimised, any harm to the Nitrate Vulnerable Zones.

C. Finished Floor Levels

1. The finished floor levels in proposals should be a minimum of whichever is identified in the FRA as being higher than 600mm above the:

   a. Average ground level of the site

   b. Adjacent road level to the building(s)

   c. Estimated river or sea flood level for the site

2. Unless there is a high level of certainty about the estimated flood level where they can be reduced to 300mm. Areas that are of greater risk of flooding may be required to go above the 600mm standard.

D. On and Off site Flood Risk Mitigation Measures

Where a flood risk assessment has identified the need to provide or improve flood defence of flood risk mitigation measures on-site, these should be included in the design of the scheme and delivery of these secured by condition as part of the scheme. Any off-site measures and necessary management and maintenance will be secured through condition, and where relevant a S106 Agreement. Where a development will benefit from flood prevention or flood defence infrastructure identified in the Infrastructure Delivery Plan, including those related to the Thames Estuary TE2100 Plan, financial contributions will be sought towards delivery and secured through a S106 Agreement.

E. Greenfield Run Off Rates

Planning applications for major development will be required to demonstrate that, including any necessary mitigation measures, surface water run off rates for the site will be equivalent to Greenfield run off rates.

F. Existing Flood Defences

Where development is in the vicinity of existing flood defences or where the need for future flood defence measures has been identified, development proposals must demonstrate that they do not prevent the delivery, management, maintenance or improvement of any structure.

Policy Explanation

6.5.25 Site Specific Flood Risk Assessments are required for all development proposals situated in Flood Zone 2 or 3 or in Zone 1 on sites that are greater than 1ha, that involve a change to a more vulnerable use class or are situated in an area identified as having critical drainage problems. The objectives of a site-specific flood risk assessment are to establish:

- Whether a proposed development is likely to be affected by current or future flooding from any source;
- Whether it will increase flood risk elsewhere; Whether the measures proposed to deal with these effects and risks are appropriate; The evidence for the local planning authority to apply (if necessary) the Sequential Test; and
- Whether the development will be safe and pass the Exception Test, if applicable.

6.5.26 Site specific FRAs should be proportionate to the anticipated degree of flood risk. When preparing FRAs, regard should be had to the guidance and the Strategic Flood Risk Assessment - which outlines the information that the Council expects to be contained at the three levels of the site specific FRA. These are:

- Level 1 Screening: to identify whether there are any flooding or surface water management issues related to a development site that may warrant further consideration.
- Level 2 Scoping: to be undertaken if the Level 1 FRA indicates that the site may lie within an area that is at risk of flooding, or the site may increase flood risk due to increased runoff.
- Level 3 Detailed Study: to be undertaken if a Level 2 FRA concludes that further quantitative analysis is required to assess flood risk issues related to the development site.

6.5.27 Sustainable Drainage Systems (SuDS) mimic natural drainage processes to reduce the effect on the quality and quantity of run-off from developments and provide amenity and biodiversity benefits. When specifying SuDS, early consideration should be given to the potential benefits and opportunities so that flood resistant design is able to deliver the best results. SuDS measures generally operate through infiltration and attenuation combined with slow conveyance. SuDS are designed to both manage the flood and pollution risks resulting from urban runoff and to contribute wherever possible to environmental enhancement and placemaking.

6.5.28 Managing drainage effectively is a key component of good design and the Council expects all developments to integrate sustainable drainage systems (SuDS). Surface water should be managed in line with the hierarchy set in DMP29 (Managing Flood Risk and Riverside Design) and should reflect both national guidance and that produced by Thurrock Council in its role as Lead Local Flood Authority. In areas affected by Source Protection Zones, additional assessment may be required, such as a Groundwater Hydrogeological Risk Assessment.

6.5.29 Managing surface water and drainage is fundamental to effective and resilient design and the council considers that all developments should consider sustainable drainage systems early in the planning process and integrate them as part of their designs. Sustainable drainage systems can help replenish depleted groundwater supplies through infiltration, and considering that the district is within a water stressed area the Council also encourages the inclusion of rainwater harvesting in sustainable drainage systems. In line with the PPG, the Council has identified a clear hierarchy, in DMP29 for managing drainage to support these objectives, and developments should provide clear justification why a discharge option is not suitable before moving through the hierarchy.

6.5.30 When designing SuDS developers should use the best practice guidance available at the time, including but not limited to CIRIA guidance (CIRIA 763 the SuDs manual) and the National Standards for Sustainable Drainage Systems produced by the government and incorporation of recycling of grey water and utilisation of natural filtration methods where possible.

6.5.31 The Borough includes a number of areas which are sensitive to water pollution. Where development may affect these sensitive areas, applicants will be required to undertake thorough risk assessments to inform the decision making process. Development that would be harmful to these protected areas or compromise the Water Framework Directive objectives will not normally be permitted.

6.5.32 Groundwater Source Protection Zones and Drinking Water Safeguard Zones, which protect drinking water, are identified on the Environment Agency website. Where appropriate, Source Protection Zones should be taken into consideration when implementing this policy. This includes having consideration for the specific requirements, set out by the Environment Agency, in relation to sustainable drainage systems in areas of groundwater vulnerability.

6.5.33 Greenfield Runoff - On sites that were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event must be as close as reasonably practicable to the greenfield runoff rate (as specified by the Rainfall Runoff Management for Developments Report) from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event. Where the greenfield runoff rate is not able to be achieved, a payment in lieu of achieving this rate will be sought, whilst expecting the best possible on site runoff rate to be achieved, in line with DMP36 - Delivery of Infrastructure.

6.5.34 Surface Water runoff should be mitigated by the use of SuDS which are calculated in line with runoff estimation methods set out in CIRIA C753 (The SuDS Manual), and the incorporation of recycling of grey water and utilisation of natural filtration methods where possible.

6.5.35 Urban greening, landscaping and other mitigation strategies within this green and blue infrastructure approach will also be strongly encouraged in new and existing development to minimise the impacts of flooding from multiple sources (including surface water, groundwater and watercourses). Development will also be expected to follow the drainage hierarchy to ensure off-site discharge rates meet greenfield runoff rates, utilising SuDS in particular. Maximising water storage capacity will help to alleviate the intensity of flood events by providing a greater volume for rainfall attenuation; a key strategy to increase long-term resiliency across the Borough.

6.5.36 The Council will work in partnership with the Environment Agency and the Water Companies in Stanford-le-Hope area to develop a wider-ranging integrated urban drainage study that will develop appropriate measures to reduce the risk of flooding in the South Essex, Anglian Flood Risk Area.

DMP30 - MINIMISING POLLUTION AND IMPACTS ON AMENITY, HEALTH AND SAFETY

Development must not result in an adverse impact on the amenity of neighbouring or future occupiers in respect to overlooking and privacy, daylight/sunlight, outlook, lighting, noise vibration, and pollution.

A. Air Pollution

New development should ensure the avoidance of any adverse air pollution impacts and aim to improve air quality in the Borough by:

1. Ensuring development meets, and where possible improves upon, air quality neutral standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage;
2. Undertaking Air Quality Assessments (AQAs) for the following types of development:
    a. All major development, unless there is clear evidence that transport and building emissions will be less than the existing use;
    b. Development in areas of substandard air quality and changes of use which would result in the introduction of sensitive receptors to areas of poor air quality;
    c. Development in close proximity to sensitive uses; and
    d. Developments which involve significant demolition and construction;
3. Ensuring development is air quality positive in Air Quality Focus Areas;
4. Assessing existing air quality and avoiding locating sensitive uses in areas exposed to air pollution;
5. Minimising exposure to air pollution through the considered positioning and design of new development, considering private, communal, public open space and child play spaces;
6. Incorporating on-site measures to improve air quality, or, where it can be demonstrated that on-site provision is impractical or inappropriate, securing off-site measures to improve local air quality, subject to the demonstration of equivalent air quality benefits; and
7. Making a financial contribution where major development would not achieve the air quality neutral benchmark.

B. Noise, Vibration and Light Pollution

Noise, vibration and light pollution will be assessed and minimised by:

1. Requiring applicants to demonstrate the impact of their proposed development on the noise environment and, where appropriate, provide a Noise Assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces;
2. Requiring proposals and supporting Noise Assessments to have regard to the Agent of Change principle and to minimise any potential noise conflict between existing activities and new development. Where the avoidance of noise conflicts is impractical or unavoidable, mitigation measures such as noise attenuation and restrictions on operating hours should be implemented, and will be secured through appropriate planning conditions;
3. Requiring noise and vibration from deconstruction and construction activities to be minimised and, where necessary, mitigation measures put in place to limit noise and vibration disturbance in the vicinity of the development;
4. Requiring developers to ensure that noise is reduced to an acceptable level, in line with the appropriate British Standard, during construction and operation, through the use of attenuation, distance, screening, or layout/orientation;

5. Ensuring that appropriate design measures are taken with external lighting schemes so they are contained and only illuminate intended areas; and
6. Resisting developments where floodlighting or external lighting would cause unacceptable levels of light pollution, by applying the standards and guidelines set out in the Institute of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light.

C. Impact on Privacy, Outlook, Sunlight and Daylight

All new development must be designed to avoid significant adverse impacts on the visual privacy, outlook, and sunlight and daylight of neighbouring occupiers. Proposals will be assessed having regard to:

1. The scale, height, massing, orientation and siting of development in relation to neighbouring properties;
2. The potential for overlooking, loss of privacy or overbearing effects, including the position and design of windows, balconies and other openings;
3. The degree of loss of outlook or increased sense of enclosure, particularly in relation to habitable rooms and private amenity space;
4. The impact on sunlight and daylight to neighbouring buildings and outdoor spaces, including cumulative effects, taking account of the site context;
5. The effectiveness of design measures to mitigate impacts, such as separation distances, set-backs, screening or landscaping.

Development that would result in unacceptable harm to residential amenity will not be permitted.

Policy Explanation

6.5.37 Air pollution has significant impacts on climate and human health. It is essential that exposure to atmospheric pollutants is minimised across the Borough. Due to Thurrock's higher air pollution levels, establishing plans to improve local air quality, is a priority within the Borough. Existing concentrations of nitrogen dioxide and particulates (PM2.5, PM10) are of considerable concern and pose a significant threat to human health, particularly where they are most heavily concentrated along major roads and in areas of high motor vehicle activity.

6.5.38 The impact of noise and vibration is a material consideration in determining planning applications. Applicants will be expected to have regard for the Government's Noise Policy Statement for England.

6.5.39 Appropriate lighting can play a vital role in ensuring community safety in the evening and at night, by enhancing environmental quality and opportunities for natural surveillance. It can also be beneficial in terms of highlighting and enhancing landmark structures, helping people navigate around the Borough. However, such benefits need to be balanced against the detrimental effects excessive lighting can have on wildlife and concerns about energy consumption. As such national planning policy seeks to minimise light pollution from new development. In certain circumstances, particularly ecologically sensitive areas, such as Sites of Special Scientific Interest (SSSI) and Special Protection Areas (SPA), developers will be expected to employ a suitably qualified and accredited lighting engineer.

6.5.40 Poorly designed and located development can lead to loss of privacy, outlook and access to sunlight and daylight, resulting in unacceptable harm to amenity. This policy alongside the 'Good Neighbours' principle in DMP40 – Cohesive and Distinctive Places will ensure that new development respects the amenity of existing / future occupiers and users, while allowing for appropriate levels of development in different locations. Consideration of scale, layout and design at an early stage will help to avoid conflicts and support high-quality, well-designed places.

6.6 Infrastructure

DMP31 - UTILITIES

1. Planning applications for major development should provide evidence to demonstrate that there will be sufficient capacity available for connection to all utilities necessary for the development proposed. The evidence provided should demonstrate that:
   a. Early pre-application engagement with infrastructure providers has been undertaken;
   b. On-site utilities have been designed to an appropriate specification and capacity that will allow connection to the relevant off-site utility network.
2. Where there is an identified deficit in capacity of a required utility, there is evidence of planned reinforcement of the network to sufficient capacity within the timescales planned for delivery of the development, or a connection agreement with the provider.
3. For outline applications or phased schemes, evidence of an ability to connect will be secured by condition prior to commencement of the development or development phase.
4. Where the development results in the need for an upgrade or reinforcement that is not subject to a separate formal agreement between the developer and the provider, or a financial contribution towards an upgrade or reinforcement, an appropriate sum will be secured through a S106 Agreement.

Policy Explanation

6.6.1 It is expected that development proposals will be capable of being adequately served by all utilities that are required by that development. This will normally be for electricity, gas and water supply and waste water disposal but may also, for example include heating and cooling supply where a heating or cooling network is available to connect to.

6.6.2 Early engagement with infrastructure providers is essential to ensure that sufficient capacity is available in the wider infrastructure network to service the development in both the construction and operational phases, and that suitable connection, layouts and future-proofing are considered early in the design stage. In some circumstances it may be necessary for applicants to carry out studies to determine if the proposed development will lead to overloading of existing infrastructure. Adequate time should be allowed to consider supply options concerning the construction and operational phases to allow utility providers to provide an informed response. Realistic projections of electricity demand should be provided in order to promote efficient delivery of necessary infrastructure. The cumulative impact of proposed developments in the proposals' vicinity should be taken into account through discussions with utility providers and evidence provided at pre-application meetings with the Local Planning Authority. Coordination of infrastructure works is also essential to minimise the level of disruption and impact on existing services associated with provision.

DMP32 - SPACE FOR CULTURE:

1. Major development proposals should have regard to the 'Thurrock Plan for Culture 2025-2029' and 'Thurrock's Meanwhile Opportunities Strategy 2023', or their latest equivalents. Development proposals, proportionate to its scale and nature, should include opportunity and physical space for cultural activity and production. This should include:
2. Work with established and emerging cultural partners to plan and deliver cultural life in new development.
3. Early activation through temporary creative projects through the development's construction phase. This should include areas awaiting development which would otherwise be land-locked by hoardings and allow space for testing ideas and activities to increase cultural capacity and connectivity.
4. Inclusion of affordable and flexible workspace and project space for working, sharing, rehearsing, exhibiting, and leading community-based activity. This could be at ground floor where it may be less suitable for housing or commercial spaces, and would benefit from activation.
5. Permanent art commissions integrated within landscaping or building features which may include elements of play, habitat creation, signage, public furniture etc.
6. Support for local festivals or other programmes either through meanwhile use as well as providing infrastructure to enable festivals such as power, stage areas, lighting, informal seating, and storage.
7. Seeking to utilise underused buildings and land and nurture creative clusters.

Policy Explanation

6.6.3 This policy seeks to promote social and cultural infrastructure, creativity, public art and entertainment as part of the placemaking process, enhancing local identity, social wellbeing and community vitality. It will also support the integration of cultural uses within new development and the provision of flexible spaces that can adapt to a range of cultural and community needs.

6.6.4 Cultural uses also have the ability to activate vacant units in town centre locations and along high streets. Where appropriate, social and community infrastructure uses will be expected to offer space for arts and culture. There is also an opportunity to use the public realm and outside space for cultural activities, especially in parks and town centres.

6.6.5 The Council defines public art as an artwork, or artworks, designed by a professional artist or craftsperson, involving local communities, for a particular building or site that is accessible to the public. Public art brings a wide range of social and cultural benefits and will be encouraged as part of new development, especially where it contributes positively to a sense of place and enhances the streetscape. It will be used to encourage footfall and support the visitor economy. To maximise the impacts of these benefits, public art should be located in key locations, within the public realm and publicly accessible open spaces, where significant numbers of people can enjoy and experience it. A transparent process of commissioning and funding public art is expected, with local involvement given precedent whenever possible.

DMP33 - COMMUNITY, HEALTH, LEISURE AND CULTURAL FACILITIES

Development proposals that retain and maintain existing facilities that are valued by the community; or improve the quality and capacity of facilities valued by the community will be supported.

A. Providing new facilities

1. Development proposals of 100 or more residential units should contribute to the provision of new or improved community, health, leisure and cultural facilities, in a manner proportionate to the scale of the development. Provision should be made on-site unless otherwise specified in this Plan or the Infrastructure Delivery Plan. Where on-site provision is not appropriate, off-site provision or financial contributions will be secured through a Section 106 Agreement.
2. Proposals should have regard to the relevant Place policies, site allocations, and the most up-to-date Infrastructure Delivery Plan.
3. Financial contributions will be sought for the ongoing maintenance of all community facilities, where appropriate.
4. The provision of new facilities will be appropriately phased to meet the needs of the community they serve, with phasing of delivery secured by condition.
5. Where opportunities exist, the Council will support the co-location of community, health, leisure and cultural facilities and other local services.
6. Proposals should demonstrate how cumulative impacts, including those arising from major infrastructure projects, such as the Lower Thames Crossing, have been considered in planning for health and emergency service capacity.
7. Where required, development should contribute proportionately to new or expanded primary care facilities, community health services, ambulance infrastructure or other emergency service provision.
8. The Council will support the provision of key worker housing, including for healthcare and emergency service staff, where evidence indicates this would improve recruitment and retention.
9. Proposals should demonstrate how a 'Health in All Policies' approach has been applied, to ensure development supports healthy, safe and resilient communities.

B. Loss of facilities

1. Proposals that would result in the loss of valued facilities currently or last used for the provision of community, leisure and cultural activities will only be permitted if it is demonstrated that:
   a. The facility is no longer needed for any of the functions that it can perform; or
   b. It is demonstrated that it is no longer practical, desirable or viable to retain them and the applicant can demonstrate through evidence, including appropriate marketing of the site for a minimum of one year, that there is no longer a reasonable prospect of the site being used for the existing community use; or
   c. Any proposed replacement or improved facilities will be equivalent or better in terms of quality, quantity and accessibility and there will be no overall reduction in the level of facilities in the area in which the existing development is located; or
   d. The proposal will clearly provide sufficient community benefit to outweigh the loss of the existing facility, meeting evidence of a local need.
2. Proposals involving the loss of facilities used by health or emergency services must demonstrate that the loss will not undermine the delivery, accessibility or resilience of essential services.

Policy Explanation

6.6.6 With the population projected to grow in Thurrock, to meet the needs of both existing and future residents, this Plan seeks to protect and enhance existing community and social infrastructure, and provide new facilities. This will include supporting improvements to existing facilities and encouraging more efficient and intensive use of existing sites. Where appropriate, co-locating multiple facilities on a single site can be an efficient way to improve both quality and accessibility.

6.6.7 The Council recognises the essential role of primary healthcare, community health services and emergency services in supporting a growing and changing population. Early and ongoing engagement with the Mid & South Essex Integrated Care Board, NHS providers and emergency services is critical to ensuring that development aligns with capacity planning, service delivery models and investment programmes.

6.6.8 As development comes forward, it will be important to consider cumulative impacts, including those arising from major infrastructure projects, such as the Lower Thames Crossing, and to ensure that new growth contributes proportionately to the expansion of health and emergency service infrastructure.

6.6.9 The Plan also supports the application of a 'Health in All Policies' approach, ensuring that development promotes healthy living, reduces health inequalities and supports the recruitment and retention of essential workers, including through the potential provision of key worker housing

DMP34 - EDUCATION AND EARLY YEARS CHILDCARE

1. New development must be served and supported by appropriate on and/or off-site education facilities, as identified in the Infrastructure Delivery Plan Schedule.
2. The delivery of education facilities, either directly or through contributions, will be sought where this is necessary to make the development acceptable, is directly related to the development, and is fairly and reasonably related in scale to the development.
3. Where a proposed development is required to provide and/or contribute towards additional education capacity to support growth arising from the development, measures must be agreed with the Council. Such measures may include (but are not limited to):
    a. Financial contributions towards new or expanded facilities and the maintenance thereof;
    b. On-site construction of new provision;
    c. Off-site capacity improvement works; and/or
    d. The provision of land.
4. Provision for their maintenance, where appropriate, will be sought from developers and secured through planning obligations prior to the issue of planning permission.
5. Exceptions to this Policy will only be considered if:
    a. It can be demonstrated that the benefit of the development proceeding without full mitigation outweighs the harm;
    b. Viability assessment (with supporting evidence), which is transparent and complies with any relevant national or local guidance applicable at the time, demonstrates that full mitigation is not viable to allow the development to proceed;

c. It can be demonstrated that a full and thorough investigation has been undertaken to find innovative solutions to make the necessary provision and all possible steps have been taken to minimise the residual level of unmitigated impacts; and

d. Obligations are entered into by the developer that provide for appropriate additional mitigation in the event that viability improves prior to completion of the development.

6. Developers and landowners must work positively with the Council, other local authorities and infrastructure providers throughout the planning process to ensure that the cumulative impact on education arising from development is considered and then mitigated, at the appropriate time, in line with published policies and guidance.

7. To ensure the delivery of exceptional educational provision in the Borough, new facilities must:

a. Be located in an accessible location, with good public transport accessibility and access by walking and cycling;

b. Provide entrances and playgrounds that are situated away from busy roads especially for early years and primary education facilities;

c. Maximise the use of educational facilities for community, recreation or cultural use, through appropriate design measures;

d. Explore and, where feasible, provide shared use of services between schools, colleges, universities, sports providers, community and cultural facilities;

e. Be accessible and inclusive to meet the needs of a range of users, including disabled people;

f. Incorporate safe, suitable and accessible outdoor space; and

g. Be designed in line with the Essex Design Guide - School Design Principles (2025) or its latest equivalent.

8. Development proposals that would result in a loss of education or childcare provision will not be supported, unless it can be demonstrated that there is no ongoing or projected future demand.

Policy Explanation

6.6.10 Thurrock Council has a Statutory Duty to:

- Ensure sufficient school places (Section 4 (1) Education Act 1996 as amended);
- Increase opportunities for parental choice (Section 2 of the Education and Inspectors Act 2006, Education Act 1996 as amended);
- Comply with any preference expressed by parents, provided compliance with the preference would not prejudice the provision of efficient education or the efficient use of resources (Section 86 Schools Standards and Framework Act 1998); and
- Ensure fair access to educational opportunity (Education Act 1996 as amended).

6.6.11 The Education Act 1996 requires local authorities to (so far as their powers enable them to do so) contribute towards the spiritual, moral, mental and physical development of the community by ensuring primary education, secondary education and further education are available to meet the needs of the population of their area.

6.6.12 The NPPF states the importance of providing sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

DMP35 - DIGITAL COMMUNICATIONS INFRASTRUCTURE

1. The Council will promote enhanced digital connectivity throughout the Borough by supporting high speed broadband and telecommunication infrastructure. In particular, major development proposals should demonstrate how high speed broadband infrastructure will be accommodated within the development.
2. Applications for telecommunications development (including for prior approval under Part 16 of the General Permitted Development Order, or any other such future Order) will be considered in accordance with national planning policy. The visual impacts of telecommunications proposals should be minimised, particularly on rooftops/roof slopes.
3. Planning permission will be granted for all new major developments where:
    a. They are served by full-fibre broadband capable of gigabit download speeds;
    b. The full-fibre broadband connections are available at the point of releasing for sale, where relevant, and that the cost of the services are at market rates, preferably offering broadband services from more than one service provider;
    c. Developers work with a recognised network carrier to design appropriate duct infrastructure for the installation of fibre broadband by a range of operators;
    d. Other forms of digital infrastructure, such as facilities supporting mobile phone broadband, are included wherever possible; and
    e. The siting and appearance of utilities infrastructure is designed to minimise impacts on amenity and to be as unobtrusive as possible.
4. Planning permission will be granted for new electronic communications infrastructure where:
    a. It is supported by the necessary evidence to justify the proposed development in accordance with the requirements of national policy;
    b. Proposed equipment is sympathetically designed to minimise impacts on amenity and secluded or camouflaged where appropriate;
    c. It can be demonstrated that electronic communications infrastructure is not expected to cause significant and irreversible interference with other electrical equipment, air traffic services or instrumentation operated in the national interest;
    d. Adverse impacts on the successful functioning of existing digital infrastructure are avoided. Where this is not practicable, appropriate mitigation shall be provided;
    e. It does not result in the International Commission guidelines on non-ionising radiation protection being exceeded; and
    f. Appropriate pre-application consultation in accordance with national policy has been undertaken.

Policy Explanation

6.6.13 Delivery of full-fibre broadband infrastructure, as well as mobile infrastructure including 5G, is a priority to achieve the government's targets set out in the Future Telecoms Infrastructure Review. The Council recognises the importance of this and is implementing a range of complementary initiatives aimed at achieving government targets for full-fibre and 5G coverage. These are set out in the Infrastructure Delivery Plan (IDP).

6.6.14 The volume of planned development in the Borough, and the congestion of cables and pipes under the Borough's streets create a challenge for new infrastructure to be installed without causing disruption to the Borough's public realm and street network. Pipe subways and ducting provide a means of reducing the level of disruption during installation and when undertaking maintenance of infrastructure.

6.6.15 Existing subways and ducting must be used wherever possible for the installation of utility infrastructure. Expansion and integration of pipe subway, ducting infrastructure and decentralised energy networks is a long-term aspiration of the Council in order to improve coverage and to minimise any disruption due to utility works. Extensions to existing pipe subway or ducting networks will be sought where there is adequate evidence that services to developments would be better integrated within an established network in the vicinity.

DMP36 - DELIVERY OF INFRASTRUCTURE

1. To demonstrate that proposals for development contribute adequately to the provision of the infrastructure need that it will generate, planning applications for major development will be required to demonstrate that they comply with the specific infrastructure policies and infrastructure provisions within the Place and Site Allocations sections of this Plan.
2. The Local Planning Authority will support development proposals that provide adequate contributions towards:
    a. Measures to directly mitigate their impact and make them acceptable in planning terms; and
    b. Physical, social and community, green and transport infrastructure to meet the needs associated with the development.
3. Development proposals will be required to test the quality and capacity of existing infrastructure, in partnership with the Council and other infrastructure and service delivery stakeholders as necessary, and make contributions to support the timely provision of improvements and/or additional capacity.
4. In assessing the ability of a development proposal to deliver or contribute towards specific infrastructure delivery, the Council will take into account the viability of the scheme. Applications should be accompanied by proportionate viability information to enable this to be assessed and agreed. Where necessary, the Council will seek an independent assessment of the viability information submitted to it at the applicant's cost.
5. In determining the appropriate level of infrastructure provision and financial contributions, where appropriate, account will need to be taken of the whole life costs of the infrastructure, including any relevant management and maintenance costs.
6. Infrastructure provision or enhancements should be provided on-site as an integral part of a development wherever possible and appropriate.

7. Where on-site provision is not possible nor the most appropriate means by which to secure the timely and most efficient delivery of such enhancements or provision, planning obligations will be required to secure a financial contribution to meet the reasonable costs of provision to support the development or offset its impact.
8. Where it is necessary to seek planning contributions to make development acceptable in planning terms, they will be secured via planning obligations (Section 106 agreements) and/ or planning conditions, as appropriate.
9. Provision of infrastructure may include on-site provision, off-site provision in kind or financial contributions towards delivery, or a combination of these where appropriate, and will be secured in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended).
10. Planning obligations and conditions will specify the nature of the infrastructure to be delivered, along with appropriate triggers for delivery or payment.
11. Development proposals that do not suitably mitigate their impacts will not be supported.

Policy Explanation

6.6.16 The Council has published an Infrastructure Delivery Plan to identify the infrastructure needed to support planned growth in Thurrock up to 2044. It also maintains an Infrastructure Requirements List setting out specific projects to which developer contributions may be directed. Major development schemes will be expected to contribute towards necessary infrastructure to mitigate impacts, support communities, and enable economic growth.

6.6.17 Planning Obligations (Section 106 Agreements under the Town and Country Planning Act 1990 (as amended)) are legally binding agreements between the Local Authority and developers, attached to planning permissions where needed to make development acceptable. These obligations bind the land and apply to future landowners. They are used to: secure the nature of development (e.g. affordable housing), mitigate impacts (e.g. transport improvements), and compensate for loss or damage (e.g. loss of open space).

6.6.18 Planning Obligations must meet the tests in Regulation 122 of the CIL Regulations 2010 (as amended): they must be necessary to make development acceptable, directly related to it, and fairly and reasonably related in scale and kind.

6.6.19 Where highway works are required, developers may enter into Section 278 agreements under the Highways Act 1980. Where new roads are to be adopted, Section 38 agreements are preferred, as they ensure roads are constructed to adoptable standards prior to adoption by the Highway Authority.

6.6.20 The Council is required to publish an Annual Infrastructure Funding Statement setting out Section 106 and CIL receipts and expenditure, along with infrastructure priorities. While the Council does not currently operate a Community Infrastructure Levy (CIL), any future introduction would be taken into account in viability assessments and developer contributions.

6.6.21 The Council also notes proposals for a future Infrastructure Levy to replace CIL and Section 106, and will work proactively with any successor regime to secure infrastructure investment to support growth.

6.7 Travel, Transport and Movement

DMP37 - ACTIVE TRAVEL, TRANSPORT AND CYCLING

1. All development proposals will be required to demonstrate how they mitigate and minimise adverse transport, movement and connectivity impacts on the transport networks that will serve them, and on their surroundings, including residential amenity and the wider environment.
2. Proposals must:
    a. Demonstrate that they are acceptable in terms of highway capacity, safety, pedestrian and cycle provision and the free-flow of traffic.
    b. Demonstrate how they promote and enable walking, cycling and public transport use through the provision of and, or connection to, existing attractive, well-designed and safe routes, that are legible, overlooked and integrated into the wider movement network.
    c. Provide segregated cycle routes where feasible in accordance alignment with the Council's adopted Transport Strategy
    d. Demonstrate that they are acceptable in terms of highway capacity, safety, pedestrian and cycle provision, and the free-flow of traffic.
    e. Make appropriate provision for servicing, loading unloading and turning of vehicles within sites where required, to ensure highway and pedestrian safety.

A. Transport and Travel Plans

Planning applications for major development should be accompanied by a Transport Plan and a Travel Plan, the detail of which should be agreed with the Local Planning Authority and the measures identified, where appropriate, secured by condition or a S106 Agreement.

B. Transport Assessments & Transport Statements

1. Bespoke access and transport approaches must be tested and agreed by the Local Planning Authority for proposals at strategic sites, and for development that may result in significant impact on the transport networks serving the site. Relevant major planning applications must be supported by a Transport Assessment demonstrating this. Major applications likely to have a less significant transport impact should be accompanied by a Transport Statement.
2. Scheme design and connectivity must demonstrate how it will deliver benefit in kind by delivering wider environmental and landscaping enhancements, diversions and alternatives that align with the Council's Local Cycling, Walking and Infrastructure Plan (LCWIP) 2025.

C. Walking, Cycling and Inclusive Access

New development must ensure that:

1. Safe and convenient access is provided to footpaths, cycle routes and Public Rights of Way, including the delivery of new or upgraded routes where opportunities exist, linking neighbourhoods, key facilities and the Green and Blue Infrastructure network;
2. Urban and village routes should be well overlooked, appropriately lit and designed to feel safe;
3. Encouraging residential development to support enhanced facilities that align with inclusive mobility standards in accordance with LTN1/20 and Manual for Streets, and equivalent or replacement standards;
4. Secure and convenient cycle parking and storage is provided for residential and non-residential development;

5. Ensuring that major trip generating developments (including schools, large scale employment, retail and leisure) provides cycle parking, lockers, changing facilities and showers; and

6. Inclusive design measures are incorporated for people with mobility and sensory impairments, particularly at crossings, public transport stops and changes in level in accordance with DMP48 – Accessibility and Inclusive Design.

Policy Explanation

6.7.1 A review of recent development in Thurrock has highlighted the need for a more coherent and place-responsive approach to movement and access, where new schemes are better integrated into their immediate and wider setting. Too often, layouts have been designed around private car use, resulting in disconnected places that fail to support walking, cycling, or public transport. Compact and well-connected development patterns make efficient use of land and are more likely to support shops, services, and everyday facilities within walking and cycling distance, thereby improving the viability of public transport and reducing car dependency. This creates places that are more socially and economically vibrant, and better able to foster connected and cohesive communities.

6.7.2 National policy, including the NPPF, requires development to promote sustainable transport, ensure safe and suitable access for all users, and mitigate residual impacts. Guidance such as Manual for Streets sets out principles for designing streets as places for people, prioritising pedestrians and cyclists, while best practice, such as 'Car Parking: What Works Where', ensures parking design contributes positively to neighbourhood character. These frameworks emphasise accessibility, inclusivity, and connectivity, ensuring that new development does not simply provide infrastructure but creates places that are safe, legible, and welcoming for all users.

6.7.3 At the sub-regional level, Essex County Council's Transport Strategy, Walking Strategy, and Design Guide reinforce these principles locally. They require permeable networks, safe and overlooked routes, and balanced parking provision that supports active travel. The Essex Walking Strategy in particular highlights the importance of safe, attractive, and overlooked footpaths and cycleways to increase walking rates and reduce congestion. By embedding these requirements into Thurrock's planning policies, development proposals will be expected to deliver layouts that connect seamlessly into existing neighbourhoods, the walking cycling network, and wider public transport corridors, ensuring accessibility is not an afterthought but a central design principle.

6.7.4 Accessibility also means designing for all users, including those with mobility and sensory difficulties. Development must provide inclusive design features such as safe crossing points, accessible public transport stops, and level walking routes. Supporting facilities for cyclists, including secure cycle parking, lockers, and showers at major trip-generating uses, are essential to normalise cycling and ensure it is a practical option for everyday journeys. These measures not only reduce reliance on private cars but also help create healthier communities, improve air quality, and support Thurrock's climate commitments.

6.7.5 Electric vehicle charging provision ensures places are future-proofed and aligned with both national and local commitments to decarbonisation. Essex County Council's Parking Standards and Parking Strategy emphasise the need for accessible, convenient, and safe charging points that are integrated into the overall design of streets and parking areas. Embedding EV charging into major developments will reduce reliance on fossil fuels and improve

air quality. Provision should be accessible and inclusive, ensuring charging points are available in both private and communal settings, complementing wider sustainable transport measures.

6.7.6 This policy ensures major developments in Thurrock embed walking, cycling, and public transport into their design, supported by facilities that make active travel safe, convenient, and attractive.

DMP38 - PARKING AND ELECTRIC VEHICLE CHARGING

A. Residential Development Parking

When designing parking for new residential development proposals must:

1. Comply with the Council's current adopted Parking Standards (latest version adopted February 2022);
2. Be well integrated into the layout and design of the development;
3. Contribute positively to the street character and neighbourhood quality;
4. Reflect this site's context, density and location (central, urban, suburban, semi-rural or rural);
5. Provide secure and accessible cycle storage appropriate to the development type; and
6. Provide vehicle parking for Disabled and Car Club Parking that aligns with the Council's adopted Parking Standards.

B. Off-Street Parking

All development must provide an appropriate level and form of off-street parking, taking account of existing provision and fully complying with the Council's adopted Parking Standards.

C. Vehicle Charging

1. All new development must include Electric Vehicle Charging infrastructure provided in accordance with the Council's adopted Parking Strategy. This must meet the improved provision and accessibility standards set out in the PAS1899 standards or any standard which supersedes it. All new development should include:
2. Active or passive provision for Electric Vehicle Charging and on-plot parking within the development curtilage to enable the installation of charging units.

D. Car Clubs

New development will be required to contribute to the Borough's public car club network by:

1. Providing accessible car club spaces on-site or contributions to deliver car club bays on-highways;
2. Encouraging residents to use the network as an alternative to car ownership with a free membership and active promotion;
3. Contributing to the monitoring of the schemes through Section 106 agreements in line with DMP36 – Delivery of Infrastructure.

E. Car Parks

Proposals that include the provision of a purpose-built car park must align with the latest guidance, national standards and the Council's Car Parking Strategy and include provision for electric vehicle charging. The Council will encourage proposals for car parking provision that are capable of generating their own electricity through the use of photovoltaic (PV) panels or other renewable energy sources to support electric vehicle charging and on-site building services, including lighting and lifts.

F. Car Free Development

1. Within Controlled Parking Zones (CPZ's), the Council will encourage the delivery of car-free development in appropriate places to reduce congestion and excessive on-street parking.

2. To enable this, a legally binding "car free" agreement will be required, restricting new residents from accessing parking permits within existing Controlled Parking Zones (CPZs) or ensuring future CPZs are in place before a development is occupied.
3. Disability Discrimination Act compliant (DDA) (Blue Badge) parking spaces should be provided for all developments, including car-free proposals in accordance with PAS1899 or any standard that may replace it.

Policy Explanation

6.7.7 These policies ensure that development delivers well-designed access, adequate parking and future-proofed electric vehicle infrastructure. It supports the transition to low-emission transport, encourages active travel and ensures that new development contributes positively to the safety, function and quality of Thurrock's streets and public spaces. These Policies have also been developed to be in alignment with the Council's adopted Transport Strategy, Local Cycling, Walking and Infrastructure Plan (LCWIP) 2025, Parking Standards and inclusive design policy. The Council publishes information about its Controlled Parking Zones (CPZ's) on its website.

6.8 Green Belt

DMP39 - DEVELOPMENT IN THE GREEN BELT

1. The openness and permanence of Thurrock's Green Belt will be preserved, in line with national planning policy.
2. Within the Green Belt, national planning policy will be applied including the refusal against inappropriate development except in very special circumstances.
3. Proposals for agricultural buildings constitutes appropriate development, however the Council will evaluate the design, layout, and form of construction of any buildings to assess the suitability for agricultural purposes.
4. Proposals for the provision of appropriate facilities (in connection with the existing use of land or change of use), including those for outdoor sports and recreation, as described in national planning policy, must preserve the openness of the Green Belt, and not conflict with the purposes of including land within it. Therefore, built development and associated infrastructure such as car parking, lighting and hardstanding must be kept to a minimum and be sensitively designed.
5. In assessing whether a proposed stable constitutes 'appropriate' development for sport and recreation in the Green Belt, the Council will have regard to the design, layout, and form of construction of any buildings to assess the suitability for stabling purposes.
6. National planning policy allows for the limited infilling in villages within the Green Belt. Determining whether a proposed development is within a village will be assessed on a case-by-case basis having regard to the particular character, layout, and function of the settlement.
7. Similarly, whilst there is no set definition for 'infilling', the Council would consider such sites to comprise the following:

   a. a small gap or space between other buildings or structures;

b. within a continuous built-up frontage or within built development; and

c. which relates well to the existing built form.

8. The development of gaps which merge sites or buildings which are presently not spatially or visually well-related to the existing settlement would not be deemed to conform to the aim and purposes of the Green Belt.

Planning permission will only be granted for new development in the Green Belt provided it meets as appropriate the requirements of the NPPF and the following:

A. Extensions

1. Extensions to buildings in the Green Belt will be permitted where they do not result in disproportionate additions over and above the size of the original building, and where the proposal preserves openness and does not conflict with Green Belt purposes. For residential properties, extensions should remain modest in scale and proportionate to the size and form of the original dwelling.

2. Any proposal to extend the residential curtilage into the Green Belt will only be permitted where very special circumstances are demonstrated, having regard to the impact on openness, landscape character and the pattern of development in the surrounding area.

B. Replacement Buildings

1. Replacement buildings in the Green Belt will be permitted where the new building is not materially larger than the one it replaces and where the proposal preserves the openness of the Green Belt and does not conflict with its purposes.

2. Proposals must demonstrate that the replacement building is appropriate in scale, form and siting, and that any associated works do not result in a greater impact on openness than the existing building.

C. Settlement Boundaries

Where residential development exists within the defined village boundaries of settlements located in the Green Belt, planning permission will be granted, subject to compliance with all other relevant policies in this plan, for the replacement of existing dwellings and the extension of existing dwellings.

D. Reuse and Adaptation of Buildings

1. The re use and adaptation of existing buildings in the Green Belt will be supported where the proposal preserves openness and does not conflict with Green Belt purposes. Proposals must demonstrate that:

   a. The building is permanent and substantial, and capable of conversion without major reconstruction;

   b. Openness is preserved, with no materially greater impact than the existing use;

   c. Any alterations or extensions are proportionate, and the proposal does not require extensive new buildings or inappropriate use of surrounding land; and

   d. The character of the area is respected, with design, scale and form appropriate to the local context.

   e. Amenity impacts, including noise, traffic, lighting and visual effects, are not materially worse than the existing situation.

2. Substantial weight will be given to the benefits of re using and improving existing buildings, including reductions in embodied carbon and support for rural diversification.

3. Where agricultural buildings are re used, the Council may remove permitted development rights for new agricultural structures where necessary to protect openness, landscape character, and the pattern of buildings within the holding.

E. Equestrian Facilities

1. The Council will support equestrian uses in the Green Belt where they preserve openness and do not conflict with Green Belt purposes. Proposals should make use of existing buildings wherever suitable and available. New buildings will only be permitted where no appropriate existing structures can reasonably accommodate the use.
2. Stables and small-scale equestrian facilities will be permitted where they are directly related to the use of the land for grazing and are of a scale, design and siting that minimise impact on openness and landscape character. The number, size and location of stables must be justified in relation to the extent of grazing land and the functional needs of the activity.
3. Large scale commercial equestrian uses, including stud farms and riding schools, will only be supported where they can be accommodated within existing buildings and where any associated activity does not result in a greater impact on openness than the existing situation.
4. New residential accommodation associated with equestrian uses will not be permitted unless very special circumstances are demonstrated.

F. Development involving infilling or the partial/complete redevelopment of a previously developed site located within the Green Belt

Infilling

Infilling will be supported where it:

1. has no greater impact on the openness of the Green Belt or grey belt, and does not conflict with the purposes of including land within it;
2. does not exceed the height of existing buildings, excluding any abnormally tall structures; and
3. does not result in a major increase in the proportion of the site that is developed.

Redevelopment

1. Redevelopment of previously developed land will be supported where it:
   a. has no greater impact on openness than the existing development, taking account of any proposed enclosure of open land;
   b. contributes positively to the objectives for the use of land in the Green Belt and grey belt;
   c. does not exceed the height of existing buildings, excluding any abnormally tall structures;
   d. does not occupy a materially larger area of the site than the existing buildings, unless a reduction in height or improved layout would benefit visual amenity; and
   e. integrates satisfactorily with the surrounding landscape, with buildings sited in relation to existing structures where this would reduce visual impact.
2. For the purposes of assessing site coverage, the relevant area is the aggregate ground floor area of existing permanent buildings. Buildings demolished prior to the grant of permission will not be counted.
3. The Council will expect the site to be considered as a whole, whether or not all buildings are proposed for redevelopment. Proposals for partial redevelopment should form part of a comprehensive, long-term approach to the entire site.
4. Conditions may be imposed to secure the demolition of buildings that are not to be retained, ensuring that the total extent of development remains controlled and that openness is preserved.

G. Agricultural and Forestry dwellings

Permanent agricultural dwellings

1. New permanent dwellings to support agricultural, horticultural or forestry enterprises will be permitted where it is demonstrated that:
   a. there is an established functional need for a worker to live permanently on the holding;

b. the need relates to a full-time worker, or one primarily employed in the enterprise;

c. the unit is established, financially sound, and has a clear prospect of remaining viable;

d. the functional need cannot be met by an existing dwelling on the unit or by suitable, available accommodation in the local area;

e. the dwelling is of a size and design commensurate with the functional requirement;

f. the siting relates well to existing buildings and supports the efficient operation of the enterprise; and

g. the proposal preserves the openness of the Green Belt or grey belt and does not conflict with its purposes.

2. Functional need will normally be demonstrated where workers must be readily available at most times to care for livestock, manage essential processes, or respond quickly to emergencies that could otherwise result in significant loss.

3. Security concerns alone will not justify a dwelling. Requirements arising from food processing or non-agricultural activities will not be considered.

4. Where dwellings or buildings suitable for conversion have recently been sold separately from the holding, this will be treated as evidence that a functional need does not exist.

5. Dwellings that are disproportionately large relative to the needs of the enterprise will not be permitted. Conditions may be imposed to remove permitted development rights to prevent later enlargement.

Temporary agricultural dwellings

1. Where a new enterprise is being established and a dwelling is essential to support it, temporary accommodation (such as a caravan or modular unit) may be permitted where:

   a. there is a functional need that cannot be met by existing accommodation;

   b. there is clear evidence of a firm intention and ability to develop the enterprise;

   c. the business plan is financially sound;

   d. the proposal meets relevant development management policies; and

   e. the siting and scale preserve openness.

2. Temporary accommodation will normally be permitted for up to three years, with extensions only where a permanent dwelling has been approved and is under active construction.

Forestry dwellings

The Council does not envisage that requirements for forestry worker accommodation will arise, but should they do so, the above policy will apply.

Occupancy restrictions

1. Where permission is granted for a rural worker dwelling, an occupancy condition will be imposed limiting occupation to those solely or mainly employed, or last employed, in agriculture or forestry, together with their dependants. This includes the widow or widower of such a person, and any resident dependants who continue to meet the terms of the condition.

2. Removal of an occupancy condition will only be considered where it is demonstrated that:

   a. there is no longer a need for such accommodation on the holding or within the wider area, and

   b. the dwelling has been marketed for at least two years at a price reflecting the occupancy restriction, with sustained and appropriately targeted efforts to sell or rent the property and no successful outcome

3. Occupancy conditions will not be removed from temporary accommodation.

H. Definitions and Limitations

1. For the purposes of this policy:

   a. **Only lawful existing buildings will be taken into account**. This means that buildings without planning permission, buildings erected under unlawful

permitted development, or structures that have lost their lawful status through abandonment will not be considered when assessing what exists on the site. This prevents applicants from relying on unauthorised structures to justify larger replacements or extensions.

b. **"Original building"** refers to the building as it existed on 1 July 1948, or as first-built if constructed after that date. This definition is used consistently across Green Belt policy and ensures that assessments are based on the earliest lawful form of the building. Any subsequent extensions, alterations or replacement buildings do not redefine the "original building" for the purposes of assessing whether a proposal is proportionate.

c. **Replacement buildings are assessed against the size of the original building they replaced**. Where a building has already been replaced, the relevant baseline remains the size of the original pre-1948 (or first-built) structure. If the size of the original building cannot be reliably established, any further replacement will be limited to a like-for-like scale to avoid incremental increases in built form.

d. **Previously developed land excludes agricultural and forestry buildings.** Agricultural and forestry buildings are not treated as previously developed land for the purposes of Green Belt policy. This limits the scope for redevelopment on such sites and prevents the intensification of development in locations where openness is a key consideration. Land associated with mineral extraction, landfill or sites where structures have blended back into the landscape is also excluded.

2. These definitions ensure that proposals are assessed consistently and prevent cumulative increases in built form that would erode the openness of the Green Belt or grey belt.

Policy Explanation

6.8.1 National planning policy and supporting guidance sets out what types of development are not inappropriate within the Green Belt. This has been extended to include additional development, such as that on 'grey belt'. These will be permitted where they also satisfy other relevant planning policies.

6.8.2 Approximately 56% of Thurrock is designated as Metropolitan Green Belt. A clear and robust approach to managing development within both the Green Belt and areas identified as grey belt is essential to protecting openness while enabling sustainable, plan-led growth in appropriate locations.

6.8.3 The Council's recent Green Belt Assessment (2026) confirms that most of the Borough's Green Belt continues to perform strongly against national purposes. However, a number of parcels make only a limited contribution to preventing sprawl, preventing settlement coalescence or safeguarding the countryside from encroachment. These parcels have been identified as potential grey belt. Their identification provides an evidence based foundation for considering limited, targeted change where openness is already diminished and where development can deliver wider planning benefits. This forms part of the Council's emerging exceptional circumstances case for limited Green Belt release.

6.8.4 The Green Belt in Thurrock also performs important environmental and climate resilience functions. Significant areas include functional floodplains, surface water flowpaths, wetlands, watercourses and land required for future flood defence raising or long-term strategic flood management options identified in the Thames Estuary 2100 Plan.

Protecting these areas from inappropriate development is essential to avoiding increased flood risk elsewhere and ensuring long-term adaptation options remain viable.

6.8.5 Large parts of the Green Belt also contain historic and authorised landfill sites, areas of potential land contamination and groundwater sensitive locations. Development proposals must therefore demonstrate that they do not pose risks to groundwater, surface water quality or the integrity of restored or capped landfill sites.

6.8.6 Ecologically, the Green Belt provides important corridors and opportunities for nature-based solutions that support biodiversity, natural flood management and climate resilience. Enhancing these functions aligns with wider objectives to improve habitat connectivity, restore degraded land and strengthen the Borough's green and blue infrastructure network.

6.8.7 Within this context, grey belt parcels offer opportunities for plan-led change where openness is already compromised and where development can improve settlement edges, enhance landscape character and contribute to sustainable growth. These locations provide the most appropriate focus for any limited release, ensuring that development is directed to areas with the lowest impact on Green Belt purposes.

6.8.8 Where development is proposed within the Green Belt or grey belt, applicants must demonstrate that proposals:

- avoid areas at high risk of flooding;
- do not encroach into flood storage areas;
- incorporate measures to reduce surface water run off and improve water quality;
- safeguard land required for future flood defence upgrades or strategic flood management infrastructure; and
- protect ecological networks and opportunities for nature-based solutions
- preserve openness and do not conflict with the purposes of the Green Belt

6.8.9 This evidence based approach ensures that the Green Belt continues to perform its strategic functions while allowing for limited, justified change in locations where openness is already diminished and where development can support the Borough's long-term spatial strategy.

6.8.10 Inappropriate development is considered harmful to the Green Belt and will only be approved in 'Very Special Circumstances', which clearly demonstrate that the potential harm is outweighed by other considerations. 'Very Special Circumstances' will be judged on a case-by-case basis.

6.8.11 Applicants are required to clearly set out the level of harm to the Green Belt including definitional harm (by reason of inappropriateness); harm to the openness, volume, visual impact, duration of development and related activities such as traffic generation; and harm to Green Belt purposes where the land is not previously developed or grey belt. Any other planning harm should also be clear as part of the planning application.

6.8.12 Any measures to reduce or mitigate the harm and the 'Very Special Circumstances' (i.e. all the benefits) of the proposed development must also be clearly set out. A statement should be submitted with sufficient detail to allow the Council to be able to make an informed decision on whether the test is passed, and development permitted.

6.8.13 The General Permitted Development Order also allows some types of development without the need for planning permission. This applies to the Green Belt but does not usually apply where land within the Green Belt also falls within a conservation area.

6.9 Good Design

6.9.1 Design is a process that requires a comprehensive understanding of place and people and a sensitive proposition that adds to the quality of those places and people's lives. It encompasses many different factors of our lives and includes spaces where we live, work, play, enjoy nature, learn, move, socialise, and relax. The Council will set design standards and processes, commission good quality, support diversity, and champion good design.

DMP40 - COHESIVE AND DISTINCTIVE PLACES

A. Well-Integrated Design

All development should achieve a well-integrated and cohesive design outcome that responds positively to its site, its context, and wider surroundings. Development should, where relevant, ensure that land use, layout, access and movement, built form, public realm, landscape, and green and blue infrastructure work together as part of a coordinated design approach, rather than as separate or residual elements.

B. Density and Site Optimisation

Development must make efficient use of land with design-led densities that respect local character and support sustainable development. In optimising site density, development must comply with Policy DMP43 – Design of Residential Development and should demonstrate how higher-density forms are delivered without compromising residential quality, amenity, or environmental performance. Higher-density development should be supported by appropriate provision of amenity space and green infrastructure, well-integrated parking, where appropriate, and safe and convenient access to public transport, in accordance with relevant policies. At settlement edges, in sensitive landscapes, or in areas of distinctive character or heritage, densities must contribute positively to their setting and ensure sensitive transitions.

C. Distinctive Character

Development proposals must make a positive contribution to the character of their immediate and wider setting, taking account of both landscape and townscape character (DMP26 - Landscape Character) where relevant. In areas which have a less distinctive character, the Council expects proposals to establish a positive benchmark for design quality.

D. Urban Structure & Grain

The urban structure and grain of development should:

1. Be informed by site analysis including sun path analysis, shadow studies, topography, wind and microclimate conditions, to maximise passive solar energy, daylight, views, and ventilation to indoor and outdoor spaces in line with DMP51 - Sustainable Design;
2. Complement and enhance the historic street blocks, plots, and buildings, restore lost patterns of urban grain and increase connectivity in line with DMP47 - Layout, Streets and Public Realm;
3. Respond to existing landscape features, including topography, field boundaries, and drainage patterns, to help provide a framework for the grain of new developments.

E. Good Neighbours

Where major transport corridors, infrastructure, industrial or commercial areas adjoin sensitive uses, including residential, education or health uses; biodiversity sites; heritage assets and their settings, areas of recreational or amenity value, development proposals must be designed to function as 'good neighbours'. Proposals must mitigate adverse impacts through layout and design measures; provide sensitive edge transitions, and identify opportunities to deliver environmental and community benefits and having regard to DMP30 - Minimising Pollution and Impacts on Amenity, Health and Safety.

Policy Explanation

6.9.2 A review of recent development in Thurrock has highlighted the need for a more coherent and place-responsive approach to design, where development is better integrated into its immediate and wider setting – avoiding developments that are generic and lacking a sense of place.

6.9.3 Compact development makes the best use of land, and more likely accommodates provision of shops, services and facilities and more viable public transports. Together this promotes more socially and economically vibrant places and enables more sustainable travel patterns.

6.9.4 There is a wide diversity of land uses within Thurrock, from quiet neighbourhoods to major industry, nationally significant infrastructure, all the way to wide open natural spaces. This brings challenges as to how these different uses relate to each other. By ensuring that development relates positively to its surroundings through coherent and well-considered design, including appropriate scale, layout and form, potential conflicts can be minimised. This approach helps new development to function as a good neighbour, protecting amenity for existing and future communities while contributing to better places.

6.9.5 Together, this policy and DMP41 – Delivering Great Design ensures that development responds positively to its context, reinforces local character, and promotes efficient land use with well-connected layouts that complement Thurrock's varied places.

DMP41 - DELIVERING GREAT DESIGN

A. Design Standards

Developments must be designed having regard to the most up-to-date design guidance prepared by the Council and other public sector bodies. Relevant guidance includes, but is not limited to:

1. Thurrock Design Charter (2024)
2. Thurrock Design Guide – Residential Alterations and Extensions (2017)
3. Thurrock Design Guide – Design Strategy (2017)
4. National Design Guide (2019)
5. National Model Design Code (2021)
6. Building for a Healthy Life (2026)

B. Context-informed design

All development must be informed by a robust appraisal of the site and its context proportionate to the scale and nature of the development; and informed by an understanding of socio-economic context and local needs. Where a Design and Access Statement (DAS) is required, the above must be demonstrated within the DAS.

C. Design and Access Statements

Design and Access Statements (DAS) are required for major developments and may be required for other development where needed to explain the design of the proposal. A DAS must be proportionate and must: outline the proposals placemaking and design aims; demonstrate a robust understanding of the site and its context; explain the design's evolution and the influence of engagement; set out the design principles and rationale, be supported by appropriate diagrams and illustrations, and be in line with the Council's latest guidance.

D. Design Review Panel

Development proposals should be referred to the Council's Design Review Panel, at the applicant's expense, where design quality, scale or complexity warrants independent expert review, including:

1. Residential development of 50 dwellings or more, or sites of 0.5 hectares or more;
2. Non-residential development of 10,000 sqm or more of floorspace, or sites of 2.5 hectares or more, or where design quality is a key consideration or the site is in a sensitive location;
3. Development within, or affecting the setting of centres, heritage assets, or other environmentally or visually sensitive locations;
4. Significant public realm or infrastructure schemes; or
5. Development of particular importance to the local community, or with significant local impacts.

E. Outline applications

1. Outline applications must be supported by parameter plans appropriate to the scale and nature of the development. These must define the spatial framework for development and include, where relevant:
    a. Phasing of development (including where appropriate temporary or meanwhile uses)
    b. Developable area
    c. Land use
    d. Existing and Proposed ground levels; and Demolition Plans
    e. Access and Movement strategy
    f. Green and Blue Infrastructure framework
    g. Density ranges
    h. Public, semi-public, and private space hierarchy
    i. Maximum building heights (in metres Above Ordnance Datum (AOD), with existing ground levels shown on parameter plans).
2. For outline applications that are strategic site allocations or fall within the criteria below, a Design Code will be required and should be submitted as part of the application. Where this is not feasible, it must be submitted and approved prior to or alongside the first Reserved Matters application for any phase of development:
    a. Residential development of 500 dwellings or more;
    b. Commercial or industrial development exceeding 100,000 sqm of floorspace or 25 hectares in site area, or where it would have a significant effect on the form, character or function of an area
    c. Significant public realm schemes, where it forms part of a wider redevelopment or masterplan, and mixed-use development within centres
    d. within areas of heritage, landscape or environmental sensitivity where the form and character of development is a key planning consideration
3. For outline applications where a Design Code is not required, the Design and Access Statement should set out proportionate design principles to guide reserved matters. In such cases, a Design Code may still be required by condition where necessary to secure high-quality design.

F. Masterplanning

1. The Council will require a masterplan to be prepared and submitted for all strategic site allocations or the following types of development:
    a. Residential development of 500 dwellings or more;
    b. Commercial, industrial or mixed-use development exceeding 100,000 sqm of floorspace or 25 hectares in site area, or where a coordinated approach to layout, access and infrastructure is required or the development would have a significant effect on the form, character or function of an area.
    c. Town centre or regeneration schemes forming part wider redevelopment; or
    d. Development involving multiple land parcels, ownerships or phases.

2. In preparing the Masterplan applicants must demonstrate how they have engaged with and sought the views of relevant landowners, key stakeholders and the local community. Masterplans must be bespoke to the nature of the site, and the development; and where relevant they must demonstrate:

   a. A place vision – contributing positively to the relevant Place vision within the Plan

   b. Coordinated delivery and phasing – ensuring development is appropriately sequenced to support the timely and integrated delivery of key land uses, infrastructure and services

   c. Great design and context integration – integrating sensitively with the local context and wider surroundings and responding to the relevant design and development principles within the Site Allocation or Places Policies

   d. Improved movement and access – prioritising sustainable transport modes and movement networks, while accommodating safe and efficient vehicular and freight movement.

   e. Good neighbour principles – establishing a development that is compatible with and supportive of existing and future communities.

   f. Environmental sustainability – enhancing biodiversity and green blue infrastructure, alongside holistic mitigation of environmental impacts.

   g. Resilient placemaking – enabling healthy, socially-inclusive, and climate-responsive places.

G. Community Engagement

Development proposals should be informed by proportionate engagement with communities. For major developments, this must demonstrate engagement throughout the design process, and be evidenced in the Design and Access Statement or a separate engagement report. This must set out how community needs and aspirations have informed design outcomes. Engagement should be creative and collaborative, using a range of physical and digital methods, and tailored to diverse user groups from the earliest stages of the process. Developers are encouraged to use the RIBA Engagement overlay.

H. Stewardship and management

Development proposals must demonstrate a clear and deliverable approach to the long-term stewardship, management, and maintenance of public and private spaces. This should be set out at an early stage and include measures to ensure spaces are well-maintained, actively used, and, where appropriate, involve local communities in ongoing management and activation.

I. Meanwhile Use

All phased sites, where parts of the site will remain vacant or underused for more than three years, must submit a Meanwhile Use Strategy, in reference to Thurrock's Meanwhile Use Strategy which will outline how vacant and underused plots will be activated. Temporary or 'meanwhile' uses will be relevant to the future use of the site, include prototypes, and enable community stewardship models.

Policy Explanation

6.9.6 Great design is best achieved when development is informed by a comprehensive and well-structured approach that considers place, people and long-term stewardship from the outset. Approaches that draw on a clear understanding of context; articulate design thinking; respond to evidence and feedback; provide robust, proportionate information; and plan for long-term stewardship all contribute to more responsive and higher-quality outcomes. Embedding these expectations helps ensure that development proposals are thoughtful, coherent, and context-sensitive, providing greater clarity and confidence throughout the development process and supporting innovative solutions.

DMP42 - HEALTH IMPACT ASSESSMENTS

1. All development proposals should be designed to help promote healthy and active lifestyles, support in reducing health inequalities and avoid causing adverse impacts on public health through:
   a. Ensuring good access to health facilities and services;
   b. Neighbourhood design – promotes and prioritises complete, compact and connected communities
   c. Housing – that focuses on provision of secure, affordable and diverse homes that meet the needs of everyone and are responsive to climate change
   d. Food systems – by creating places that support and enable individuals to make healthy choices around diet
   e. Natural environments – that provide, protect and enhance blue and green infrastructure and support climate resiliency
   f. Transportation networks – that prioritise and support active travel modalities
   g. Ensuring that current air quality in the Borough is maintained, and where possible, improved;
   h. Minimising and mitigating against potential harm from risks such as pollution, environmental hazards and climate change
2. Where proposals meet the thresholds within this policy, planning applications should be accompanied by a Health Impact Assessment (HIA).

Table 7: Thresholds for Health Impact Assessments:

Development Threshold	HIA Type and definition
100-499 residential units **10,000m2 – 50,000m2 non-residential floorspace (or equivalent land)**	**Rapid HIA** A rapid HIA is a streamlined version of a full HIA, designed to be completed in a shorter time frame. It involves a focused assessment of direct and indirect health impacts with a more targeted approach than a comprehensive HIA. It uses existing evidence and often incorporates a brief stakeholder consultation. It influences decision making and the design of the development, and identifies targeted mitigation and enhancements in response to key health impacts.
500 + residential units **Over 50,000m2 non-residential floorspace**	**Comprehensive HIA** A comprehensive HIA is a detailed and thorough assessment that involves extensive data collection, stakeholder engagement, and in-depth analysis of potential direct and indirect health impacts. It aims to provide a complete understanding of how a project may affect health and wellbeing in a population, influencing decision making and design of the development, and identifying mitigation and enhancement strategies.
Other application types e.g. C2 Use Class	**Request for HIA** Development Management and Public Health may identify, comment on and request HIA for other applications where it has been identified that a proposal would give rise to significant health and wellbeing impacts e.g. C2 use class. Advice should be sought as early as possible on the requirement for a HIA.

3. The HIA identifies the potential health consequences of a proposal on a given population, showing how the proposal maximises the positive health benefits and minimise potential adverse effects on health and inequalities.
4. The HIA should be carried out in accordance with the latest recommended national and local guidance. The Thurrock Health Impact Assessment Guidance (or its successor) is the expected local guidance to be used and will be updated periodically. The HIA should respond to the latest Health and Wellbeing Strategy, the Joint Strategic Needs Assessment, relevant ward profiles, and the latest local public health data and community insight gathered by the applicant team.
5. The scope of the HIA should be agreed with the Council's development management and public health professionals prior to commencement of the assessment at the earliest opportunity and should be undertaken at an early stage of the development process. It should also provide evidence that the assessment has informed the overall design of the proposal.
6. All developments with the potential to cause a deterioration in air quality will be required to provide comply with DMP30 - Minimising Pollution and Impacts on Amenity, Health and Safety.
7. Measures to mitigate any adverse impacts of the development identified by the assessment should be identified and integrated into the scheme. Where appropriate, mitigation measures, including any off-site delivery or financial contribution towards a wider mitigation measure, will be secured by condition or a s106 Agreement.
8. Development proposals which will have an unacceptable significant adverse impact on health and wellbeing which cannot be mitigated, or that fail to include or secure reasonable mitigation provisions, will not be permitted.

Policy Explanation

6.9.7 Thurrock's Health in All Policies (HiAP) approach to Place-shaping guidance, which supports delivery of the Thurrock Health and Wellbeing Strategy 2022-2026, sets out the Council's aspirations for healthy place-shaping through a framework of five key areas for action. It recognises that where people live, work and socialise plays an important role in health and wellbeing outcomes.

6.9.8 One of the key recommendations of the HiAP guidance is to embed health considerations into local decision making, including within the planning system. The forthcoming Thurrock Health and Wellbeing Strategy 2026-2029 will have a continued emphasis on healthy environments and place-shaping linked to delivery of the HiAP, and a focus on inclusive and sustainable economies and healthy connections.

6.9.9 Health and wellbeing arise from a wide range of social, environmental and economic factors. The wider determinants of health, such as access to education, employment, healthcare, green and blue spaces, social connections within a neighbourhood, quality and affordability of housing, food production and availability, exposure to air, noise, and light pollution and safe sustainable transport (including opportunities for active travel) can influence health outcomes.

6.9.10 Development can influence these determinants positively or negatively, so health considerations need to be embedded early in the planning process. Requiring proportionate consideration of health impacts at the planning application stage is consistent with national policy objectives for sustainable development and healthy places. The Council's approach ensures that where evidence

indicates the potential for significant health effects, sufficient information is available to make a sound planning decision. Planning Practice Guidance advises that this can be supported using Health Impact Assessment.

6.9.11 Health Impact Assessment (HIA) embeds health considerations into local decision-making and offers a structured method for understanding how proposals may affect existing and future communities and for ensuring that opportunities to promote healthy living are fully realised. It prioritises reducing health inequalities through cross-sector collaboration (Council, NHS, voluntary sector) to foster healthier communities.

6.9.12 The Borough faces a range of health-related challenges, including unequal access to:

- services and amenities
- good quality open, green and blue spaces
- good quality leisure and recreation facilities in parts of the Borough
- healthy food options.

6.9.13 There are also limited opportunities for active travel, via cycling, walking and wheeling and a dependency on private car for travel as well as poor air quality in parts of the Borough.

6.9.14 Some environmental factors such as access to nature, air quality, noise, and flood risk form part of the assessment. This ensures that proposals address both direct and indirect health impacts and incorporate measures which support improvements to both, such as sustainable drainage systems, nature-based solutions and water-sensitive design.

6.9.15 Population growth will place additional pressure on primary care, community health services and emergency services. HIAs help ensure that proposals assess their impact on local health infrastructure, engage early with health providers and identify proportionate mitigation and enhancement measures where additional capacity or investment is required. This approach prevents new development from exacerbating existing pressures or widening health inequalities.

6.9.16 HIAs can be used as evidence-based tool to identify unintended consequences and ways to mitigate these, but also opportunities for improvements and enhancements to improve health and wellbeing. These opportunities, such as improved access to green and blue infrastructure, walking and cycling routes and high-quality public realm can encourage physical activity, enhance mental wellbeing and strengthen social cohesion, while helping communities adapt to climate-related risks such as heat stress.

6.9.17 The thresholds set out ensure a proportionate and flexible approach to HIA suited to different proposal types, matching the scale and complexity of the potential health impacts. By requiring HIAs for developments of a certain size and scale, the policy ensures that proposals consider the cumulative impacts of development and growth on health and wellbeing, access to services, environmental conditions and community wellbeing. This supports a proactive approach to planning for healthy, resilient and sustainable communities.

DMP43 - DESIGN OF RESIDENTIAL DEVELOPMENT

A. Housing Design Quality

All new dwellings must:

1. Meet the Nationally Described Space Standards as a minimum
2. Maximise the number of dual-aspect dwellings (three or more bedroom dwellings must be dual-aspect)
3. Avoid single aspect dwellinghouses (C3); particularly if they are north facing
4. Provide good living and environmental conditions by maximising natural ventilation, natural daylight and sunlight, and minimising overheating through passive design measures in accordance with DMP51 - Sustainable Design.
5. Be designed to provide a high standard of acoustic comfort for future occupants through site layout, building design and appropriate mitigation measures. Habitable rooms should, where practicable, be located away from significant sources of noise.

Where development proposes housing for older people, the Council will expect 'HAPPI' principles (Housing our Ageing Population Panel for Innovation) principles to be followed.

B. Residential Amenity

All new dwellings are required to provide high quality amenity space for the primary purpose of enhancing the health and wellbeing of residents.

1. Houses:
    a. A guideline of at least 60sqm per house in urban areas, or 60% of the floor space of the house (whichever is greater) should be delivered, with greater amenity space in more rural areas. The quantity and layout should reflect the character of the neighbourhood, size of home, and number of occupants, and must not be reduced based on tenure.
    b. Private amenity may be permitted in the form of additional roof terraces or balconies where this increases the quality of amenity space, with the majority of the amenity space in the form of a garden.
    c. There should be direct access from the house and /or street and provision for soft landscaping, trees, and habitats.
2. Apartments / flats:
    a. Flatted development must provide a minimum of 5sqm of step-free private outside space for homes with one or two bedspaces, with a minimum depth and width of 1.5m. An extra 1sqm should be provided for every additional bedspace. This must be in the form of a balcony, terrace, garden, winter garden or a combination, and must be designed in regard to orientation, materiality, dimensions and access to ensure it is attractive, highly usable and contributes to resident well-being.
    b. Ground-floor flats should include private gardens that fully use perimeter areas, avoiding external areas that have no clearly defined function of use.

C. Tenure-Blind

All new homes should be designed to be tenure blind. Affordable housing must be distributed across the site and indistinguishable from market housing. Affordable homes must have equal access to amenities, including play areas, open space, and services; and should be in equally desirable parts of the site to ensure a good quality living environment. Where the approved scheme design does not demonstrate that this is achievable by default, such access will be secured by condition or s106 Agreement.

Policy Explanation

6.9.18 DMP43 ensures that housing developments are designed for comfort, flexibility, and a functional internal and external environment. The design of homes should support residents' quality of life including their physical and mental health. It should also allow for adaptability over time as residents' needs or health circumstances change. The provision of private amenity should allow for space for recreation, relaxation and domestic activities. Shared amenity spaces should equally provide space for communal recreation and socialising. DMP43 also ensures that all residents regardless of tenure have access to good quality homes and living environments. The policy has been informed by relevant elements of Homes England's Healthy Homes Standard, particularly in relation to healthy, comfortable and resilient living environments that support residents' wellbeing.

6.9.19 The Council expects residential development to provide good levels of daylight, sunlight and outlook for future occupants. Major residential developments should be supported by daylight and sunlight assessments undertaken in accordance with the latest BRE guidance. Residential development should minimise overheating risk through passive design measures in accordance with DMP51 – Sustainable Design, including appropriate orientation, shading, ventilation and green infrastructure.

DMP44 - HOUSEHOLDER ALTERATIONS AND EXTENSIONS

1. Planning applications for householder extensions and alterations must:
   a. Complement the surrounding character of the local area, while enhancing or maintaining the appearance of the original dwelling and its associated group of buildings;
   b. Be sympathetic to the design of the original dwelling and neighbouring context with regards to scale, height, mass, building lines, roofscape, materials, detailing, boundary and landscaping treatments;
   c. Not have an adverse impact on the street scene or local character; and
   d. Not have an adverse impact on neighbouring amenity e.g. privacy, sunlight, daylight and outlook (DMP30 - Minimising Pollution and Impacts on Amenity, Health and Safety).
2. Householder extension and alterations should take account of the following:
   a. Preserve an adequate amount of amenity space to the dwelling
   b. Function effectively for its intended use, while ensuring adequate daylight and natural ventilation to both the new construction and the existing building it adjoins
   c. Comply with Approved Document M of the Building Regulations, including ensuring that extensions and alterations are no less accessible than the existing building;
   d. Be of a good design quality, particularly where proposals are within a conservation area, historically sensitive area, within the Green Belt, over two-storeys or more, on a corner plot; and the Council will encourage these types of proposals to include a Design and Access Statement within the application;
   e. Be energy efficient and incorporate renewable energy sources where practicable;
   f. To include simple biodiversity measures such as native planting, bird and bat boxes, green roofs, and wildlife friendly landscaping;
   g. Design driveways and hard surfaces to manage surface water sustainably, maximising soft landscaping and enhancing the property's amenity; and
   h. Retain and enhance original boundary walls, fences, and front gardens, contributing positively to the appearance of the street.
3. Subdivisions of residential properties into two or more self-contained dwellings must meet the minimum standards of DMP43 – Design of Residential Development.

Policy Explanation

6.9.20 DMP44 provides direction to residents who wish to expand or alter their home, or to convert other buildings into homes. It sets out how residents can enhance their residential environment, balancing their own needs with the needs of their neighbours, whilst also protecting the overall quality of Thurrock's built environment for the wider community.

DMP45 - COMMERCIAL AND INDUSTRIAL DEVELOPMENT

1. Commercial and industrial development must be designed to deliver functional, adaptable, and high-quality environments that support business needs while contributing positively to local character and integrating well with the surrounding context. Development proposals should:
    a. Apply the principles in DMP47 - Layout, Streets and Public Realm and DMP48 - Accessibility and Inclusive Design; and demonstrate how these have informed the proposal within the Design and Access Statement or other supporting documentation.
    b. Separate service vehicles from pedestrians and cyclists to minimise conflict and ensure safety and comfort, and locate vehicle access, servicing, and operational requirements efficiently to support an attractive, well-functioning public realm.
    c. Where adjacent to centres or transport hubs, break up large industrial blocks to improve permeability, provide walking/ cycling connections, and reduce building mass where feasible.
    d. Adhere to the 'Good Neighbours' principle in DMP40 – Cohesive and Distinctive Places and locate nuisance and disturbance activities away from sensitive receptors and the public realm.
    e. Provide inclusive indoor and outdoor amenity spaces for staff where feasible, and which is integrated as part of green/blue infrastructure; and maximises opportunities for additional facilities that support businesses, staff, and the wider area.
    f. Incorporate a landscape framework, in line with DMP49 - Design of Landscape and Green-Blue Infrastructure. In sensitive locations and/ or for major development, proposals should demonstrate how the development integrates with the wider landscape context (DMP26 - Landscape Character); and where relevant undertake a Landscape and Visual Impact Assessment (LVIA)
    g. Break down building scale and mass with high-quality façades, materials, architectural forms and landscape with regard to character and visual impact, and ensuring ancillary uses are subservient and do not dominate key frontages.
    h. Consider the siting of plant equipment, machinery areas, and lighting as part of the overall design strategy.
2. Development that generates significant excess heat or has intensive operational requirements should be located to minimise visual and operational impacts, such as near non-sensitive activities including railways or strategic roads. The public benefit of the proposal should be maximised and, where the location and siting allows, such development should be co-located with or contribute to community uses such as sports grounds, nature parks, bike trails or community centres, and improve public connectivity around or through the site. Designs must minimise environmental impacts in accordance with other policies in this Plan and contribute towards net zero carbon targets, including exploring opportunities for heat recovery and export, additional on- or off-site clean energy generation to support a resilient regional energy network, and effective integration with wider energy networks.

Policy Explanation

6.9.21 The commercial and industrial sectors are central to Thurrock's economy, providing employment and supporting a diverse range of businesses. Well-designed development is essential to meet modern operational needs while supporting long-term economic resilience. By requiring high-quality, people-focused placemaking, this policy ensures that commercial and industrial areas are safe, accessible and attractive, helping Thurrock remain competitive for investment and enterprise.

6.9.22 The policy supports local businesses and small and medium-sized enterprises (SMEs) by promoting layouts that integrate with surrounding communities, provide permeability and deliver appropriate staff amenities. The inclusion of green and blue infrastructure and high-quality public realm helps create healthier, more sustainable working environments, supporting productivity, wellbeing and business retention.

6.9.23 Major commercial and industrial development can have wider benefits, including supporting regeneration, strengthening transport corridors and reinforcing Thurrock's strategic role within the Thames Gateway and wider South Essex economy. By embedding requirements for design quality, accessibility and integration with landscape and infrastructure, this policy ensures growth is economically, socially and environmentally responsible.

DMP46 - MIXED-USE DEVELOPMENT

1. Proposals should promote a mix of uses within larger schemes to provide services to meet local needs, conveniently located where they are most accessible. Where existing urban sites are redeveloped these should be prioritised for mixed-use development particularly at ground floor within a designated Centre or Neighbourhood Parade as defined in Policy SP04 - Thurrock's Centres and their Futures.
2. Mixed use centres and neighbourhood hubs should be:
    a. Conveniently located preferably at the intersection of well-connected streets;
    b. A walkable and cyclable distance from the surrounding residential development;
    c. Highly visible;
    d. Accessible for all users; and
    e. Served by a frequent bus route.
3. They should be designed:
    a. As a cluster of facilities around an appropriately scaled high quality public space that provides a central focus between building frontages that define the space;
    b. With residential development above non-residential uses to enable activity and surveillance throughout the day and night;
    c. With the non-active parts of larger non-residential buildings (such as supermarkets or leisure buildings) concealed within blocks enabling an active frontage around the perimeter;
    d. To be future-proofed, and promote easy conversion and extension; particularly at ground floor, with floor to ceiling heights of ideally 3m, open-plan structure, and adequate curtilage, enabling quality conversion of ground floor uses.
    e. With servicing areas located where they do not visually dominate the street scene and avoid inactive frontage overlooking the public realm; and
    f. With short stay / visitor and disabled car parking spaces and secure cycle parking discreetly integrated into the streetscape and landscape design.

Policy Explanation

6.9.24 Mixed-use schemes are encouraged because they deliver significant sustainability, social and economic benefits. By providing local facilities, services, and employment opportunities within walking distance, they reduce the need to travel, support active and sustainable transport, and promote more vibrant, resilient communities. Well-planned mixed-use centres and neighbourhood hubs act as focal points for social interaction and community activity, helping to create a strong sense of place and identity.

6.9.25 The location, scale and design of these centres within a development are critical to their viability and long-term success. Integrating commercial, retail, leisure, and community uses in close proximity to residential areas enhances accessibility and ensures that these hubs remain well-used and economically sustainable. High-quality design, permeability, and public realm improvements further reinforce their role as inclusive, attractive and well-connected places that support both the day-to-day needs of residents and wider neighbourhood cohesion.

DMP47 - LAYOUT, STREETS AND PUBLIC REALM

Development must provide streets, layouts and public spaces that are attractive, safe, inclusive, and legible, supporting active places, social interaction, and a sense of community. Proposals for development should:

1. Maximise permeability within the site and connections to surrounding areas, including footpaths, open space networks, public transport links and nearby amenities.
2. Maximise opportunities for walkability and active travel and consider the potential to support future public transport and active travel options.
3. Use street hierarchy, patterns of enclosure and continuity within streets, nodes, landmarks and gateways, where appropriate, to create a coherent and legible urban structure.
4. Maximise opportunities for active frontage to address the public realm, contributing to vibrant, welcoming streets and avoiding blank or inactive edges.
5. Have a clear hierarchy, ownership and definition of public, private, and semi-private spaces.
6. Reduce the likelihood and perception of crime with spaces that are overlooked, with natural surveillance and appropriate lighting to ensure that streets and public spaces are safe, accessible, and welcoming both during the day and at night.
7. Integrate planting, hard and soft landscaping, street furniture, signage, lighting, play, public art, and sustainable drainage to create multifunctional, attractive, and inclusive environments.

Policy Explanation

6.9.26 National guidance, including the NPPF, Manual for Streets and Building for a Healthy Life, emphasises the importance of permeability, active frontages and natural surveillance in creating successful places. The design of streets, layouts and public spaces plays a crucial role in determining whether new development is distinctive, well connected and welcoming. In Thurrock, past schemes have at times resulted in generic environments that fail to integrate effectively with surrounding neighbourhoods or reflect local character. This policy therefore seeks to ensure that new development delivers attractive, safe and inclusive places that are legible and permeable, supporting walkability, active travel and social interaction. In doing so, it helps to create cohesive communities that are fully integrated into the wider fabric of Thurrock. The integration of planting, landscaping, play spaces and public art will further support the creation of multifunctional environments that are attractive, resilient and adaptable over time.

DMP48 - ACCESSIBILITY AND INCLUSIVE DESIGN

1. All development must be designed to be accessible and inclusive, taking account of the nature, scale and context of the proposal. Accessibility and inclusive design must be addressed in accordance with relevant Building Regulations, including Part M, where applicable.

2. Major development should:

   a. Provide inclusive and equitable access to buildings, spaces and routes for all users;

   b. Ensure wayfinding, signage, and information systems are accessible and understandable; and

   c. Demonstrate that inclusive design principles have been embedded throughout the design process and reflected in the design of buildings and places, including where appropriate through engagement with users and relevant stakeholders.

Policy Explanation

6.9.27 Accessibility and inclusivity are central to ensuring that all individuals can easily navigate and access services, amenities, and opportunities within the places they live. Improving accessibility is not limited to legally defined disabilities and includes practical considerations that enable a fair and full experience for all. This also covers people using prams, mobility scooters, or trolleys; those with sensory, fatigue, or medical challenges; older people; and anyone temporarily impaired. Inclusive design ensures developments are welcoming, usable, and equitable, supporting independence, social inclusion, and community wellbeing. Proposals should have regard to relevant standards and guidance, including (where applicable) Department for Transport 'Inclusive Mobility', the RIBA Inclusive Design Overlay to the Plan of Work, BS 8300-1: Design of an accessible and inclusive built environment - External environment, BS 8300-2: Design of an accessible and inclusive built environment – Buildings, and the Design Council's 'Inclusion by Design', as well as any updated or equivalent guidance.

DMP49 - DESIGN OF LANDSCAPE AND GREEN AND BLUE INFRASTRUCTURE (GBI)

Development should:

1. Integrate natural features, landscape and GBI as a coherent part of the overall design strategy, set out from the early stages and informed by an understanding of the site and its context.
2. Maximise opportunities for planting, biodiversity and water management within the proposals (including sustainable drainage), in line with the Plan's Natural Environment and Landscape policies.
3. Design landscape and GBI features to be multifunctional – contributing to health and wellbeing; play, recreation and social interaction; climate resilience and ecological networks; food production; distinctive character; and where required, mitigate negative environmental and visual impacts of development.
4. Design GBI to be as continuous and contiguous as possible – minimising the extent of fragmentation.

Policy Explanation

6.9.28 Integrating landscape and Green and Blue Infrastructure (GBI) from the earliest design stages ensures developments respond to site context and deliver multifunctional benefits. Thoughtful landscape design enhances biodiversity, climate resilience, water management, health and wellbeing, recreation, and social interaction, while reinforcing local character and mitigating environmental and visual impacts. Designing GBI and landscape features to be continuous and connected maximizes ecological networks and reduces fragmentation.

6.9.29 This approach aligns with the National Planning Policy Framework on sustainable development, biodiversity net gain, and green infrastructure, as well as Natural England's Green Infrastructure Guidance and the Design Council's advice on inclusive and multifunctional landscapes, ensuring developments provide long-term environmental, social, and place value.

DMP50 - DESIGN OF PARKING, SERVICING AND UTILITIES

A. Well-Integrated Parking

1. The provision of parking must form part of the wider urban design strategy so that:
    a. Parking areas contribute positively to safe, attractive and functional streets and public spaces, and are well integrated with other elements such as planting, hard landscaping, sustainable drainage, electric vehicle charging, public transport, and wayfinding.
    b. The visual impact of parking is softened and screened through landscaping and layout design where appropriate.
    c. The needs of pedestrians and cyclists are prioritised in the design of parking areas.
2. The design of parking for new residential development must:
    a. Be well integrated into the layout and design of the development.
    b. Contribute positively to both the street and neighbourhood character.
    c. Reflect the site's context, density and location (i.e. central, urban, suburban, semi-rural or rural).
    d. Provide secure and accessible cycle storage appropriate to the development and dwelling type respectively.
3. Development should have regard to recognised best practice guidance, including Homes England's 'Parking What Works Where: 2nd Edition'.

B. Servicing

Development proposals must:

1. Demonstrate how access for waste collection, servicing, deliveries and emergency vehicles forms a coherent part of the layout and street design.
2. Provide dedicated locations and/or enclosures for waste storage, which are well contained, accessible and support an ordered and cohesive street scene and public realm.
3. Ensure that the design of servicing within the layout avoids conflicts with pedestrians and cyclists.
4. Ensure that servicing requirements for all uses are identified and integrated into the design from the earliest stages.

C. Utilities

Development proposals must:

1. Integrate utilities and service infrastructure as an integral part of the overall design and layout, ensuring that their siting and appearance contribute positively to the character and quality of the development.
2. Locate and design service equipment, meter boxes, flues, vents, drainage features and antennae to minimise visual clutter and maintain a coherent and well-ordered street scene and public realm.
3. Demonstrate early coordination between building design, landscape design and utilities provision to ensure that services are efficiently planned and do not compromise access, planting or public spaces.

Policy Explanation

6.9.30 Parking provision, if poorly designed, can dominate the public realm, undermine local character, and create conflicts that reduce overall accessibility and safety. This policy requires parking to be fully integrated into the wider urban design strategy so that it contributes positively to safe, attractive and functional places. It also ensures parking supports climate resilience, future-proofing of development, and complements wider movement networks.

6.9.31 Servicing arrangements, including waste collection, deliveries and emergency access, provide the safe and efficient functioning of development. This policy requires servicing to be planned from the outset, so that new development is designed to meet the day-to-day and operational needs. with dedicated and well contained locations for waste storage that maintain an ordered and cohesive street scene.

6.9.32 Utilities and service infrastructure, such as meter boxes, flues, vents, drainage features and antennae, are essential but if not integrated carefully, can create visual clutter. Early coordination between building design, landscape and utilities provision is expected, so that services are efficiently planned and do not compromise planting, public spaces or accessibility.

DMP51 - SUSTAINABLE DESIGN

Development proposals must optimise sustainability through design and contribute positively to environmental quality, user health and comfort, and long-term resource efficiency, including by minimising energy demand, enhancing resilience to climate change, and delivering buildings that are durable, adaptable and easy to maintain. To achieve this development should ensure that:

1. Site layout and building orientation respond effectively to solar gain, prevailing winds and local microclimate to maximise passive heating, natural ventilation and daylight, while avoiding overheating. Proposals should have regard to BRE 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice' (BR209 2022 edition) or its latest equivalent documents);
2. Building form and fabric are designed to reduce energy demand through passive and low-technology measures as a primary approach, prior to the use of mechanical systems;
3. Design measures are incorporated to support thermal comfort and climate resilience, including shading, ventilation strategies, and green infrastructure where appropriate;
4. Buildings are designed to be robust, adaptable and easy to maintain and repair, supporting long-term sustainability and reduced lifecycle impacts; and
5. Biodiversity and habitats are integrated into buildings (Proposals should have regard to best practice British Standard BS 42021 for nest boxes and the GRO Green Roof Code for green roofs).

Policy Explanation

6.9.33 Energy efficiency and passive design help reduce energy costs, which can be a significant burden in areas of deprivation. Early consideration of building orientation affects sunlight penetration, improving health and wellbeing while lowering energy demand. Solar gain can reduce winter heating needs but should be balanced to prevent overheating in summer. Daylight and fresh air are essential for comfortable, healthy interiors and can reduce reliance on artificial lighting and mechanical cooling. Daylight levels are influenced by window placement, room depth, and shading from adjacent buildings. Maximising opportunities for cross-ventilation and dual-aspect units enhances natural ventilation, while alternative strategies should be considered where noise, pollution, or security limit openable windows. Floor-to-ceiling heights, room depth, and window design can further support daylight and ventilation. Biodiversity can also be integrated into building design through features such as green and blue roofs, and habitats for birds, bats, and pollinators. These measures provide multifunctional benefits, including supporting local ecosystems, mitigating urban heat, and enhancing wellbeing through greener, restorative environments.

6.9.34 DMP51 therefore addresses both environmental and social challenges. Reducing exposure to harmful particulates, improving indoor air quality, lowering energy costs and creating healthier, greener environments helps close the gap between Thurrock and its regional peers. The wider impacts include reduced pressure on health services, stronger community resilience and growth that contributes positively to both environmental and social sustainability.

DMP52 - ADVERTISEMENTS, SIGNAGE AND SHOP FRONTS

1. The Town and Country Planning (Control of Advertisements) (England) Regulations 2017 (as amended) sets out the different classes of advertisements and groups according to whether they require consent. Advertisements that do not fall into one of the classes in Schedule 1 or Schedule 3 of the regulations will need to be subject to an application for consent from the Council.
2. Proposals for advertisements and signage will be required to:
   a. avoid adverse impacts on amenity, including visual and aural, and consider any visual amenity impact on the natural environment, conservation areas, listed buildings or other heritage assets;
   b. avoid adverse effects arising from an accumulation of advertisements in a location;
   c. for fascias and projecting signs, to be sensitively designed of an appropriate size and depth in relation to the host building and to respect its architectural features; and
   d. be designed for public safety relevant to the safe use and operation of any form of traffic or transport for all users.
3. For illuminated displays (including LEDs), the illumination levels of advertisements should be in accordance the Institute of Lighting Engineers PLG05 The Brightness of Illuminated Advertisements or its updated equivalent. The Council will resist the illumination of hoardings where it is a nuisance or out of character with the area.
4. All advertisements are expected to be of high quality, well suited to the building or street for which it is proposed and make a positive contribution to the appearance and character of an area; and to comply with the standard conditions outlined in the DCLG's Outdoor Advertisements and Signs: A Guide of Advertisers (2007), or its updated equivalent.
5. Proposals for new or replacement shop fronts must ensure that:
   a. The quality and architectural contribution of any existing shopfront is respected;
   b. Out of hours lighting is incorporated to enhance a well-lit, safe and secure streetscape;.
   c. Shopfronts are designed in ways that facilitate active frontage, and the visual and physical permeability of the building;
   d. Materials used are sympathetic to the wider context and are of high quality;
   e. Maintain the relationship between the shopfront, any fascia, the building and its context; and
   f. The design is inclusive incorporating level entrances and adequate door widths.

Policy Explanation

6.9.35 The Town and Country Planning (Control of Advertisements) (England) Regulations 2017, as amended, categorizes advertisements into different classes based on whether they require consent. Any advertisement that is not covered by the classes listed in Schedule 1 or Schedule 3 of the regulations must have consent obtained through an application to the Council.

6.9.36 Large, poorly sited, or numerous advertisements can dominate public views and create visual clutter, detracting from the overall character of an area or place. In addition to this, excessive signage can pose risks to public safety by obstructing sightlines for pedestrians and drivers, causing distractions, or reducing the effectiveness of essential highway and safety signage. Careful consideration of advertisements is therefore essential to maintain a coherent and safe public realm.

DMP53 - TALL BUILDINGS

1. Tall Buildings in Thurrock are buildings that are taller than six storeys (approx. 18m) or buildings which, by virtue of their height, scale or massing, would be visually prominent in relation to heritage assets or sensitive landscapes.
2. Proposals for Tall Buildings should be submitted as full planning applications. Outline applications will only be supported where they form part of a comprehensive masterplanned scheme, which clearly establishes the principles of height, scale, massing and location, and is supported by a framework (such as a Design Code) that addresses the key design considerations for Tall Buildings.
3. All applications for Tall Buildings must be supported by a Tall Building Statement proportionate to the scale and nature of the proposal, and which demonstrates how the proposal responds to key criteria including:

   a. Location and height parameters
   b. The surrounding context and local character
   c. The provision of high-quality internal and external environment
   d. The effect on the local environment, including microclimate, daylight, sunlight, and wind
   e. Contribution to public space and community infrastructure
   f. The impact on heritage assets, including the assessment of any harm (less than substantial or substantial), and the justification for that harm
   g. 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), where appropriate and in line with DMP27 - Landscape Character
   h. Cumulative impacts with existing and consented development

Policy Explanation

6.9.37 Thurrock has a predominantly low to mid rise townscape, with landscapes that varies in character and sensitivity across the Borough. Tall buildings, being relatively uncommon in Thurrock, can have a significant impact on the townscape, skyline, landscape character and views. Poorly sited or designed tall buildings risk harming heritage assets, diminishing the character of sensitive landscapes, and negatively impacting the public realm and neighbouring amenity. Requiring careful assessment of height, scale, massing, and design ensures that tall buildings contribute positively to the environment while respecting and integrating well with the surrounding context.

6.9.38 For outline applications, the Tall Building Statement should establish the principles of height, scale, massing and location, and assess key impacts. For full applications, the Statement should provide a comprehensive assessment against the criteria set out in this policy.

6.9.39 The Council will assess the design of Tall Buildings with reference to the most up to date version of the Historic England Guidance on Tall Buildings.

6.10 Heritage

DMP54 - DESIGNATED HERITAGE ASSETS

1. Development proposals that have an impact on Designated Heritage Assets (including listed buildings, historic parks and gardens, structures and their settings) will be expected to conduct a project level Heritage Impact Assessment which demonstrates how the proposal will conserve the heritage asset, its setting and any features of special historic, architectural, social and cultural interest and, where possible, to enhance its significance.
2. Reinstatement and repair of elements of historic fabric (e.g. roof coverings, rainwater and soil goods, windows and doors) should be carried out using traditional, historic or original material, employing specialist advice and craftsmanship where appropriate.
3. Extensions to designated heritage assets and new development within the setting of designated heritage assets should:
    a. Respect the heritage asset in terms of location, setting, floor area, height, massing and scale;
    b. Respect the heritage asset in terms of its character, design, materials and detailing;
    c. Respect the unity and/or historic relationship of groups of buildings (e.g. terraces) and the settings of other heritage assets nearby; and
    d. Respect the historic character and the extent of the curtilage of the heritage asset in relation to the amount of garden or other open space provided or retained.
4. Proposals for the change of use of a heritage asset will be supported where it can be demonstrated that the proposed use, including any required works would have a neutral or positive effect on the heritage asset's significance. Where a proposed change of use would lead to less than substantial harm to significance, this should be weighed against any public benefits that might outweigh the harm, and where appropriate secure the optimum use of the building.
5. The Council will favour development proposals that seek the retention and retrofit of heritage assets instead of demolition.
6. Proposals that sensitively reuse and conserve the significance of heritage assets where the original use has ceased and is no longer viable, will be supported.
7. Proposals leading to substantial harm to heritage assets will only be permitted in exceptional circumstances. A heritage asset having fallen into disrepair, or having become partially or wholly derelict will not in itself be sufficient reason to permit its demolition or any substantial harm to its special interest or significance.
8. Where a development proposal is identified in resulting in less than substantial harm to a statutory or non-statutory designated heritage asset, a proportionate financial contribution may be sought towards the reactivation, preservation and enhancement of the assets for which potential harm has been identified.

Policy Explanation

6.10.1 The Council will continue to work with Historic England in identifying designated heritage assets and structures that merit inclusion on the Heritage at Risk Register. Where such assets are identified, the Council will work proactively with owners and other bodies to facilitate their successful conservation and reuse, consistent with their heritage significance and special interest.

6.10.2 The Council will maintain its historic environment records and evidence base ensuring that it is kept up to date. It will also make information in Essex County Council's Historic Environment Records readily available upon request to assist with the assessment of the significance of heritage assets and the contribution they make to their environment, and to predict the likelihood of sites of both historic and archaeological interest that will be discovered in the future.

6.10.3 The Council will publish all information gathered on the Borough's historic environment in the public domain.

6.10.4 The Secretary of State compiles lists for all local authorities of buildings in their areas considered to merit statutory protection because of their special architectural/ historic interest. All statutory listed buildings are of national significance and the statutory list for Thurrock is published on Historic England's website (Section 1 of the Planning (Listed Buildings and Conservation Areas) Act, 1990).

6.10.5 The Borough has a fine and diverse range of listed buildings. They represent a finite asset. Their loss or substantial alteration or demolition will not be permitted unless the Council is satisfied that every possible alternative approach for restoration, conversion or reuse has been thoroughly explored and found to be impracticable.

6.10.6 Section 7 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that prior consent must be obtained from the local authority before any demolition (in whole or in part), alteration or extension works go ahead which would affect the character of a building of special architectural or historic interest. It is a criminal offence to carry out any such works without consent.

6.10.7 Appropriate temporary uses will also be considered that could prevent further decay of the asset, provide improved security and/or allow an increased prospect of sustainable reuse. The Council may also be able to offer assistance and advice on external grant-giving bodies.

6.10.8 The most viable use for a heritage asset may not be the use for which it was originally intended, and proposals that bring 'At Risk' buildings back into sustainable uses that maintain and enhance the buildings significance will be looked upon favourably.

DMP55 - CONSERVATION AREAS

1. Development proposals within or that would have an impact on an adjacent conservation rea should be designed to ensure that they preserve and enhance its character, appearance and significance.
2. Where development is proposed that may cause harm to the character or appearance of a conservation area, any planning application should be accompanied by a report prepared by a suitably qualified specialist that assesses the significance of that harm. Where the potential for substantial harm has been identified, proposed measures to mitigate that harm will be required. Demolition of any heritage asset in a conservation area will only be permitted where this would not have an adverse effect on the character or appearance of the area. In cases where demolition may be justified in accordance with national policy, consent to demolish will be given only when acceptable plans for redevelopment have also been agreed.
3. Where appropriate, developer obligations will be sought towards the preservation, creation, and enhancement of conservation areas.

Policy Explanation

6.10.9 Complementary to its aim of improving the environment of the Borough as a whole, the Council seeks to conserve, and, wherever possible, enhance those heritage assets and areas which are of special value and historical interest. This can be achieved by designating conservation areas, recognising special character and historic significance of wider areas beyond that of individual buildings or structures. To date, fifteen such areas have been designated in the Borough.

6.10.10 The Borough's conservation areas vary in character and include the well-preserved rural settlements of Horndon-on-the-Hill, Orsett, West Tilbury, Fobbing, and the more historic parts of the urban settlement such as East Tilbury, Corringham, and Purfleet-on-Thames.

6.10.11 Proposed developments will be expected to pay close attention to the character of each conservation area, taking into account typical features and styles of existing development, maintaining features of interest, and better revealing features that may have been hidden over time or which require reinstating.

6.10.12 Proposals that affect individual properties within conservation areas will be assessed on their impact on the individual heritage assets, and on their impact on the character of the conservation area as a whole.

6.10.13 As part of the review of the conservation areas in the Borough, the Council may choose to introduce Article 4 Directions. This will be in recognition of the material harm that can often be caused under Permitted Development to character and appearance by inappropriate changes such as the replacement of traditional timber windows and doors with modern plastic (UPVC) alternatives that differ from the original profiles, swings and openings; the replacement of natural roofing materials such as clay and slate tiles with concrete, plastic and composite tiles; poorly located satellite dishes; the removal of original chimney stacks and changes to front gardens that result in hardstanding for vehicles. This review would protect the local amenity of conservation areas by requiring planning applications be submitted for certain works.

DMP56 - ARCHAEOLOGICAL ASSETS

Proposals which affect Archaeological Assets will not be supported unless they provide:

1. Details of measures that will protect and, where appropriate better reveal, remains of archaeological importance by ensuring acceptable methods are used, proportionate to the significance of the asset. This will include conservation of the asset and its setting, including physical preservation in situ where appropriate;
2. Desk-based assessments to evaluate impacts on any below ground archaeology. Further investigation works, including trial pits, may also be required;
3. In cases where loss of the asset is justified in accordance with national policy, the remains should be appropriately recorded, assessed, analysed, disseminated and the archive deposited;
4. Investigations of non-designated heritage assets of archaeological interest that hold or potentially hold evidence of past human activity should be undertaken by the developer, and the Council will draw on appropriate advice from archaeological experts to assess the results; and
5. Developer contributions will be sought towards the preservation and enhancement of Archaeological Assets.

Policy Explanation

6.10.14 This policy details how the Council will protect, reveal and celebrate remains of archaeological importance.

6.10.15 The history of Thurrock dates from the time of the earliest Bronze Age settlements, with evidence from prehistoric flint tools, mammoths, and Bronze Age salt production at Mucking. The earliest named settlement is the Anglo-Saxon estate of 'Turroc', dating to the Saxon period, with the name later referring to the area around Grays Thurrock, Little Thurrock, and West Thurrock. Archaeology is an important way in which greater knowledge about the history of the Borough can be discovered. The evaluation and assessment of archaeological remains should take place before making a planning application. However, it is recognised that the opportunity to carry out archaeological investigations often only arises when construction work begins.

6.10.16 Place Services, Essex County Council and Historic England, provide archaeological advice to the Local Authorities within Essex, developers and their agents, and local people. The Council is committed to consulting Place Services on all relevant applications and schemes that will impact non-designated assets of archaeological interest.

6.10.17 The expert advice of Place Services will be sought in relation to:

- All major planning applications over 0.5 hectares;
- All Environmental Impact Assessment Scoping requests and Environmental Statements;
- Any planning application supported by an archaeological desk-based assessment;
- Proposed substantial demolition or major alterations to historic buildings;
- Submission of details in relation to archaeological conditions; and
- Appeals on applications for which an archaeological issue has previously been identified.

DMP57 - NON - DESIGNATED HERITAGE ASSETS

1. Development proposals that impact on non-designated heritage assets should seek to protect and conserve that non-designated heritage asset in manner that is appropriate to their significance, with a strong presumption in favour of their retention, and where possible their enhancement. Proposals should take account of the Council's emerging 'Cultural Strategy' and 'Thurrock Plan for Culture'. Particular attention should be paid to non-designated heritage assets that are located on the River Thames, have industrial or former industrial uses, and are examples of 20th Century Architecture, as these represent heritage in the Borough that is most at risk.
2. Substantial harm to and complete loss of non-designated heritage assets will only be supported in exceptional circumstances, and will require clear and convincing justification and evidence as to why the non-designated heritage asset cannot be retained or repurposed.
3. Alterations or extensions to non-designated heritage assets will be expected to achieve a high standard of design that pays close attention to the significance of the locally listed asset and its setting;
4. Where appropriate, developer contributions will be sought for the protection, repair and enhancement of non-designated heritage assets.

Policy Explanation

6.10.18 The Council will seek to protect and retain non-designated heritage assets and where appropriate their settings, recognising their archaeological, architectural, artistic and historic interest that makes them significant to the Borough and to align with the Council's Cultural Strategy and Plan for Culture;

6.10.19 The Council maintains an informal list of non-designated heritage assets of architectural and historic interest, separate to those on the Secretary of State's statutory list for the Borough which could become the Local List. These are not subject to additional statutory controls, but the Council will encourage their conservation through its normal town planning controls with a firm preference for their retention and enhancement as part of development.

6.10.20 Due to the limited number of statutory listed buildings within the Borough, locally listed heritage assets are considered to take on a greater significance than might be found elsewhere. As a result, the Council will be preparing a revised and updated Local List document to provide greater clarity on conserving, enhancing and managing locally listed heritage assets.

Glossary

Glossary

3D Artificial Grass Pitches

Modern multi-sport synthetic playing surfaces, providing flexible, durable, and all-weather recreational facilities for schools, clubs, and the wider community.

5 Year Housing Land Supply

The calculation demonstrating sufficient deliverable sites to meet the Borough's housing requirement over the next five years, ensuring continuity of housing delivery.

5G Network

5G is the fifth generation of cellular network technology and the successor to 4G mobile network infrastructure providing faster, low-latency communication for residents, businesses, and smart technologies.

Accessible and Adaptable Dwellings

Homes designed to meet Part M Building Regulations (M4(2) and M4(3)), ensuring suitability for people with disabilities or changing mobility needs over time.

Active Frontage

Building fronts that positively engage with the street by enabling interaction between the interior and public realm, including ground-floor entrances, doors and windows; and features like balconies. These support street vitality, activity and improved safety through overlooking.

Affordable Housing

Affordable Housing are homes provided at below-market rents or purchase prices, including social rent, affordable rent, and shared ownership, to meet the needs of households unable to access market housing.

Agent of Change Principle

The planning principle that assigns responsibility for mitigating noise or disturbance to the party introducing a new development near existing noise sources, protecting established businesses and residents.

Aggregated Wharves

Port and riverside facilities in the Borough used for handling bulk construction aggregates and minerals, supporting local and regional construction supply chains.

Air Quality Assessment

An evaluation conducted to assess the impact of proposed development on local air quality, ensuring compliance with environmental standards and protection of public health.

Air Quality Focus Areas

Locations identified for targeted management where pollutant levels are high or sensitive receptors exist, guiding development and mitigation to protect public health.

Air Quality Management Areas

Designated areas where air pollution exceeds national standards, requiring local policies and mitigation measures to improve air quality.

Amenity Space

Public or private open spaces in developments designed to support recreation, wellbeing, and quality of life for residents and workers.

Archaeological Desk Based Assessment

An assessment reviewing historical records, maps, and previous surveys to identify potential archaeological remains on a development site, informing planning and preservation requirements.

Authority Monitoring Report

An annual report produced by Thurrock Council tracking progress on Local Plan policies, housing delivery, economic development, infrastructure provision, and environmental performance.

Biodiversity Action Plan

A strategic plan used by Thurrock Council to identify priority species, habitats, and conservation actions to enhance local biodiversity.

Biodiversity Corridors

Strategic green links across the Borough that allow wildlife movement between habitats, supporting ecological resilience and nature recovery.

Biodiversity Net Gain (BNG)

A requirement for development to deliver measurable improvements to biodiversity compared to pre-development conditions, in line with national legislation and policy.

Brownfield Land

Previously developed land that is or was occupied by permanent structures and is suitable for redevelopment, supporting regeneration objectives and reducing pressure on Green Belt and undeveloped land.

Build to Rent

Residential developments designed specifically for private rental, often with management services and long-term investment in housing quality.

Building Regulations

Statutory standards governing construction, health, safety, energy efficiency, and accessibility of new and refurbished buildings.

Bulk Cargo Handling

Port operations for moving unpackaged goods like coal, aggregates, and grains, vital to regional supply chains and industry.

Carbon Budgets

Allocated limits on carbon emissions for Thurrock or specific developments, used to guide sustainable planning and monitor compliance with climate targets.

Carbon Sequestration

The process of capturing and storing carbon dioxide in natural or engineered systems to mitigate climate change and support Net Zero ambitions.

Circular Economy

An approach promoted by Thurrock Council that reduces waste and maximises resource efficiency by encouraging reuse, recycling, and sustainable design.

Climate Change

The strategic response within the Local Plan to mitigate and adapt to climate change impacts, including reducing carbon emissions and improving resilience.

Community Infrastructure Levy (CIL)

The Community Infrastructure Levy (the 'levy') is a charge levied by the Council on new development. It is an important tool to help deliver the infrastructure needed to support development.

Community Led Housing

Housing initiatives driven by local communities or organisations, enabling residents to design, deliver, and manage homes to meet local needs.

Conservation Area

Designated areas recognised for historic or architectural significance, where development is managed to preserve or enhance character.

Controlled Parking Zones (CPZs)

Areas in Thurrock where parking is regulated to manage demand, improve safety, and prioritise residents and essential services.

Core Strategy

The previous strategic planning document for Thurrock, setting out the Borough's long-term vision and spatial strategy before being replaced by the current Local Plan.

Cory

Cory Riverside Energy operates waste management and energy recovery facilities near Thurrock, supporting waste treatment and sustainability objectives.

Custom Build Housing

Housing where individuals or groups work with developers to design homes to their specific requirements, supported through Local Plan policies and allocations.

Deposit Return Scheme (DRS)

A scheme incentivising the return of beverage containers to improve recycling and reduce litter, supported as part of national waste policy.

Design Access Statement (DAS)

A report submitted with planning applications demonstrating how design and accessibility principles have been considered.

Design Review Panel (DRP)

An independent panel advising Thurrock Council on the quality, functionality, and sustainability of proposed developments.

Designated Heritage Asset

Buildings, monuments, sites, or landscapes recognised for their historic or cultural significance and legally protected under planning legislation.

District Heat Network (DHN)

A communal heating system that distributes heat from a central source to multiple buildings, supporting decarbonisation, energy efficiency, and low-carbon growth strategies.

District Heat Network (DHN) Anchor Loads

Large, consistent heat users such as hospitals, schools, or industrial facilities that provide stable demand to support the viability of a District Heat Network.

Dual-Aspect

A design approach ensuring dwellings have windows on at least two elevations, improving natural light, ventilation, and living conditions.

Duty to Cooperate

A statutory requirement for Thurrock Council to actively engage with neighbouring authorities and prescribed bodies on strategic cross-boundary matters such as housing, infrastructure, transport, and environmental impacts.

Economic Development Needs Assessment (EDNA)

An evidence-based study identifying the scale and type of employment land and floorspace required to support future economic growth in the Borough.

Employment Land Availability Assessment (ELAA)

An evidence-based study to identify and assess land that may be available and suitable for employment-generating development.

Electric Vehicles (EV)

Electric vehicles and associated charging infrastructure supporting the transition to low-emission transport and contributing to air quality and climate objectives.

Embodied Carbon

The total carbon emissions associated with the extraction, manufacture, transport, and construction of building materials, considered in planning to reduce environmental impact.

Employment Areas

Land allocated specifically for employment purposes falling within use classes E(g)(i-iii), B2 and B8.

End User Local Employment and Skills Plan

A strategy requiring developers to provide local employment opportunities and skills training during construction and operational phases of development.

Energy Use Intensity Limits

Standards applied to limit the amount of energy a building consumes per square metre, promoting energy-efficient and low-carbon development.

Essex Design Guide 2025

A design guidance document informing best practice in architecture, urban design, and placemaking to support high-quality development.

Essex Design Guide School Design Principles 2025

Guidance informing the design of new schools, ensuring functional, sustainable, and high-quality educational environments.

Essex Nature Recovery Scheme

A county-wide initiative guiding habitat restoration, species protection, and biodiversity enhancement incorporated into Local Plan policies.

Essex Wildlife Trust

An organisation working with the Council to protect and enhance biodiversity, habitats, and local nature reserves.

Equestrian Facilities

Specialised sites for horse care, training, and management, including stables, paddocks, riding arenas, and associated infrastructure.

Exception Test

A planning test applied where development is proposed in higher flood risk zones, requiring demonstration of wider sustainability benefits and mitigation measures.

Extended Producer Responsibility

A policy mechanism requiring producers to take responsibility for the collection, recycling, and environmental impact of their products.

Flood Risk Assessment (FRA)

An assessment prepared to identify flood risks from all sources affecting a development site and to propose appropriate mitigation measures, ensuring safe and sustainable land use.

Flood Risk Sequential Test

A planning policy approach used to direct development to areas with the lowest probability of flooding before considering sites at higher risk.

Flood Zones 1, 2, 3a, 3b

Nationally defined categories indicating levels of flood risk, with Zone 1 being low risk and Zone 3b classified as functional floodplain where development is strictly controlled.

Form Entry

"Form entry" in schools defines how many distinct classes or groups of students are in each year group, determining the school's total capacity. A "single-form entry" school has one class per year (approx. 30 students), while a "two-form entry" school has two classes (approx. 60 students).

Full Fibre Broadband

High-speed fibre-optic internet infrastructure supporting digital connectivity for homes, businesses, and smart technologies.

Functional Economic Market Area (FEMA)

A geographic area used to analyse and plan economic activity, reflecting where businesses, labour markets, and trade patterns are functionally linked.

FTE Weekly Earnings

Full-Time Equivalent weekly earnings data used to assess wage levels, inform economic policy, viability assessments, and understand local labour market conditions.

GB Infrastructure (GBI) Network

The Green and Blue Infrastructure network connecting parks, waterways, woodlands, and natural habitats to support biodiversity, climate resilience, recreation, and community wellbeing.

Get Britain Working Target

A government-backed employment objective referenced by the Council to ensure development supports job creation and workforce participation.

Good Neighbours Principle

A planning approach ensuring new development is designed and located to minimise adverse impacts on surrounding communities and existing uses.

Grays Shopping Centre

A principal retail and commercial hub in Grays town centre, serving as a focus for investment, leisure, and community activity.

Grays Town Grant Deal

A funding agreement supporting regeneration and infrastructure improvements in Grays town centre.

Greater Essex Recovery Strategy

A strategic framework guiding economic, social, and environmental recovery across Essex, informing Local Plan policies on growth and infrastructure.

Green and Blue Infrastructure

An interconnected network of green spaces and water features supporting biodiversity, climate resilience, flood management, health, and place-making.

Green Belt

Designated land intended to prevent urban sprawl, safeguard the countryside, and maintain separation between settlements, with development strictly controlled under national policy.

Greenfield Run-off Rates

Standards requiring surface water discharge from development to mimic natural greenfield drainage rates to reduce flood risk and downstream impacts.

Habitat Buffer

Areas of vegetation or natural land designed to separate development from sensitive habitats, protecting biodiversity and ecological networks.

Habitats Regulations

Legislation protecting internationally designated habitats, requiring assessment to ensure development does not adversely affect ecological sites.

Health Impact Assessment

A systematic evaluation assessing the potential health and wellbeing effects of proposed development to ensure planning decisions promote public health and reduce inequalities.

Health in All Policies (HiAP)

The Council's approach to integrating health and wellbeing considerations into all policy areas, including planning, housing, and transport.

Health and Safety Executive (HSE)

The national regulator providing guidance and oversight on health and safety matters, including industrial development and hazardous installations.

Healthy Homes Standard (2025)

Standards applied to ensure new homes are energy-efficient, healthy, and supportive of occupant wellbeing.

Heavy Goods Vehicles (HGV)

Large vehicles used for transporting goods by road, forming a key component of logistics and freight operations.

Heritage Assets

Buildings, monuments, sites, or landscapes with historical, architectural, or cultural significance protected under planning policy.

Heritage Statement

A document submitted with a planning application describing the significance of affected heritage assets and assessing the impact of the proposed development on that significance. This may also be referred to as a Heritage Impact Assessment.

Hierarchy of Centres

A structured ranking of retail and service centres guiding the concentration of commercial, leisure, and community activities to promote accessibility and vitality.

Historic England

The public body providing advice, designation, and statutory protection for historic buildings, sites, and landscapes in England.

Housing in Multiple Occupation (HMO)

Properties occupied by multiple unrelated individuals sharing facilities, regulated to ensure safety, amenity, and licensing compliance.

Housing Mix

The range of dwelling sizes, types, and tenures planned to meet diverse housing needs across the Borough.

Housing Needs Assessment

An evidence-based study identifying the quantity, type, and tenure of housing required to meet current and future population needs.

ICT

Information and Communications Technology infrastructure, including broadband, mobile networks, and digital connectivity, essential for supporting businesses, smart infrastructure, and modern services.

Infill Development

The redevelopment of vacant, underused, or obsolete parcels within existing urban areas to create new housing or mixed-use projects.

Infrastructure Delivery Plan

A plan outlining the physical and social infrastructure—such as transport, utilities, and schools—required to support development, including timing, funding, and delivery responsibilities.

Infrastructure Delivery Schedule

A detailed plan maintained by the Council identifying timing, funding, and responsibility for delivering necessary infrastructure for planned growth.

Infrastructure List

A comprehensive list of infrastructure projects, improvements, and requirements in the Borough, which developers must provide or contribute to as part of planning obligations.

Just Transition

The Council's approach to ensuring that economic, energy, and environmental transitions—such as moving to low-carbon growth—are fair, inclusive, and provide opportunities for all communities.

Landscape Buffer

Areas of green space intended to separate different land uses, reduce visual impact, and provide ecological or recreational benefits.

Landscape Sensitivity and Capacity Study

An evidence-base study assessing how sensitive a landscape is to change and how development can be integrated to minimise harm to its character, appearance or key features, while identifying opportunities for landscape enhancement and creation.

Landscape Visual Impact Assessment (LVIA)

An assessment evaluating how proposed developments affect the Borough's natural landscapes, including topography, vegetation, and visual amenity, to guide planning and mitigation measures.

Legal Compliance

Ensures Thurrock Council's Local Plan meets statutory requirements, including consultation, sustainability appraisal, and adherence to planning regulations.

Listed Buildings

A listed building in the UK is a structure of special architectural or historic interest added to a national register, protecting it from alteration or demolition without special consent. Governed by the Planning (Listed Building and Conservation Areas) Act 1990, these buildings are listed for national importance and range from Grade I (exceptional) to Grade II (special interest).

Local Cycling, Walking and Infrastructure Plan (LCWIP) 2025

A Council plan identifying improvements to cycling and walking networks to promote sustainable and active travel.

Local Green Spaces (LGS)

Designated areas protected for recreational, environmental, or community value, ensuring they are preserved from inappropriate development.

Local Impact Assessment

An evaluation of the likely impact of new development on local communities, services, and the environment, used to guide planning decisions.

Local Nature Recovery Strategy (LNRS)

A strategy setting priorities for nature recovery and habitat creation, guiding the Council's approach to biodiversity enhancement and green infrastructure planning.

Local Plan Period

The timeframe covered by the Local Plan, specifying the years for which the Borough's housing, employment, and infrastructure needs are planned and delivered.

Local Plan Policies Map

A visual representation showing spatial allocations, designations, and policies from the Local Plan, including housing sites, employment areas, Green Belt, and environmental protections.

Local Transport Note 1/20 (LTN 1/20)

UK Government guidance on the design of high-quality cycling infrastructure, setting standards for safe, direct and accessible routes for cyclists

Lower Thames Crossing (LTC)

A proposed new strategic road and tunnel connecting Kent and Essex beneath the River Thames, designed to ease congestion at the Dartford Crossing and improve transport links.

London Gateway

A deep-sea container port and logistics hub in Thurrock, operated to facilitate international trade and provide employment opportunities.

Low Rise

Buildings that are relatively low in height. In Thurrock, low rise development generally refers to buildings of between 1 and 3 storeys.

Major development

Major development' means development involving anyone or more of the following:

- the provision of dwelling/houses where:
  - the number of dwelling/houses to be provided is 10 or more:
  - the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the number of dwelling/houses to be provided is 10 or more.
- the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more: or
- development carried out on a site having an area of 1 hectare or more

Manual for Streets

National guidance used by Thurrock Council on planning, design and layout of residential streets, promoting safe, accessible and people-friendly streets for all users, including pedestrians, cyclists and vehicles.

Masterplans and Masterplanning

Strategic design frameworks prepared by the Council or developers to guide comprehensive development of large or sensitive sites, ensuring coordinated land use, infrastructure, and placemaking.

Mid Rise

Buildings that are of a moderate height but not considered tall buildings. In Thurrock, mid rise development generally refers to buildings of between 4 and 6 storeys.

Mixed-Use Development

Development that combines residential, commercial, employment, or leisure uses within the same site or building, promoting vibrant, sustainable, and efficient land use.

Modal Shift

The strategic ambition to encourage people and goods to move from high-carbon transport modes, such as cars and HGVs, to more sustainable modes like public transport, cycling, walking, or rail freight.

Modernist Architecture

Buildings reflecting the Modernist style, often characterised by functional design, flat roofs, and clean lines, which may be considered for heritage or conservation planning.

Multi Use Games Area (MUGA)

Flexible outdoor sports facilities for schools, communities, and recreational use, providing multi-sport opportunities.

Movement Network

The planned system of roads, pedestrian routes, cycling paths, and public transport links in Thurrock, designed to facilitate efficient, safe, and sustainable travel.

Municipal Waste Strategy

The Council's plan for managing household and local authority-collected waste, focusing on recycling, recovery, and sustainable disposal.

National Design Guide (2019)

Government guidance informing design principles for well-designed, sustainable, and inclusive developments.

Nationally Described Space Standards (NDSS)

Standards applied nationally to ensure new homes provide adequate internal space for health, comfort, and functionality.

Nationally Significant Infrastructure Project (NSIP)

Large-scale developments, such as energy, transport, water, and waste facilities, requiring a Development Consent Order under the Planning Act 2008, with decisions made by the UK government.

National Policy Statement for Ports

Government policy guiding the development of port infrastructure in Thurrock and across England, ensuring sustainable growth, environmental protection, and strategic connectivity.

Nature-based Solutions

Nature-based solutions (NBS) are actions or measures inspired by, supported by, or copied from nature. They may involve protecting, managing, or enhancing existing natural solutions and creating solutions that mimic natural processes.

Net Zero

Thurrock Council's ambition to achieve net zero carbon emissions, aligning development, infrastructure, energy generation, and transport policies to minimise greenhouse gas emissions and support the transition to a low-carbon economy.

Noise Assessment

A study evaluating potential noise impacts from or on a proposed development, informing mitigation measures to protect residents, workers, and sensitive receptors. ensuring compliance with regulations and mitigating harmful effects.

Non-residential

Mixed-use development is a project combining multiple distinct uses—typically residential, commercial, retail, leisure, or industrial—within a single building or a master-planned site.

Norwich to Tilbury Power Line

The National Grid's transmission line delivering a major electricity reinforcement project through parts of Thurrock, with implications for land use, landscape, and infrastructure planning.

National Planning Policy Framework (NPPF)

The National Planning Policy Framework is the principal national planning policy document for England, published by the Government. It sets out the Government's planning policies for achieving sustainable development and provides guidance for the preparation of local plans and the determination of planning applications. The NPPF covers matters including housing, economic development, transport, climate change, the natural and historic environment, and design.

Off-Site Contributions

Financial or in-kind contributions secured from developers to provide infrastructure, facilities, or mitigation measures outside the development site.

Operational Carbon Requirements

Standards in Thurrock for carbon emissions produced during the use of buildings, ensuring energy-efficient operation and alignment with climate objectives.

Outline Applications

A type of planning application securing approval for the general principles of a development, such as the amount and type of development, with detailed design matters considered and approved at a later stage i.e. reserved for later approval.

ONS (Office for National Statistics)

Provides demographic, employment, housing, and economic data that underpins evidence used in the Local Plan and supporting studies.

Pasivhaus Classic and Pasivhaus Higher

Rigorous low-energy building standards for high-performance residential and non-residential buildings, minimising operational energy use and carbon emissions.

Part M Building Regulations M4(2) & M4(3)

Accessibility standards: M4(2) ensures accessible and adaptable homes for most occupiers, while M4(3) provides wheelchair-accessible and fully adaptable dwellings for specialist needs.

Parking Standards

Guidelines set by the Council regulating the provision of vehicle parking for new developments, balancing accessibility, traffic management, and sustainable transport objectives.

Permeability

The ease with which people can move through an area or site, including pedestrian, cycle, and vehicle access, influencing connectivity and sustainable travel.

Photo Voltaic Cells (PV) / PV Photovoltaic Panels

Solar panels installed on buildings or land to generate renewable electricity, contributing to carbon reduction and energy resilience objectives.

Planning Use Classes: B2 – B8, E to F

Classifications guiding what types of development and business operations are permitted on designated sites, covering industrial, storage, commercial, and community uses.

Port of Tilbury

A key deep-water port in Thurrock handling cargo, logistics, and shipping operations, forming a major component of the Borough's economy and employment base.

Principal Urban Area

Grays is the largest and most functionally significant urban settlement in Thurrock, serving as the focus for housing, employment, services, and infrastructure within the Local Plan strategy.

Primary and Secondary Streets

The main and secondary streets in Thurrock's urban areas, forming part of the movement network to manage traffic, accessibility, and public realm quality.

Primary Shopping Areas

Designated zones within town centres where retail uses are encouraged and maintained as the focus of commercial activity.

Ramsar

Wetlands in Thurrock designated under the Ramsar Convention for their international importance, particularly for waterfowl habitat, which are protected and managed through Local Plan policies.

RAMS (Recreation Avoidance and Mitigation Strategy)

A strategy used by the Council to manage recreational impacts on protected habitats from population growth and development.

RIBA

The Royal Institute of British Architects, whose guidance the Council references for design quality, architectural standards, and best practice in design.

Resource Depletion

The reduction or exhaustion of natural resources, such as water, minerals, or energy, which the Local Plan seeks to manage through sustainable development, efficient land use, and low-carbon strategies.

Retrofitting

The process of upgrading existing buildings to improve energy efficiency, reduce carbon emissions, and meet sustainability targets, including improvements to insulation, heating systems, and renewable technologies.

Retail Sequential Test

A policy requirement to assess proposed retail developments to ensure town centre locations are prioritised over edge-of-centre or out-of-town sites.

Roll-on/Roll-off (Ro-Ro)

A type of port operation, vessel or freight transport in which vehicles and wheeled cargo, such as cars, lorries, trailers and machinery, are driven on and off a ship using ramps, rather than being lifted by cranes.

Self-Build Housing

Homes constructed by individuals or groups who directly commission, design, or build their own dwellings, providing greater choice and flexibility in the housing market.

Self and Custom Build Register

A register maintained by the Council of individuals or groups interested in self-build or custom-build housing, informing land allocations and planning policy.

Simpler Recycling

The Council's approach to improving recycling rates and efficiency by simplifying household and commercial recycling schemes and reducing contamination.

Site of Special Scientific Interest (SSSI)

Areas identified for their significant wildlife, geological, or ecological value, legally protected to conserve biodiversity and natural features in accordance with national planning policy.

Social and Community Infrastructure

Facilities and services that support communities, including schools, healthcare, recreation, libraries, and community centres, planned to meet the needs of a growing population.

Soundness

Tests whether Thurrock Council's Local Plan is positively prepared, justified, effective, and consistent with national policy, as required for examination by a Planning Inspector.

STEM Outreach Schools

Schools promoting Science, Technology, Engineering, and Mathematics (STEM) education through outreach programs to improve skills and future workforce development.

Strategic Flood Risk Assessment (SFRA)

A detailed assessment prepared to assess flood risk across the Borough, informing site allocations, spatial strategy, and the application of sequential and exception tests.

Sustainable Drainage Systems (SuDS)

Drainage systems designed to manage surface water sustainably, reduce flood risk, and enhance water quality and amenity.

Tall Buildings

Buildings that are significantly taller than their surroundings and are visually prominent in the skyline. In Thurrock, tall buildings generally refer to buildings taller than 6 storeys (18 metres), or in areas with sensitive heritage assets or landscape character, two storeys above the prevalent form of development, whichever is less.

Thames Chase Community Forest

A multi-partner initiative creating and managing woodlands, green spaces, and community forests for recreation, wildlife, and climate resilience.

Thames Enterprise Park

A major employment and industrial site focused on energy, logistics, and industrial uses, supporting economic growth and job creation.

Thames Freeport

A government-designated freeport located along the Thames Estuary in England, centred around the ports at Tilbury, London Gateway and Ford Dagenham. Thames Freeport is intended to stimulate economic growth, international trade, manufacturing, logistics, innovation and regeneration through a combination of customs benefits, tax incentives, infrastructure investment and planning flexibilities. The initiative aims to attract inward investment, create jobs and support low-carbon industry across parts of Essex and East London.

Thames Gateway

A major growth and regeneration corridor along the River Thames, within which Thurrock plays a significant role in delivering housing, employment, and infrastructure investment.

Thames Haven Branch Line

A freight rail line connecting industrial and port facilities, supporting the movement of goods while reducing road traffic and emissions.

Thames Marshes Ecology Masterplan

A strategic framework guiding the protection, restoration, and enhancement of the ecological value of the Thames Marshes, supporting biodiversity, flood management, and nature recovery.

Thames Oil Port

A strategic port facility handling bulk liquid cargoes, safeguarded in the Local Plan for continued industrial and logistics use.

Tilbury Town Deal / Tilbury Town Investment Plan

A strategic initiative to regenerate Tilbury, funding infrastructure, housing, and economic development projects to support growth and resilience.

Town Investment Plan (TIP)

A strategic plan prepared for Thurrock town centres, particularly Grays, identifying investment priorities for regeneration, infrastructure, and economic growth.

Townscape Visual Impact Assessment (TVIA)

An assessment evaluating how proposed developments affect the character, skyline, and visual appearance of urban areas and town centres, informing design and planning decisions.

Transport Strategy and Walking Strategy

Strategic frameworks guiding transport planning, walking networks, and infrastructure delivery to support mobility, safety, and sustainable travel.

Travel Plan

A strategy promoting sustainable transport choices for new developments, reducing reliance on private vehicles and supporting active travel.

Tree Preservation Order

A legal designation protecting specific trees or woodlands from removal, lopping, or damage, safeguarding landscape character, amenity, and local biodiversity.

Ultra Low Energy Buildings

Buildings designed to use minimal energy for heating, cooling, and operation, supporting climate change mitigation and Net Zero targets.

UK Government Standard Method

The nationally prescribed methodology used to calculate the Borough's objectively assessed housing need, forming the basis for Local Plan housing targets and monitoring.

Waste Framework Directive 2008

A European directive providing the legal framework for waste management, prioritising waste prevention, recycling, and environmental protection.

Water Efficient Design Statement

A report required to demonstrate how new development will minimise water consumption, manage demand, and contribute to sustainable water use.

Youth Zone

Facilities providing safe spaces, activities, and support for young people, contributing to community wellbeing, skills development, and social inclusion.

ZOI (Zone of Influence)

The areas around sensitive ecological sites affected by development, guiding mitigation measures to protect habitats and species.

Appendices

Appendix 1 - **Monitoring and Implementation Framework**

Local planning authorities are required to prepare and publish an Authority Monitoring Report (AMR) under the Town and Country Planning (Local Planning) (England) Regulations 2012. These reports will be published regularly once the Local Plan has been adopted.

This Monitoring Framework provides the structure for that assessment. It brings together 35 indicators across 11 strategic policy areas, mirroring the structure of the Local Plan. Strategic Policy 1 sets the Plan's development requirement, serving as the spatial strategy; it carries no separate indicators, with delivery assessed through the aggregated performance of topic level indicators reported in the AMR.

Taken together, the indicators will tell a clear story of how the Local Plan is shaping economic growth and delivering new homes in Thurrock. They will show how development is contributing to high-quality, inclusive places through better design, healthier environments and improved accessibility.

They will track how growth is supporting a diverse and resilient economy, creating opportunities for local people and strengthening town centres. They will monitor the delivery of homes that meet a wide range of needs, ensuring affordability, choice and specialist provision remain central to the Plan's ambitions. Infrastructure, a central theme of the Plan, will also be tracked to assess whether it is being delivered in accordance with development towards achieving sustainable patterns of growth.

The monitoring, tracking and reporting of local plan outputs will be led by Thurrock Councils' strategic planning team. They will coordinate data collection, analysis and reporting across all policy areas. This work will draw on regular input from internal services including development management, housing and transport. External partners such as health, education, developers, utility companies and environmental bodies will also contribute data and delivery updates. Strategic policy areas and the proposed indicators, measures and targets are set out below.

Strategic Policy 1 – Development Requirement and Spatial Strategy

Strategic Policy 1 sets the overarching direction for growth in Thurrock, establishing the scale of development and the spatial framework that will guide where it happens. The policy focuses growth in the most sustainable locations, prioritising the reuse of previously developed land, strengthening the principal urban area and towns, creating a new sustainable settlement, and delivering carefully planned neighbourhood extensions where they can be supported by infrastructure.

As the strategic anchor for the whole Plan, Policy 1 is not monitored through standalone indicators; instead, its delivery is assessed through the combined performance of the Plan's topic-based indicators, which together provide a clear picture of whether growth is being delivered in the right places, at the right scale, and in a way that supports thriving, well-connected and resilient communities.

Strategic Policy 2 – Healthy, Inclusive Places and High-Quality Development

Policy Aim

To secure high-quality, inclusive, well-designed places that promote health, wellbeing, accessibility and community cohesion.

Indicators & Targets

Indicator	Target	Measured by	Delivery Partners	Local or National/ Statutory Indicator
Masterplans and Design Codes	100% of qualifying schemes	Number of planning permissions issued with a masterplan included or future preparation of one secured	Planning; Developers	Local
Heritage and Conservation	Net improvement by 2044	Numbers of planning applications within a conservation area approved	Planning; Historic England	Local
Health Impact Assessments	100% compliance	Number of planning permissions issued for an application that has been accompanied by a HIA	Planning; Public Health	Local
Accessible Homes	Year on year increase	Number of new homes permitted where M4(2) or M4(3) standards have been secured. Number of new homes completed where the standards have been secured	Planning; Building Control	Local

Strategic Policy 3 – Economy and Skills

Policy Aim

To support a resilient, diverse and competitive economy, safeguard employment land, and promote skills development and job creation.

Indicators & Targets

Indicator	Target	Measured by	Delivery Partners	Local or National/ Statutory Indicator
Employment Floorspace gained and lost	Increase in supply	Amount of employment floor space permitted (by use class/sui generis), amount permitted to be lost to other uses/net increase or decrease	Planning; Developers	National
Employment Uses Outside Designated Areas	No undermining of safeguarded areas	Amount of employment floor space permitted (by use class/sui generis), amount permitted to be lost to other uses/net increase or decrease outside designated areas	Planning; Developers	Local
Low cost and affordable workspace	Year on year increase in provision	Amount of floor space permitted where low cost/ affordable space provision has been secured by a planning permission	Planning; Developers	Local
Employment of working age residents	Meet or exceed the Essex average employment rate	Annual APS data comparing Thurrock and Essex employment rate	Planning; Economic Development; Developers; Employment and Skills Training Providers	Local
Local jobs, training and supply chain opportunities	Growth in jobs and training through new developments	Outcomes for Thurrock residents and businesses secured through new developments with an agreed Employment, Skills & Supply Plan	Planning; Economic Development; Developers; Employment and Skills Training Providers	Local

Strategic Policy 4 – Thurrock's Centres and their Futures

Policy Aim

Building communities that are supported by easily accessible retail and community services.

Indicators & Targets

Indicator	Target	Measured by	Delivery Partners	Local or National/ Statutory Indicator
Retail Vacancy Rates	Reduce to below 10%	% of vacancy by each centre sourced from the annual town centre health check survey	Planning; Economic Development	Local
Diversity of Uses	Maintain or increase diversity of uses within town and retail centres	Proportion of units in different use classes within each centre, assessed annually	Planning; Economic Development	Local
Evening and Night-time Economy Vitality	Year on year improvement	Footfall indicators showing annual percentage increase in footfall	Planning; Economic Development	Local
Environmental Quality/ Safety	Year on Year Improvement	Survey based assessment of perceived environmental quality/safety during daytime and evening	Planning; Economic Development	Local

Strategic Policy 5 – Housing

Policy Aim

To deliver high-quality homes, including affordable and specialist housing.

Indicators & Targets

Indicator	Target	Measured by	Delivery Partners	Local or National/ Statutory Indicator
Housing Delivery	Meet or exceed requirement measured against NPPF standard method annual housing requirement and Local Plan annualised housing requirement.	Number of homes for which planning permission has been issued/Number of homes completed/number of homes lost as a result of planning permission. Net gain or loss of homes through planning permission/Net gain or loss of homes through delivery of development.	Planning; Developers	National
Affordable Housing	Meet policy requirement	Number permitted/number completed.	Planning; Registered Providers	National
Gypsy Travellers & Showpeople Housing	Year-on-year increase in pitches and yard space with planning permission	Number of pitches/ quantum of Travelling Showpeople Yard Space permitted	Planning; Housing; Developers	National
Specialist Housing	Year-on-year increase	Number of specialist housing units and bedspaces permitted each year, broken down by type (extra care, sheltered housing, care home).	Planning; Adult Social Care; Developers	Local
Housing Mix	Alignment with housing mix policy	Number of 1, 2, 3 and 4+ bedroom units permitted and delivered each year, and proportion of schemes achieving a policy compliant housing mix.	Planning; Developers	National

Strategic Policy 6 – Sustainable Development and Climate Change

Policy Aim

To reduce carbon emissions, support climate resilience, promote renewable energy, and ensure development contributes to a just transition.

Indicators & Targets

Indicator	Target	Measured by	Delivery Partners	Local or National/ Statutory Indicator
Operational Net Zero Performance	Increase in the number and proportion of new developments that demonstrate 'net zero in operation' performance	Number and proportion of planning permissions where applicants' evidence operational net zero performance through energy modelling, post completion verification and compliance with the Essex Net Zero Policy Framework.	Planning; Developers	National
Carbon Reduction	≥20% reduction	Number and proportion of planning permissions that demonstrate at least a 20% reduction in regulated carbon emissions compared with Building Regulations Part L baseline.	Planning; Developers	National
Water reduction	Major developments designed to achieve water use of 110 litres per person per day or less	Number of applications for which compliance has been secured	Planning; Developers	Local

Indicator	Target	Measured by	Delivery Partners	Local or National/ Statutory Indicator
Embodied Carbon Performance of Major Development	All major developments to minimise embodied carbon and demonstrate compliance through the Climate Change and Sustainability Statement	Housing - Percentage of major housing developments (100 or more homes) with construction-related carbon emissions within no more than 500 kg of CO_2 per square metre for initial construction impacts and no more than 800 kg per square metre overall. Non-housing - Percentage of major non-residential developments (over 500 m^2) that meet the equivalent limits — around 600 kg of CO_2 per square metre upfront and up to 970 kg per square metre in total.	Planning; Developers	Local
Renewable Energy	Year-on-year increase	Total renewable energy capacity secured through planning permission (kW/mW)	Planning; Energy providers	Local
Flood Resilience	Increase in SuDS	Number and proportion of planning permissions incorporating SuDS features each year	Planning	Local
Just Transition – Economic Outcomes	Increase in developments delivering green skills training, local employment and green job creation	Number of residents supported into green skills training; % of schemes with employment/skills commitments; number of green jobs created or supported	Planning; Developers; Economic Development; Skills Providers	Local

Strategic Policy 7 – Environment

Policy Aim

To protect, enhance, conserve existing environments and assets alongside creating new assets.

Indicators & Targets

Indicator	Target	Measured by	Delivery Partners	Local or National/ Statutory Indicator
Protection of Green Belt	No inappropriate development	Number of planning permissions issued/refused for inappropriate development in the Green Belt. Number of planning permissions issued for land defined as Grey Belt	Planning	National
Number of planning permissions requiring and securing land contamination remediation	Year-on-year increase	Count of permissions requiring remediation conditions	Planning; Environmental Health	National
Green & Blue Infrastructure	Year-on-year increase in schemes delivering net gains in habitat quality and species outcomes, aligned with LNRS priorities.	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.	Planning; Environment Agency.	National

Strategic Policy 8 – Infrastructure

Policy Aim

To ensure infrastructure is delivered in a timely manner to support growth.

Indicators & Targets

Indicator	Target	Measured by	Delivery Partners	Local or National/ Statutory Indicator
Infrastructure included on the Infrastructure List secured through planning permission (including Section 106 Agreements) and financial contributions towards infrastructure secured through planning permission.	Publication of Annual Infrastructure Funding Statement	Progress on infrastructure schemes	Planning; Developers	Local

Strategic Policy 9 – Transport and Movement

Policy Aim

To promote sustainable travel, reduce congestion, improve air quality and support modal shift.

Indicators & Targets

Indicator	Target	Measured by	Delivery Partners	Local or National/ Statutory Indicator
Active Travel Infrastructure	Cumulative Year-on-year increase in compliant provision	Metres of new or improved active travel routes up to or in compliance with LTN 1/20 or subsequent betterment national standards funded by Local Plan developments	Transport; Planning	Local
Travel Plans for Major Development	100% of monitoring reports received in full compliance with Travel Plan requirements; 80% of monitoring reports meeting mode share targets of the adopted Travel Plan	Delivery of annual monitoring reports in line with requirements of the latest Council Travel Plan guidance for all developments with adopted travel plan	Planning; Developers; Transport	Local
Parking Standards Compliance	100% compliance	Proportion of permissions meeting the Council's adopted maximum or reduced parking standards. Disabled, EV, cycle, motorcycle and passive, loading/ HGV compliance.	Planning; Developers; Transport	Local

Indicator	Target	Measured by	Delivery Partners	Local or National/ Statutory Indicator
Public Transport Accessibility	100% of new occupied dwellings within 500m access to bus services, with provision in line with the Council's Bus Strategy requirement	New or existing bus stops with active services within 500m of newly occupied dwellings	Transport operators	Local
Zero emission commercial vehicle infrastructure	Cumulative increase	Number of EV charging or alternative ZEV refuelling infrastructure access points dedicated for commercial vehicles	Transport operators	Local
Commercial vehicle parking provision	Net increase on spaces in line with increase in commercial floor space	Growth in the available number of HGV and other commercial vehicle parking provision in line with increase in commercial floor space	Transport operators	Local

Strategic Policy 10 – Circular economy and waste

Policy Aim

To support a circular economy and to enhance waste management.

Indicators & Targets

Indicator	Target	Measured by	Delivery Partners	Local or National/ Statutory Indicator
Circular Economy Activity Delivered by Communities	Increase in proportion of schemes delivering circular outcomes delivered by communities	Number/proportion of permissions, S106s delivering reuse/repair/sharing/materials reuse initiatives	Planning; Developers; Community groups; Waste contractors	Local
Facility throughput and utilisation	Throughput within acceptable range (e.g., 70–95% of permitted capacity)	Tonnes processed per facility per year; % of permitted capacity utilised by facility type	Waste Operators; Planning; Environment Agency	Local

Strategic Policy 11 – Minerals

Policy Aim

Supporting sustainable minerals use and timely site restoration.

Indicators & Targets

Indicator	Target	Measured by	Delivery Partners	Local or National/ Statutory Indicator
Cross boundary movements (imports/ exports)	No increasing reliance on external capacity; stable or reducing net exports/imports	Tonnes imported/exported by waste type and direction; % of arisings managed outside the Borough	Waste Services; Waste Operators; Neighbouring Authorities;	Local
Minerals Restoration	Sites restored	Number of currently active sites, number for which restoration is underway or has been completed	Planning; Minerals operators	National

Appendix 2 - **Housing Trajectory**

Local Plan Component	LP Reg 19 Allocation code	Address/ Site Name	Place	Green/Grey Belt (Y/N)	2024/25 - 2028/29	2029/30 - 2033/34	2034/35 - 2038/39	2039/40 - 2043/44	2044 onwards	Total Capacity
Strategic Site Allocation	SS01	Grays Shopping Centre, High Street	Grays	N	0	0	400	200	0	600
Strategic Site Allocation	SS02	Purfleet-on-Thames Regeneration	Purfleet-on-Thames	N	0	300	750	750	1,200	3,000
Strategic Site Allocation	SS04	Land west of East Tilbury	East Tilbury	Y	50	500	280	0	0	830
Strategic Site Allocation	SS05	Land west of Chadwell St Mary	Chadwell St Mary	Y	0	400	500	500	600	2,000
Strategic Site Allocation	SS06	Land west of Brentwood Road	Chadwell St Mary	Y	0	400	500	0	0	900
Strategic Site Allocation	SS08	Land to the north east of Corringham	Corringham	Y	120	600	580	500	200	2,000
Strategic Site Allocation	SS11	Land south of Aveley	Aveley	Y	0	400	200	0	0	600
Strategic Site Allocation	SS12	Land to the west of Romford Road	Aveley	Y	0	250	200	0	0	450
Strategic Site Allocation	SS13	Land south-east of South Ockendon	South Ockendon	Y	0	300	500	500	700	2,000
Strategic Site Allocation	SS14	Land north of South Ockendon	South Ockendon	Y	0	450	600	750	200	2,000
Strategic Site Allocation	SS15	Distribution Centre, Arisdale Avenue	South Ockendon	N	0	350	0	0	0	350
Strategic Site Allocation	SS17	West Horndon New Town	West Horndon	Y	0	800	1,450	1,750	6,000	10,000

Local Plan Component	LP Reg 19 Allocation code	Address/ Site Name	Place	Green/Grey Belt (Y/N)	2024/25 - 2028/29	2029/30 - 2033/34	2034/35 - 2038/39	2039/40 - 2043/44	2044 onwards	Total Capacity
Strategic Site Allocation	SS18	New settlement north of the A13	Lower Langdon & Corringham Park Farm	Y	0	600	1,300	1,500	1,600	5,000
Non-strategic Site Allocation	NS01	Blackshots Estate Redevelopment	Grays	Y/N	0	232	54	0	0	286
Non-strategic Site Allocation	NS02	Land adj. to Brookmans Avenue & north of Long Lane	Grays	Y	0	34	0	0	0	34
Non-strategic Site Allocation	NS03	Land north of Stifford Clays Road	Grays	Y	0	100	300	0	0	400
Non-strategic Site Allocation	NS04	Land east of the A1012	Grays	Y	0	200	0	0	0	200
Non-strategic Site Allocation	NS05	Land east of Malvern Road	Grays	Y	0	49	0	0	0	49
Non-strategic Site Allocation	NS06	Land north of Manor Road	Grays	N	0	43	0	0	0	43
Non-strategic Site Allocation	NS07	Whitehall Works, Whitehall Lane	Grays	N	6	0	0	0	0	6
Non-strategic Site Allocation	NS08	Telephone Exchange, Bradleigh Avenue	Grays	N	0	31	0	0	0	31
Non-strategic Site Allocation	NS10	Gas Valve Compound, Drake Road	Grays	N	0	18	0	0	0	18
Non-strategic Site Allocation	NS11	Rippleside Metalworks, Thames Road	Grays	N	0	170	0	0	0	170

Local Plan Component	LP Reg 19 Allocation code	Address/ Site Name	Place	Green/Grey Belt (Y/N)	2024/25 - 2028/29	2029/30 - 2033/34	2034/35 - 2038/39	2039/40 - 2043/44	2044 onwards	Total Capacity
Non-strategic Site Allocation	NS12	Crown Road & Darnley Road Car Parks	Grays	N	0	53	0	0	0	53
Non-strategic Site Allocation	NS21	Tilbury Football Club, Chadfields	Tilbury	Y	0	112	0	0	0	112
Non-strategic Site Allocation	NS22	Car Park, Coronation Avenue	East Tilbury	N	0	7	0	0	0	7
Non-strategic Site Allocation	NS23	Land adj. to and rear of George & Dragon Public House	East Tilbury	Y	110	120	0	0	0	230
Non-strategic Site Allocation	NS24	Land at East Tilbury Road	East Tilbury	Y	0	148	0	0	0	148
Non-strategic Site Allocation	NS25	Land at Linford Road & Turnpike Lane	Chadwell St Mary	Y	0	130	0	0	0	130
Non-strategic Site Allocation	NS26	Land at St Johns Road	Chadwell St Mary		0	37	0	0	0	37
Non-strategic Site Allocation	NS27	Garage site east of Vigerons Way	Chadwell St Mary	N	7	0	0	0	0	7
Non-strategic Site Allocation	NS28	11 River View	Chadwell St Mary	N	8	0	0	0	0	8
Non-strategic Site Allocation	NS29	Land north of B149 Wood View and River View	Chadwell St Mary	Y	0	80	0	0	0	80
Non-strategic Site Allocation	NS35	Land to the east of Butts Lane	Stanford-le-Hope	Y	0	190	0	0	0	190

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Non-strategic Site Allocation	NS36	Whitwell Court	Stanford-le-Hope	N	6	0	0	0	0	6
Non-strategic Site Allocation	NS37	Land to the rear of Fairview Avenue	Stanford-le-Hope	N	0	10	0	0	0	10
Non-strategic Site Allocation	NS38	Land at Wharf Road	Stanford-le-Hope	Y	0	200	100	0	0	300
Non-strategic Site Allocation	NS39	Land east of Rainbow Lane	Stanford-le-Hope	Y	0	200	230	0	0	430
Non-strategic Site Allocation	NS40	Land at Lyndhurst Road	Corringham	N	6	0	0	0	0	6
Non-strategic Site Allocation	NS41	Former Police Station, Gordon Road	Corringham	N	34	0	0	0	0	34
Non-strategic Site Allocation	NS42	The Springhouse	Corringham	N	0	100	0	0	0	100
Non-strategic Site Allocation	NS43	Land between Thames Haven Road & Rookery Hill	Corringham	Y	0	100	0	0	0	100
Non-strategic Site Allocation	NS44	Land west of Church Road	Corringham	Y	0	21	0	0	0	21
Non-strategic Site Allocation	NS47	Land west of Park Lane	Aveley	Y	45	45	0	0	0	90
Non-strategic Site Allocation	NS48	Former St Michael's Church Hall, Mill Lane	Aveley	N	9	0	0	0	0	9

Local Plan Component	LP Reg 19 Allocation code	Address/ Site Name	Place	Green/Grey Belt (Y/N)	2024/25 - 2028/29	2029/30 - 2033/34	2034/35 - 2038/39	2039/40 - 2043/44	2044 onwards	Total Capacity
Non-strategic Site Allocation	NS49	Land at former library & public hall, Purfleet Road	Aveley	N	16	0	0	0	0	16
Non-strategic Site Allocation	NS50	Former Prince of Wales Public House, West Road	South Ockendon	N	9	0	0	0	0	9
Non-strategic Site Allocation	NS51	Land & garages to rear of 20-24 and 34-44 Anton Road	South Ockendon	N	7	0	0	0	0	7
Non-strategic Site Allocation	NS52	Land adjoining Tamarisk Road	South Ockendon	N	38	0	0	0	0	38
Non-strategic Site Allocation	NS53	Land east of South Road & adj. to Echo Farm & Mollands Lane	South Ockendon	Y	25	44	0	0	0	69
Non-strategic Site Allocation	NS54	Former Culver Centre & land to rear, Daiglen Drive	South Ockendon	N	0	170	0	0	0	170
Non-strategic Site Allocation	NS55	Land east of South Road & north of Buckles Lane	South Ockendon	Y	0	70	0	0	0	70
Non-strategic Site Allocation	NS56	1 to 431 odds, Broxburn Drive	South Ockendon	N	33	0	0	0	0	33
Non-strategic Site Allocation	NS57	Jack O'Lantern Public House, Daiglen Drive	South Ockendon	N	17	0	0	0	0	17
Non-strategic Site Allocation	NS58	Belhus Park Boxing Club, Darenth Lane	South Ockendon	N	24	0	0	0	0	24

Local Plan Component	LP Reg 19 Allocation code	Address/ Site Name	Place	Green/Grey Belt (Y/N)	2024/25 - 2028/29	2029/30 - 2033/34	2034/35 - 2038/39	2039/40 - 2043/44	2044 onwards	Total Capacity
Non-strategic Site Allocation	NS62	Land north of Church Road	Bulphan	Y	0	16	0	0	0	16
Non-strategic Site Allocation	NS63	Land south of School Lane	Orsett	Y	0	50	0	0	0	50
Non-strategic Site Allocation	NS64	Land adj. to the Paddocks, Hillcrest Road	Horndon-on-the-Hill	Y	25	25	0	0	0	50
Total Allocations					595	8,155	7,944	6,450	10,500	33,644
Completions					407	0	0	0	0	407
Existing Commitments					455	0	0	0	0	455
Windfall sites projected at 100pa					0	400	500	500	0	1,400
					Total 2024/25 - 2028/29	**Total 2029/30 - 2033/34**	**Total 2034/35 - 2038/39**	**Total 2039/40 - 2043/44**	**2044 onwards**	
					1,457	8,555	8,444	6,950	10,500	
					Total in Plan Period			25,406		
					Overall Total			35,906		