

Projects	Description	HoT Outputs and Outcomes	Town Deal Offer	Estimated Development Cost	Notes	Advantages	Disadvantages
PROJECT 2: Active Riverfront Connectivity							
Project 2: Active Riverfront Connectivity	<p>Extend the continuity of the High Street to the riverfront. This route represents a 'central spine' connecting the north of the town centre, station gateway (separate underpass project) the riverside destination (Projects 2, 3, 4) and proposed jetty (Project 5).</p> <p>HoT Scope and Objectives: This Project aims for better connectivity and promotes active modes of travel. It will improve the legibility and sense of place south of Grays's town centre and the surrounding residential areas.</p>	<ul style="list-style-type: none"> Improved Pedestrian Routes - 1.8km New Table Crossing- 250sqm New Planting- c.150 trees New Lighting & Wayfinding- 50 new lights 	£ 100,000	£ -	<ul style="list-style-type: none"> Allocated budget of £100k will be sufficient only for wayfinding or improved crossing at the junction of High Street and Argent Street. The Board agreed to include the Active Riverfront Connectivity provision within other projects. 	<ul style="list-style-type: none"> Wayfinding addresses perception of connectivity to the river. 	<ul style="list-style-type: none"> Public realm and Thames Road crossing quality remain average
PROJECT 3: Grays Riverfront							
Project 3: Grays Riverfront	<p>Regenerate the riverfront and give it prominence with modern amenity and infrastructure. It will provide a quality environment and a publicly accessible beach reconnecting the community with nature and aiding a range of social benefits.</p> <p>TF HoT Scope and Objectives: This project will transform Grays's Riverfront into a welcoming destination with high levels of public amenity and easy access to the river foreshore.</p>	<ul style="list-style-type: none"> New beach- 1.11ha New Multi-use structures for events - c.50sqm Enhanced public spaces- 860 sqm New pedestrian paths 200m by 3.5m Number of visitors to arts, cultural and heritage events and venues- 30 000 pa 	£ 5,590,000	£ 7,096,436	<p>Risk exposure for all works affecting flood defences and in river</p> <ul style="list-style-type: none"> This currently includes only c.25% contingency provision and not the 50% to 60% contingency recommended by HM Treasury, Environmental Agency and TFDP Advisor (Arup) for marine works at this early stage of development. A further £1m to £1.5m contingency is recommended to increase the contingency provision to c.45% - 55% 	<ul style="list-style-type: none"> Transformational Scheme: An impactful landscape/public realm providing a strong foundation for future development. Direct and immediate benefit to the local community. 	
Project 3: Reduced Scope	<p>Reduced scope for the beach includes:</p> <ul style="list-style-type: none"> Vegetated shingle beach 30-35% reduction in height & areas of mounding to the north of flood barrier and 20% reduction in boardwalk length. <p>Omits:</p> <ul style="list-style-type: none"> Multi-use structures for events and enhanced public spaces (860m²). Culvert opened & naturalized. Mounding above the level of the flood wall. 	<ul style="list-style-type: none"> Omits imulti-use structures for events - c.50sqm Enhanced public spaces- 860 sqm (sunrise steps and other smaller spaces excluding the shingle beach) 	£ 5,590,000	£ 5,364,822	As above.	<ul style="list-style-type: none"> Direct and immediate benefit to the local community. 	<ul style="list-style-type: none"> Missed opportunity to create an impactful landscape/public realm. Limited impact of beach as the project is not complemented by new multi-use structures for events, enhanced public spaces or cultural venue. Transformative impact not be fully realised without the facilities to support events and enhanced public spaces. Less access points to beach.
Project 3: Provision for Incresing Height of Flood Defence by 0.5m to 1m	EA has highlighted the need to consider a 8m Above Ordnance Datum flood defence or to ensure necessary provisions are made to enable increase the height of flood defence at the later date. The scheme is currently designed to 7m and EA is seeking at least 7.5m now with the capacity to go up to 8m later.			£ 1,000,000	<ul style="list-style-type: none"> Both Marine Consulting Engineers, Beckett Rankine and TFDP Advisor (ARUP), were of the understanding that 7m AOD would be adequate. However, the Environmental Agency (EA) has highlighted the need to increase the flood defence height to at least 7.5m AOD on 13 June – this requirement has arisen from their ongoing Thames Estuary 2100 Plan review. Further clarification is required from EA, however acknowledging EA's statutory role, these costs are to be included at this stage. 		
Project 3: Provision to maintain flood storage capacity in the river.	Provision for localised realignment of the sea wall. to ensure no nett loss of flood storage capacity in the river.			£ 2,500,000	<ul style="list-style-type: none"> Please note that measures will be taken to mitigate these costs either through negotiation with EA and/or design. 		

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PROJECT 4: Grays Beach Park & Kilverts Field: Leisure Destination							
Project 4: Grays Beach Park & Kilverts Field: Leisure Destination	<p>Building on Project 2, this project seeks the upgrade and connection of existing open spaces and the riverfront. Grays Beach Riverside Park and Kilverts Field are public open spaces serving a wide community but suffer from a lack of facilities or activity. The area is to be made more visually permeable, create access up to the river and make existing amenity space more desirable through the provision of physical event infrastructure to enable provision of intergenerational activities all year round.</p> <p>HoT Scope and Objectives: This intervention seeks to embrace the natural uses of the riverfront further by connecting existing open spaces and the riverfront. The project seeks to achieve this through the provision of physical event infrastructure; small multi-use structures that can provide shelter and seating incorporating community-led public art displays, and; reconfiguring and extending the existing Lightship Café within Grays Beach to provide enhanced multi-use food and beverage offer for both visitors and the local community.</p>	<ul style="list-style-type: none">• Improvement to pedestrian access to Thames Road- 250m• New multi-purpose space for events / culture & arts- 14,000sqm• Enhanced café – 300sqm• Enhanced lighting- c.20	£ 4,570,000	£ -			
Project 4: Works excluding café	<p>Works include:</p> <ul style="list-style-type: none">• Upgrade to pedestrian paths & connections• Relocation of boat yard along Thames Road• Mounding from kilverts field to flood wall.• Manor Way surface car parking• Provision of physical event infrastructure - electric & data supply• Activity area <p>* Note: Upgrade to lightship cafe - see below for options</p> <p>Omits:</p> <ul style="list-style-type: none">• Woodland walk paths• Culvert cleared and replanted <p>Implications:</p> <ul style="list-style-type: none">• No additional activity offering.	<ul style="list-style-type: none">• Improvement to pedestrian access to Thames Road- 230m (these are the path from Thames road along the relocated boatyard)• New multi-purpose space for events / culture & arts- 14,000sqm - this is now a "natural" amphitheatre using the mounds on the north side of the flood wall with provision of electricity near area to be accommodate possible stage.• Enhanced café – 300sqm• Enhanced lighting- c.20		£ 3,417,437			
Project 4: Lightship Café Option A "REDEVELOPMENT"	<ul style="list-style-type: none">• New build in location closer to riverfront path, two storey building (350sqm enclosed space plus roof terrace and stairs 150sqm) <p>Implications:</p> <ul style="list-style-type: none">• Full impact: enhanced Food & Beverage (F&B) provision, natural surveillance on the floodwall path, full integration with outdoor performance space.			£ 2,503,269		<ul style="list-style-type: none">• Building designed to maximise integration within whole context and not just the play area - this will support the increased activation of the park and improve natural surveillance.• Improves security (particularly in the evening) by facilitating and encouraging activities in the area overlooking the beach.• Roof terrace offering views of the river.• Continuity of service maintained - Existing cafe can remain operational whilst the new facility is being built.	<ul style="list-style-type: none">• Cost (most expensive option)

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Project 4: Lightship Café Option B "REFURB + Food & Beverage (F&B) space on 1st floor + open roof terrace"	Works include: <ul style="list-style-type: none">• Refurb of exiting ground floor• Extend ground floor external walls vertically by 1m to accommodate height of new roof terrace (170sqm)• Additional F&B on the 1st floor (125sqm) Implications: <ul style="list-style-type: none">• Does not facilitate and encourage activities (particularly in the evening) in the area overlooking the beach.			£ 2,322,634		<ul style="list-style-type: none">• Roof terrace offering views of the river.	<ul style="list-style-type: none">• Missed opportunity to further improve security (particularly in the evening) by facilitating and encouraging activities in the area overlooking the beach.• Missed opportunity to activate evening economy.• Café services will have to be suspended while refurb works are undertaken.
Project 4: Lightship Café Option C "REFURB + OPEN ROOF TERRACE"	Works include: <ul style="list-style-type: none">• Refurb of exiting ground floor• Extend ground floor external walls vertically by 1m to accommodate height of new roof terrace (170sqm) Omits: <ul style="list-style-type: none">• Additional F&B on the 1st floor (125sqm) Implications: <ul style="list-style-type: none">• Views to the River from the terrace are possible but no additional F&B space is provided, no direct overlooking of boardwalk/ floodwall path (30m away)			£ 1,662,868		<ul style="list-style-type: none">• Roof terrace offering views of the river.	<ul style="list-style-type: none">• Missed opportunity to further improve security (particularly in the evening) by facilitating and encouraging activities in the area overlooking the beach.• No additional food & beverage offer.• Missed opportunity to activate evening economy and provide inter-generational food & drink offer for families.• Café services will have to be suspended while refurb works are undertaken.
Project 4: Lightship Café Option D "BASIC REFURB"	Works include: <ul style="list-style-type: none">• Refurb of existing ground floor Omits: <ul style="list-style-type: none">• Roof terrace and additional F&B Implications: <ul style="list-style-type: none">• No river views, no overlooking of boardwalk/floodwall path, and no additional F&B provision.			£ 1,205,515		<ul style="list-style-type: none">• Cheapest option among those analysed	<ul style="list-style-type: none">• Missed opportunity to further improve security (particularly in the evening) by facilitating and encouraging activities in the area overlooking the beach.• No additional food & beverage offer.• No river views (visual separation from the water is perpetuated).• Café services will have to be suspended while refurb works are undertaken.
PROJECT 5: Riverfront Activities Centre							
Project 5: Riverfront Activities Centre - 1,200m²	Provision of a dedicated 1,200m² (Gross Internal Area (GIA)) riverside activities centre. This will facilitate community use of the river for leisure and maritime activity and provide event and education space. TF HoT Scope and Objectives: The project seeks to provide a dedicated 1,200m² (Gross Internal Area) activities centre. This will establish a strong sense of place with the riverfront connecting with Grays's maritime identity, history, and culture.	<ul style="list-style-type: none">• Flexible Community & Leisure Space- 1200m²• New Businesses- at least 6• Number of visitors to arts, cultural and heritage events and venues- 5,000 pa	£ 3,040,000	£ 9,519,085	<ul style="list-style-type: none">• Planning consent may not be granted for new built on Kilverts Field due to objections from local residents with concerns around loss of green space and/or scale of new built.• Does not include provision for a BREEAM Excellent / Outstanding building.	<ul style="list-style-type: none">• Dedicated centre for maritime and leisure activities for the local community.	<ul style="list-style-type: none">• Massively exceeds the allocated budget.• Planning consent may not be granted for new built on Kilverts Field due to objections from local residents with concerns around loss of green space and/or scale of new built.• Competing offer in the Town Centre.

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Project 5: Riverfront Activities Centre Reduced Scope A - 510m²	<p>Riverside Activities Centre reduced to 510m² activities centre including:</p> <p>GROUND FLOOR</p> <ul style="list-style-type: none">• 180m² Multipurpose hall (18x10)• 70m² Storage• 15m² Reception• 8m² First aid• 30m² Changing facilities & public toilets• 52m² Circulation hanging facilities & public toilets <p>FIRST FLOOR</p> <ul style="list-style-type: none">• 85m² Event space (can be subdivided into 3x multi-purpose spaces• 20m² kitchen• 3 x 15m² Offices• 5m² Disc. WC <p>Omits:</p> <ul style="list-style-type: none">• Overall size reduced by 50%+ <p>Implications:</p> <ul style="list-style-type: none">• From a functional perspective the space would be delivering the change sought, however its quality and attractiveness could affect financial sustainability (as a combination of attractiveness/ rentability and maintenance costs).	<p>HoT only partially met with:</p> <ul style="list-style-type: none">• Flexible Community & Leisure Space <u>reduced to 510m²</u>• New Businesses- <u>may not be able to accommodate 6 new businesses. (this is now a more generic provision of 3 offices, which could accommodate at least 3 businesses).</u>• Number of visitors to arts, cultural and heritage events and venues- 5,000 pa (<u>the event space can continue to provide this</u>)		£ 4,936,642	<ul style="list-style-type: none">• Exceeds the allocated budget and Town Deal HoT output not met with 1,200m² new built reduced to 510m². Thus there will be a need to demonstrate that the scheme is still value for money.• Functional nature (<i>basic specification</i>) of the building may reduce rental attractiveness and consequently revenue generated which may impact its long-term financial sustainability.• Operational Maintenance Costs and Liability - Maintenance costs should minimal in the first few years and could then rise to between 1-3% of capital costs depending on specification and robustness of maintenance regime.• Planning consent may not be granted for new built on Kilverts Field due to objections from local residents with concerns around loss of green space and/or scale of new built.	<ul style="list-style-type: none">• Dedicated centre for maritime and leisure activities for the local community.	<ul style="list-style-type: none">• Functional nature (basic specification) of the building may reduce rental attractiveness and consequently revenue generated which may impact its long-term financial sustainability.• Exceeds the allocated budget and Town Deal HoT output not met with 1,200m² new built reduced to 510m². Thus there will be a need to demonstrate that the scheme is still value for money.• Planning consent may not be granted for new built on Kilverts Field due to objections from local residents with concerns around loss of green space and/or scale of new built.• Competing offer in the Town Centre.
Project 5: Riverfront Activities Centre Reduced Scope B - 526m² Basic Specification (22-06-22)	<p>Riverside Activities Centre reduced to 526m² activities centre with basic specification.</p>	<p>HoT only partially met with:</p> <ul style="list-style-type: none">• Flexible Community & Leisure Space <u>reduced to 526m²</u>• New Businesses- <u>may not be able to accommodate 6 new businesses.</u>• Number of visitors to arts, cultural and heritage events and venues- 5,000 pa.		£ 4,547,024	As above.	<ul style="list-style-type: none">• As above.	<ul style="list-style-type: none">• As above bar planning consent may not be granted for new built on Thames Road Car Park due to objections from local residents with concerns around loss of parking spaces.
Project 5: Riverfront Activities Centre Reduced Scope C- 526m² Enhanced Specification (22-06-22)	<p>Riverside Activities Centre reduced to 526m² activities centre with enhanced specification.</p>	As above.		£ 6,031,337	As above except a better built quality which would help support the financial sustainability (with a combination of attractiveness/ rentability and maintenance costs).	<ul style="list-style-type: none">• As above.	<ul style="list-style-type: none">• As above except a better built quality which would help support the financial sustainability (with a combination of attractiveness/ rentability and maintenance costs).
Project 5: Riverfront Activities Centre Reduced Scope D - 840m² (Combined Activities Centre and Lightship Café)	<p>Reduced scope plus 350sqm space for the café (-20sqm for the kitchen originally planned for the activities centre as it would be duplicated)</p>			£ 8,615,879	<p>In addition to the above:</p> <ul style="list-style-type: none">• Concentration of activities at one location (provides the critical mass to generate constant activity). Depending on the location, utilise the synergies with the pier to create a gateway.• More cost effective than delivering two separate buildings.• Depending on the location, the new facility may compete with existing F&B offer in the park - Presently there may not be sufficient demand to support 2 F&B offer on the	<ul style="list-style-type: none">• Concentration of activities at one location (provides the critical mass to generate constant activity). Depending on the location, utilise the synergies with the pier to create a gateway.• More cost effective than delivering two separate buildings.	<ul style="list-style-type: none">• Concentration of activities at one location (only part of the riverfront is active at certain times).• Depending on the location, the new facility may compete with existing F&B offer in the park - Presently there may not be sufficient demand to support 2 F&B offer on the riverfront.• Depending on the location - storage space for sport activities may end up being located far from open spaces (e.g. Killverts Field).

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PROJECT 6: Grays Town Jetty							
<p>Project 6: Grays Town Jetty</p> <p>Full Scope, ~ 235m</p>	<p>A new jetty, proactively planning for future river traffic and a major driver for economic activity and growth. It will provide new transport links by river consistent with the desire to make the Thames Estuary a more significant economic driver.</p> <p>TF HoT Scope and Objectives: This project will create a new Jetty to serve river bus services along the River Thames into and out of London and across the Thames into and out of Kent. The River Thames provides an under used resource for sustainable travel by river bus services for commuting and tourism with no river bus services currently operating in Grays.</p> <p>Description:</p> <ul style="list-style-type: none">• Functional river bus service pier only without facilities for the other riverfront users or general public. **Covered pontoon shelter included.• Overall reduction in TIP 1 jetty length by 115m; original length in to the river channel was 350m and is now ~235m. Berthing face of pontoon is 130m away from navigation channel.• Fixed access structure 3m wide which may not enable bench (seating) rest points along jetty.	<ul style="list-style-type: none">• Passenger Movements- 50,000 pa• Average time taken to travel to work by usual method of travel – 45 minutes	£ 6,600,000	£ 16,139,536	<ul style="list-style-type: none">• Pier benefits wider community through provision of transport links, however there is limited direct and immediate additional benefits to the wider local community.• Operational Maintenance Costs and Liability<ul style="list-style-type: none">- PLA licence fees (~£55K to £66K per annum), insurance, ongoing maintenance - annual structural inspection, etc...- This can be mitigated by granting a long lease to a river bus operator. That said, Thurrock will be ultimately responsible for the asset as owners.• Consider 50% to 60% contingency recommended by HM Treasury, Environmental Agency and TFDPA Advisor (Arup) for marine works at this early stage of development. Presently there is only c.30% contingency allowance.	<ul style="list-style-type: none">• A new transport gateway.• Provides Yacht Club access to safe sail area.• Located in front of existing moorings so minimises impacts on Yacht Club.	<ul style="list-style-type: none">• Significant operational maintenance costs and liability.• Moderate impact on Yacht Club moorings - loss of ~5% moorings.• Moderate navigational risk to moorings.
<p>Project 6: Grays Town Jetty -</p> <p>Reduced Scope A, ~ 190m</p>	<p>Description:</p> <ul style="list-style-type: none">• Functional river bus service pier only without facilities for the other riverfront users or general public. **Covered pontoon shelter included.• 45m shorter access structure. Berthing face of pontoon is 175m away from navigation channel.• Fixed access structure 3m wide which may not enable bench (seating) rest points along jetty.	<ul style="list-style-type: none">• HoT met.		£ 14,927,389	<ul style="list-style-type: none">• As above.• Canting brow gradient may exceed 1:12 at extreme tidal levels (circa twice per month). This may impact those with limited mobility but this is an acceptable restriction as extreme tidal conditions occur at midday and midnight - which avoid river bus service peak hours.	<ul style="list-style-type: none">• A new transport gateway.• Provides Yacht club access to safe sail area.	<ul style="list-style-type: none">• Significant operational maintenance costs and liability.• Moderate impact on Yacht Club moorings - loss of ~10% moorings.• Severe navigational risk to moorings.
<p>Project 6: Grays Town Jetty -</p> <p>Reduced Scope B, ~ 150m</p>	<p>Description:</p> <ul style="list-style-type: none">• Functional river bus service pier only without facilities for the other riverfront users or general public. **Covered pontoon shelter included.• 85m shorter access structure. Berthing face of pontoon is 215m away from navigation channel.• Fixed access structure 3m wide which may not enable bench (seating) rest points along jetty.• Requires ~4,700m³ ongoing maintenance dredging.	<ul style="list-style-type: none">• HoT met.	£ 6,600,000	£ 14,183,056	<ul style="list-style-type: none">• As above.	<ul style="list-style-type: none">• A new transport gateway.• Cheapest capital build option amongst those analysed (<i>but may not be financially sustainable in the longer-term</i>).	<ul style="list-style-type: none">• High operational maintenance costs. Maintenance dredging required every 2-3 years dependent on usage and river hydromorphology. Albeit unlikely, annual dredging may be required. Dredging costs estimated at £675K each time.• Difficult to lease or transfer asset with high maintenance liabilities to an operator or Community Interest Company.• Significant impact on Yacht Club's safe sail area and moorings - loss of ~25% moorings, lose access to safe sail area.• Severe navigational risk to moorings.

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Project 6: Grays Town Jetty - Reduced Scope C, ~110m	Description: <ul style="list-style-type: none">Functional river bus service pier only without facilities for the other riverfront users or general public. **Covered pontoon shelter included.125m shorter access structure. Berthing face of pontoon is 255m away from navigation channel.Fixed access structure 3m wide which may not enable bench (seating) rest points along jetty.Set behind the yacht club moorings.Requires ~25,000m³ ongoing maintenance dredging.	<ul style="list-style-type: none">HoT met.	£ 6,600,000	£ 15,703,921	<ul style="list-style-type: none">As above.Not a sustainable option.	<ul style="list-style-type: none">A new transport gateway.	<ul style="list-style-type: none">Unsustainable operational maintenance costs. Maintenance dredging required every 2-3 years dependent on usage and river hydromorphology. Albeit unlikely, annual dredging may be required. Dredging costs estimated at £2.95M each time.Significant impact on Yacht Club's safe sail area and moorings - loss of ~30% moorings, lose access to safe sail area.Severe navigational risk to moorings.
Project 6: Grays Town Jetty - Future-Proof Option	Description: Future-proofed with recreational use. <ul style="list-style-type: none">Provision for future double-deck loading structure. This will support commuter passenger growth, development of river freight and London Resort visitors.Fixed access structure (4m wide) which facilities bench rest points and supports recreational use - crabbing, fishing, etc...	<ul style="list-style-type: none">HoT met.	£ 6,600,000	£ 17,316,643	<ul style="list-style-type: none">Provides opportunity to attract private sector investment - London Resort, Thames Clipper, etc...This would be a transformative economic gateway which the community can enjoy and be proud of.	Maximise impact of pier from both functional and amenity perspective. The pier become a public space and an attractions at the end of the high street	<ul style="list-style-type: none">Moderate impact on Yacht Club moorings - loss of ~5% moorings.Moderate navigational risk to moorings.
Project 6: Grays Town Jetty - Lower Structure - (Reduced height on full scope)	As per TF Full Scope Jetty except: - main access structure level such that TYC dinghies cannot pass under	<ul style="list-style-type: none">HoT met.	£ 6,600,000	£ 16,094,080	Not a viable option. <ul style="list-style-type: none">Minor saving due to reduced pile height (~50k saving)		
Project 6: Grays Town Jetty - Floating Pontoon Option	<ul style="list-style-type: none">Functional river bus service pier only without facilities for the other riverfront users or general public.Overall reduction in TIP 1 jetty length by 115m; original length in to the river channel was 350m and is now ~235m. Berthing face of pontoon is 130m away from navigation channel.Floating walkway access structure.Canting brow reduced to circa 30m.Covered pontoon shelter included.	<ul style="list-style-type: none">HoT met.	£ 6,600,000	£ 15,664,147	Not a viable option. This price is based on floating modular pontoon units such as by Pontoon & Dock / Versadock or similar. These have a lower design life (~10yrs) but can be cost effective. Longer design life modular options can be explored but will be in the same cost range.		
Project 6: Jetty Enabling Works (Optional Extra / Alternative Option)	Enhanced public realm; extending the river walk and connecting more effectively with the Town Wharf			£ 1,650,000			