

# Thurrock

## Local Development Framework



### **Core Strategy and Policies for Management of Development (as amended)**

Adopted January 2015



**By a decision of Thurrock Council dated 28 January 2015 the policies and supporting text of the *Thurrock Core Strategy and Policies for Management of Development 2011* are amended as follows:-**

Following publication of the NPPF, the Council have identified a number of policies in the Core Strategy and Policies for Management of Development DPD (adopted in December 2011) that require amendment in order to remain consistent with the NPPF.

This Focused Review amends certain policies to which amendments could be taken forward without the need to prepare additional evidence. These policies are: CSSP5, CSTEP8, CSTEP23, CSTEP25, CSTEP26, CSTEP27, CSTEP28, CSTEP31, CSTEP32, PMD1, PMD2, PMD4, PMD6, PMD7, PMD10, PMD12, PMD15, PMD16. On adoption of the Focused Review, the previous adopted versions of these policies are replaced by the amended versions. New Policy OSPD1 is also added.

All other policies of the Core Strategy and Policies for Management of Development DPD remain unchanged. The Examination of the Focused Review: Consistency with National Planning Policy Framework (NPPF) did not endorse any of the unchanged policies as being consistent with the NPPF. The Council intend to prepare a Local Plan for the Borough which will include a full review of all of the policies in the Core Strategy and Policies for Management of Development DPD.





## FOREWORD

Dear reader,

This document is the Adopted Core Strategy and Policies for Management of Development, Development Plan Document for Thurrock; the “Core Strategy” for short.

The Adopted Core Strategy addresses many issues affecting local people. The policies cover spatial development issues in relation to education, health, community safety, energy management, sustainable development, climate change and flood management. It also contains policies on more traditional but important planning activity such as housing, employment, leisure and sport, natural and historic environment and community facilities.

In light of the challenge of climate change we have strengthened our environmental policies and standards to ensure that future generations will not pay a heavy price for our increased prosperity.

We have strengthened the Core Strategy to reflect the changed economic conditions in Thurrock and set out our new vision for the future. The Core Strategy’s vision re-emphasises the need for the regeneration and renewal of Thurrock’s communities to be on a truly sustainable basis whilst protecting the Green Belt and conserving environmental assets within the Borough.

The Core Strategy is the most important step to date towards the creation of Thurrock’s long-term Spatial Development Plan. Thurrock is going through a period of significant change, which will see growth in jobs, homes, and infrastructure to support the needs of local people now, and for generations to come.

The Core Strategy is the foundation for future work on developing detailed policies for all types of development sites and areas of change such as Purfleet, the proposed Lakeside Regional Town Centre and London Gateway Port.



A handwritten signature in black ink that reads "Andy Smith". The script is cursive and fluid.

Councillor Andy Smith  
Portfolio Holder for Housing and Regeneration



# **THURROCK BOROUGH COUNCIL**

## **THURROCK LOCAL DEVELOPMENT FRAMEWORK**

### **Thurrock Core Strategy and Policies for Management of Development**

#### **Development Plan Document**

#### **Consistent with National Planning Policy Framework**

#### **Framework Local Plan (as amended)**

**ADOPTED January 2015**



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# Thurrock

## Local Development Framework

**Adopted Core Strategy and Policies  
for Management of Development**



## **Chapter 1**

**INTRODUCTION AND  
OVERVIEW**





## **A SPATIAL STRATEGY FOR THURROCK: THE “CORE STRATEGY”**

- 1.1 This Core Strategy and Policies for Management of Development, Development Plan Document (Core Strategy) is a strategic document providing broad guidance on the scale and distribution of development and the provision of supporting infrastructure. It sets out the spatial vision, spatial objectives, the spatial development strategy and policies for Thurrock to 2026 and beyond together with a monitoring and implementation framework.
- 1.2 The Strategic Policies set out in the Core Strategy relate to housing, employment, communities, transport, the natural and built environment, climate change, water, waste and minerals.
- 1.3 The Thurrock Core Strategy also contains the policies and standards for the Management of Development. These policies set out the criteria against which planning applications for the development and use of land and buildings will be considered to ensure that development occurs in the most appropriate location.

### **Supporting the Sustainable Community Strategy**

- 1.4 The Core Strategy directly supports the delivery of the Thurrock Sustainable Community Strategy by ensuring that land and sites are made available for health, education, open space, industry and housing, together with improved accessibility to these facilities by all sections of the community.

## **THE NEW SYSTEM - THURROCK’S LOCAL DEVELOPMENT FRAMEWORK**

- 1.5 The Core Strategy is part of the wider **Local Development Framework (LDF)** for Thurrock. The LDF is the current system of development plans in England that was introduced by the Planning and Compulsory Purchase Act 2004. The Local Development Framework will replace the existing adopted Thurrock Borough Local Plan (1997). The LDF is made up of 2 types of **Local Development Documents**:

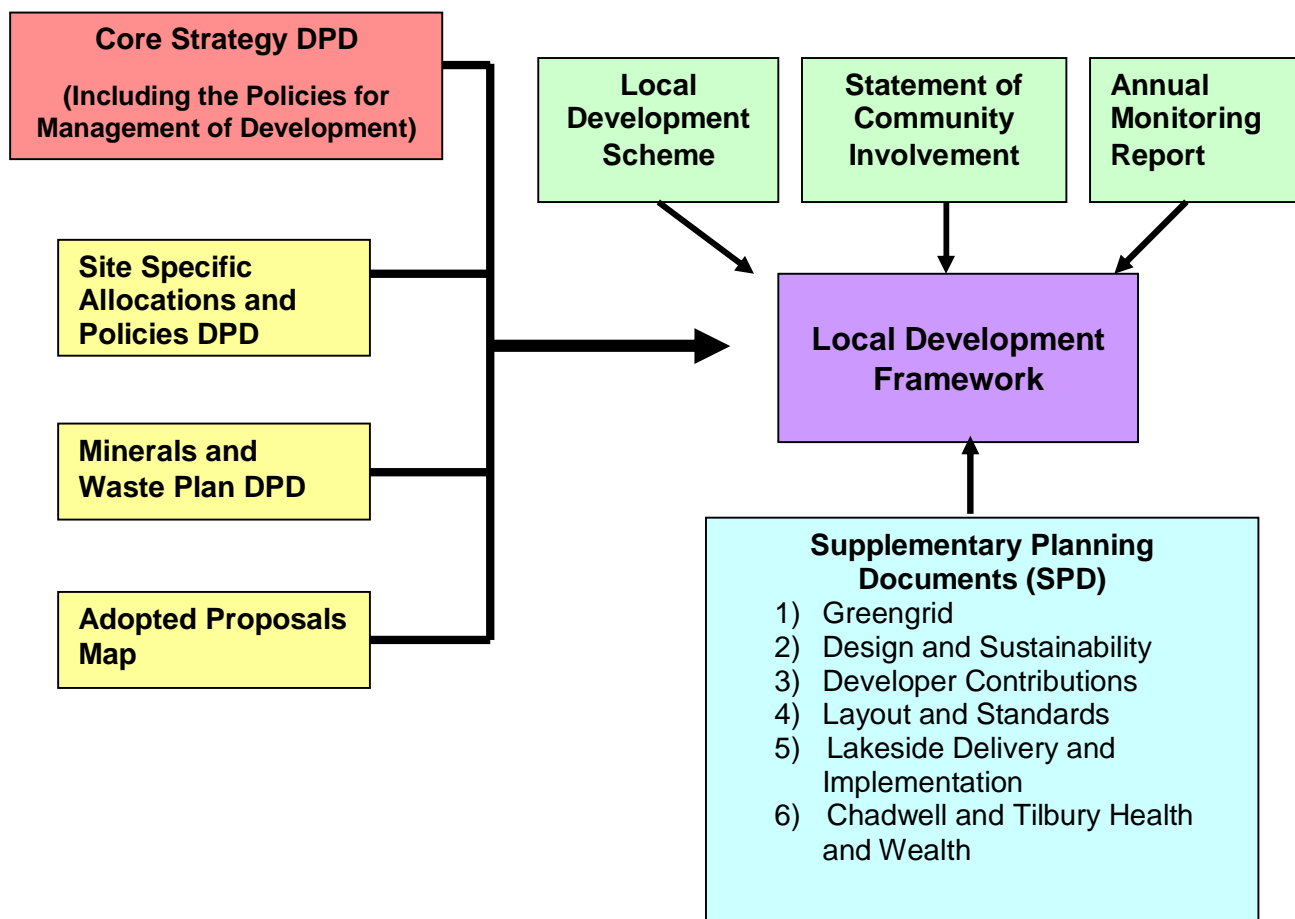
- 1) **Development Plan Documents (DPD)** - A Development Plan Document has to be independently tested by a Government inspector and carries full weight in relation to planning applications. They include information of key development goals set out within the LDF. Thurrock’s DPDs include:

- The **Core Strategy** is the overarching Development Plan Document (DPD) that provides the strategic framework for the other components of the LDF.
- The **Site Specific Allocations and Policies DPD (including Lakeside)** will set out the sites that will deliver the Core Strategy spatial strategy, policies and targets.
- The **Minerals and Waste DPD** will contain policies and sites for these two specialist topic areas.
- The **Adopted Proposals Map** shows the location and boundaries of adopted policies and proposals contained in the Development Plan. The Proposals Map will be updated on the adoption of each Development Plan Document.

- 2) **Supplementary Planning Documents (SPDs)** - Provide further guidance to support policies in the Development Plan Documents.

Figure 1/Table 1 illustrates where the Core Strategy fits into the LDF.

**Figure 1/Table 1** – Role of the Core Strategy within the Local Development Framework for Thurrock



Three other documents will be included in the Council's LDF folder. These are:

- The **Statement of Community Involvement (SCI)**. This will specify how the Council will involve stakeholders and the local community in the process of preparing Local Development Documents. It has been subject to independent testing.
- The **Local Development Scheme (LDS)**. This sets out details of each of the Local Development Documents to be produced by the Council, and the timescales and arrangements for its preparation.
- The Council must produce an **Annual Monitoring Report (AMR)**. This will review progress in the previous 12 months in terms of production of Local Development Documents and the implementation of policies.

## THE CORE STRATEGY- STRUCTURE OF THE DOCUMENT

- 1.6 This chapter sets out the structure and content of each chapter within the Core Strategy and provides information on previous consultation.
- 1.7 Chapter Two sets out a summary of the key strategies, policies and programmes that have helped shape Thurrock's Core Strategy. Some of the key plans and programmes include the East of England Plan (EERA 2008) at the regional level, and also more local level documents such as Thurrock's Sustainable Community Strategy and plans and strategies formulated by the Thurrock Thames Gateway Development Corporation.
- 1.8 Chapter Three sets out the long-term Spatial Vision for guiding future development and land use in Thurrock. This section aims to provide a portrait of Thurrock in 2026 and beyond. This section also sets out Thurrock's Strategic Spatial Objectives and highlights the key locations in the Borough.
- 1.9 Chapter Four sets out the **Core Strategic Spatial Policies (CSSP)** which ensure that the Spatial Vision and Objectives are delivered.
- 1.10 Chapter Five sets out the **Core Strategic Thematic Policies (CSTP)** which deal with the themes in the CSSPs and details how the Council intends to ensure the best outcomes are delivered.
- 1.11 Chapter Six sets out the **Policies for Management of Development (PMD)**. The Council will use these policies to assess planning applications. These policies are not strategic, but are aimed to ensure that all development within the Borough meets certain criteria and contributes to the achievement of the overall vision of the Core Strategy.
- 1.12 Chapter Seven sets out Thurrock's **Monitoring and Implementation Framework**. This chapter seeks to set out the key mechanisms that the Council will employ to maximise the opportunities for the successful delivery of the Core Strategy.
- 1.13 **Appendices** include a list of the evidence base for the Core Strategy, relevant strategies, policies and guidance, standards and relevant maps.
- 1.14 The **Glossary** contains the definitions and abbreviations utilised throughout the document.

## **MONITORING AND IMPLEMENTATION FRAMEWORK**

- 1.15 The Policies set out in this Plan are designed to promote the co-ordinated delivery of strategies in Thurrock that have been prepared by the Council and other regional, sub-regional and local organisations and groups. The Monitoring and Implementation Framework sets out how the Council intends to ensure the successful delivery of the Strategic Spatial Objectives and how the Council will monitor the effectiveness of the Core Strategy and supporting documents within the Thurrock Local Development Framework. The Council publishes an Annual Monitoring Report that sets out the progress on delivery of the LDF.

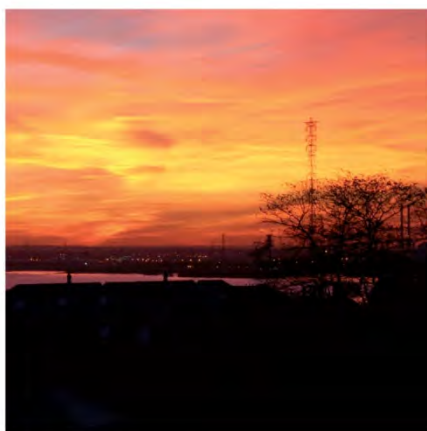
## **SUSTAINABILITY APPRAISAL AND APPROPRIATE ASSESSMENT**

- 1.16 The Thurrock Core Strategy must be informed by a Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) which are carried out at all stages of its production. The purpose of SEA/SA is to promote environmental protection and contribute to the integration of environmental, social and economic considerations into the preparation and adoption of the Core Strategy, with a view to promote sustainable development. An Appropriate Assessment (AA) is also a statutory requirement that relates to the impact of the Core Strategy's spatial strategy and policies on the EU designated Ramsar site along the Thurrock riverside.
- 1.17 The Council has formulated this Plan in parallel with an SEA/SA and AA. The SEA/SA and AA have contributed towards the reasoning behind and the refinement of the policies set out in the Plan. The Council has published the Independent SEA/SA/AA Environmental Report to accompany this Plan. It highlights the economic, environmental and social implications of adopting the proposed strategic option and associated policies.

# Thurrock

## Local Development Framework

**Adopted Core Strategy and Policies  
for Management of Development**



## Chapter 2

POLICY CONTEXT





## **Introduction**

- 2.1 This chapter summarises some of the key plans and strategies that have informed the Local Development Framework and this Core Strategy document in particular. A list of all relevant strategies and policy guidance is provided in Appendix 1.

## **NATIONAL STRATEGIES, POLICIES AND GUIDANCE**

### **Central Government's Sustainable Communities Plan 'Building for the Future'**

- 2.2 Thurrock is within the Thames Gateway, the biggest of four growth areas outlined in the Government's Communities Plan 'Building for the Future', launched in February 2003. The Thames Gateway is a national priority area for social and economic regeneration. The Government defines sustainable communities as being "places where people want to live and work, now and in the future". To ensure that sustainable communities are appropriately delivered throughout England, the Government has identified eight sustainable community components;
- Active, inclusive and safe
  - Well run
  - Environmentally sensitive
  - Well designed and built
  - Well connected
  - Thriving
  - Well served, and
  - Fair for everyone
- 2.3 Thurrock Council wants to ensure that the strategic vision, objectives and accompanying policies embrace these sustainable community components and address Thurrock's particular challenges and needs.

### **National Planning Policy Guidance and Statements**

- 2.4 National Government is currently revising and replacing Planning Policy Guidance notes (PPGs) with Planning Policy Statements (PPS). PPGs and PPSs explain the statutory requirements of policy and provide guidance to local authorities on planning policy and the planning system. They deal with specific topics including housing, employment, waste, transportation and the natural and built environment.

### **White Paper: 'Planning for a Sustainable Future'**

- 2.5 National Government has also formulated a range of White Papers. Key to the planning process is 'Planning for a Sustainable Future' White Paper (DCLG, May 2007). This recognises the important role that planning plays and highlights some of the key challenges that

planning is increasingly facing. It suggests the possible role that the planning system can have in addressing challenges including:

- Climate change
- Sustainable economic development
- Increasing housing supply
- Protecting and enhancing the environment and natural resources
- Improving our local and national infrastructure, and
- Maintaining energy supply.

## **REGIONAL STRATEGIES, POLICIES AND GUIDANCE**

### **East of England Plan – The Revision to the Regional Spatial Strategy for the East of England (May 2008)**

2.6 The Government Office for the East of England published the adopted East of England Plan in May 2008. It forms the top tier of the statutory development plan. The East of England Plan also contains the Regional Transport Strategy. It provides a consistent framework to inform the preparation of Local Development Documents (including the Core Strategy), local transport plans, regional and sub-regional plans and programmes that impact on the development and land use activities. The key implications for Thurrock that are set out in the East of England Plan include the following –

- The Thurrock Urban Area (stretching from Purfleet in the west to Tilbury and Chadwell St Mary in the East) has been identified as a key centre for development and change;
- Thurrock Urban Area is also allocated as a strategic employment site;
- Essex Thames Gateway (which includes a substantial part of Thurrock) has been deemed a priority area for regeneration;
- The indicative job growth target for Thurrock between 2001-2021 is 26,000 new jobs;
- The Plan promotes inter-regional and intra-regional and business clusters such as environmental technologies stretching from Essex to Cambridgeshire and supports the delivery of locally important clusters;
- The Plan highlights that Thurrock Council should plan for the delivery of housing for at least 15 years from the date of adoption of the relevant Development Plan Document (e.g. Core Strategy) and that Thurrock should plan for a minimum of 18,500 new residential dwellings between 2001-2021;
- Essex Thames Gateway including the London to Southend on Sea corridor has been identified as a transport investment priority;
- The Thames Chase Community Forest should be targeted for woodland creation.

Two Single Issue Reviews of the East of England Plan were subsequently undertaken. The policy implication of the Single Issue Review of Gypsies and Travellers (Adopted July 2009) and the Single

Issue Review of the Thurrock Key Centre of Development and Change (Lakeside Basin Review) has been incorporated directly into Thurrock's Core Strategy.

## SUB REGIONAL STRATEGIES, POLICIES AND GUIDANCE

### Thames Gateway – Delivery Plan

2.7 This is the first Delivery Plan for the Thames Gateway. The Thames Gateway Interim Plan, in November 2006, set out the vision for the Gateway, recognising its unique identity as an area with a proud past and a vibrant economic future. The Delivery Plan seeks to confirm the commitment to support the Thames Gateway vision, by outlining clear priorities and funding. The key aims for the Thames Gateway sub-region, which are also of importance for Thurrock, include:

- Building a vibrant economy – with at least 225,000 new jobs throughout Thames Gateway. It is important to create conditions so local people can access these jobs and the success is monitored.
- Improve the quality of life for residents of the Gateway – by providing 160,000 good quality homes at all levels of affordability for existing and new communities, reviving town centres, improving public services and providing a better environment through the Thames Gateway Parklands programme; and
- Establishing the Gateway as an eco-region – leading the way for the rest of the country in low-carbon and sustainable regeneration.

## CROSS- BOUNDARY ISSUES

2.8 The Core Strategy complies with parts 4.16 and 4.45 of PPS12 that relate to spatial planning not being constrained to Local Planning Authority boundaries and to be coherent with the Core Strategies prepared by neighbouring authorities in the following ways:

- **Regional policy context:** The Core Strategy has been prepared within the regional policy framework set out in the RSS East of England Plan as have the Core Strategies of all adjoining local authorities. This has ensured that the cross-boundary dimension relating to all the high-level strategic planning issues have been effectively co-ordinated with adjoining local authorities through the RSS processes.
- **Regional and sub-regional partnerships, agencies and delivery bodies:** The Core Strategy policies and their supporting texts, where appropriate, refer to the relevant regional, county and sub-regional partnerships, agencies and delivery bodies; their Strategies, Technical Studies and Delivery Plans that underpin the policies. The relevant policies therefore take full account of cross-boundary issues.
- **Sub-regional and Thurrock Council Technical Studies:** As appropriate, policies are informed by and set within the relevant

sub-regional strategies and their under-pinning studies e.g. South Essex Greengrid, Essex Biodiversity Action Plans, South Essex Strategic Housing Market Assessment, South West Essex NHS Vision, South Essex Rapid Transit, Thames Gateway South Essex Partnership Delivering the Future, Thames Estuary 2100 Plan, South Essex Catchment Flood Management Plan, etc. This ensures that cross-boundary issues are woven into the fabric of the technical evidence base that informs the policies from the outset.

- **Thurrock Council Technical Studies:** The Core Strategy Policies are informed by and founded on an extensive body of Thurrock Council Technical Studies and Strategies. All Studies and Strategies take account of cross-boundary issues, where relevant, as part of their brief.
- **Monitoring and Implementation Framework:** Chapter 7 sets out the Monitoring and Implementation Framework for the Core Strategy that clearly demonstrates the role of regional and sub-regional partner organisations, agencies and bodies and relevant Indicators.

## LOCAL STRATEGIES

### Thurrock Sustainable Community Strategy

- 2.9 A revised Thurrock Sustainable Community Strategy (SCS) was approved in November 2009, prepared by the Local Strategic Partnership, 'Shaping Thurrock'. It envisaged that by 2020, Thurrock will be at the dynamic heart of the Thames Gateway, a place of ambition, enterprise and opportunity, where communities and businesses flourish and the quality of life for local people is continually improving. To achieve this vision, five priorities are identified:

1. To improve the education and skills of local people.
2. To encourage and promote job creation and economic prosperity.
3. To ensure a safe, clean and green environment.
4. To provide high quality and accessible public services.
5. To build pride, respect and responsibility in Thurrock's communities and its residents.

### Local Area Agreement (LAA)

- 2.10 The LAA is a partnership document and successful delivery against the ambitious targets agreed with Government is dependent on the co-operation and contributions of a range of lead and contributing partners. The seven crosscutting themes of the LAA were designed to address the objectives of Thurrock's Sustainable Community Strategy. The themes outlined in the LAA include:

1. Sustainable Growth;

2. Positive Image of Thurrock;
3. Reaching Your Potential;
4. Embracing Change and Difference;
5. Supporting the Vulnerable;
6. Reducing Inequality; and
7. Leisure and Healthy Living.

### **Thurrock Sustainable Development Strategy and Framework**

2.11 Thurrock Council has developed a Sustainable Development Strategy and Framework to embed the principles of sustainable development into the local context. The Council's overarching objective is to "Ensure the principles of Sustainable Development underpin Physical and Social Regeneration in Thurrock". The Council will achieve this by:

- Mainstreaming the Government's guiding principles for sustainable development into local strategy and policy making through the Sustainable Development Framework.
- Appraising the Thurrock Sustainable Community Strategy against local sustainability objectives.
- Identifying local priorities and actions to help achieve UK shared priorities through the Sustainable Development Strategy.

2.12 The Council's Local Development Framework will be the key Statutory Development Plan, setting out how the spatial and land-use dimensions of the Thurrock Sustainable Development Strategy will be delivered.

### **Thurrock Transport Strategy**

2.13 Thurrock Council published its Transport Strategy in November 2008. The Transport Strategy sets out how improvements will be delivered between 2008 and 2021, establishing ways in which congestion, road safety, air quality and better access to services can be tackled. The Transport Strategy will also provide the main strategic focus for the third and fourth Local Transport Plans and will influence the on-going delivery of the second Local Transport Plan to 2010. The Transport Strategy has guided the Core Strategy Transport and Access Policies.

### **Thurrock Thames Gateway Development Corporation**

2.14 In February 2003 the Office of the Deputy Prime Minister (now Communities and Local Government (CLG)) announced that, as part of the Government's Sustainable Communities Plan, an Urban Development Corporation would be established in Thurrock to drive forward the regeneration of the area. The Thurrock Thames Gateway Development Corporation (TTGDC) became a legal entity in October 2003 and became operational from January 2004.

- 2.15 The TTGDC has a remit to facilitate the growth, development and regeneration of Thurrock. The expectation is that this will drive a significant increase in housing provision as well as improvements in employment and education. The TTGDC formally received development control powers from 12th October 2005 and has responsibility for dealing with significant planning applications and Master Planning.
- 2.16 The TTGDC prepares a range of Masterplans, Strategies and Frameworks that help shape Thurrock's Local Development Framework and specifically the Core Strategy. The relevant plans, policies and programmes produced by the TTGDC that are of particular relevant to the Core Strategy include:
- Thurrock Spatial Plan – August 2007;
  - Regeneration Framework – Autumn 2005;
  - Building a New Thurrock – Sharing the Vision;
  - Purfleet Centre Development Framework – June 2009;
  - Aveley and South Ockendon Masterplan – November 2007;
  - South Grays Design Brief – July 2008;
  - East Thurrock Masterplan - Nov 2009;
  - South Stifford Framework - Oct 2008;
  - Lakeside Basin and West Thurrock Masterplan - Nov 2008;
  - North Grays Design Brief – Jan 2009;
  - South East Thurrock Masterplan.

The TTGDC is also developing Masterplans for other parts of the borough including:

- Grays Town Centre Masterplan;
- North Grays Masterplan

### **Sustainability Appraisal and Appropriate Assessment**

- 2.17 Sustainability Appraisal is a mandatory process under the Planning and Compulsory Purchase Act 2004 for the production of Local Development Frameworks. The Thurrock Council Core Strategy requires a Strategic Appraisal that incorporates the dual statutory requirement of both Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA). The purpose of SA/SEA is to promote environmental protection and contribute to the integration of environmental, social and economic considerations into the preparation and adoption of plans, with a view to promoting sustainable development.
- 2.18 The SA/SEA is an important component of the evidence base and has been prepared and consulted on in parallel with the Core Strategy. At various stages in the production of the Core Strategy, parts of SA/SEA were published. These stages of SA/SEA publication are outlined in table 2.

**Table 2** – Highlighting the Stages and Content of the SA/SEA Production for Thurrock's Core Strategy

<b>Stage of SA/SEA</b>	<b>Sustainability Appraisal/Strategic Assessment – Adopted Scoping Report (November 2005)</b>
<b>Information</b>	The first stage of the Sustainability Appraisal included the production of the Scoping Report. The Scoping Report for Thurrock covers the Core Strategy and Site Specific Allocations and Policies Development Plan Documents. The framework and methodology will be utilised to assess the Development Plan Documents. The Scoping Report was subject to consultation.
<b>Stage of SEA/SA</b>	<b>Sustainability Appraisal of the Core Strategy and Policies for Control of Development and Site Specific Allocations and Policies Development Plan Documents (July 2006)</b>
<b>Information</b>	The Interim Sustainability Appraisal relates to the Issues and options Consultation for the two Development Plan Documents. It assesses whether the objectives and proposals set out in the Issues and Options Development Plan Documents contribute to the principles of sustainable development.
<b>Stage of SEA/SA</b>	<b>Sustainability Appraisal/Strategic Assessment for the Preferred options Core Strategy and Control of Development and Site Specific Allocations and Policies Development Plan Documents – December 2007</b>
<b>Information</b>	Similarly to previous Sustainability Appraisals this assessment relates to both Preferred Options Development Plan Documents. It identified the impacts of the emerging Development Plan Documents on the economy, the community and the environment. It also suggests approaches that may be adopted to avoid and reduce any adverse impacts arising from the Development Plan Documents. The assessment also highlights methods that may be implemented to maximise positive impacts. The appraisal included a Health Impact Assessment (HIA) and Equality Impact Assessment (EqIA). A separate Appropriate Assessment was also undertaken and consulted on at this stage.

- 2.19 A further assessment of the Submissions Core Strategy has also been undertaken and published alongside the Submissions Core Strategy. This Sustainability Appraisal Report and Appropriate Assessment (under the Habitat Regulations) include an assessment of policies where appropriate. This report also demonstrates how the Submissions Core Strategy has been informed by the Preferred Options Core Strategy Sustainability Appraisal (2007).

### **The Evidence Base**

- 2.20 Thurrock Council has been compiling information to support the preparation of the Local Development Framework. This information is known as the 'evidence base'. The evidence includes information on



the social, economic and environmental characteristics of Thurrock. Thurrock's Spatial Strategy, policies and approaches outlined in the Core Strategy are based on an understanding of our needs within the Borough, identified through the evidence base. The evidence base also assists in determining and assessing the constraints and what is feasibly deliverable throughout the plan period. A comprehensive list of Thurrock's evidence base for the Submissions Core Strategy is outlined in Appendix 1.

# Thurrock

## Local Development Framework

**Adopted Core Strategy and Policies  
for Management of Development**

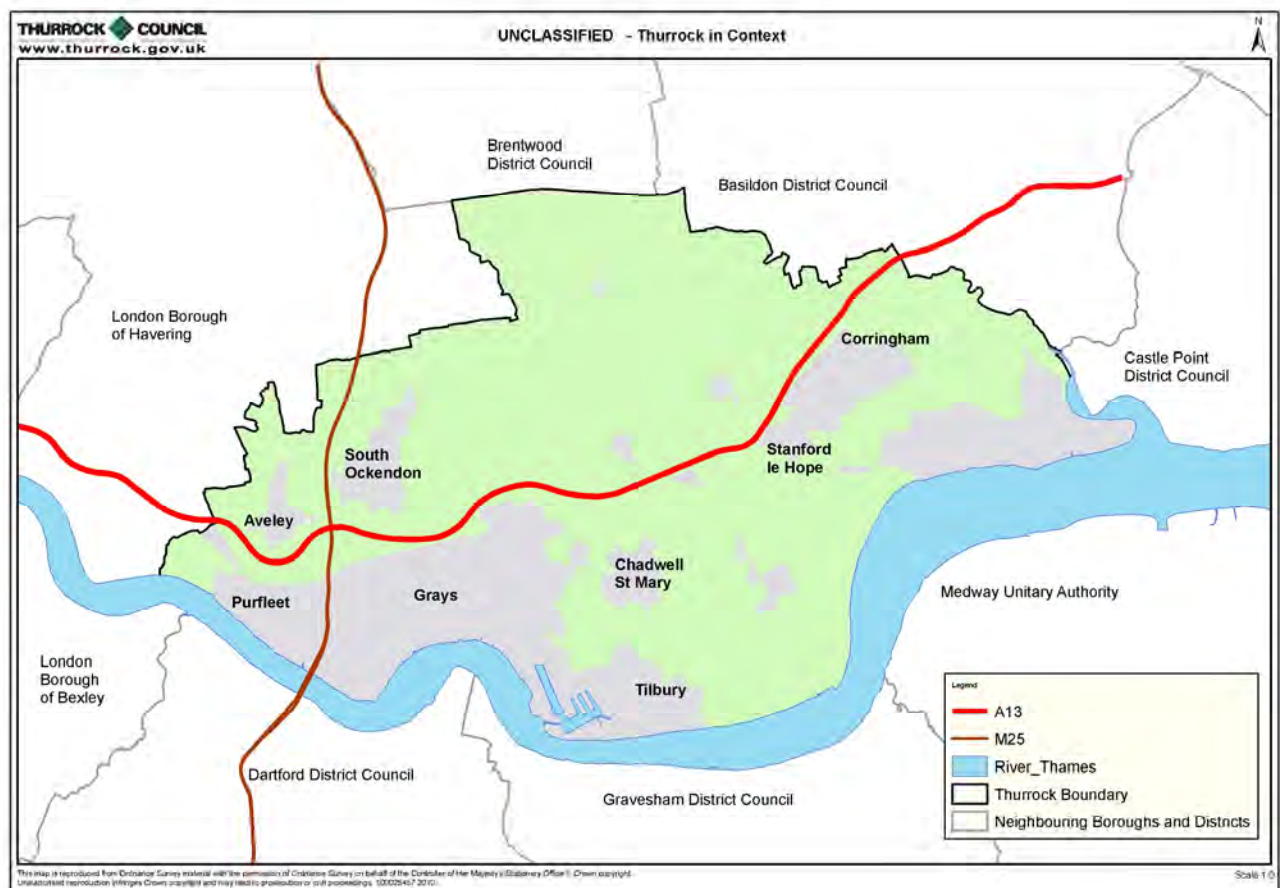
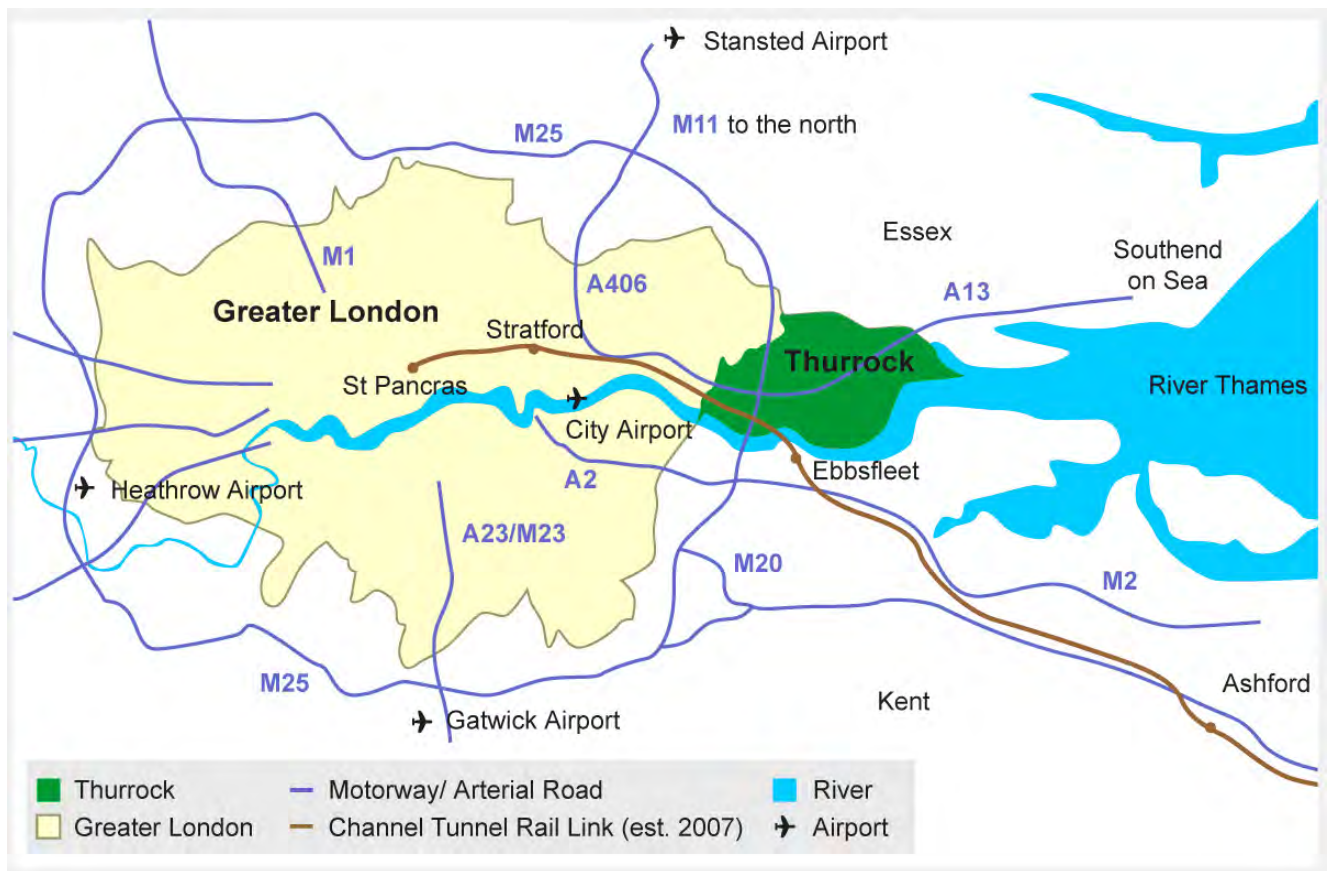


## **Chapter 3**

### THE FUTURE OF THURROCK



## Thurrock and the Wider Area



## **CHARACTERISTICS OF THURROCK**

- 3.1 This section of the Core Strategy provides information about Thurrock, including characteristics and the key drivers of change, to help put into context the 'Spatial Vision' and Strategic Objectives that follow.
- 3.2 Thurrock is situated north of the Thames, twenty miles east of central London, in South Essex, and has a population of approximately 157,000. The Borough covers 165 sq km and has a diverse range of land uses and associated environmental issues. More than half of the land in Thurrock is designated Green Belt and it has over 18 miles of riverfront.
- 3.3 Much of the riverside area of Thurrock is highly urbanised, with a mixture of industrial and residential development at the western and eastern ends. The Borough has a number of main settlements, including Grays, Stanford-le-Hope, Corringham, South Ockendon and Tilbury, together with a number of villages in the Green Belt. Thurrock also contains the relatively new community of Chafford Hundred and also the Lakeside Regional Shopping Centre, located west of Grays and east of the M25.
- 3.4 Thurrock has a diverse and thriving economy, with retail, public services and manufacturing as dominant employment sectors. The Government has, in recent years, approved a major port and employment development at the former Shell Haven refinery site. The East of England Plan, adopted in May 2008, and the South Essex Thames Gateway Partnership reinforces this by promoting Thurrock as a 'world leading logistics centre'.
- 3.5 Thurrock benefits from a good location in terms of transport. The M25 and A13 act as strategic crossroads of national importance. Regular rail services operate between London and Southend on Sea, serving seven stations and the Channel Tunnel Rail Link passes through the Borough. The existing Port of Tilbury provides international connections for both passengers and freight.
- 3.6 Thurrock has more than 60% of its land in the Green Belt. Some of the Green Belt throughout Thurrock is also of considerable nature conservation and landscape value. The Borough has sites of international and national importance for nature conservation including a Ramsar site and 12 Sites of Special Scientific Interest. There are 7 Conservation Areas and 241 Listed Buildings.
- 3.7 Further information about the population of Thurrock, where they live and where they work, is given in the Profile of Thurrock at [www.thurrock.gov.uk](http://www.thurrock.gov.uk). Further information on these topics is available in the Council's Annual Monitoring Report and the Sustainability Appraisal.

## KEY DRIVERS OF CHANGE

3.8 This section highlights the key positive and negative social, economic and environmental issues that are facing Thurrock now and that are anticipated for the future.

1. **Population and Household Growth** – The growth of Thurrock's population has exceeded regional and national growth since 1991. Thurrock is a designated growth area within the Thames Gateway. Future growth is projected to continue to outstrip national and regional rates due to a combination of indigenous growth and net inward migration. The Office for National Statistics (ONS) has predicted that the population of Thurrock will reach 183,200 in 2031, an increase of 34,300 population (23%) over a 25 year period from 2006. This is according to 2006 based population projections based upon previous trends. The implications of this population growth include the need for substantial further housing development, improved social, green and transportation infrastructure, increased capacity of waste recovery facilities and demand for water. Thurrock needs to plan to accommodate at least an additional 18,500 new homes over the period 2001 to 2021 and up to a further 4750 dwellings to 2026 and beyond in order to provide a 15-year supply to meet Government requirements.
2. **Ageing Population** – Thurrock is expected to experience a significantly ageing population due to longer lives, falling birth rates and ageing of the baby boom generation. For example, the proportion of people aged over 65 will increase by 13,800 people (a 71% increase) and people aged over 85 will more than double, increasing by 3,100 people (a 141% increase). An ageing population has serious implications for the Local Development Framework as it is important that future housing development is adaptable to the needs of the ageing population and adequate health care provision is appropriately planned for and delivered.
3. **Ethnic Population** – Thurrock has lower proportions of men and women from minority ethnic communities than the national average. In 2001, the census showed 4.7% (6729) of Thurrock's population to be from non-white groups compared with 9.1% across the Country as a whole. Asian/Asian British is the largest ethnic group at 2%. In 2007, it is estimated that the ethnic population has risen to 9.0%.

The implication for the Local Development Framework is that it is important that the policies adopted are flexible, to ensure that the needs of a more ethnically diverse population are appropriately addressed throughout the Plan period.

4. **Deprivation** - Thurrock's ranking in the Indices of Multiple Deprivation has improved from 113<sup>th</sup> in 2000, to 124<sup>th</sup> in 2007 (Deprivation/Thurrock Analysis, 2007). This is two places lower (less deprived) than from the 2004 survey (122<sup>nd</sup>). Despite this increase, there are still deep pockets of deprivation in some wards. The Indices of Multiple Deprivation



shows that Thurrock has 24% of identified communities in the lower quartile, 62% in the medium quartiles and 14% in the upper quartile. Five of the identified communities are in the 10% most deprived areas of England and 12 are in the 20% most deprived areas. The most deprived communities have the highest levels of crime and anti-social behaviour, poor health and increased instances of school-age pregnancies. In Thurrock, 21 identified Super Output Areas (SOAs) are within the 10% most deprived areas in England for education, skills and training, while 48 SOAs are within the 20% most deprived areas.

The most deprived wards in Thurrock include Tilbury St Chads, Grays, Belhus, Chadwell St Mary, Ockendon and West Thurrock. The Council therefore aims to ensure that the Local Development Framework assists in narrowing the gap between rich and poor, by supporting these communities, improving their access to affordable homes, health and community facilities and integrating the principles of “Secured by Design” into all new developments to help reduce crime and anti-social behaviour.

5. **Incidences of Crime** – Evidence demonstrates that the overall crime rate in Thurrock continues to fall. There were over 1,000 less crimes in 2008/09 than in 2007/08, a 9% reduction which is in line with the national decline in crime rate. However, although the proportionate rate of crime is declining, the perceptions of anti-social behaviour in the Borough are worse than the national average although reported anti-social behaviour is decreasing. In 2008/9 serious acquisitive crime was recorded at 21 per 1,000 households and assault with injury 60.2. The Council therefore aims to ensure that the Local Development Framework facilitates and promotes the delivery of high quality design, where the principles of “Secured by Design” are integral to all new development throughout the Borough.
6. **Educational Attainment** – The Council has concluded that raising attainment levels in schools is a key priority for Thurrock. Evidence demonstrates that the qualifications and skills profile in Thurrock is improving but remains below the national average. It is therefore important that the Local Development Framework seeks to facilitate and promote the development of existing and new educational and training establishments. Improved educational attainment and training within the Borough will also stimulate a more diverse economic base, through growth in the cultural industries and knowledge sectors. There is currently a lack of a major higher education facility in Thurrock: The Core Strategy addresses this major deficit in tandem with improving access to further education. The Core Strategy will address the educational and training needs of both existing and the new communities arising from population growth, including reinvestment in primary and secondary schools.
7. **Healthy Living and Inequalities** – The health of Thurrock’s residents is generally comparable to national trends. The proportion of Thurrock’s population living in disadvantage is quite low at just over 10%, however

life expectancy of those residents is 8 years less than those living in more affluent areas. There is an identified lack of a major centre providing integrated medical services and the network of health centres throughout Thurrock needs to be progressively extended and upgraded. Throughout Thurrock there are 46 GP surgeries with a total of 62 GPs. Many of the GP's operate as single practitioners. The spatial distribution of surgeries is uneven with two clusters in central Grays and central Tilbury. There is an identified lack of GPs in the West Thurrock and the Purfleet area. There is also a shortage of nurses and health visitors within the Borough. It is therefore important that the spatial distribution of development planned within Thurrock addresses current deficiencies as well as additional requirements to ensure adequate health provision for existing and future communities.

- 8. Industrial and Occupational Structure** – Thurrock's economy is centred on distribution, hotels and restaurants, public administration, retail and transport and communication. Local people employed in professional occupations increased from 6.3% to 8.3% between 2008 and 2009 and those employed as associate professionals or in technical occupations increased from 11.25% to 12.6% during the same period. The less skilled occupations experienced a decline over the same period: - Distribution, hotels and restaurants (39%), Public administration, education and health industries (17%) and Transport and communications (14%). The implications for the Local Development Framework are that there is a need to diversify Thurrock's economic base to provide the local community with more training and employment opportunities in the identified growth sectors.

Evidence suggests that the VAT registered business stock in the Borough has grown by 40% since 1997, which is higher than the national rate (21%). VAT registered business stock at 2007 was 3,620. Since 2007 there has been a global economic restructuring that has affected parts of Thurrock's economy. However the indications from regional forecasting are that Thurrock's economy will continue to grow over the long-term period to 2026 with retail, transport and communities, health and public administration being the key growth sectors.

The implication for the Local Development Framework is that it is important that policies aim to ensure that growth in local businesses is supported and promoted. Overall, the Core Strategy aspires to help secure an additional 26,000 jobs in Thurrock over the period 2001 – 2026, in conformity with the East of England Plan, mainly located within the five strategic employment growth locations.

- 9. Retail Centres and Local Centres** – Within Thurrock, Grays is the major town centre, but only received 10% of comparison goods spend in 2007, a decline from 11% in 2000. Grays was the dominant retail centre in the Borough until the opening of Lakeside Shopping Centre in 1990. Lakeside Shopping Centre has ten times more floor-space than Grays. Grays is the administrative centre for Thurrock and the focus



for service and cultural facilities. Of the local centres, Corringham and South Ockendon are the largest, with a greater proportion of comparison goods in Corringham than South Ockendon. There is an identified need to promote the further diversification and development of Lakeside as a strategic employment location, whilst securing the health and vitality of Grays, through the promotion of the cultural, knowledge, retail, and public services sectors.

- 10. Heritage Assets** – Throughout the Borough of Thurrock there are seven Conservation Areas located within the following areas; Horndon-on-the-Hill, Corringham, Orsett, Fobbing, Purfleet, West Tilbury and East Tilbury. Other heritage assets within the Borough include Listed Buildings, Scheduled Monuments and the Registered Park at Belhus. All these provide a strong and positive contribution to local distinctiveness and character and should be maintained, enhanced and respected.
- 11. International National, Regional and Local Designated Sites for Nature Conservation** – Thurrock has 1 Ramsar Site and 12 Sites of Special Scientific Interest. 57% of these sites are classified by Natural England as in a favourable condition. There are 70 Local Wildlife Sites, with further potential sites identified. The Borough also has 2 designated Local Nature Reserves at Linford Wood and Grove House Wood. Within the Borough there are 2 Special Landscape Areas classified for their landscape importance in a regional and countrywide context: the Mardyke Valley and Langdon Hills. The Historic Buildings and Monuments Commission for England has classified Belhus Park as an Historic Park. The implication for the Local Development Framework is that it is important that the location, type and scale of development planned within Thurrock is in keeping with the designated sites, does not impact negatively on them and, where possible, positively enhances their quality.
- 12. Waste** – Evidence suggests that recycling and composting of household waste in Thurrock is improving. The proportion of household waste recycling and composting has increased from 4% in 2003/04 to 30% in 2008/09. The Council recognises that recycling and composting of household waste should be promoted to reduce the utilisation of landfill. The Council concludes that the design and layout of residential and commercial development should facilitate sustainable waste disposal, with due consideration given to recycling and composting. Commercial and industrial waste arisings are significant and Thurrock still receives a sizeable amount of London's waste. Land-fill capacity is limited and all other options for waste recovery and disposal must be addressed.

## **THURROCK SPATIAL VISION FOR 2026**

- 3.9 This Plan will guide and deliver the regeneration of Thurrock, consolidating the approach to regeneration developed by the Shaping Thurrock Partnership. The Borough will become by 2026 a place where residents are provided with the education and skills to capture a wide range of local jobs, where the range of jobs is expanded to provide high quality employment with facilities and places that all members of the community can use and enjoy.
- 3.10 The regeneration of Thurrock will be concentrated in five regeneration areas (as described below), with the nature of growth in each designed to create the establishment and maintenance of new purpose and identity. Purfleet will have a new centre with a thriving community at its heart and Lakeside will be transformed into a Regional Centre (town centre) providing a range of retail, leisure, employment, housing and new transport facilities. Grays will be an administrative centre and will include municipal, education, health and leisure facilities catering for Thurrock's communities. Tilbury Town Centre will be an eco-quarter and an expanded Port of Tilbury and London Gateway Port will be some of the UK's leading ports, providing employment, investment and facilities that benefit Thurrock as well as the sub-region.
- 3.11 The Council and its regeneration partners will prioritise efforts to bring about the transformation of Lakeside into a Regional Centre and in doing so, will create an image, re-shape perceptions and consequently encourage and drive forward inward investment. The level of investment in Lakeside by both private and public sectors will create confidence throughout the Borough.
- 3.12 The Borough's 26,000 planned new jobs will be derived from a combination of expansion of existing employers and new business start-ups, although the majority will come from inward investment. The jobs will broaden the range of skills to include management, administrative and technology based work with a significant contribution made by creative industries following the successful establishment of the Royal Opera House Production Park within Thurrock. Further evidence on the emergence of this sector will be found throughout the Borough, but notably at the Bata Estate at East Tilbury.
- 3.13 This level of investment will drive demand for new housing. The Local Development Framework provides for over 18,500 new homes by 2021 and up to a further 4750 dwellings to meet provision to 2026 and beyond with an emphasis on achieving a more balanced housing supply, providing greater numbers of family houses to rectify the present lack of supply of family housing and the deficit of Band D and above dwellings.
- 3.14 To facilitate employment and housing growth, the Council will develop and strengthen the role of education within the Borough. The flagship

will be a thriving Learning Campus located in Grays, with Further Education and Higher Education facilities. It will operate on a 'hub and spoke' model – being linked to the National Skills Academy for Creative and Cultural Skills at the Royal Opera House Production Park, a new Logistics Academy at London Gateway and businesses throughout the sub-region. These schemes will be serviced by new and redeveloped secondary schools that offer a range of Academy, Federated and Independent places.

- 3.15 In delivering unprecedented levels of employment and housing growth by 2026, considerable attention will be given to maintaining the environment and creating community identity. The Borough will have moved from a haphazard pattern of land use to a series of distinct communities. Place making will result in recognisable centres, many of which will establish new connections to the river frontage (in Purfleet, Grays and Tilbury) and will be well related through some of the best Green Grid facilities in the Region.
- 3.16 By the end of the Plan period, Thurrock will be a place where investors are confident and communities are successful. Thurrock lies at the centre of the Thames Gateway and will be an exemplar of how growth can effectively achieve the regeneration of places and communities.

### **THURROCK - KEY CENTRE FOR DEVELOPMENT AND CHANGE (THE THURROCK URBAN AREA)**

- 3.17 The great majority of new housing, employment and associated infrastructure will be located within the Thurrock Urban Area Key Centre for Development and Change extending from Purfleet to Tilbury/Chadwell. This will provide approximately up to 10,000 of the additional homes and 15,000 additional jobs and improved community infrastructure sites on Previously Developed Land (i.e. brownfield sites).
- 3.18 The Council has identified five key Regeneration Areas and key strategic Economic Hubs, which focus development on the Thurrock Urban Areas (KCDC) and the London Gateway site. Smaller scale development is also identified for the outlying settlements.

### **REGENERATION AREAS**

- 3.19 The Key Areas of Regeneration and Growth Locations are:

1. Purfleet
2. Lakeside/West Thurrock
3. Grays
4. Tilbury
5. London Gateway (employment only)

## **1. Purfleet**

- 3.20 Regeneration will be founded on the development of a mix of dwellings, employment and community facilities focused around a new centre adjoining the railway station and riverside. Approximately 3,000 new homes will be built in a variety of dwelling types and there will be a Neighbourhood Renewal project for the Garrison Estate and wider regeneration of Purfleet delivered through the Purfleet PRIDe Strategy.
- 3.21 There will be a new Neighbourhood Area at the southern end of Botany Way adjoining the station, with a Community Hub Centre, a Health Centre, school and shopping facilities.
- 3.22 High quality mixed-use and small business development will be encouraged at Botany Way and west of the railway station. Cultural industries, including the Royal Opera House project, will be located on a site at High House Farm. There will be additional employment sites at the northern and eastern ends of Purfleet.
- 3.23 Public access to and along the riverfront will be improved and new urban open spaces will be provided as part of the Greengrid network. There will be a new road link connecting London Road with the Purfleet by-pass to improve access and traffic flow.

## **2. Lakeside/West Thurrock**

- 3.24 The great majority of new housing, employment and associated development in the Borough will be located in the Lakeside/West Thurrock Regeneration Area. A mix of 3,300 new dwellings will be located to the south and east of Lakeside; new Neighbourhood Areas will be developed at West Thurrock and South Stifford including community and health facilities, primary schools and shopping facilities.
- 3.25 The Lakeside Basin will be transformed into a Regional Centre (town centre), and, together with the wider area, will provide between 7,000 and 9,000 jobs. Development will include a substantial expansion of retail floorspace (50,000 sqm net of comparison floorspace) to serve sub-regional needs and additional convenience and service retail, office and leisure floorspace to broaden the mix of uses. There will be an additional 3,000 dwellings, improved open space, and more community and health facilities.
- 3.26 The transport network will be redesigned with improved accessibility east and west to Lakeside Shopping Centre from the A13, a relocated bus station and environmental improvements surrounding the Shopping Centre, including road and parking alterations.
- 3.27 The Plan proposes the provision of a new railway station at West Thurrock, introduces the South Essex Rapid Transit and will ensure pedestrian access will be improved, including north-south access from

the river through Lakeside and West Thurrock to the Green Belt and beyond to South Ockendon.

- 3.28 There will be improved public access to and along the riverfront at Wouldham Works and West Thurrock. New urban open spaces will be incorporated, as part of the Greengrid network

### **3. Grays**

- 3.29 Grays will be modernised and regenerated as the key Civic, Cultural and Education centre in the Borough. There will be provision of approximately 2,600 additional dwellings of different types and 1600 jobs including commercial offices in and around Grays. A new commercial and residential quarter will be developed to the south of the railway.
- 3.30 Grays will be a focus for education with the location of HE/FE Open Learning Campus in the town centre and new schools around the town centre. A new Community Hospital and further community facilities will be located in the northern part of the town centre.
- 3.31 Cultural facilities will be improved, including the Thameside Theatre and refurbishment of the State Cinema. Shopping facilities will be retained and improved including redevelopment and refurbishment of certain sites.
- 3.32 A new Transport Zone will be developed around the station including an improved railway crossing. The pedestrian environment will be improved, including better links between north of the railway line and the south and the riverfront.
- 3.33 There will be new housing-led development in Titan Pit area with community facilities, and development of a Sports Hub area in North East Grays (including Blackshots).

### **4. Tilbury**

- 3.34 Tilbury is a key location for employment in the Borough and will provide between 1,600 and 3,800 additional jobs in logistics, port and riverside industries. Port-related employment land is located to the north of Tilbury.
- 3.35 Approximately 1000 new dwellings over the longer term will also be built in Tilbury, together with improved health and community facilities. Major renewal of housing and local facilities in the centre will take place to create an eco-quarter that is also sustainable in a flood-risk zone.
- 3.36 The land between Tilbury and the riverside will be enhanced and opportunities for appropriate re-use and refurbishment of Listed Buildings and green linkage between the urban area and the river pursued. The landscape setting of Tilbury Fort and approaches to it will be enhanced. There will be further development of cultural facilities and

industry based upon the riverside development and cultural heritage of the riverside.

- 3.37 Public access and informal recreation along the riverside will be improved. There will be improvements to transport links. A Strategic Lorry Park will be developed to the north of Tilbury on Tilbury Marshes.

## **5. London Gateway/Corringham and Stanford-Le-Hope**

- 3.38 There will be a major logistics, import-export based employment development at London Gateway with 11,000 to 13,000 jobs created to secure the long-term future of the industry in Thurrock. Development of ancillary, associated and spin-off employment activities will take place on the wider employment site, including a strategic lorry park. There is also potential scope for large-scale high quality campus style relocation or inward-investment business developments.
- 3.39 New homes will be provided mainly on Previously Developed Land (brownfield) at Corringham and Stanford-le-hope. There will be some Green Belt land release around Stanford-le-hope.
- 3.40 There will be improved community facilities including refreshed schools and an improved and enhanced town centre of Stanford-le-hope.

## **OUTLYING SETTLEMENTS**

### **Outlying settlements south of the A13**

- 3.41 There will be some limited housing development at East Tilbury and Chadwell St Mary together with some improved local facilities. There will be a focus of mixed use development within East Tilbury to regenerate the centre. Cultural and leisure facilities will be developed at the riverside at East Tilbury.

### **Outlying settlements north of the A13**

- 3.42 South Ockendon/Aveley will be a focus for regeneration including provision for a limited number of approximately 2,100 additional homes underpinned by enhancement of community infrastructure and services including an expanded and refurbished school.
- 3.43 Other villages will be a focus for conservation and enhancement of the built environment under-pinned by enhancement of community infrastructure and services. The Strategy will not include any planned Green Belt release at these settlements.

## **THE GREEN BELT**

- 3.44 Except for the limited specific planned land releases set out below, there will be no strategic scale release of Green Belt land in general conformity with the Regional Spatial Strategy East of England Plan.

Where limited local scale land release is required for the planned developments, the overall schemes will provide for measures to enhance the surrounding Green Belt and incorporate design features that reinforce and secure defensible Green Belt boundaries that are sustainable into the long term.

- 3.45 The Council will support the relocation of a school currently located within the Green Belt at the North Grays Broad Location as complementary development to the proposed new Sports Hub and the relocation of a college to Grays Learning Campus town centre site. The vacated sites will be available for housing development. The Council will release land within the Green Belt if required on the urban edge of Stanford-Le-Hope for dwellings and at Corringham to provide for a new replacement secondary school. Recent planning consent granted on appeal has released Green Belt land for housing at Batafield in East Tilbury and Land at Aveley.
- 3.46 There will also be specific, defined Green Belt land release to meet a strategic requirement for additional employment land north of Tilbury, on Tilbury Marshes, including a Lorry Park.

## **STRATEGIC SPATIAL OBJECTIVES**

- 3.47 To achieve the Spatial Vision for the Borough of Thurrock it is essential that the Core Strategy includes Strategic Spatial Objectives (SSOs). The Core Strategy's policies will deliver the SSOs.
- 3.48 The Council consulted on the SSOs in July 2006 and January 2008. The SSOs set out below reflect the comments expressed by the local community.
- 3.49 Appendix 2 demonstrates the relationships between the SSOs and the Thematic Policies in Chapter 5.

**Table 3 – Core Strategy Strategic Spatial Objectives**

Reference	Strategic Spatial Objectives
<b>SSO1</b>	Achieve sustainable communities in Thurrock with regeneration and growth focused in the existing urban areas (Purfleet, Lakeside/West Thurrock, Grays, Aveley/South Ockendon, Tilbury, Stanford-Le-Hope, Corringham) with high quality mixed developments and higher density in locations accessible to existing and planned public transport and other non-car modes of travel.
<b>SSO2</b>	Increase prosperity and employment growth in Thurrock in the five strategic Economic Hubs of Purfleet, Lakeside/West Thurrock, Grays, Tilbury and London Gateway whilst seeking a sustainable balance between housing and jobs growth across the Borough supported by integration and phasing with existing and planned transport and community infrastructure.
<b>SSO3</b>	Support local business, attract inward investment and diversify the Thurrock economy into high skill logistics, cultural and environmental industries and additional public services to provide improved skills and jobs for local people by providing for land and sites of appropriate type and location.
<b>SSO4</b>	To provide for sufficient sustainable housing to meet the sub-regional and regional requirement for Thurrock and provide for a mix of type, tenure and affordable housing to meet local people's need, including family homes and smaller homes to meet lifetime need.
<b>SSO5</b>	Create a safe, healthy, accessible and inclusive environment for the community of Thurrock through high quality design led development and open space.
<b>SSO6</b>	Secure and make provision for health and education, and other community facilities that will enhance Thurrock's community wellbeing by addressing current deficits and the requirements arising from new development focused on the urban areas (Purfleet, Lakeside/West Thurrock, Grays, Aveley/South Ockendon, Tilbury, Stanford-Le-Hope, Corringham).
<b>SSO7</b>	Plan for provision of transport and utility infrastructure that will support and underpin a sustainable level of development in new and existing communities and address current deficits to include key interchanges at Grays and Lakeside.
<b>SSO8</b>	Promote and diversify the role of Lakeside as a regional centre for employment, housing, retail and leisure. Enhance the vitality and character of Grays as a major administrative, civic, cultural, educational and retail centre. Maintain existing local centres in the Borough for retail and community facilities. Provide some new



	local neighbourhood facilities.
<b>SSO9</b>	Promote participation and pride in culture and sport, leisure and recreation activities in Thurrock by the provision of sites and safeguarding of facilities to include Sports Hubs at Belhus and Blackshots and key flagship leisure at Lakeside.
<b>SSO10</b>	Provide in Thurrock a safe transport system that supports accessibility, manages the need to travel, and encourages the use of more environmentally friendly modes of transport such as cycling, walking and public transport.
<b>SSO11</b>	To sustain and enhance the open character of the Green Belt in Thurrock and only allow development in very special circumstances.
<b>SSO12</b>	Protect and enhance the natural, historic and built environment including biodiversity, landscape character, Conservation Areas, Listed Buildings, Scheduled Monuments and other heritage assets and open space through positive improvement.
<b>SSO13</b>	Develop the Greengrid network of biodiversity sites, historic sites, green infrastructure and open spaces linking existing and new communities, the urban areas to countryside and access to the river. Provide new open spaces, improve the accessibility of existing open spaces and ensure safe connecting routes and corridors linking them.
<b>SSO14</b>	Promote sustainable development in Thurrock through the prudent use of water and other natural resources, sustainable design, methods and materials, and integration of land-use with the maximum re-use of land.
<b>SSO15</b>	To ensure an adequate supply of minerals by promoting the use of secondary and recycled aggregates; safeguarding sites for their importation; and by safeguarding and identifying resources for future extraction to maintain at least a seven year landbank of permitted reserves, whilst seeking to minimise the impact on the environment.
<b>SSO16</b>	To achieve a reduction of waste at source through promotion of the waste hierarchy, whilst securing a sustainable network of waste facilities to provide self-sufficiency for Thurrock waste focused within the Thurrock Urban Area and a reduction of imported waste from London into the Borough in accordance with regional apportionment.
<b>SSO17</b>	To minimise the impact of climate change by supporting the provision of renewable and low carbon energy sources in Thurrock and ensuring that new development incorporates climate change adaptation.

<b>SSO18</b>	To reduce and manage the risk of flooding to and from development through its location, layout and design.
<b>SSO19</b>	To safeguard and enhance the Thurrock riverside and coastal land for its various roles as a key asset of the Borough: as a haven for wildlife, a cultural and heritage environment, providing for leisure and recreation at Grays and East Tilbury and for port – related activity at Tilbury, London Gateway and other locations. To provide land for flood risk management including new/relocated habitats across the Borough.

## CORE STRATEGY POLICIES

3.50 The Council has developed policies at four levels:

- ***Overarching Sustainable Development Policy*** – sets out the Council's commitment to the sustainable growth and regeneration of Thurrock's communities through a presumption in favour of sustainable development. This policy is set out in full as the final section of this chapter as the scene-setter and overarching policy context for the spatial, thematic and Management of Development policies that follow in the subsequent chapters.
- ***Core Strategic Spatial Policies*** – deal with the overall spatial distribution, broad locations and key strategic schemes for development that will deliver the Spatial Vision for Thurrock. Chapter 4 sets out in full the five Core Strategic Spatial Policies.
- ***Core Strategic Thematic Policies*** – deal with each important theme or topic in turn and set out in detail how the Council intends to ensure the best outcomes are delivered. Chapter 5 sets out in full the thirty-three Core Strategic Thematic policies.
- ***Core Strategic Policies for Management of Development*** – which in conjunction with the Thematic and Strategic Spatial Policies are the basis for the determination of planning applications for the development and use of land and buildings.

### **OSDP1 – PROMOTING SUSTAINABLE GROWTH AND REGENERATION IN THURROCK**

Thurrock Council is committed to promoting sustainable growth in Thurrock that serves to regenerate its communities by proactively engaging with developers to deliver high quality sustainable development schemes across all types of land uses and facilities.

Thurrock Council, when considering development proposals, will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in Thurrock. Working pro-actively to find solutions will be achieved by measures such as encouraging applicants to hold early pre-application discussions and through the use of Planning Performance Agreements and Local Development Orders in appropriate circumstances.

Planning applications that accord with the policies in this Core Strategy, (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

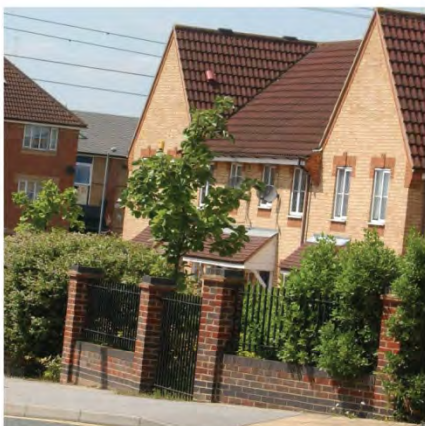
- (i) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- (ii) Specific policies in that Framework indicate that development should be restricted.

The presumption in favour of sustainable development does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered, planned or determined.

# Thurrock

## Local Development Framework

**Adopted Core Strategy and Policies  
for Management of Development**



## **Chapter 4**

### **SPATIAL POLICIES**



## INTRODUCTION

**Core Strategic Spatial Policies** - These policies set out the spatial distribution, broad locations, allocations and key strategic schemes throughout Thurrock. This is outlined in 5 main themes that are important within Thurrock.

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## **CSSP1 – SUSTAINABLE HOUSING AND LOCATIONS**

### **Introduction**

- 4.1 In 2003, the Thames Gateway was identified as one of the Growth Areas in the Government's Sustainable Communities Plan. Thurrock is located strategically within the Thames Gateway and has been identified by regional government as a driver for economic and housing growth within this sub-region. The Council will focus on this strategic context for Thurrock in a way that will promote and deliver sustainable communities by creating places where people want to live, work and visit, and which will enable people to meet their aspirations and potential.
- 4.2 Housing growth will be achieved through the managed regeneration and renewal of previously developed land and if necessary through greenfield release that will be well integrated with existing neighbourhoods in Thurrock. This policy sets out the scale and broad locations of new housing development to meet the East of England Plan requirements for 18,500 new dwellings in Thurrock to be delivered over the period 2001 to 2021, which the Council considers are manageable and desirable to deliver its sustainable regeneration strategy for Thurrock.
- 4.3 A Plan, Monitor and Manage approach to residential land supply is required to ensure that the positive effects of regeneration are not undermined by potential negative environmental effects. The Council has prepared a Housing Trajectory, which identifies how the rolling five-year land supply relates to the current market outlook and anticipated recovery in the housing market. In addition, a 15-year supply has been identified for the period 2011 (planned adoption year) to 2026. It also shows how the overall housing allocation pans out over the Plan period. The trajectory will be updated and published in the AMR to take account of actual completions, changing market conditions and outlook.

### **Thurrock Strategies and Plans**

- 4.4 Thurrock's Strategic Housing Land Availability Assessment (SHLAA) contains a full assessment of the availability and suitability of all known potential housing land identified within Thurrock. The SHLAA will be rolled forward and refreshed on an annual basis to inform the Housing Trajectory and be reported through the Annual Monitoring Report (AMR).
- 4.5 Through the AMR the Council has monitored the land supply in Thurrock and developed a Housing Trajectory for the plan period and beyond. The Housing Trajectory indicates that a total of 4,950 new dwellings were completed between 1<sup>st</sup> April 2001 and 31<sup>st</sup> March 2009. It is evident from the AMR that approximately 92% of these dwellings will be delivered on previously developed land in the Thurrock Urban Area over the plan period.



- 4.6 Thurrock Thames Gateway Development Corporation (TTGDC) Corporate Plan 2008 – 2011 sets out the TTGDC's approach to housing delivery to 2021. TTGDC intends on concentrating its direct housing interventions on a number of key sites where market failure has occurred. These sites are at Purfleet Pride (Purfleet Waterside and Botany Way), Wouldham Road/Fiddlers Reach (West Thurrock), South Stifford and Tilbury Town. The TTGDC has prepared a series of masterplans for each of these areas and for Grays, Aveley and South Ockendon. These masterplans will guide development in the respective areas.

## **CSSP1 – SUSTAINABLE HOUSING AND LOCATIONS**

### **1. HOUSING DELIVERY**

Thurrock is required to deliver a minimum of 18,500 dwellings between 2001 and 2021. This policy makes provision through allocations at broad locations for approximately 13,550 dwellings for the period 1 April 2009 to 31 March 2021. Within the overall total allocation, the Council has also made an Indicative Provision for 4750 dwellings for the 5-year period 1 April 2021 to 31 March 2026 in accordance with the provisions of PPS3 to provide a strategic 15-year supply from the planned date of Adoption of this DPD in 2011.

- I. New residential development will be directed to Previously Developed Land in the Thurrock Urban Area, Outlying Settlements and other existing built-up areas to protect the surrounding countryside and Green Belt. Over the period 2009 to 2021 the Council will seek to ensure that up to 92% of new residential development will be on Previously Developed Land (PDL).
- II. Development will only be permitted on greenfield and Green Belt land where it is specifically allocated for residential development and where it is required to maintain a five-year rolling housing land supply.
- III. The Council has and will continue to identify Broadly Defined Locations for the release of land within the Green Belt in accordance with Policies CSTP 1 and CSSP 4 to help maintain a rolling 5-year supply of available and deliverable housing land over the Plan period to 2026 and will maintain this rolling 5-year supply through an Annual Refresh of the SHLAA and the Annual Monitoring Report.
- IV. The Council's Strategic Spatial Housing Policy is to direct development to Broadly Defined Locations that make optimum use of Previously Developed Land both in and around the Thurrock Urban Area, at identified Outlying Settlements and within the Green Belt where appropriate, subject to section 2 and 3 below.

### **2. ALLOCATIONS AND PHASING**

- I. To allocate at least 85% of new housing development in the 5-year period 2011-2016 inclusive to Previously Developed Land (PDL) locations in and around the Thurrock Urban Area, at the identified Outlying Settlements and



within the Green Belt where appropriate.

- II. To allocate at least 80% of new housing development in the period 2011-2026 to PDL locations in and around the Thurrock Urban Area, at the identified Outlying Settlements and PDL locations within the Green Belt where appropriate.
- III. Identify and allocate Broadly Defined Locations for the release of land within the Green Belt in accordance with Policies CSTP 1 and CSSP 4 for the period 2011–2026 to accommodate no more than 20% of new housing development.
- IV. To identify indicative Broadly Defined Locations for the release of sufficient PDL in and around the Thurrock Urban Area and at the identified Outlying Settlements together with PDL and green-field locations within the Green Belt to provide the indicative Strategic Housing Land supply from 2021 to 2026 inclusive in accordance with PPS3.

### **3. SPATIAL DISTRIBUTION OF PROPOSED HOUSING BROAD LOCATIONS 2009 - 2021**

#### **i. Thurrock Urban Area (*Identified Dwelling Capacity as at 1<sup>st</sup> April 2009*)**

The great majority of new housing and associated development for the period 2009-2021 will be located in and around the Thurrock Urban Area Key Centre for Development and Change including:

Purfleet	3180 dwellings
West Thurrock/Lakeside Basin	3365 dwellings
Grays	2605 dwellings
Tilbury including Town centre	470 dwellings
Chadwell St Mary	390 dwellings
<b>TOTAL</b>	<b>10,010 dwellings</b>

#### **ii. Outlying Settlements north of the A13 (approximately 2100 new dwellings)**

Ockendon and Aveley will be a focus for regeneration including provision for a limited number of additional homes on PDL locations under-pinned by enhancement of community infrastructure and services. This includes capacity identified for 210 dwellings on Previously Developed Land in the Green Belt. In addition the Aveley Village Extension, South of Aveley By-pass site (340 dwellings) is shown on the Proposals Map as a release from the Green Belt as a consequence of a recent planning permission.

#### **iii. Outlying Settlements south of the A13 (approximately 580 New dwellings)**

The outlying centres of East Tilbury and Corringham/Stanford-le-hope will each be a focus for regeneration including provision for a limited number of additional homes on Brownfield land under-pinned by enhancement of community infrastructure and services. This total includes the recent consent on Green Belt land at Batafield at East Tilbury. The housing location is shown on the

Proposals Map as a release from the Green Belt as a consequence of a recent planning permission.

- iv. Stanford-le-hope/Corringham Urban Extension (330 new dwellings - indicative capacity)

There will be a limited release of greenfield land at two locations on the urban fringe of Stanford-le hope / Corringham. In total the land release on the urban fringe will amount to 330 dwellings approx. No dwelling, including its curtilage, may be located on areas modelled to be Flood Zone 3b, including an appropriate allowance for climate change. There are additional PDL sites available within the urban area. The final site boundaries will be included in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map.

- v. North-east Grays Urban Extension (approximately 460 dwellings - indicative capacity)

There will be a limited release of PDL within the Green Belt that will be made available by the relocation of one school and one college currently located within the North-East of the Grays Urban Area to accommodate new homes supported by community infrastructure. The final site boundaries will be included in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map. A new “Sports Hub” of co-located leisure and sports facilities will be developed in association with the new homes and the new relocated school/college.

- vi. Small Green Belt sites /Villages in Green Belt (approximately 120 new dwellings)

As of 1<sup>st</sup> of April 2009 there was potential capacity for 120 dwellings (including a number with planning consent) on PDL and green-field Green Belt land at several small sites. This Policy does not preclude continuation of one-off green-field or PDL Green Belt land release for small housing sites where proposals could demonstrate “very special circumstances” in accordance with PPG2, and meet the requirements of the relevant Thematic and Development Management policies in this Plan.

#### **4. INDICATIVE 5 YEAR HOUSING SUPPLY (15 YEAR TOTAL) FROM 2021 TO 2026 INCLUSIVE**

The Council considers that the most appropriate Indicative Broad Locations for the long-term housing supply beyond 2021 is Previously Developed Land within the Thurrock Urban Area and outlying urban settlements.

**For the Period 2021-2026 Inclusive: Indicative Locations and Capacity** (based on identified capacity)

Lakeside Basin	2600 dwellings (approx)
Tilbury Town Centre (eco-quarter)	546 dwellings (approx)
Grays (broad location)	1935 dwellings (approx)
West Thurrock	279 dwellings (approx)
Stanford –le-hope and Corringham	250 dwellings (approx)

The total capacity of the above broad locations exceeds the target allocation of 4750 dwellings, but the Council considers it prudent to build in a measure of potential redundancy into these Indicative Locations. The dwelling figures include provision to take account for the rolling forward of the base date for adoption of the Core Strategy.

The Council reserves its position on the final allocation of Broad Locations for the period 2021-2026 inclusive. These will be firmed up through the periodic review of the Plan.

**KEY DIAGRAMS/MAPS**

Broad Locations are shown on the Key Diagram and Proposals Map. Sites will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.

## **CSSP2 - SUSTAINABLE EMPLOYMENT GROWTH**

### **Introduction**

- 4.7 The Council will encourage and develop a thriving economy in the Borough by ensuring that there is sufficient land and floorspace to accommodate projected employment growth to facilitate the continuing and emerging needs of business. The policy focus will contribute to three broad outcomes – supporting employment growth, creating the conditions required for sustainable growth in target growth sectors; and ensuring direct benefits to local communities.
- 4.8 The Council will plan, monitor and manage the supply of employment land to ensure and develop sufficient capacity to accommodate future employment growth and achieve an appropriate balance in supply and demand for employment land.
- 4.9 The evidence base to the *East of England Plan* (2008) requires the local authorities in the TGSE to provide an enabling context for at least 55,000 net additional jobs, of which 26,000 jobs must be delivered in Thurrock during the period 2001 to 2021. The 2008-2009 recession has effectively made this time horizon obsolete. The Council will however, seek to maintain its employment role by protecting sufficient land to accommodate this growth over the longer time horizon to 2026 and beyond as necessary. The *East of England Plan (Regional Spatial Strategy) Single Issue Review: Thurrock Key Centre for Development and Change Policy* (2009) considers the potential for economic growth across the Thurrock Urban Area with particular focus upon the Lakeside Basin/West Thurrock. The Council considers that the evidence base to support the contention that there is capacity in the Lakeside Basin/West Thurrock to accommodate 120,300m<sup>2</sup> of Class B1 (Business), Class B2 (General Industrial) and Class B8 (Warehouse and Distribution) floorspace remains valid.
- 4.10 The adopted Regional Economic Strategy (RES) of 2008 seeks to align with the review of the RSS to 2031. The RES identifies the Thames Gateway South Essex sub region as one of the “Engines of Growth” for the region. Specific reference is made to Thurrock in the RES and in particular with regard to the role and need to enhance economic clusters. There are two economic clusters identified in Thurrock as key economic drivers and future areas of development:
- London Gateway and Tilbury Ports
  - Lakeside Basin
- The strategy also highlights the potential for the area to be a niche centre in creative industries and environmental technologies including a possible bio-energy park in Thurrock.

### **Thurrock Strategies and Plans**

- 4.11 The *Thurrock Economic Development Strategy* (2009) (TEDS), which was developed by the TTDGC in partnership with the Council. The

basis of this strategy is to focus future growth upon the existing core economic sectors and the identified growth sectors. Thurrock's core economic sectors include the international port and logistic related facilities at Tilbury and the recent approval for a deep-water port at London Gateway and the logistics and retail clusters at the Lakeside Basin / West Thurrock.

- 4.12 The TEDS seeks to reduce dependency upon these sectors by diversifying the economy in a manner that will not impact upon the area's core sectors negatively or create unnecessary barriers to the continuing development of businesses in these core activities. The growth sectors identified by the TEDS could offer additional sources of new employment and contribute to economic diversification in: business services; recreation and leisure; environmental technologies; recycling and energy; creative industries; and public sector services. They provide an opportunity to broaden the economic base over the long-term period and provide new sources of employment.
- 4.13 The TEDS sets out five Key Strategic Economic Hubs at Purfleet; Grays; Lakeside / West Thurrock Basin; London Gateway and Tilbury. These Key Strategic Economic Hubs will collectively form the locations for employment growth across the core and growth sectors and will provide the engines of economic development and regeneration in Thurrock. New employment development will be directed to appropriate locations in the Key Strategic Economic Hubs on land identified as Primary and Secondary Industrial and Commercial Employment Land, mixed-use and other job generating land.

#### **CSSP2 -SUSTAINABLE EMPLOYMENT GROWTH**

1. The Council will promote and support economic development in the Key Strategic Economic Hubs that seeks to expand upon their existing core sectors and/or provide opportunities in the growth sectors.
  - I. The Key Strategic Economic Hubs will deliver the East of England Plan's indicative target of 26,000 new jobs for Thurrock over the period 2001-2026 and beyond.
  - II. The Key Strategic Economic Hubs and other sites will supply approximately 456 Ha (gross) of employment land, including circa 245 Ha at the London Gateway development. There is sufficient previously developed land in the Key Strategic Economic Hubs to accommodate the proposed jobs numbers with the exception of the Green Belt release North of Tilbury to provide expansion land for port related development. The final site boundaries will be included in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map.
  - III. The Council will direct inward investment to the Key Strategic Economic Hubs.
  - IV. The Council will promote Flagship Developments that will generate and provide a catalyst for securing high quality jobs in the Key Strategic Economic Hubs. The Key Economic Strategic Economic Hubs, Core and Growth Sectors and Flagship Developments are set out below.

<b>Key Strategic Economic Hubs</b>	<b>Core Sectors</b>	<b>Growth Sectors</b>	<b>Flagship Developments</b>	<b>Indicative Job Growth</b>
Purfleet	Storage and warehousing; freight transport	Business services; recreation and leisure; creative industries	- Royal Opera House Production Facility, High House.	2,800
Grays	Retail	Business services; recreation and leisure; public sector services	- Thurrock Learning Campus; - Grays Community Business Centre; - Sustainable Business Centres and Incubators.	1,650
Lakeside Basin / West Thurrock	Retail; logistics and transport; construction	Business services; retail; recreation and leisure	- Sustainable Business Centres and Incubators	7,000 – 9,000 (subject to review of Lakeside in Local Development Documents (LDDs))
Tilbury	Port; logistics and transport; and construction	Business services; environmental technologies; recycling; and energy	- Tilbury Eco-Quarter; - Expansion of Tilbury Riverside Business Centre.	1,600 – 3,800
London Gateway	Port; logistics and transport	Environmental technologies; recycling; and energy	- Training, Innovation and Research Facility; - Business and Distribution Park.	11,000 – 13,000
Other Sites in Borough	Logistics; freight transport; small business units	Business services; small business units; cultural; leisure.	Not applicable	1,700

The above job figures give indicative figures based upon technical studies outlined in Policy CSTP6. The figures for Lakeside Basin/West Thurrock will be subject to review and identified in the Lakeside detailed chapter within the Site Specific Allocations and Policies DPD.

The Lakeside detailed chapter within the Site Specific Allocations and Policies DPD will identify proposals to bring forward the diversification and redevelopment of the Lakeside Basin. This will include the assessment of new sites and the intensification of existing

sites to provide increased employment from industry and commercial, mixed-use and retail and leisure sites. Sites will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.

Policy CSTP6 sets out the Thematic Policies that address local business expansion and relocation, the future use of redundant and under-used employment sites and economic development in the Regeneration Areas and Economic Hubs.

#### **KEY DIAGRAMS/MAPS**

Broad Locations are shown on the Key Diagram and Proposals Map. Sites will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.

## **CSSP3 – SUSTAINABLE INFRASTRUCTURE**

### **Introduction**

- 4.14 In order to deliver the regeneration agenda for Thurrock, it is necessary that the essential social and physical infrastructure be put in place. There is a need to provide modern effective social and physical infrastructure and enhance the quality and provision of all public services, including health education, transport and community infrastructure. The Council will ensure that the high levels of development proposed will deliver the right infrastructure in the right place at the right time. Infrastructure funding will be secured from both the public and private sectors and the Council will work with public and voluntary bodies to create a sense of well being and pride in the community.
- 4.15 The delivery of the regeneration agenda for Thurrock will be a complex process that will require co-ordination amongst the key stakeholders to ensure that infrastructure is delivered alongside and, where appropriate, in advance of new development. Phasing is one of the most important aspects of delivering the quality and form of development in Thurrock. The delivery of required new infrastructure will determine how quickly certain areas can be developed and the ability of providers to deliver necessary infrastructure will need to be taken into account. The viability of public and private services, including public transport, required to support the new housing and jobs will also be dependent on land being released in a phased and logical way.
- 4.16 The Council is convinced a proactive Plan-led and driven approach is essential to create a “step change” in infrastructure delivery capacity and capability and to match the planned housing and employment growth. This policy is crucial to the Council demonstrating the overall sustainability and deliverability of the Strategic Spatial Development Strategy. It also must be sufficiently robust and flexible to accommodate rapid societal change and fluctuating economic conditions and any uplift in housing/employment sub-regional allocations that may result from the review of the East of England Plan.
- 4.17 The *Thames Gateway Delivery Plan* (2007) seeks to deliver the growth agenda identified in the Sustainable Communities Plan through key priority cross-Government funding. The Thames Gateway Delivery Plan provides a framework for making use of public investment, local ownership and private sector entrepreneurship for the period 2008 to 2011. Thurrock is identified as one of six priority locations in terms of local community spending allocations. The Thames Gateway Delivery Plan states that TTGDC funding proposals are set out in the Corporate Plan, which was agreed with Ministers.
- 4.18 The East of England Plan specifies that there has got to be a step change in the provision of transport infrastructure in order to accommodate the additional development in the Gateway. To this end,



it includes Thurrock among the 'Key Centres for Development and Change'. *The East of England Plan Implementation Plan (EEPIP)* (2009) seeks to bring together the East of England Plan and East of England Regional Economic Strategy through one integrated delivery document and is an important component of the Regional Implementation Framework. This document sets out the key sub-regional investment priorities for the South Essex Thames Gateway including Thurrock.

- 4.19 The TTGDC currently has responsibility for the delivery of the regeneration and growth agenda in partnership with the Council and other agencies and developers. As part of that task its key role is to identify infrastructure requirements through implementation of the Regeneration Framework and Master Planning exercises and assist in the assembly of land and delivering supporting infrastructure from developer contributions from major schemes. The TTGDC Corporate Plan identifies a number of key priorities in which the TTGDC will act as the lead partner to deliver specific interventions.

### **Thurrock Plans and Strategies**

- 4.20 The *Infrastructure Prioritisation and Implementation Programme 2006 - 2021* advises on the infrastructure needed to support the levels of development planned for the Borough between 2006 and 2021. The specific objectives of the Infrastructure Prioritisation and Implementation Programme are as follows:

- A comprehensive assessment of the infrastructure requirement, backed up by a sound argument and an evidence trail;
- Modelling of spatial options and the impact of associated infrastructure interventions including transport modelling;
- An understanding of the infrastructure delivery options related to the phasing of specific developments;
- An assessment of the financial options available to the Council to deliver the infrastructure, including a revised basis for securing Section 106 investment, a municipal bond and other public / private funding sources;
- Recommendation of a preferred delivery programme that draws together the above elements, to include an assessment of risk.

- 4.21 An updated version of this document (2010) was published in tandem with this DPD as the Technical Evidence Base for this policy. The Infrastructure Prioritisation and Implementation Programme provides the basis for the Infrastructure Trajectory that is appended to this Plan. It will be reviewed on an annual basis alongside the Housing Trajectory and published in the Annual Monitoring Report.

**CSSP3 – SUSTAINABLE INFRASTRUCTURE**

The Council has identified the Key Strategic Infrastructure Projects set out below as essential to the delivery of the Core Strategy.

**Key Infrastructure Projects:**

<b>Transport and Access</b>	Road	M25 widening to Dual four lanes north of Junction 30.	CSTP 14 CSTP 15 CSTP 16 CSTP 17
		M25 Junction 30/31 Improvements.	
		Lakeside, A13 Improved Accessibility East and West	
		A13 widening sections J30-A126 and A128-A1014.	
		A1014 London Gateway Improvements.	
		Lakeside Expansion and Diversification Transport Package.	
		Bus services infrastructure improvements.	
		South East Rapid Transit extending into Thurrock to Lakeside.	
	Rail	Lorry Parks at West Thurrock, Tilbury and London Gateway.	
		Stations: 12- car platform lengthening.	
		Grays Station Transport Zone and improved interchanges at other stations.	
		New station at West Thurrock.	
		Double Tracking of Grays to Upminster Railway line.	
		Rail-freight terminals at London Gateway and West Thurrock.	
<b>Social Community Infrastructure</b>	Education, Learning and Skills	Thurrock Learning Campus (Grays).	CSTP 12
		An Academy of Transport and Logistics at London Gateway or Grays Learning Campus.	
		Schools Strategy: Primary and Secondary School Rebuild and Relocation Programme. Primary and Secondary schools rebuild and relocation programme at locations across Thurrock incorporating Further Education and other community services at selected locations including:	

		<p>Post 16 Education</p> <ul style="list-style-type: none"> <li>i. Palmer's Sixth Form College, Grays.</li> <li>ii. Additional Sixth Form Provision - a sixth form presumption<sup>1</sup> at Gable Hall School, sixth forms are also being put in place at the Gateway Academy, Ormiston Park and Chafford Hundred.</li> </ul> <p>Secondary Education</p> <ul style="list-style-type: none"> <li>i. new build, refurbishment and expansion of existing mainstream secondary schools.</li> <li>ii. rebuild Belhus Chase School on its existing site as Ormiston Park Academy and safeguard adjoining land for long-term expansion.</li> <li>iii. the priority is to provide additional school places at existing schools in the major regeneration areas and where appropriate to relocate schools to linked facilities identified in the Plan.</li> </ul> <p>Primary Education</p> <ul style="list-style-type: none"> <li>i. new additional primary schools in Purfleet and South Stifford.</li> <li>ii. long-term a further new primary school in Grays.</li> <li>iii. relocate and expand Chafford Hundred Primary School on adjoining land safeguarded for this use.</li> <li>iv. Lakeside (to be addressed in other Local Development Documents).</li> <li>v. new build, refurbishment</li> </ul>	
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<sup>1</sup> 16–19 Capital Fund Guidance: 2007–08 onwards (LSC, December 2007)

		and expansion of up to 43 existing mainstream primary schools.	
	Health and Well-Being	Grays Community Hospital.	CSTP 11
		Development of new and improved Primary Health Facilities and GP Practice facilities across Thurrock including: Multi-hub Community Centres: enhanced provision will be achieved through development of a network of new multi-hub Centres providing a range of services and facilities for local neighbourhoods, including some Centres located within Schools.	CSTP 11
		The “Cornerstone” project at Chadwell St. Mary where a range of public and voluntary sector services will be provided in addition to health and well-being.	CSTP 11
		Two “Sports and Well-Being Hubs” of co-located leisure and sports facilities at Belhus and North-East of Grays.	CSTP 9
		New and existing schools will provide access to sports facilities for general and specialist need.	CSTP 9
	Culture and Leisure	i) Royal Opera House Production Facilities at Purfleet. ii) Other cultural and leisure facilities at East Tilbury. iii) Investment in other cultural facilities in Grays town centre including the State Cinema. iv) Flagship leisure and cultural industries to be reviewed as part of other Local Development Documents	CSTP 10
		Development of the Greengrid Network linking major residential areas with open space.	CSTP 18
		Improving links from the river to open areas in the Green Belt.	CSTP 18
		Improved public access to and along the riverfront.	CSTP 28
		Provision of new urban open	CSTP 20

		space including strategic scale Community Parks and smaller areas of open space.	
		Multi-hub Community Centres: provision of new and enhanced library services and community activity venues and facilities with the first project at Purfleet.	CSTP 10
Emergency Services and Utilities		New police facilities at Purfleet.	CSTP 13
		New ambulance station will be required to meet the needs of the growing population.	
		Longer term relocation of Fire Service station to a new location closer to Junction 30/31.	
		New wastewater pipe serving Purfleet and West Thurrock Area - already planned by Anglian Water Services and due to be built by 2015.	
		Potential upgrades to Tilbury wastewater treatment works to treat and discharge additional wastewater flow generated by development - awaiting confirmation by Anglian Water Services.	
		New power station at Tilbury.	
		Flood Defence Infrastructure	
KEY DIAGRAMS/MAPS			
Proposals on Key Diagram Sites will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.			

## **CSSP4 - SUSTAINABLE GREEN BELT**

### **Introduction**

- 4.22 The Green Belt has had a profound effect on settlement development pattern within Thurrock and ensured that Thurrock has not coalesced with London. In total, the Green Belt accounts for approximately 60% of the Borough's total land area. The remaining 40% comprises the major settlements and land comprising the proposed London Gateway Port and existing oil refinery at Coryton. Thurrock has a number of Major Developed Sites in the Green Belt. These will be identified in the Proposals Map and Site Specific Allocations and Policies DPD.
- 4.23 The Borough's development requirements will continue to be directed to previously developed land to promote the regeneration of derelict and under-used land within the identified Regeneration Areas. Planning applications for development within the Green Belt will be assessed against the relevant Core Thematic and Development Management policies and National Planning Policy on Green Belts.
- 4.24 The policy also sets out the Council's strategic planning approach to sustaining the Green Belt in Thurrock, promoting opportunities to enhance it and the measures the Council will promote to strengthen the local landscape features, help sustain the open character of the Green Belt and secure sustainable boundaries. This includes:
- provide opportunities for access to the open countryside for the urban population
  - provide opportunities for outdoor sport and outdoor recreation near urban areas
  - retain attractive landscapes, and enhance landscapes, near where people live
  - improve damaged and derelict land around towns
  - secure nature conservation and biodiversity interest and
  - retain land in agricultural, forestry and related uses
- 4.25 *PPG2* sets out the Government's policy on the purpose of Green Belt and appropriate development within it. As defined by *PPG2*, there are five purposes for the Green Belt, all of which are particularly relevant to Thurrock given the proximity of the Borough to London's urban area and the spatial pattern of Thurrock's settlements and their relationship to the countryside. The five purposes of the Green Belt are:
- To check the unrestricted sprawl of large built-up areas;
  - To prevent neighbouring towns from merging into one another;
  - To assist in safeguarding the countryside from encroachment;
  - To preserve the setting and special character of historic towns; and
  - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

- 4.26 The *East of England Plan (2008)* sets out the broad extent of the Green Belt in the East of England. *Policy SS7* states that the broad extent of Green Belts still remains appropriate within the region and should be maintained. It is also stated that where Green Belt boundaries are reviewed, the aim should be to release sufficient land to avoid further review before 2031 and that Development Plan Documents should test whether this scale of growth after 2021 will be achievable in the local circumstances and, if not, release the maximum area commensurate with sustainable development. *Policy SS8* addresses the urban fringe. The policy requires the enhancement, effective management and appropriate use of land in the urban fringe with consideration for enhancement of character and appearance and its recreational and/or biodiversity value.
- 4.27 The Adopted RSS policy for Thurrock confirms that a formal Statutory Green Belt Review is not required for Thurrock at this stage. However, the on-going RSS Review 2011-2031 will consider whether such a formal Statutory Green Belt Review should be a requirement post 2011. The Council will monitor the position and put forward its proposals for the Thurrock Green Belt to 2031 in the subsequent Review of this DPD that will commence once the Review RSS 2011-2031 is adopted or successor plan.

### **Thurrock Plans and Strategies**

- 4.28 *Transforming and Revitalising Thurrock: A Framework for Regeneration and Sustainable Growth (2005)* sets out the TTGDC's priorities and agenda for positive change in Thurrock. *Policy 3* relates to the establishment of green space to facilitate growth. In reference to the Green Belt, this policy states that valuable areas of green space will continue to be protected.
- 4.29 The Council has tested the following policy against the Exceptional Circumstances test as set out in PPG 2.

#### **CSSP4 - SUSTAINABLE GREEN BELT**

##### **1. Balancing competing demands on the Thurrock Green Belt**

The Council's policy is to maintain the purpose, function and open character of the Green Belt in Thurrock in accordance with the provisions of PPG2 for the plan period.

The Council will:

- I. Maintain the permanence of the boundaries of the Green Belt, excepting the proposed Urban Extension Broad Locations Identified in this policy, *Policy CSSP 1* and as shown on the Proposals Map.
- II. Resist development where there would be any danger of coalescence.
- III. Maximise opportunities for increased public access, leisure and biodiversity.

All without prejudice to and pending:

- IV. The formal Review of the Thurrock Core Strategy DPD that the Council will commence in 2011 in accordance with the requirements of the proposed Localism Act and the proposed National Planning Policy Framework.

## **2. Locating sustainable development at Broad Locations adjoining the Thurrock Urban Area and Outlying Settlements.**

The Council will direct development to the following Urban Extension Broad Locations subject to the provisions of policies CSSP1, CSSP2, CSSP3, CSTP1 and the provisions set out below:

### **I. Opportunities for Leisure and Sport in the Green Belt**

- i. The Council's policy is that the constructive and positive use of the Green Belt for sports and leisure purposes is an essential component of the Thurrock Spatial Strategy that will underpin the sustainable development and regeneration of Thurrock to the long-term benefit of local people.
- ii. The Council will actively encourage the pursuit of leisure and sports activities appropriate to the Green Belt by improving connectivity between Thurrock's Urban Areas and the Green Belt to promote this asset for the enjoyment and well being of Thurrock's communities.
- iii. In particular, the Council will support the development of Sports Hubs in Green Belt land at North East Grays and at Belhus (shown on the Key Diagram and included in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map).

### **II. Opportunities for Economic Development**

#### Broad Location: Tilbury Marshes

- i. The Council will support the principle of release of Green Belt land (26 Ha.) to the North of Tilbury for port-related employment use and a Strategic Lorry Park to facilitate expansion of Tilbury Port. The Council will require management arrangements to be put in place for the remainder of the Tilbury Marshes site that has important biodiversity interest and required mitigation measures to be implemented to replace lost habitat and flood storage areas. The final site boundaries will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.

### **III. Opportunities for improving for Educational provision**

- i. Belhus School Site

The Council supports the potential relocation of the school for the Ormiston Trust Academy within the Belhus School Site.



ii. Broad Location: North-East Grays – Relocation of the Secondary School and College within the Green Belt

The Council will support the relocation of a school currently located within the Green Belt at the North Grays Broad Location as complementary development to the proposed new Sports Hub and the relocation of a college to Grays Learning Campus town centre site. The final site boundaries will be included in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map. The vacated sites will be available for housing development (See 3.I.i below)

iii. Broad Location: NE Stanford-le-hope/Corringham

The Council will release land within the Green Belt if required to the NE of Stanford-le-hope / Corringham to provide for a new replacement secondary school (see Key Diagram).

The vacated school site (currently “white land” in the Local Plan) would then be available for housing development.

### 3. Housing Land Supply to 2021

I. The following Broad Locations have been identified as Green Belt releases to contribute to the housing supply to 2021:

- (i) North East Grays – 461 (Identified potential capacity from school and college site, see 2 III.iii above) The final site boundaries will be included in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map.
- (ii) Stanford-le-hope – 328 (provided no dwellings, including its curtilage, is located on areas modelled to be Flood Zone 3b, including an appropriate allowance for climate change). The final site boundaries will be included in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map.

The Council considers that this relatively small-scale housing allocation on sites within the Green Belt is required to ensure a robust and deliverable policy whilst entirely reasonable and proportional to the Thurrock context.

II. This policy approach will be reviewed with regard to the final outcome of the East of England Plan Review 2011 or successor document the evolving new Local Plans system and the proposed National Planning Policy Framework.

#### **4. Enhancing the Green Belt**

##### **I. Sustainable Boundaries**

The Council will seek to reinforce the Green Belt boundary through structural enhancement of the local landscape features. The Council will secure structural landscape enhancements in accordance with Landscape Character Assessments and they will be delivered by developers as part of an overall contribution package linked to development schemes.

##### **II. Public access, open space and biodiversity**

The implementation of the Greengrid Strategy will form a critical component of the overall Green Belt strategy to retain open character, enhance public access and secure biodiversity within Green Belt.

##### **III. Sustainable Design and Construction**

Developers proposing schemes within the Green Belt will have to fully comply with the relevant Thematic and Development Management policies in this plan.

#### **5. Green Belt Alterations to Proposals Map**

- I. Land excluded from the Green Belt because planning permission has been granted for housing at Batafield, East Tilbury and land south of Aveley By-pass and employment land at Ponds Farm, Purfleet.
- II. The Council proposes to include 55.3 hectares of previously safeguarded land adjacent to the former Shell Haven refinery site that was identified as oil refinery expansion land. With the cessation of the refinery use at Shell Haven and recent decision of the Secretary of State to exclude the land for development purposes from the London Gateway scheme, the land will assist in the purposes of the Green Belt in maintaining a strategic gap between the residential settlements of Stanford le hope and Corringham and the port at London Gateway.
- III. The Council proposes 1.6 hectares of land is excluded from the Green Belt that has planning permission for housing development and is part of the major development site at Orsett and is incorrectly shown in the Local Plan as Green Belt.

#### **KEY DIAGRAMS/MAPS**

Broad Locations are shown on the Key Diagram and Proposals Map. Sites will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.

## **CSSP 5 – SUSTAINABLE GREENGRID**

### **Introduction**

- 4.30 The Thurrock Greengrid Strategy is a key priority for the Council, Local Strategic Partnership and other partners. Its principle puts the natural environment at the centre of land use management and development. This enables multifunctional land use of both public and private space and is supported by a physical network of green links for people and wildlife. In land use terms, the key elements of the Greengrid are:
- Open space, such as parks and recreational grounds;
  - Biodiversity, including grasslands, reedbeds, hedgerow, and woodlands; and
  - Green Infrastructure, such as private gardens, street trees, road verges, green roofs, public Right of Way and greenways, cemeteries and churchyards and productive lands.
- 4.31 It also closely interlinks with other policy areas such as social and cultural and supports the implementation of the Local Development Framework. Some of the benefits of the delivery of the Greengrid Strategy are:
- environmental - protecting biodiversity integrity, water and air quality, and sustaining hydrological and geological functions;
  - economic - safeguarding property values, promoting business opportunities and increasing investment confidence;
  - social / community - creating safe, well-used, attractive spaces for people to gather, celebrate and express ideas for better community cohesion;
  - health and well-being - better access to play and recreational facilities for physical health and relaxation opportunities for mental well-being;
  - educational - awareness-raising, skills development and training opportunities;
  - cultural - protecting, managing and enhancing key cultural and heritage assets; and
  - climate change - adaptation and mitigation through renewal energy technologies, carbon reduction and natural systems attenuation.
- 4.32 The Thames Chase Community Forest has been identified as an asset of regional significance for the retention, enhancement and provision of Green Infrastructure for its value as an area of landscape, ecological and recreational importance. Natural England's *Green Infrastructure Guidance* (2009) confirms the value of Green Infrastructure and sets out how this can be promoted through development plans, which should link into Sustainable Communities Strategies, Local Area Agreements and partnership working.

- 4.33 *'Greening the Gateway'* published in 2004, set out the Government's vision for the Thames Gateway as a world class model of sustainable development. It calls for the landscape to be regarded as 'functional Green Infrastructure' and suggests that the Thames Gateway should promote a high quality, functional green space network for use by local people. The NPPF recognises the importance of green infrastructure, the principles of which are incorporated in the Green Grid. The Council will plan positively for the creation, protection, conservation, enhancement and management of networks of biodiversity, heritage assets and green infrastructure as appropriate to their significance, and will identify opportunities to incorporate adaptation measures that will address risks associated with climate change. The Parklands Projects are large-scale projects announced by Government in 2008 to deliver large areas of the South Essex Greengrid. Two of these projects are in Thurrock, including Wildspace, which is a project focused around the Rainham RSPB Reserve, Purfleet and the Thameside Nature Park, Mucking. The Council will actively participate in effective joint working arrangements with neighbouring local authorities in the case of those sites of importance that cross administrative boundaries. In addition a substantial part of Thurrock lies within the Greater Thames Marshes Nature Improvement Area. Nature Improvement Areas aim to achieve significant and demonstrable enhancements of the ecological network over large areas by such actions as increasing the size and number of, and connectivity between, wildlife sites. The proposals encompass consideration of the historic dimension of the landscape among the shared objectives for such areas and the Greengrid generally. The Council will take account of any ecological network components and locations for priority action identified in project plans for the designated area.

### **Thurrock Plans and Strategies**

- 4.34 *The Greengrid Strategy for Thurrock 2006-2011* is supported by the *Thurrock Open Space Strategy 2006-2011*, the *Thurrock Biodiversity Study 2006-2011* and the *Green Infrastructure Plan for Thurrock 2006-2011*. The Greengrid Strategy recognises that improved green access links between green assets is key to maximising the benefits derived from green assets for residents, workers and visitors to the Borough. It also details the appropriate green assets to be delivered to address deficiencies and meet the needs of the growing population. There is a need to enhance existing provision to ensure that it meets the standards set out in the Council's *Community Needs and Open Spaces Study (2005)*.
- 4.35 The Council's *Community Needs and Open Spaces Study (2005)* assesses open space including parks and gardens; amenity green spaces; children's play space; outdoor sports facilities; and allotments and community gardens. The report sets out current provision levels, and confirms the deficit throughout the Borough. It identifies a need to enhance existing open space provision to ensure that it meets the standards for quality, quantity and accessibility as set out in the *Open*

*Spaces Strategy 2006-2011.* Based on the best available evidence and understanding of community needs the Council will designate open spaces through the forthcoming Thurrock Local Plan. However the Council welcomes the opportunity afforded to local communities to designate additional Local Green Spaces through neighbourhood plans. Should any such spaces be designated the Council will respect the wishes of the community that these areas be protected.

#### **CSSP5 – SUSTAINABLE GREENGRID**

It is the policy of the Council and its Partners to:

1. Deliver the Greengrid Strategy as part of the Thurrock Core Strategy Infrastructure Prioritisation and Implementation Plan and the Adopted Statutory Development Plan
  - I. Ensure that all development proposals take account of the objectives of the Greengrid network and where appropriate contribute to the management and enhancement of the Greengrid.
  - II. Deliver the area based Greengrid Improvement Zones to ensure that the location, planning, design and ongoing management of sites is appropriate, and that opportunities are sought to make best use of land and green infrastructure assets in delivering ecosystem services.
  - III. Set out guidance for the delivery of Thurrock Greengrid in the Thurrock Greengrid Supplementary Planning Document.
  - IV. Ensure the Thurrock Greengrid is delivered by Developer Contributions as necessary.
  - V. Provide opportunities for skills development, education and public awareness-raising on the value and importance of the Greengrid.
2. The Greengrid will be delivered at a spatial level through a series of 8 Greengrid Improvement Zones. The Improvement Zones are listed below:
  - i. Aveley and South Ockendon (Including Thames Chase)
  - ii. Mardyke Valley
  - iii. West Thurrock/Lakeside/Chafford
  - iv. Purfleet
  - v. North Grays & Chadwell St Mary
  - vi. Grays Riverside/ Tilbury
  - vii. East Thurrock / Rural Riverside
  - viii. Stanford-le-hope/ Corringham/ Horndon/ Langdon Hills

Across the borough, considerations will include:

- Semi-natural green space
- Multifunctional greenspace
- Promotion and safeguarding of biodiversity and geodiversity
- Urban and rural trees and woodlands

- Historic Environment and Heritage assets
- Ecosystem services opportunities
- Strategic links and bridging points
- Flood Risk and water management
- Mitigation of and adaptation to effects of climate change through the use of natural systems and green infrastructure assets
- Strategic views
- Broad landscape management areas

### 3. Develop and protect Local Scale Assets

The Council will promote and protect Local-scale assets including any Local Green Spaces identified in local plans or neighbourhood plans that contribute to Thurrock's sustainable Greengrid including:

- i. Doorstep sites, play areas, amenity open spaces and allotments, which are often local sites within urban areas and villages and the first link to the wider setting;
- ii. Local green links, which provide vital routes for people to access local sites and the wider Rights of Way and Safe Routes to School network;
- iii. Registered commons and villages and town greens;
- iv. Biodiversity interests and local nature reserves, such as Linford Wood and Grove House Wood;
- v. Local productive land, including local allotments, community gardens and commercial small-holdings involved in supplying local food or craft resources.

Development within Local Green Spaces will not be permitted unless there are very special circumstances. The Council envisages these circumstances will include where such development would support the functional value of such spaces without detracting from the visual qualities which the community may value.

4. In addition to the above actions, specifically support the objectives of the Greater Thames Marshes Nature Improvement Area by taking account of any core areas and buffer zones, corridors and stepping stones, restoration areas, and locations for priority action which may in due course be identified by the project plans of the Nature Improvement Area Partnership.

### 5. Promote productive land and natural system opportunities

The Council and Partners will promote productive land and natural systems opportunities (soils, bio and geo diversity), including:

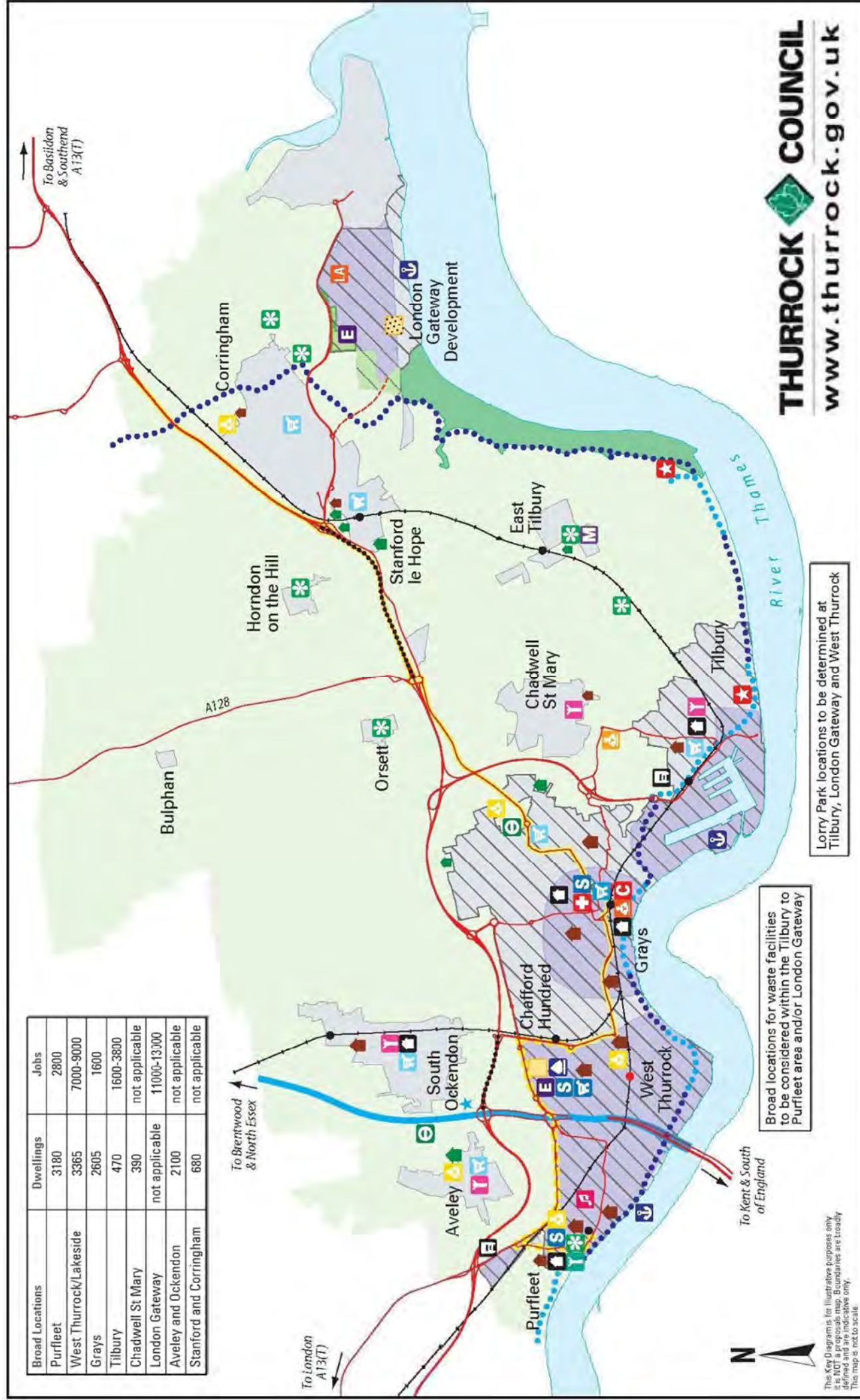
- i. current allotments
- ii. agricultural/rural lands
- iii. the potential for biomass cropping in the northeast of Thurrock
- iv. potential co-firing using biomass fuels in the Tilbury area
- v. the potential use of the Thames Chase Community Forest area for sustainable management of wood fuel.

**Key diagrams and Maps**

Map 3 provides an indicative illustration of the elements of the Thurrock Greengrid. The precise location and extent of the Greengrid sites and the designated Greater Thames Marshes Nature Improvement Area will be identified in the forthcoming Thurrock Local Plan.



Broad Locations	Dwellings	Jobs
Purfleet	3180	2800
West Thurrock/Lakeside	3365	7000-9000
Grays	2605	1600
Tilbury	470	1600-3800
Chadwell St Mary	390	not applicable
London Gateway	not applicable	11000-13000
Aveley and Ockendon	2100	not applicable
Stanford and Corringham	680	not applicable



## Key Diagram for Adopted Core Strategy

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













This Key Diagram illustrates some of the main policies and relevant proposals set out in the Core Strategy











### Adopted Core Strategy & Policies for Management of Development

**This Key Diagram is not a Proposals Map**



## Key Diagram Legend

	Green Belt
	Urban Areas
	River Thames
	Regeneration Areas
	Key Strategic Employment Hubs
	Area to be added to the Green Belt
	Ramsar Site
	M25 Motorway
	Major Roads
	C2C Railway
	Railway Stations
	New Railway Stations
	Strategic Transport Schemes
	Improvements to M25
	A13 Improvement
	New Access Road at London Gateway
	Rail Hub at London Gateway
	South Essex Rapid Transit Route Phase 1
	South Essex Rapid Transit Route Phase 2
	Cycle Route
	Proposed Cycle Route
	New Housing on Brownfield Land
	New Housing on Greenfield Land

	Expansion/New Shopping Facilities
	Regional Centre
	Town Centre
	Other Centre
	Key Strategic Employment Site
	Civic Services in Grays Town Centre
	Mixed-Use Development at BATA Factory
	Neighbourhood Renewal Areas
	Cultural Heritage Tilbury Riverside
	Royal Opera House site
	Grays Community Hospital
	Flagship Leisure
	New Sports and Well Being Hubs
	Proposed Global Logistics Academy
	New Community Centre
	New Community/Health Facilities
	New Learning Campus
	Gateway College
	School
	Green Belt Release for Employment Use
	Port
	Conservation Areas

# Thurrock

## Local Development Framework

**Adopted Core Strategy and Policies  
for Management of Development**



## **Chapter 5**

### **THEMATIC POLICIES**



## INTRODUCTION

**Core Strategic Thematic Policies** – deal with each important theme or topic in turn and set out in detail how the Council intends to ensure the best outcomes are delivered. Chapter 5 sets out in full the thirty-three Core Strategic Thematic policies

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# Thurrock

## Local Development Framework

**Adopted Core Strategy and Policies  
for Management of Development**



## **Housing**

### **Thematic Policies**

## **CSTP1 - STRATEGIC HOUSING PROVISION**

### **Introduction**

- 5.1 A growing population and smaller household sizes are creating demand for new homes in Thurrock. Access to good quality housing is vital for the creation of sustainable, mixed communities and is key to the economic prospects of Thurrock, as the Borough's ability to attract and retain its workforce will be determined in part by the quality and affordability of its housing stock.
- 5.2 The Council seeks to maximise the use of redundant and underused land in the Borough by increasing potential residential capacity, whilst maintaining a commitment to delivering high quality and well designed housing and liveable and inclusive neighbourhoods.
- 5.3 *PPS3* places a statutory requirement upon local authorities to plan, monitor and manage the supply of housing land in their areas. A key aspect of this requirement is to set in place, through planning policy, the mechanism for identifying broad locations that will enable continuing delivery of housing for at least 15 years from the date of adoption. Thurrock is required by the East of England Plan (2008) to make provision for at least 18,500 new dwellings between 2001 and 2021.

### **Thurrock Plans and Strategies**

- 5.4 The emerging Thurrock Housing Strategy is being developed to address all aspects of housing and housing need across all sectors, and will set out detailed delivery plans for each strand of the strategy covering the following policy areas (paragraphs 5.5 to 5.10):-
- 5.5 Decent Homes and regeneration – an Estate/Neighbourhood approach to estate regeneration will be developed linked to the Council's Neighbourhood Renewal Strategy and supported by the LDF policy. The Council will investigate all potential models for securing investment and regeneration including the potential for a local housing company.
- 5.6 New Homes – the Council will encourage development to meet our patterns of housing need, and our ambitious targets for new supply, with an aim of making Thurrock a place where people choose to make their home and stay.
- 5.7 Private rented sector – the Council will work to secure a thriving, well controlled, private rented market, putting in place a Landlord Accreditation Scheme open to any landlord in Thurrock.
- 5.8 Young People – the Council recognises our current gap in specialist provision for young people, including the need to assess the potential for a foyer scheme and specialist provision for homeless 16/17 year

olds. The Council also recognises the need to develop a response to a potential future need for student accommodation in specific areas.

- 5.9 Older People – the Council will develop our provision for older people, ensuring we have the accommodation we need for the future. This will involve addressing the current over supply of sheltered housing and meeting the need for extra care provision.
- 5.10 Vulnerable Groups – the Council will ensure we have the right type and supply of homes to meet those who have a wide range of special needs.

### Housing Provision

- 5.11 A proportion of this housing is already accounted for by recent housing completions and extant planning permissions. Thurrock has delivered 4,950 new dwellings between 2001 and 2009 at an average rate of 587 dwellings per year. In April 2009, there were 2,036 dwellings with outstanding planning permission. Thurrock is therefore required to make provision for a minimum of 13,550 new dwellings between 2009 and 2021. The *Thurrock Strategic Housing Land Availability Assessment (2010)* (SHLAA) identifies an adequate supply of deliverable housing sites for the five-year period from 2011 to 2016 and the longer-term periods of 2011 – 2021 and 2011 – 2026. This has been rolled forward to apply to the Plan period up to 2026. A summary breakdown of the housing land supply position is set out in the table below, based on completions as at 31st March 2009 and a 5 year supply from April 1<sup>st</sup> 2010. This analysis is provided for information purposes only to illustrate the position at these base dates. Table 4 are figures based on RSS housing allocation, actual completion counts and site capacity assessments in the SHLAA, rounded as appropriate.

**Table 4** – Figures based on RSS housing allocations, actual completion counts and site capacity in the SHLAA.

<b>(a) Plan period - 20 year housing land allocation April 1<sup>st</sup> 2001 to March 31<sup>st</sup> 2021</b>	
East of England Plan Allocation	<b>18500</b>
Dwelling Completions April 1 <sup>st</sup> 2001- March 31 <sup>st</sup> 2009	4950
Residual allocation to be identified	13550
Comprised of:-	
Sites with Planning Permission as at April 1 <sup>st</sup> 2009	2036
Sites without Planning Permission as at April 1 <sup>st</sup> 2009 drawn from the SHLAA and pool of identified sites	11514
<b>Total</b>	<b>13550</b>
Comprised of:-	
Previously Developed Land	12480
Greenfield sites (Green Belt)	1070
Contingency: the SHLAA pool identifies alternative or additional housing sites that can be brought forward into this time period if required.	

<b>(b) 5-year requirement from April 1<sup>st</sup> 2010 to March 31<sup>st</sup> 2015 (all figures approx)</b>	
Estimated dwelling completions April 1 <sup>st</sup> 2009 – March 31 <sup>st</sup> 2010	140 (approx)
Managed Delivery 5-Year Supply requirement derived from Housing Trajectory: April 1 <sup>st</sup> 2010 – March 31 <sup>st</sup> 2015	4150
Comprised of:-	
Previously Developed Land	3555
Greenfield sites (Green Belt)	595
Contingency: the SHLAA pool identifies alternative or additional housing sites that can be brought forward into this time period if required. The position will be reviewed on a regular basis and the Housing Trajectory and resultant 5-year housing land supply revised accordingly	
<b>(c) INDICATIVE 15-year allocation from Adoption: this is based on a standard allocation of 950 dwellings per annum for years post 2021 and assumes Adoption during 2011.</b>	
Provisional Allocation 2021 –2025: 4 years @ 950 dwellings per annum	3800
Residual Allocation April 1 <sup>st</sup> 2009 – March 31 <sup>st</sup> 2021 [Table (a) refers] that has to be rolled up under the current RSS and counted into the 15 year supply from 2011, the anticipated year of Adoption.	13550
Sub-Total to 2025	17350
Add additional year 2025 –2026	950
Total indicative 15 year supply from 2011.	18300
Total acceptable land supply identified in SHLAA pool	19300
Contingency	1000

5.12 The Council is required to demonstrate a rolling 5-year supply of deliverable housing land. The latest position will be set out in the most recent *Annual Monitoring Report* and the Housing Trajectory [See Appendix 3] that is refreshed on an annual basis. This monitoring process will track the progress of housing completions against the provisions of this policy and will make an annual reassessment in respect to the supply of deliverable and developable housing land.

5.13 To assist the delivery of housing the Council has produced a SHLAA, which is not a one-off study but an integral part of the Annual Monitoring Report process that will enable the supply of land to be regularly reviewed and rolled forward. Through the Annual Monitoring Report, the Council will review existing sites with and without planning permission to judge whether there are any actions that can be taken to unlock sites and allow development to go ahead, such as, holding discussions with developers and landowners to identify barriers to delivery; use of the Council's land acquisition powers; and investigating and progressing urban renewal projects.



### **Housing Density Approach**

- 5.14 The Council seeks to maximise the use of redundant and underused land in the Borough and increase potential residential capacity whilst maintaining a commitment to delivering high quality and well designed housing and liveable and inclusive neighbourhoods. The Council considers it essential that the density of new residential development is an output of a design-led process that takes account of local context and distinctiveness, site constraints and public transport accessibility. The role of the policy seeks to enable high-density development in the areas of good accessibility and access to services and an enabling mechanism which supports the Council's regeneration vision for some of the most deprived neighbourhoods in the Borough.
- 5.15 The South Essex Strategic Housing Market Assessment (2008) (SHMA) provided a residential density assessment of the sub-region and concluded that a density of at least 60 dwellings per hectare would be appropriate in urban locations with high public transport accessibility and good access to services. The Council welcomes this approach and considers it entirely appropriate in Thurrock. In respect to suburban locations, a density range of 30 to 40 dwellings per hectare was suggested. It is considered that in the urban context of Thurrock a density range of 30 to 75 dwellings per hectare would be more appropriate in such locations. The Council will produce a Design and Sustainability SPD that will set out the design principles that will guide density levels in the Borough and provide a character assessment of each area to provide area specific density guidance.

### **Housing Size and Type**

- 5.16 It is apparent from the national statistics and evidence sourced from the SHMA that there would be growth in most age groups over the next twenty years with the age group over 60 experiencing the greatest growth. The impact of this population growth is a projected 47% increase in single person households. This compares to a projected 19% growth in all households. The SHMA expects a high proportion of the growth in single person households to result from more single persons aged 55 or over. The growth in this age group and the high proportion of single person households within it, gives rise to the need for provision of bungalows and specialist and extra care housing for older persons.
- 5.17 The SHMA indicates that that there is not, however, a direct relationship between household size and housing size in the market sector. In particular it is noted that the size of dwellings relates more to age and wealth than it does to the sizes of households. As such, across Thames Gateway South Essex an estimated 75% of all homes were considered to be under-occupied in 2001. On this basis, the SHMA considered that it was inappropriate to provide specific dwelling size targets for market housing through the LDF and that the market housing sector in the sub-region was effective at matching the size of

dwelling to market demand at a local level. By contrast the SHMA sets out the range of affordable housing dwelling sizes required in the sub-region. It was noted that across the sub-region there is a need for family accommodation. However, the situation in Thurrock is different from the sub-region in that the affordable housing demand is primarily for one and two-bed properties.

### **Inclusive Residential Developments**

- 5.18 The national Lifetime Homes standard allows for new dwellings to be adapted as residents' circumstances change over time, and increases flexibility in the housing stock. The Government is proposing that all housing meets the standard by 2013. Given the changing demographic structure in Thurrock, the SHMA recommends that the Lifetime Homes standard be implemented during the interim period to 2013.
- 5.19 National statistics indicate that in Thurrock, 4% of the population are claiming a disability living allowance, which provides care and mobility assistance. Approximately 75% of those people that claim disability living allowance, which amounts to 3% of the total Thurrock population, have been doing so for over five years. The Council will therefore require residential development proposals to meet the highest standards of accessibility and inclusion with 3% of new residential dwellings built to full wheelchair standards as set out in the Housing Corporation's *'Wheelchair Housing Design Guide'*. The Design and Sustainability SPD will provide further guidance on inclusive design matters.

## **CSTP1 - STRATEGIC HOUSING PROVISION**

Thurrock is required to deliver a minimum of 18,500 dwellings between 2001 and 2021. The Council will promote a mix of dwelling types, size and tenure, to meet the needs of Thurrock's current and future population. The Council will monitor and review housing land supply on a regular basis to ensure sufficient land is available to enable the following:-

### **1. HOUSING GROWTH 2009 TO 2026**

- i. For the period 1 April 2009 to 31 March 2021, an additional 13,550 dwellings are required to meet this policy aim.
- ii. For the 5 year period 1 April 2021 to 31 March 2026, the Council has made an indicative provision for 4750 dwellings.
- iii. The SHLAA and future reviews will identify deliverable sites for 5yrs and developable sites within 10yrs and 15yrs period that will underpin the AMR and Housing Trajectory.
- iv. Housing Sites will be allocated as part of the Site Specific Allocations and Policies Development Plan Document.
- v. The Council uses a Managed Delivery Approach to the calculation and maintenance of a continuing deliverable 5-year housing land

supply. This approach is based on a 'plan, monitor, manage' regime using the key tools of the Annual Monitoring Report and the SHLAA to monitor and review the Housing Trajectory. Through this process the Council will track the progress in housing delivery and the continuing maintenance of a deliverable 5-year housing land supply in accordance with the current PPS3 or its statutory successor.

- vi. The Council and partners will actively seek to increase the supply of deliverable housing sites where it appears that the five-year housing supply will not meet the required dwelling provision.

## **2. HOUSING DENSITY APPROACH**

- i. Proposals for residential development will be design-led and will seek to optimise the use of land in a manner that is compatible with the local context. The Council will strongly resist excessive density that would lead to a poor quality of life for existing and future occupants of the local area and would undermine the Council's commitment of delivering sustainable neighbourhoods.
- ii. New residential development will be led by the design standards set out in the Layout and Standards SPD and the Core Strategy Policies.
- iii. Within the Borough's Town Centres, Regenerations Areas, key flagship schemes and other areas with high public transport accessibility, the Council will, subject to other development plan policies, seek to secure a minimum density of at least 60 dwellings per hectare. Outside of these areas, a density range of between 30 and 70 dwellings per hectare will generally be sought.

## **3. DWELLING MIX**

- i. The Council will require new residential developments to provide a range of dwelling types and sizes to reflect the Borough's housing need, in accordance with the findings of the Strategic Housing Market Assessment, any relevant development briefs, the local context, amenity and car parking standards.

## **4. LIFETIME HOMES AND ACCESSIBLE HOUSING**

- i. The Council will require all future development to meet the highest standards of accessibility and inclusion. All new dwellings will be required to meet the Lifetime Homes standard.
- ii. The Council will seek 3% of new dwellings on developments of 30 dwellings or more will be built to full wheelchair standards.
- iii. The requirements for Lifetime Homes and Accessible Housing may be adjusted where the developer is able to prove that these requirements will be economically unviable, rendering the site undeliverable.

### **Key Diagram and Maps**

Broad locations are shown on the Key Diagram.  
Sites will be identified in the Adopted Sites Specific Allocations and Policies  
DPD and identified on the Proposals Map.

## **CSTP2 - THE PROVISION OF AFFORDABLE HOUSING**

### **Introduction**

- 5.20 The delivery of Affordable Housing to meet the current and future needs of Thurrock is an essential component of creating sustainable communities. The Council seeks to deliver a wide choice of high-quality homes to address the needs of local people and to create sustainable, inclusive and mixed communities.
- 5.21 *PPS3* sets out the definition of Affordable Housing and highlights the need for delivery of high quality housing for people who are unable to access or afford market housing. *PPS3* also indicates that it is important that Development Plan Documents set out sufficient guidance on the Council's approach to seeking developer contributions.

### **Thurrock Plans and Strategies**

- 5.22 The Thurrock Housing Strategy (2004), Thurrock Housing Need Survey (2004) and SHMA (2008) have established what the people of Thurrock need in terms of the type, affordability and tenure of dwellings.
- 5.23 The SHMA (2008) provided an independent assessment of housing need across the South Essex sub-region. The SHMA indicated that across the South Essex sub-region, 54% of anticipated housing delivery levels should be affordable to meet the housing need. The SHMA recognised that this level is not deliverable and suggested that subject to specific viability testing by each local authority, a 35% affordable housing target across the sub-region would be an appropriate threshold. The SMHA recommended that subject to specific need identified by each local authority, a policy of an 80:20 split of Affordable Housing between social rented and intermediate provision should be developed. However, to further sustainable communities within Thurrock a minimum split of 70:30 split of affordable housing between social rented and intermediate provision, should be the starting point for negotiation.
- 5.24 The Council has commissioned an Economic Viability Assessment (EVA) that assesses the delivery of Affordable Housing in Thurrock. The EVA includes the analysis of a representative sample of housing site typologies using the Homes and Communities Agency (HCA) approved model. The outcome of this study confirms that in broad terms green-field sites are capable of delivering Affordable Housing at a 35% level in most market conditions and within the range of assumptions input into the model. Brownfield (Previously Developed Land PDL) sites are necessarily more challenging but the Council's and Development Corporation's track record since 2001 shows that Affordable Housing can be delivered on these sites when the market conditions allow and the necessary support and intervention is

provided. Therefore, where appropriate the Council will assess deliverability issues when considering particular residential development proposals in the light of all relevant economic and market factors operative at the time. This approach will apply in relation to particular brownfield sites which have substantive constraints and barriers to development. The Council will be ready to negotiate with developers on such identified sites on the basis of an open-book economic viability assessment for the particular site in question. The Development Corporation is frequently directly instrumental in bringing forward the largest brownfield sites, assembling various land-holdings and establishing partnerships with developers e.g. Purfleet PRiDe.

## **CSTP2 – THE PROVISION OF AFFORDABLE HOUSING**

1. In order to address the current and future need for Affordable Housing in Thurrock, the Council will seek the minimum provision of 35% of the total number of residential units built to be provided as Affordable Housing. The Council's policy is that provision should be maintained in perpetuity as Affordable Housing as far as legally possible.
2. The Council will seek Affordable Housing to meet local needs on qualifying sites subject to:
  - i. its suitability for on-site provision;
  - ii. the economics of providing affordable housing;
  - iii. the extent to which the provision of affordable housing would prejudice other planning objectives to be met from the development of the site; and
  - iv. the mix of units necessary to meet local needs and achieve a successful sustainable socially inclusive development.
3. The Council recognises that the majority of Thurrock's identified housing land supply is on Previously Developed Land often subject to a variety of physical constraints. The capacity of a site to deliver a level of Affordable Housing that can be supported financially will be determined by individual site 'open book' economic viability analysis where deemed appropriate. This analysis will take into consideration existing use values, as well as other site-specific factors.
4. In some areas of Thurrock, the local need for Affordable Housing may be less than 35%. In this case the Council will require a financial contribution to off-site Affordable Housing provision at the equivalent rate to meet priority needs elsewhere within Thurrock.
5. In order to meet the overall target, the Council will seek to achieve, where viable, 35% Affordable Housing on all new housing developments capable of accommodating 10 or more dwellings or sites of 0.5 ha or more irrespective of the number of dwellings. Sites below threshold will make an equivalent financial contribution towards off-site provision.
6. The Affordable Housing provision should seek to achieve a target of 70% social rented accommodation with the balance being provided as

intermediate housing. In determining the amount and mix of Affordable Housing to be delivered, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination will be taken into account.

7. Where appropriate for specific sites, criteria setting out variations in the form the contribution should take (including tenure mix) will be provided in the Site Specific Allocations and Policies DPD.
8. The following Affordable Housing dwelling size mix will generally be sought where affordable housing is provided:

<b>Dwelling size: No. bedrooms</b>	<b>1-Bed</b>	<b>2-Bed</b>	<b>3-Bed</b>	<b>4-Bed</b>
Affordable Housing Provision	40%	35%	15%	10%

Where this affordable mix is not considered appropriate developers will be required to justify to the satisfaction of the Council a more appropriate affordable dwelling mix.

9. The above proportions relating to social rented housing, intermediate housing and dwelling size may be varied where justified and with agreement with the Council; the Council will take account of the latest available evidence from the SHMA (or its equivalent successor).
10. The Council will require developments to integrate Affordable Housing and market housing, with a consistent standard of quality design and public spaces, to create mixed and sustainable communities.

### **Key Diagram and Maps**

Not Applicable

## **CSTP3 - GYPSIES AND TRAVELLERS**

### **Introduction**

- 5.25 Gypsies and Travellers comprise a number of diverse groups that have different origins, traditions and ways of travelling. In Thurrock there are currently 3 Council owned Gypsy and Traveller sites and several authorised private Gypsy sites. The number of unauthorised caravans (including tolerated) on various sites in 2008 was equivalent to 18 pitches. The policy seeks to maintain Gypsies' and Travellers' way of life and seeks to improve their quality of life and access to services.

### **National and Regional Policy Context**

- 5.26 *Policy H3 of the East of England Plan: Provision for Gypsies and Travellers* requires an additional 44 pitches to be provided in Thurrock between 2006 and 2011. *Policy H3* states that beyond 2011, provision should be made for an annual 3% compound increase in residential pitches across the region, giving Thurrock a total of 87 additional pitches by 2021.
- 5.27 The Council considers the provision of sites for Gypsies and Travellers within Thurrock to be sufficient for its needs for the foreseeable future and continues to seek a more fair and equitable distribution of Gypsy pitch provision in the East of England.

### **Thurrock Plans and Strategies**

- 5.28 Thurrock is home to a significant number of Gypsy and Traveller populations. In order to understand their needs and characteristics, the Council commissioned Fordham Research (2006) to conduct a Gypsy and Traveller Accommodation Assessment (GTAA). It was found in the assessment that there is a need for additional pitch provision, however the large populations in the Borough are disproportionate compared to the wider Essex area. As such, Fordham Research recommended a joint approach with the East of England Regional Assembly and neighbouring authorities to increase provision in a more appropriate manner across Essex.
- 5.29 The GTAA reported that Gypsies and Travellers experience barriers to key services such as education and health. The GTAA recommended that the Council form a coherent policy that seeks to improve the health and education status of Gypsies and Travellers and their access to services. Evidence from the GTAA has demonstrated that Gypsies and Travellers have a preference to live on small-scale sites, principally to ensure that family bonds are retained. This requirement is recognised in Policy CSTP3 in terms of how the Council will assess individual applications for additional pitch provision from future Gypsy and Traveller site proposals.



### **CSTP3 - GYPSIES AND TRAVELLERS**

1. The Council will support proposals that seek to ensure that the standard of the existing approved Gypsy and Traveller sites in the Borough is progressively improved and upgraded.
2. The Council will seek to make provision for a total of 87 additional pitches (see i to iii below) in accordance with RSS Policy H3, for the period 2006-2021, subject to credible evidence of actual need for any further pitch provision demonstrated over the period to 2021 through the GTAA review.
  - i. The Council will review the existing unauthorised “tolerated” Gypsy and Traveller sites through the Site Specific Allocations DPD and where appropriate regularise their status at existing pitch levels or with appropriate extensions to the site, if satisfied that they meet the provisions of this policy and if required at the time.
  - ii. The Council will provide an additional five pitches at the Pilgrims Lane site.
  - iii. Subsequently the Council will make additional pitch allocations through extensions of the other existing sites, authorised and regulated, and through allocation of new sites if proven to be necessary and appropriate.
3. The Council will refresh its own GTAA to assess the evidence of actual need over the Plan period from 2021 to 2026/7 and shall identify further pitch provision to meet any such need through the Site Specific Allocations and Policies DPD or a revision thereto.
4. The Council will continue to engage with local gypsies and travellers through the work of the dedicated Gypsy liaison and planning officers.
5. In relation to the identified need beyond 2021, the Council will continue to work with our partners in the region to develop a fair and equitable distribution of provision.
6. Proposals for new or extensions to existing Gypsy and Traveller Sites will be considered by reference to the following criteria:
  - (i) The Council is satisfied that there is a clearly established need for the site and the number of pitches involved cannot be met by an existing site;
  - (ii) The site is accessible by foot, cycle and/or public transport to local services and facilities, such as shops, primary and secondary schools, healthcare and other community facilities;
  - (iii) The site proposal will not unacceptably impact upon the safety and amenity of the occupants and neighbouring uses;
  - (iv) The site proposal will not unacceptably harm the character and appearance of the area and will not result in an unacceptable visual impact;

- (v) The proposed accommodation on the site or site extension will not normally comprise more than 5 individual pitches. This threshold may be exceeded where the site location and topography allows always subject to the availability of credible evidence of actual need;
- (vi) The site will have safe and convenient access to the road network and would not cause a significant hazard to other road users;
- (vii) The site will make provision for parking, turning, service and emergency vehicles;
- (viii) The site will be supplied with essential services such as water, power, sewerage and drainage, and waste disposal;
- (ix) Proposals incorporate a landscape strategy where appropriate;
- (x) The vulnerability of the proposed site to flood risk.

**Key Diagram and Maps**

Sites will be identified at Site Specific Allocations and Policies DPD stage and shown on the Proposals Map.

## **CSTP4 - TRAVELLING SHOWPEOPLE**

### **Introduction**

- 5.30 Thurrock is home to a large Travelling Showpeople population, which is concentrated on just a small number of large sites that incorporate both authorised and unauthorised elements. In Thurrock there are currently 64 authorised Travelling Showpeople plots and 62 plots with temporary permission. This policy aims to set out robust locational principles for new sites and the means by which the Council will develop jointly with adjoining Local Authorities the future strategic pitch provision for Travelling Showpeople. The policy seeks to ensure that the Travelling Showpeople population enjoys a good quality of life, appropriate living conditions and opportunities to operate their businesses effectively.

### **National and Regional Policy Context**

- 5.31 Travelling Showpeople are defined by *Circular 04/2007* as “Members of a community that consists of self-employed business people who travel the country, often with their families, holding fairs”. The Circular states that although their work is of a mobile nature, Travelling Showpeople require secure, permanent bases for the storage of their equipment and residential purposes.
- 5.32 Policy H4 of the *East of England Plan RSS Gypsy and Traveller Review July 2009* requires local authorities to make provision for plots to meet the identified needs of Travelling Showpeople in the area and where development plans look beyond 2011, they should provide for an annual 1.5% compound increase in plots. It also states that local authorities should work in County groupings with local Travelling Showpeople and the Showmen's Guild to identify the sites required in meeting the need.

### **Thurrock Plans and Strategies**

- 5.33 The plan area is home to a significant Travelling Showpeople population. The *Thurrock Gypsy, Traveller and Travelling Showperson Accommodation Assessment* (2007) notes that there is an overcrowding issue amongst the Travelling Showpeople population at Buckles Lane.
- 5.34 *Travelling Showpeople's Sites – A Planning Focus* (2007) was published by the Showmen's Guild of Great Britain. This document sets out the site requirements for Travelling Showpeople sites and suggests a site criteria in which to assess planning applications. This document describes Travelling Showpeople's Sites as being generally characterised as mixed-use in land use terms with a combination of residential, commercial and storage areas within one site.

#### **CSTP4- TRAVELLING SHOWPEOPLE**

1. The existing approved and established sites listed below will be safeguarded as permanent accommodation in the Borough for Travelling Showpeople:
  - Buckles Lane, South Ockendon
  - Rear of Mill Lane / London Road, West Thurrock
  - Rear of St Chad's Road, Tilbury
2. The Council will meet any jointly agreed and identified future need for Travelling Showpeople in the Borough through the allocation of land at the existing temporary site to the west of land south of Buckles Lane and upgraded to meet Showman Guild Standards. The extent of this site will be identified in the Site Specific Allocations and Policies DPD and shown on the Proposals Map.
3. Should the East of England Plan be revoked or the Joint Review process abandoned, the Council will initiate a Review of further need through the GTAA Review process with a view to making further allocations if necessary.
4. Subject to the completion of the Review process no further plots will be permitted for this use unless the proposed site/s meet the relevant following requirements:
  - (i) The Council is satisfied that there is a clearly established need for the site within Thurrock.
  - (ii) The number of plots involved cannot be met by an existing or allocated site within Thurrock;
  - (iii) The plot meets the Showman Guild Standards;
  - (iv) The plot is suitable for mixed residential and business/storage uses;
  - (v) The plot is accessible by foot, cycle and/or public transport to local services and facilities, such as shops, primary and secondary schools, healthcare and other community facilities;
  - (vi) Development of the plot will not unacceptably impact upon the safety and amenity of the occupants and neighbouring uses;
  - (vii) Development of the plot will not unacceptably harm the character and appearance of the area and will not result in an unacceptable visual impact;
  - (viii) The plot will have safe and convenient access to the road network and would not cause a significant hazard to other road users;
  - (ix) The plot will make provision for parking, turning, service and emergency vehicles;
  - (x) Proposals incorporate a landscape strategy where appropriate;
  - (xi) The vulnerability of the proposed site to flood risk and potential danger to occupants has been assessed in accordance with the requirements of Policy PMD15;
  - (xii) The plot is not situated on, or adjacent to, sites of international, national, regional or local biodiversity and/or geological diversity importance;

<b>Key Diagram and Maps</b>
Sites will be identified at Site Specific Allocations and Policies DPD stage and shown on the Proposals Map.

## **CSTP5 – NEIGHBOURHOOD RENEWAL**

### **Introduction**

- 5.35 The Council, working with its LSP partners to ensure that Thurrock will be the location of choice - a place where people thrive and prosper; have access to high quality services; and where development is sustainable and supports Thurrock's new and existing communities as they grow. While many of Thurrock's neighbourhoods already provide attractive living environments with good access to local facilities, there are several neighbourhoods that suffer from high levels of deprivation. To reduce this inequality it is necessary that a number of the Borough's neighbourhoods are renewed, regenerated and integrated within the wider urban fabric to meet the needs of the existing and future residents.
- 5.36 The policy seeks to provide a framework for regeneration initiatives across the most disadvantaged communities in Thurrock. The focus is not just on improving housing and the physical fabric of neighbourhoods, but also addressing the fundamental problems in relation to access to health, education, local services and job opportunities.
- 5.37 The NPPF sets out the framework for delivering sustainable communities. In support of the regeneration approach the DCLG recently published *Transforming places; changing lives: taking forward the regeneration framework* (2009). This document sets out the Government's approach to taking forward regeneration initiatives. It is stated that regeneration can help remove the barriers, that hold back local areas and provide an important catalyst for reversing decline and improving prosperity and can help retain existing businesses whilst also attracting new inward investment and enterprise.

### **Thurrock Plans and Strategies**

- 5.38 The Neighbourhood Renewal Working Group (NRWG) is leading on the preparation and implementation of the *Thurrock Neighbourhood Renewal Strategy*. This strategy has been developed within the strategic framework provided by the Borough's Sustainable Community Strategy and supports delivery of the overarching vision for Thurrock. The *Thurrock Neighbourhood Renewal Strategy* has established the priority areas in the Borough for renewal based profiling information primarily derived from the Office of National Statistics' *Indices of Deprivation* (2007). It is evident from this information that deep pockets of deprivation are experienced in some wards. The *Indices of Deprivation* show that 24% of Borough's identified communities are within the 25% most deprived communities in England with five of these communities being within the 10% most deprived areas. The highest levels of deprivation in the Borough can be found in parts of Tilbury, Grays Riverside, Belhus and Purfleet.

- 5.39 The NRWG is developing a strategic and cross cutting approach to neighbourhood renewal that seeks to ensure that no one in the Borough is disadvantaged by where they live. This will be achieved by improving the quality of life in the most disadvantaged areas of Thurrock by tackling poor job prospects; high crime levels; educational under-achievement; poor health; problems with housing; the local environment; and access to services. The strategy will target two levels of activity – ‘top down’ and ‘bottom up’. The ‘top down’ approach will be led by ‘strategic intervention projects’ identified in the Thurrock Economic Development Strategy whilst the ‘bottom up’ approach will seek to engage the local communities and empower them to resolve the issues that adversely affect their lives on a daily basis.
- 5.40 Thames Gateway Development Corporation: Corporate Plan 2008 – 2011 (2008) identifies the need to reduce the high levels of deprivation in Thurrock. Of particular concern are the low levels of employment, income and qualifications in the most disadvantaged neighbourhoods, together with a lack of community facilities and infrastructure, high levels of child poverty, poor health and a low life expectancy. The TTGDC has identified a number of specific areas where direct neighbourhood renewal initiatives are required. These initiatives will be recognised and incorporated within the action plans prepared for each of the four priority areas.
- 5.41 At Purfleet, the TTGDC is working in partnership with the Council to secure the long-term regeneration of the Garrison Estate. The regeneration of the estate will enable the TTGDC to improve the integration of Purfleet’s existing communities with the wider redevelopment and regeneration proposals in the surrounding Purfleet area. The TTGDC’s *Corporate Plan* also noted the acute problems facing Tilbury and in particular the level of social deprivation and exclusion in the town. It is the TTGDC’s, and Shaping Thurrock partners’ view that comprehensive regeneration initiatives are required to remodel the existing settlement at Tilbury.
- 5.42 The TTGDC has produced a number of Masterplans that include several of the regeneration areas indicated in the policy. These Masterplans will guide development in the respective areas and direct and set out the principles for regeneration.

### **CSTP5 – NEIGHBOURHOOD RENEWAL**

1. The Council and Partners seeks to ensure that no one in the Borough should be disadvantaged by where they live, particularly in relation to health, education, local services, job opportunities and good housing. The Council will work with all relevant agencies in the delivery of regeneration in the Borough to achieve sustainable, mixed and balanced communities. The following neighbourhoods have been identified as priority regeneration areas by the Thurrock Neighbourhood Renewal Strategy:

- Purfleet;
- Grays Riverside and Grays Central;
- Tilbury and Chadwell St. Mary;
- South Ockendon (including Belhus).

2. All developments in the regeneration areas will be required to support and assist:

- i. The creation of a more balanced housing stock through the development of high quality new dwellings that offer a better choice of housing types and tenures based on specific needs of the area.
- ii. The retention and improvement of social and private sector housing to meet decent homes standards and resident aspirations.
- iii. The improvement of the external environment through the provision of:
  - (i) Community facilities and infrastructure including health and education facilities.
  - (ii) Public open space and recreation facilities and enhancement of existing open spaces to create a green corridor network integrated throughout the area.
- iv. The enhancement of the area's economic viability by promoting the creation of business space for new start-up and local businesses.
- v. The promotion of high quality architecture, public realm and environmental design throughout the development.
- vi. High standards of sustainable construction and design, energy and water efficiency and flood risk management that contribute to meeting the climate change challenges locally.
- vii. The development of capacity within communities to create cohesive, engaged and empowered communities.
- viii. The Borough-wide approach to neighbourhood management.

### **Key Diagram and Maps**

Key Diagram: The broad locations of the priority regeneration areas



# Thurrock

Local Development Framework

**Adopted Core Strategy and Policies  
for Management of Development**



## **Employment and Retail**

**Thematic Policies**

## **CSTP6 – STRATEGIC EMPLOYMENT PROVISION**

### **Introduction**

- 5.43 A sound economic future is essential to securing Thurrock's future. The Council will seek to encourage and develop a thriving economy, where there is sufficient land and floor-space to accommodate projected employment growth in the core and growth sectors and to facilitate the continuing and emerging needs of business. The policy focus will contribute to three broad outcomes – supporting employment growth; creating the conditions required for sustainable growth; and ensuring direct benefits to local communities.
- 5.44 The Annual Business Inquiry indicates that the level of employment in Thurrock has increased from 53,400 in 2001 to 57,000 in 2007, an increase of 3,600 jobs. This represents a slowdown in employment growth compared to the period 1995 to 2001 where approximately 9,000 new jobs were created in the Borough. The most significant change in employment over the last fifteen years has been the rapid growth in services. The growth of service employment has occurred nationally, however within Thurrock this growth has been more pronounced through the retail expansion of Lakeside since the 1990s. The largest absolute increase in numbers was in wholesale and retail trade sector, which increased from 9,923 jobs in 1993 to 17,759 jobs in 2003. Hotels and restaurants, education and health also enjoyed large increases of around 40-50% between 1991-2001. In contrast, financial and business services, and personal services, had risen by a much lower rate and extractive, energy and manufacturing employment had fallen.
- 5.45 Given Thurrock's strategic location, logistics and distribution remains the Borough's major employer, however national data suggests that employment in this sector peaked in 2000 with as many as 15,600 jobs, but declined to 12,400 jobs by 2004. Within the South Essex context, Thurrock is one of the three main employment hubs, alongside Basildon and Southend-on-Sea. Thurrock's economic role within South Essex is as a logistics and distribution hub with 22% of employment in the Borough in 2001, generated from this sector. By comparison, the manufacturing and service sectors are under represented in Thurrock when compared to Basildon and Southend-on-Sea. The statistical effects of the 2008-2009 recession on levels of employment across sectors in Thurrock, have not yet been fully collated and published in the Annual Business Inquiry. The ONS Annual Population Survey indicates, however, that unemployment in Thurrock rose steeply during this period, reaching 8% in 2009, or double the rate of 2004.
- 5.46 An important component of the strategic employment provision is the development of a culture and leisure sector. As Thurrock's economy diversifies and its communities regenerate, grow and become more prosperous, there will be increasing demand for cultural and leisure activities. The Council seeks to facilitate the development of this sector

to meet the future demands and encourage health and well-being amongst the existing and future communities of Thurrock. It is expected that this sector will emerge as a significant employer of Thurrock's population over the forthcoming years.

- 5.47 This policy aims to support employment growth, create the conditions required for sustainable growth in the core and growth sectors and ensure the local communities receive direct benefits. A co-ordinated and consistent approach has been developed to create opportunities for up to 26,000 additional jobs throughout Thurrock over the Plan period and beyond. This policy will set out the indicative land supply to complement the broad locations set out in Policy CSSP2. The Council's approach to sustainable economic development includes:
- Achieving increased prosperity and employment growth;
  - A sustainable balance between housing and jobs growth across the Borough;
  - Supporting indigenous business;
  - Attracting inward investment;
  - Diversifying the economy;
  - Providing improved skills and jobs for local people; and
  - Providing for land and sites of appropriate type and location.

### **Thurrock Plans and Strategies**

- 5.48 The *Thurrock Employment Study (2005)* indicates that there are three basic elements to the potential employment growth. First there is trend-based growth, which is projected to provide circa 6,800 jobs. Secondly there is London Gateway, with a potential to provide at least 10,000 net direct and indirect jobs by 2026, subject to delivery timescales. Thirdly the recently Adopted RSS Lakeside policy sets out the future potential employment that could be generated at Lakeside that could be in excess of 6000 new jobs subject to a final determination of retail, commercial and leisure floor-space thresholds. Finally, there are the possible impacts of additional inward investment, particularly through the efforts of the TTGDC, which could generate at least 1,300 jobs. The Thurrock Employment Study indicates that the East of England Plan 26,000 job target for Thurrock will be very challenging to deliver by 2026 and that there is a strong reliance upon the delivery of the London Gateway Port at Shell Haven. Given the recent delays to the London Gateway scheme, the Lakeside Basin now stands centre stage as the most likely Key Strategic Economic Hub to produce significant numbers of jobs in the short and medium term.
- 5.49 The *Employment Land Review (2007)* noted that the 26,000 job requirement for Thurrock relates to total employment across the different sectors in the Borough and it does not relate specifically to employment land. As such an assessment of the Borough's employment land was undertaken to demonstrate the actual industries that are located on the employment land. The analysis demonstrated that employment growth on employment land, as a percentage of overall employment growth in Thurrock would account for 44% or

- 11,440 jobs. The proportion of new jobs on employment land may continue to decline in Thurrock with the introduction of flexible working practices.
- 5.50 To meet the job growth requirements, the analysis from the Thurrock Employment Land Review has identified a need for between 45.2 and 83.8 hectares of employment land outside of the London Gateway over the Plan period and beyond in order to accommodate employment growth in B class uses. The Thurrock Employment Land Review identifies a total need for re-designation of between 69.8 to 88.6 hectares of designated employment land to other uses in the forthcoming plan period. It is stated that part of this figure will include an approximate displacement of between 10-15 hectares of employment uses to the London Gateway.
- 5.51 Further technical studies have been prepared including the Employment Sites Review (2010) that assesses job densities of sites proposed and intensification of existing sites. This assessment included an initial appraisal of sites identified in the Lakeside Single Issue Review. A revised Employment Land Review (2010) has also identified the sustainability of existing and proposed sites for employment.
- 5.52 The updated technical studies (2010) have identified that up to 5345 jobs have been delivered from net additional employment land between 2001 and 2009. The net additional employment land provision identified including mixed-use, leisure and retail could accommodate almost 28,000 jobs and therefore provides sufficient capacity for the 26,000 jobs growth the Council wishes to promote in the Borough during the lifetime of the plan. The calculation takes into account the proposed loss of some employment land to other uses, notably housing. The Employment Studies have also identified that 1000 jobs could be provided from small scale public services and home working. The Local Development Documents for Lakeside may identify additional jobs through further intensification of sites. The total number of jobs identified exceeds the RSS requirement.
- 5.53 The Council designates Industrial and Commercial land in the Borough as either Primary or Secondary employment land. Primary employment land has good access to the strategic/principal road network. Secondary employment land is an important source of local jobs, but is not ideally located in relation to the highway network or neighbouring housing areas. Activities on Secondary employment land, or traffic generated by them, can cause significant environmental problems for local residents. Exceptionally, housing development may be considered acceptable on Secondary employment sites if this enables a particular environmental or traffic problem to be overcome. These sites will be defined in the Site Specific Allocations and Policies DPD.

## **CSTP6 – STRATEGIC EMPLOYMENT PROVISION**

### **1. Key Strategic Economic Hubs**

- I. The Council will actively seek to maintain high and stable levels of economic and employment growth by creating a network of high quality, mutually reinforcing Key Strategic Economic Hubs, identified in Policy CSSP2. The Key Strategic Economic Hubs will provide **445 hectares** of the Industrial and Commercial and Mixed-Use Land between 2009 and 2026. This provision is included in 2 and 3 below.

### **2. Primary and Secondary Industrial and Commercial Areas**

- I. The Council will safeguard existing Primary and Secondary Industrial and Commercial land and premises in, or last used for employment purposes, where it is required to maintain a sufficient supply of employment land in the Plan period. The Site Specific Allocations and Policies DPD will include policies and identify existing Industrial and Commercial land that will be protected for employment purposes, as well as existing employment land to be allocated to other uses. These areas and sites will be shown on the Proposals Map.
- II. The proposed new Primary and Secondary Industrial and Commercial sites (identified in the Site Allocations and Policies DPD and Proposals Map) will provide approximately 372 hectares of net employment land across the Borough between 2009 and 2026.
- III. The Primary and Secondary Industrial and Commercial areas will be reserved for employment generating uses falling within Class B1, B2, and B8 and sui generis uses. The Council will consider economic development that includes non-B Class uses within the Primary and Secondary Industrial and Commercial areas provided that it meets the following:
  - (i) The non-B Class Use provides a complementary and supporting use for the existing Class B uses; or
  - (ii) The non-B Class Use is necessary for the day-to-day service requirements of the existing Class B uses; or
  - (iii) There is a demonstrable need for the non-B Class Use within the Borough and there are no other reasonable alternative sites within the Borough; and
  - (iv) The introduction of the non-B Class Use will not compromise the supply of Class B land within the Borough and will not adversely affect Thurrock's existing and future economic structure;
- IV. Non-B Class uses will not be supported within the Primary and Secondary Industrial and Commercial areas where they materially change the Class B character of the Primary and Secondary Industrial and Commercial areas.
- V. Where proposals for new economic development are proposed outside the Primary and Secondary Industrial and Commercial areas, the

Council will make an assessment against the following criteria:

- (i) Compatibility with uses in the area surrounding the proposal and potential impacts on those uses.
- (ii) Capacity and impact on the road network and access by sustainable modes of transport.

### **3. Mixed-Use Employment Locations**

The Council will encourage development that maximises the employment contribution from mixed-use development sites. In total, the Council has designated 75.4 hectares of land throughout the Borough for mixed-use development between 2009 and 2026. The mixed-use development sites will be included in the Site Specific Allocations and Policies DPD and identified on the Proposals Map.

### **4. Redundant and Under-Used Employment Land and Buildings**

In addition to those employment sites allocated to other uses through the Site Specific Allocations and Policies DPD, the Council will accept the redevelopment of genuinely redundant or underused employment land and buildings to non-employment uses provided that it can be demonstrated, to the satisfaction of the Council that:

- (i) Employment uses are no longer feasible on site;
- (ii) There are sufficient alternative sites/provision to meet existing and future employment needs as identified in this Plan and any future review.
- (iii) The new uses are compatible with neighbouring uses and will not harm the viability of the surrounding employment area;
- (iv) The proposals are compliant with other development plan policies.

### **5. Relocation and Expansion of Existing Businesses**

The Council will positively encourage the relocation (within Thurrock) of existing firms wishing to expand and major non-conforming installations where this will improve their economic and environmental sustainability, improve the local environment for local residents and enhance the sustainable development potential of adjoining sites. The Council will promote the regeneration and renewal of these sites and their surroundings for housing and mixed-use development.

### **6. Office Development**

The Council will seek to direct office development to the town centres identified on the Key Diagram and the Key Strategic Economic Hubs. The Council will review locations for office development as part of the Development Plan Documents on Lakeside. Office development will generally be supported in the Primary and Secondary Industrial and Commercial areas provided that it is accessible by sustainable modes of transport and that it does not:



- (i) Impact upon the viability and amenity of surrounding uses.
- (ii) Unacceptably impact upon the road capacity and network.

## **7. Knowledge and Cultural Based Regeneration**

- I. The Council will work with partners to enhance local employment opportunities within the Regeneration Areas.
- II. Knowledge based, cultural, retail, leisure and office developments will be directed to existing centres and the Regeneration Areas to promote their vitality and viability. These sectors will act as drivers for sustainable economic growth. The priority centres for the promotion of these sectors are:
  - Purfleet;
  - Lakeside / West Thurrock Basin;
  - Grays; and
  - Tilbury.

## **8. Environmental Industries**

The Council will seek to encourage and direct the development of environmental industries to the Key Strategic Economic Hubs. The Council will work with partners to bring forward the delivery of priority environmental industry projects at the preferred following locations:

- Tilbury
- London Gateway

## **9. Range of Unit Sizes**

- I. Where appropriate the Council will require the provision of a range of unit sizes including small and medium sized business units in new economic development to ensure the needs of businesses are met.
- II. Where appropriate the Council will seek to incorporate small and medium sized business units into mixed-use developments and development proposals within the Regenerations Areas and Key Strategic Economic Hubs.

## **10. Skills and Local Employment Opportunities**

The Council will work with partners and developers to enhance the knowledge and skills and local employment opportunities for residents including the promotion of local labour and training agreements on major construction projects. The Council will utilise Section 106 obligations to further the objectives of this policy.

## **11. Tourism**

The Council will support the sustainable growth of the tourist industry in Thurrock. Where appropriate, planning permission will be granted within the town centres and Key Strategic Economic Hubs for overnight tourist and visitor accommodation, including hotels, provided the proposed development would:

- (i) Avoid any adverse effect on the amenity of occupiers of nearby properties;
- (ii) Be compatible with the character, appearance and function of the area;
- (iii) The proposals are compliant with other policies in the Core Strategy;
- (iv) Where appropriate, the Council will support development proposals that seek to support the development of the Olympic and Paralympic Games and legacy.

### **Key Diagram and Maps**

Key Diagram: Key Strategic Economic Hubs; Regeneration Area.  
Areas and sites will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.



## **CSTP7 - NETWORK OF CENTRES**

### **Introduction**

- 5.54 Thurrock's network of centres is an important factor underpinning sustainable growth. The transformation of Lakeside into a new regional (town) centre and the enhancement of existing centres are vital for sustainable development ensuring the provision of local accessible services and employment opportunities for the Borough's residents.

### **Lakeside Single Issue Review**

- 5.55 The East of England Plan (May 2008) called for a Single Issue Review of Policy ETG2 *Thurrock Key Centre for Development and Change*, with the purpose of preparing a robust strategic planning framework to guide the regeneration and redevelopment of the Lakeside Basin.
- 5.56 The Single Issue Review of Policy ETG2 commenced in autumn 2008. In October 2009, the Secretary of State published Proposed Modifications to Policy ETG2 and identifies the northern part of the Lakeside Basin as a regional centre under Policy E5 of the East of England Plan. Retail expansion is limited to 50,000 sqm of net comparison floorspace by 2019 and no expansion can be approved until Local Development Documents satisfy a series of pre-conditions set out in the policy.

### **Thurrock Strategies and Plans**

- 5.57 Evidence on retail and town centre uses is within the Thurrock Retail Study (September 2007) and the Lakeside Basin Single Issue Review Agreed Final Report (March 2009). In combination, these documents provide robust evidence on the need and location for additional retail and town centre floorspace within the Borough.
- 5.58 It is expected that Thurrock Thames Gateway Development Corporation (TTGDC) will jointly inform the development and management of Thurrock's network of centres through its masterplans and other strategies.
- 5.59 Within Grays town centre and existing local and neighbourhood centres, good access to day to-day facilities and services is necessary to ensure that the local community is in close proximity to those services used regularly. Day-to-day facilities and services include: primary schools, health centres, convenience shops, branch libraries and local offices and service providers.
- 5.60 Policy ETG2 of the East of England Plan provides detailed guidance regarding the pre-conditions for Lakeside to attain regional centre status. The Council remains supportive of these pre-conditions and they will be addressed in the Local Development Documents.

## **CSTP7 – NETWORK OF CENTRES**

- 1. New Lakeside Regional Centre:** Consistent with emerging Policy ETG2, the Council supports the transformation of the northern part of the Lakeside Basin into a new regional centre. This will be achieved in policy through a detailed chapter and inset plan within the Site Specific Allocations and Policies DPD and the Lakeside Implementation and Delivery SPD. The Site Specific Allocations and Policies DPD will also include the Regional Town Centre boundary which will be identified on the Proposals Map. Expansion at the new Lakeside regional centre will include the following:
  - (i) Up to 50,000 sqm of net comparison floorspace (by 2019);
  - (ii) At least 4,000 sqm of net convenience floorspace;
  - (iii) Up to 3,000 new dwellings; subject to review and the Site Specific Allocations and Policies DPD.
  - (iv) Employment and other services floorspace to broaden the employment base;
  - (v) Commercial leisure floorspace, including food and drink uses, consistent with the function of a regional centre.
- 2. Grays Town Centre:** the Council supports the regeneration of Grays town centre. It will become the focus for cultural, administrative and educational functions, whilst providing retail development that is complementary to the Lakeside Basin. Development should be of an appropriate scale and should be well integrated with the existing centre. Development in Grays town centre will include the following:
  - (i) Up to 5,500-6,500 sqm of net comparison floorspace by 2026;
  - (ii) Up to 4,000-5,000 sqm of net bulky durable floorspace by 2026;
  - (iii) Between 1,500-2,000 sqm of net convenience floorspace by 2026;
  - (iv) Other cultural, administrative and education developments consistent with the spatial vision for Grays.
- 3. Existing Local Centres:** Corringham, Stanford-le-Hope, South Ockendon, Tilbury, Aveley, Socketts Heath are designated as local centres. The Council encourages the following development for local centres:
  - (i) Renewal, upgrading or remodelling of existing floorspace;
  - (ii) Additional small scale retail floorspace space in suitable locations that will strengthen the centres' retail offer;
  - (iii) Investigation into the potential of a new supermarket on an appropriate site in Stanford-le-Hope to reduce convenience expenditure leakage from the east of the Borough.
- 4. New Centres:** A new local centre is designated at Purfleet. Two new neighbourhood centres are designated at West Thurrock and South Stifford and will be developed in conjunction with major residential

development. The Council encourages the following development for these new local centres:

- (i) In Purfleet, a new food store of between 1,500-2,000 sqm (net) convenience retail floorspace and complementary floorspace;
- (ii) In all new local centres, an appropriate mix of day to day services will be provided to accommodate the needs of the residential development.

**5. Existing Neighbourhood Centres:** *Larger neighbourhood parades* are identified at Chadwell St Mary, Stifford Clays, East Tilbury, Corringham, Grays, Little Thurrock, Chafford Hundred, Tilbury. *Smaller neighbourhood parades* are identified at South Ockendon, Aveley, Grays, Tilbury, Linford, Stanford-le-Hope, Corringham, Purfleet. The Council encourages the following for neighbourhood centres:

- (i) Maintain existing retail function, with changes of use to ground-floor retail units to non-retail use permitted where it can be shown there is no long-term demand for retail use of the unit or where there is a particular community need that would be met by the change of use.

#### **Key Diagrams and Maps**

Key Diagram – existing and new centres.

The Regional Centre Boundary will be identified in the Adopted Site Specific Allocations and Policies DPD and on the Proposals Map.

Existing centres are shown on the Proposals Map.

New centres and sites will be included in the Site Specific Allocations and Policies DPD and identified on the Proposals Map.

## **CSTP8 – VITALITY AND VIABILITY OF EXISTING CENTRES**

- 5.61 Alongside the transformation of Lakeside into a regional centre and the creation of the new Purfleet Centre, the improvement of the vitality and viability of Grays town centre, the local centres and neighbourhood centres is fundamental to the achievement of sustainable development. Therefore, development of an appropriate scale will be directed to these centres, and out-of-centre proposals for main town centre uses will be resisted if suitable sites are available within, or failing that, adjacent to these centres.
- 5.62 These include an indicative area for the future town centre boundary of the Lakeside regional centre which will be set out in the Site Specific Allocations and Policies DPD consistent with Policy CSTP7 and on the Proposals Map; also boundaries for Grays town centre, the existing local centres, broad locations for new local centres and the locations of existing neighbourhood centres (larger and smaller).

### **CSTP8 - VITALITY AND VIABILITY OF EXISTING CENTRES**

The Council will maintain and promote the retail function of existing centres. Measures to improve the vitality and viability of the network of centres will be encouraged in order to meet the needs of the Borough's residents and act as a focus for retail, leisure, cultural, business and residential uses. The Council will do this in the following ways:

- (i) Permitting applications for main town centre uses on suitable sites of an appropriate scale to the role and function of the centres, with Town Centres being the preferred locations, followed by edge of Town Centre locations;
- (ii) Resist proposals for main town centre uses in out of centre locations if town centre or edge of town centre locations are available, and also at edge of town centre locations if Town Centre locations are available;
- (iii) Encouraging diversification and improvement of the range and quality of facilities including retail, employment, leisure and entertainment, community, culture and education;
- (iv) Retaining and, subject to other Core Strategy policies, permitting additional residential development in appropriate locations and in particular on sites identified for mixed development;
- (v) Improving access for public transport, pedestrians, cyclists and those with special needs, whilst managing road traffic and improving road safety;
- (vi) Improving the wider environment by ensuring new development protects and/or enhances the designated centres including historic character, townscape and biodiversity
- (vii) Where appropriate seeking to improve personal safety and contribute to crime reduction by design and other measures

‘Town Centres’ for the purposes of this policy means:- Grays; Aveley, Socketts Heath, South Ockendon; Corringham; Stanford le Hope; and Tilbury on the Proposals Map.

‘Main town centre uses’ for the purposes of this policy means:- retail development, including warehouse clubs and factory outlet centres; leisure, entertainment facilities and the more intensive sport and recreational uses, including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls; offices except where ancillary to other permitted or permissible uses; and arts, culture and tourism development, including theatres, museums, galleries and concert halls, hotels and conference facilities.

‘Edge of town centre’ for the purposes of this policy means:- for retail purposes, a location that is well connected to and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a Town Centre boundary. For office development this includes locations outside Town Centres but within 500 metres of a public transport interchange.

‘Out of centre’ for the purposes of this policy means:- a location which is not in or on the edge of a Town Centre but not necessarily outside the urban area.

### **Key Diagram and Maps**

Key Diagram.

The Regional Centre Boundary will be identified in the forthcoming Thurrock Local Plan and on the Proposals Map.

Existing Town Centres and other centres are shown on the Key Diagram and Proposals Map. Primary shopping areas and any additional Town Centres will be identified in the forthcoming Thurrock Local Plan and on the Proposals Map.



# Thurrock

## Local Development Framework

**Adopted Core Strategy and Policies  
for Management of Development**



## **Socially Inclusive Communities**

### Thematic Policies

## **CSTP9 – WELLBEING: LEISURE AND SPORTS**

### **Introduction**

- 5.63 Leisure and sport are of prime importance to improving and maintaining the quality of life in the Borough by encouraging an active and healthy community. Thurrock Council is committed to meeting the leisure and sports needs of the community and this policy aims to address identified deficiencies and maintain and improve existing provision. Leisure and sport facilities have an important role in improving the wellbeing of the community. This includes ensuring the physical and mental health of individuals, preventing disease and reducing the health inequalities that exist across the Borough.
- 5.64 It is important that leisure and sports provision links well to communities in the Borough, providing facilities that are accessible to all through walking, cycling and public transport and which people are confident to use. These forms of provision often form part of the Borough's green and historic infrastructure and links between those infrastructures and sports and other leisure facilities are of great value and should be benefitted from as far as possible.
- 5.65 Several agencies have produced guidance related to Leisure and Sports, including the *Sport England Strategy 2008-2011*, which confirms that local authorities and partners can use sport to deliver stronger, healthier and more cohesive communities. The NHS promotes physical exercise and activity in order to cut the risk of serious illness.

### **Thurrock Plans and Strategies**

- 5.66 *A Framework for Regeneration and Sustainable Growth, Transforming and Revitalising Thurrock* (TTGDC, 2005) includes strategic goals aiming for increasing opportunities for entertainment, leisure and culture in the Borough. Thurrock's *Sustainable Community Strategy 2009* (SCS) aims at promoting healthy lifestyles and reducing the health inequalities that exist between different parts of the community.
- 5.67 The Core Strategy has also been informed by the *Sports and Active Recreation Strategy for Thurrock* (Thurrock Council, TTGDC and Sport England, 2009) which considers how existing sports facilities can be enhanced, as well as the creation of new sport and leisure facilities. This strategy will be used to direct future resources and ensure Thurrock has up to date, accessible and inviting sports facilities to support both the existing population and the predicted growth. The Council's *Thurrock Outdoor Sports Strategy* assesses and audits playing pitch provision within the Borough.
- 5.68 The Council's *Community Needs and Open Spaces Study (2005)* assessed the quality, quality and accessibility of open space across the Borough. The study showed that there were deficiencies in the

provision across Thurrock. Some areas having little pedestrian access to parks, for example, while play spaces for children are often considered to be of poor quality; natural greenspace is unevenly distributed across the Borough, and changing room facilities for sport fail to provide adequately for female participation. There is clear need to address the weaknesses illustrated in the study, as well as accommodate the needs associated with the substantial growth planned over the lifetime of the plan. *A Play Strategy for Thurrock: The Thurrock Play Partnership 2007-2017* reflects access, quality and types of spaces in which children and young people play. The strategy identifies gaps in the provision of play spaces and actions to address the gaps and opportunities for funding.

- 5.69 The Council will ensure that future investment improves sport resources and improves their accessibility. The Council will work for the funding to ensure improvements in adult participation in sport by 1-2% per annum, as set out in Council's national indicator targets included in the *Shaping Thurrock Partnership's Local Area Agreement (LAA) 2008/09-2010/11*.

#### **CSTP9 – WELL-BEING: LEISURE AND SPORTS**

The Council and Partners will support the delivery of a physically active, socially inclusive and healthy community through the provision of high quality sports and leisure facilities and appropriate spaces for those that live, work, and visit the borough. To achieve this, the Council and Partners will:

##### **1. New and Existing Facilities**

- I. Safeguard existing and future provision of leisure, sports and open space facilities. The Council will only allow the loss of a particular facility where appropriate alternative provision can be made elsewhere.
- II. Support the provision of new or improved leisure and sports facilities to address deficiencies identified in the *Thurrock Outdoor Sports Strategy*, *Sports and Active Recreation Strategy* and the *Community Needs and Open Spaces Study*.
- III. Promote smaller-scale sports and leisure facilities in town centres, local centres and Lakeside Regional centre.
- IV. Ensure that new or improved facilities are in locations that are accessible to the local community and create or improve links to Thurrock's network of green and historic infrastructure, including the Thames riverside.
- V. Provide facilities for schools and other institutions which can be linked and shared with the community.
- VI. Where appropriate, encouraging development proposals that seek to support the development of the Olympic and Paralympic Games and legacy.
- VII. Ensure that the potential health impacts of development are identified



and addressed at an early stage in the planning process.

## **2. Key Sites**

- I. The Council will work with relevant partners to progress the development of key flagship leisure and sports facilities at key locations to promote regeneration. The identified flagship sites include:
  - i. Sports and Well-Being Hubs (initially at Belhus, followed by facilities at Blackshots-North Grays)
  - ii. Leisure and sports facilities for Lakeside will be identified and set out in the relevant Development Plan Documents.
- II. The Council will review the potential for enhanced leisure facilities at Grays river front.
- III. A Supplementary Planning Document will be prepared at a future date to consider the issues of health and wellbeing with regard to Chadwell St. Mary and Tilbury.

The sites will be included in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map.

## **3. Developer Contributions**

Proposals for new development will be required to contribute towards the leisure and sports needs generated by the development and address any deficiencies in the locality that they may generate or exacerbate.

## **Key Diagrams and Maps**

Key Diagram

Map 3: Location of Greengrid

Sites will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.

## **CSTP10 – COMMUNITY FACILITIES**

### **Introduction**

- 5.70 Community facilities contribute towards meeting the varied needs of local people, including providing opportunities to engage in learning, develop skills and talents, and to interact with other members of the community. It is important that sufficient community facilities, including libraries, museums, village halls, places of worship and other public halls, community centres, organised attractions and festivals are in place to support the community, including the substantial additional growth planned for Thurrock during the lifetime of the plan.
- 5.71 This policy aims to ensure the delivery of community facilities within the Borough, through action by the Council and its partners, in order to address identified needs and to maintain existing provision.

### **Thurrock Plans and Strategies**

- 5.72 Thurrock Council's Refreshed Cultural Strategy (2006) highlights the importance of delivering community facilities. It sets out the Council's vision to maintain and enhance cultural facilities in the Borough. The Council has commissioned an *Infrastructure Implementation and Prioritisation Programme (2010)* to assess the infrastructure requirements for the Borough, which is required to consider the needs associated with the substantial growth planned. A *Faith Infrastructure Study* has been undertaken to identify the infrastructure requirements of faith groups and their future need for new premises. The study identifies an estimated need for four new sites on or adjacent to major housing developments identified by applying the Three Dragons standards; and 38 new or shared premises identified through direct consultation with faith groups
- 5.73 Studies produced by the Thurrock Thames Gateway Development Corporation include the *Preferred Option Spatial Plan* (TTGDC, 2006) and *A Framework for Regeneration and Sustainable Growth: Transforming and Revitalising Thurrock* (TTGDC, 2005). Both these studies acknowledge the importance of culture, heritage and leisure to the quality of life of the people of Thurrock.

## **CSTP10 – COMMUNITY FACILITIES**

### **1. Existing Facilities**

- I. The Council will safeguard existing community facilities and will only allow their loss in circumstances where appropriate facilities of equal or better quality will be provided as part of the development.
- II. The Council and partners will promote higher levels of active participation of existing community facilities through campaign awareness, education and community engagement.

## **2. New or Improved Facilities**

- I. The Council will support the provision of high quality, accessible community facilities to serve new and existing communities, regenerate areas and raise the profile of Thurrock as a destination for culture and the arts.
- II. The Council will encourage the development of multi-functional community facilities as an integral part of all major development in the Borough.

## **3. Key Projects**

- I. The Council will work with relevant partners to deliver the following projects:
  - i. Multi-functional Hub Community Centres at centres such as Chadwell St Mary and Purfleet.
  - ii. The Royal Opera House Production Park, High House Farm, Purfleet.
  - iii. National Skills Academy for Creative and Cultural Skills (Purfleet).
  - iv. The modernisation of libraries and community centres.
  - v. Facilities for performing and visual arts and museums.
  - vi. Tourism, Festivals and Attractions to support Regeneration areas and town centres and other Thurrock assets including Coalhouse Fort, Tilbury Fort, Thames riverfront and the RSPB Nature Reserve.
  - vii. Community facilities identified for Lakeside and set out in the relevant Development Plan Documents.
  - viii. A strategic approach to the provision of new and enhanced places of worship within the Borough, in response to planned population growth and identified need. The identification of appropriate sites will be linked to regeneration areas and other broad locations, co-located with other facilities.

The sites will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.

## **4. Funding and Developer Contributions**

Proposals for new development will be required to contribute towards the community needs generated by the development and address the identified deficiencies in the locality that they may generate or exacerbate.

## **Key Diagrams and Maps**

### **Key Diagram**

Sites will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.

## **CSTP11 – HEALTH PROVISION**

### **Introduction**

- 5.74 According to *Thurrock Joint Strategic Needs Assessments* (2008), the health of the population has been improving steadily. However, despite this general improvement, the gap in the main causes of death between those in advantaged and disadvantaged groups has widened. Those in disadvantaged groups are more likely to die earlier and to be in poorer health than the rest of the population. This is linked to social and demographic circumstances such as educational attainment, occupation, income, housing type and where people live. A range of policies within the Core Strategy provide measures to help tackle health inequality in Thurrock by ensuring good accessibility to services and facilities, including open and green spaces, community spaces and infrastructure and sport facilities.
- 5.75 This policy aims to highlight the planned delivery of health services that will benefit the existing and future local community of Thurrock. The longer-term vision for health care provision is to introduce a sustained realignment of the whole health and social care system. Far more services will be delivered safely and effectively in settings closer to home, and services will be built around the needs of individuals and not service providers.

### **Thurrock Plans and Strategies**

- 5.76 *Thurrock's Sustainable Community Strategy* (Strategic Partnership for Thurrock, 2009) highlights a range of objectives related to health. With reference to the spatial planning framework, it highlights the importance of reducing the health inequalities that exist between different parts of our community, including the joining up of health and social services.

### **NHS South West Essex Vision**

- 5.77 The vision of NHS South West Essex is 'for the entire population served by NHS South West Essex to become one of the healthiest and best cared for in the country'. To enable this to happen a Strategic Plan 2009-2014 ('A Golden Opportunity') was developed, incorporating 5 key strategic priorities:

- Access to quality primary, community and dental care.
- Integrated care pathways.
- Prevention and screening.
- Patient experience, quality and safety.
- Organisational Development.

The NHS South West Essex Strategic Service Development Plan will ensure that services are planned, commissioned and provided reflecting these priorities in order to achieve the vision statement.

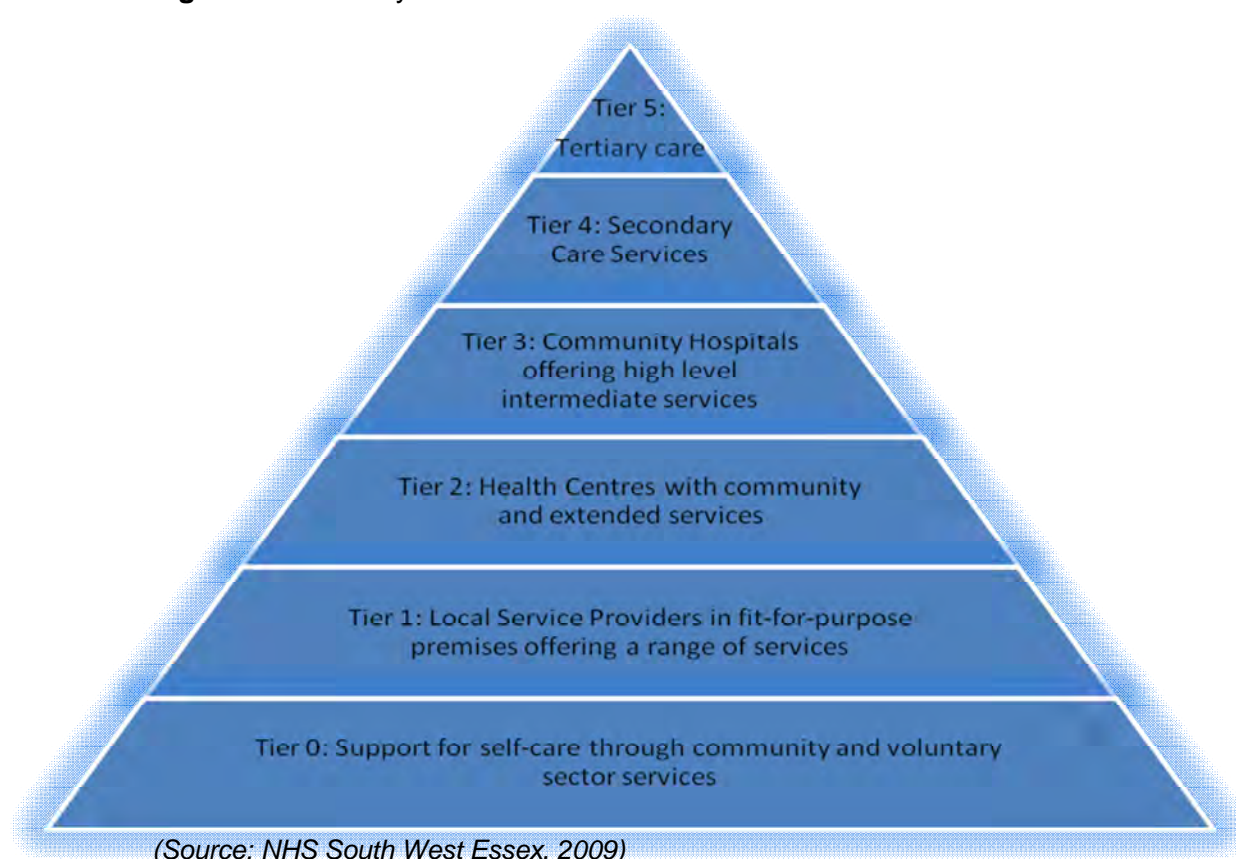
This vision will be supported by four goals:

- To improve life expectancy and reduce health inequalities through faster improvements in the most deprived areas of our community.
- To support healthy lives by reducing the key determinants of ill health, providing preventative care and access to screening.
- To improve access to high quality care so that care is provided at the right time, and in the right place.
- All patients experience high quality care which is safe, clinically effective and offers a good patient experience.

5.78 The NHS South West Essex vision further outlines a tiered model of health care provision across SWE, for Thurrock this translates the model into a number of developments as set out below.

Within Thurrock a wide range of health provision will be provided from the tier 0-3 levels. The highest order of health care provision available within Thurrock will be the New Generation Community Hospital in Grays (tier 3). However, Thurrock's local community will also benefit from health care infrastructure from a higher tier provision located outside the Borough.

**Figure 2:** Hierarchy of Health Care Provision



- 5.79 *The Strategic Outline Case: Development of a New Generation Community Hospital in Grays as Part of Regeneration Thurrock* (NHS South West Essex, 2008) sets out the needs that have been identified and options for development in Grays to inform consultation of the community hospital for Grays. Once completed, NHS SWE will prepare an Outline Business Case, confirming the location and architectural plans for the new hospital. The final stage of NHS planning will be set out in the Final Business Case, before construction of the hospital can begin. Timescales for the preparation of these further documents and development of the hospital are to be confirmed later in 2010.

## **CSTP11 – HEALTH PROVISION**

### **1. Health Care Provision**

The Council will work with partners to deliver:

- I. A healthy, strong and vibrant sustainable community by ensuring the delivery of health care infrastructure within Thurrock through a tiered model for health care provision.
- II. A significant reduction in health inequalities between different groups within the Borough, and between the Borough and the region, in line with national and regional NHS objectives.
- III. Health care facilities that are located according to need, and which are accessible to all people in the Borough, including by public transport, cycling or walking.
- IV. Health care facilities that meet existing and future community needs, including those needs arising from the new housing and employment that will be developed in the Borough over the lifetime of the plan.
- V. Improved access to General Practitioners within West Thurrock and Purfleet where an existing deficit has been identified.

### **2. Tier 3 – A Community Hospital – Offering High level Intermediate Services**

- I. The Council supports the development of a New Generation Community Hospital (NGCH) in Hogg Lane, Grays with an anticipated built completion date of late 2013. This will be the highest tier health care facility in Thurrock, and will be supported by secondary and tertiary care facilities outside the Borough.
- II. The Council supports the provision of a wide range of health and social care services for local people through the NGCH. Services are anticipated to include a GP surgery, x-ray, ultrasound, endoscopy, a minor injuries unit, primary care assessment and outpatient facilities.

### **3. Tier 2 - Health Centres with Community and Extended Services**

- I. The Council supports the development of Tier 2 health care infrastructure in Thurrock, with each facility providing a range of specialist health services for a population of approximately 30,000

people. They are anticipated to be delivered at the following locations:

- i. **Purfleet** – Over the next ten years the population of Purfleet is expected to increase due to proposed housing developments. An increase in health care services will be provided to meet increasing needs in Purfleet as the area is developed. The level of these facilities and timing of construction will depend on the phasing of the proposed development.
- ii. **Grays Town Centre** – New GP-led health care facilities at the Equitable Access Centre. This service will be available in 2010 and will lead to a requirement for four additional Whole Time Equivalent (WTE) GP's in 2010, and one further WTE GP by 2014.
- iii. **Tilbury** – Proposed new modern health care facilities to address the deficit in provision in Tilbury following a strategic review and public engagement during 2009. It is anticipated that this will lead to a requirement for three additional WTE GP's by 2012.
- iv. The Council will work with health partners to plan for additional facilities in Thurrock Urban area if need is identified from any future assessments.

#### 4. Tier 1 – Local Service Providers in fit for purpose premises offering a range of services

The Council supports the provision of new and improved tier one services, particularly in areas where a deficiency is identified. There is currently a deficit in tier 1 services across the Borough that will be affected further by the increase in population and employment envisaged in the Regional Spatial Strategy.

	Current figures	Deficit	Planned developments
GP's	36 GP practices housed within 34 GP centres and 7 Health Centres (79 GPs, which is equal to 71.6 whole time equivalent ( wte) GPs)	Thurrock is recognised as being under-doctored by c. 20 wte GPs when compared to the England average.	Grays Equitable access centre = 5wte Potential Tilbury development = 3 wte Potential West Thurrock/Purfleet = 4 wte Succession planning scheme – funding for new partners and grants to support practice mergers – 4wte
Dentist	21 dental practices (Approx. 60 dentists) 193,992 units of dental activity 9,847 units of orthodontic activity	PCT target: 66% of the population with access to NHS dentistry. (Thurrock currently at 55%)	143,000 units of dental activity including dental access centre to be incorporated in new Equitable Access Centre (Grays)  Increased orthodontic activity



## **5. Partnership Working**

The Council and NHS South West Essex are committed to working closely with partners to respond to local population changes. NHS SWE will ensure good communication with partners and Thurrock's local community to ensure that health care infrastructure development is responsive to patients' needs.

## **6. Adult Social Care**

- I. The Council will support the development of adult social care facilities that allow people to stay in their own homes for as long as possible, rather than providing more space in care homes and nursing homes.
- II. Where alterations to residential property are required to allow people to retain independence and stay in their home, the Council will support them subject to the normal controls on design and layout of residential properties and protection of neighbouring amenity.
- III. The Council will only support the development of specialist care facilities in small units, to provide facilities for members of the community who cannot be cared for at home. These will include facilities for specialist areas such as autism, profound physical and learning disabilities, where there is no local provision.
- IV. The Council will look to expand the provision of extra care housing and will be working with Housing colleagues to identify sites that can be developed as an alternative to long term residential care.

## **7. Private Sector Provision**

The Council supports, in principle, the provision of hospice accommodation at a location to be set out in the Site Specific Allocations and Policies DPD. The Council will give consideration to allowing enabling development if it can be demonstrated that this is essentially required.

## **8. Developer Contributions**

Any significant new developments that will have an adverse impact on the current accessibility and capacity of health care services will be required to contribute towards the community needs generated by the development and address any identified deficiencies in the locality that they generate or exacerbate.

## **Key Diagrams and Maps**

Sites will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.



## **CSTP12 – EDUCATION AND LEARNING**

### **Introduction**

- 5.80 *The Sustainable Communities Plan: Building for the Future* highlights the important role of education and learning in contributing to the delivery of a sustainable community. This policy aims to highlight the planned delivery of education and learning services and facilities that will benefit the existing and future community of Thurrock. Other policies within the Core Strategy aim to ensure good accessibility to educational and learning and community services through a range of transport, access and other policies. Further policies within the Core Strategy must be taken into account when seeking to achieve integration of education and learning with other facilities and services.

### **Thurrock Strategies and Plans**

- 5.81 Thurrock's *Sustainable Community Strategy (2009)* highlights a number of objectives related to education, including providing better access to learning opportunities for skills and personal development. The Core Strategy highlights the spatial implications for providing better education and learning opportunities in Thurrock and for realising opportunities to co-locate and integrate with other services.
- 5.82 Thurrock has a strategic vision for educational transformation; it is embodied in the *Children and Young People's Plan*: this plan overarches all other strategies and plans for education and learning. Thurrock Council's *School Strategy 2020 Vision* and plans for education emphasise the importance of integration of services to deliver the *Every Child Matters* agenda; integration through partnerships, collaboration, federations, and clusters is a central part of the vision for delivering education and learning. Therefore appropriately sized and located sites and high quality communications and transport infrastructure are essential for access and delivery.
- 5.83 Thurrock Council's vision for education commits to developing a co-ordinated and collaborative approach to delivering the 14-19 curriculum entitlement. In accordance with the Education and Skills Act 2008 Thurrock Council has arrangements in place to promote co-operation between the local authority, relevant partners such as the Learning Skills Council (LSC) or successors, and 14-19 providers, as part of the Children's Trust. The 14-19 Strategic Partnership, as a sub-set of the Children's Trust is the key body for this work. Thurrock Council, South Essex College, TTGDC, the Higher Education Funding Council for England, Anglia Ruskin University, University of East Anglia, University of Essex and regional/local providers are leading implementation of co-located higher education in Thurrock at the Thurrock Learning Campus. The Core Strategy supports the vision and highlights the development of the proposed Thurrock Learning Campus in Grays town centre and other higher educational facilities such as the linked Royal Opera House and National Skills Academy.

- 5.84 Thurrock Council is committed to developing its secondary education, training and community provision for young people and their families through the national programmes for *Academies* and *Building Schools for the Future* (BSF). These programmes and developers' obligations will substantially fund the enlargement, replacement and/or refurbishment of all secondary schools both mainstream and special.
- 5.85 Thurrock's long-term aims for primary education are to raise and accelerate progress in attainment, raise aspirations, secure all through primary provision in all schools and provide for growth but also redress any marked imbalances between supply and demand. Primary schools will be renovated and a few rebuilt: this will be substantially funded by the national Primary Capital Programme (PCP) and developers' obligations. Additional primary schools will be necessary where there are large housing developments. The PCP includes both mainstream and special schools.
- 5.86 The Thurrock Thames Gateway Development Corporation's (TTGDC) *Regeneration Framework: Transforming and Revitalising Thurrock* encourages participation and attainment in lifelong learning and skills development by co-ordinating the input of partners to improve the pattern and take up of local education. This vision has been carried forward into the TTGDC *Spatial Plan*, its masterplanning exercises, particularly in Grays Town Centre, and the Core Strategy.
- 5.87 It is the Council's objective and priority to maximise the benefit of investment in buildings, grounds and Information and Communications Technologies (ICT), to achieve educational transformation. These are the three principal themes of transformation, with educational attainment our priority, to drive forward:
- **Education vision** – focus on vision and defining the needs of the future and not just address today's problems.
  - **ICT integration** – challenge how the teaching and learning opportunities from ICT affect the design of facilities and the delivery of curriculum.
  - **Design** – explore design opportunities for educational settings, for example learning spaces and security, and designs which are inspiring and memorable – places where students want to come and enjoy every day.
- An essential part of achieving transformation is the relationship between these themes.

## **CSTP12 – EDUCATION AND LEARNING**

### **1. General Approach**

In order to enhance educational achievement and skills in the Borough, the Council will work with the Department of Children Schools and Families (DCSF), the TTGDC, schools, learners, employers and other partners to ensure:

- I. The Council's objective and priority to maximise the benefit of investment

- in buildings, grounds and ICT, to achieve educational transformation.
- II. The provision of pre-school, primary school, high school, further education and special education facilities meets current and future needs: where appropriate different levels of education may be located together.
  - III. The integration of schools into multi-functional hubs with linkages to key facilities such as sports and leisure facilities, health and social care.
  - IV. Facilities in schools are fully integrated into community use where possible.
  - V. Opportunities for learning and training facilities associated with new and existing businesses are realised (in particular, the Council will promote Enterprise and Learning Hubs, such as The Royal Opera House Production Campus and Skills Academy).
  - VI. The co-ordination of new educational provision with new development.
  - VII. The provision of high quality communications and transport infrastructure.
  - VIII. ICT which maximises the benefits from its use for teaching and learning, and administration and communication, being available anytime anywhere for life-long learning, to engage parents and support integrated working to safeguard children.
  - IX. Environmental, economic and social (educational and community) sustainability.
  - X. That educational opportunities are accessible to all.

## **2. Post 16 Education**

The Council is working with partners to transform post-16 routes to achievement, increase choice and diversity for learners and parents, and improve educational services and facilities. The Council will pursue engagement between post-16 educational institutions and 14-19 partners. Where appropriate this will include the creation of Trusts and Academies. The Council will progress development schemes including:

- i. Thurrock Learning Campus, Grays - the plans for providing 21<sup>st</sup> Century facilities for further and higher education in Grays Town Centre are being progressed. A consortium including Thurrock Borough Council and four Higher Education Institutions will establish co-located higher education at the Thurrock Learning Campus;
- ii. Palmer's Sixth Form College, Grays;
- iii. Additional Sixth Form Provision - a sixth form presumption at Gable Hall School resulting from the awarding of High Performing Specialist School status, sixth forms are also being put in place at the Gateway Academy, Ormiston Park and Chafford Hundred;
- iv. The Royal Opera House together with the National Skills Academy for Creative Arts, Purfleet;
- v. The Logistics Academy at London Gateway, Stanford-le-hope / Corringham.

## **3. Secondary Education**

To meet the educational, training and community needs of young people and their families for the period of this plan, the Council is committed to replace

and improve mainstream secondary school provision and will work with partners to identify and/or confirm sites of an appropriate size and location for schools as set out in the *School Strategy 2020 Vision* including:

- i. New build, refurbishment and expansion of existing mainstream secondary schools under the BSF programme and other capital investments.
- ii. Rebuild Belhus Chase School on its existing site as Ormiston Park Academy and safeguard adjoining land for long-term expansion.
- iii. The priority is to provide additional school places at existing schools in the major regeneration areas and where appropriate to relocate schools to linked facilities identified in the Plan.

#### **4. Primary Education**

The Council has outlined a programme of refurbishment, expansion and new schools required to support long-term aims and growth in Regeneration Areas and other Broad Locations in the Plan; it includes:

- i. New additional primary schools in Purfleet and South Stifford;
- ii. Long term - a further new primary school in Grays;
- iii. Relocate and expand Chafford Hundred Primary School on adjoining land safeguarded for this use;
- iv. Lakeside (to be addressed in other Local Development Documents);
- v. Through its Primary Capital Programme (PCP) new build, refurbishment and expansion of up to forty three existing mainstream primary schools. This development will be phased by areas, prioritised according to high levels of deprivation and low levels of educational attainment.

#### **5. Special Education**

The Council and partners will support children with special educational needs through further development of specialist bases and resource bases at mainstream schools, as follows:

- i. Refurbishment and expansion of existing resource bases at mainstream primary and secondary schools as part of the PCP and BSF;
- ii. Completion of the special education campus at Buxton Road, Grays by relocating Beacon Hill School there from South Ockendon.

#### **6. Developer Contributions**

Proposals for new development will be required to contribute towards education in accordance with Policy CSSP3, Policy PMD16 and the Developer Contributions SPD.

#### **Key Diagrams and Maps**

Key diagram

Sites will be included in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map.

## **CSTP13 – EMERGENCY SERVICES AND UTILITIES**

### **Introduction**

- 5.88 Adequate infrastructure such as emergency services and public utilities (police, ambulance, fire services, water, gas, electricity and sewerage) are essential for creating sustainable development of land for housing. Transport, open space, and health infrastructure are critical, but these have been covered in other policies in the plan. The Council will work with partners such as utility providers, the Local Strategic Partnership, the Police, the Community Safety group, and the Community and Voluntary sectors to ensure the provision of these facilities.
- 5.89 Future development in Thurrock will also put pressure on infrastructure. Without appropriate investment, further development will be neither sustainable nor acceptable. The infrastructure requirements of new development will need to be established, and the need for any infrastructure should be planned before development takes place. In many cases, this might be provided by developers in the form of contributions. This policy aims to ensure that key services are located in sustainable locations to promote service delivery for existing and future communities.

### **Thurrock Plans and Strategies**

- 5.90 The *Thurrock Water Cycle Study* (comprising Scoping Study, 2009; Outline Study, 2010; and Detailed Study, forthcoming) assesses the effect of the growth proposed for Thurrock in this Plan, under the terms of the RSS, on water cycle infrastructure and the water environment within the Thurrock study area. The study determines where additional investment is required in order to (i) supply the new infrastructure required to support the housing growth, and (ii) to protect the water environment. The Detailed Study will define in more detail the infrastructure requirements to support development in the Borough, and will enable Thurrock Council and its partners to determine when phased delivery of waste water infrastructure will be required, in parallel with the development of new housing, to safeguard the water quality of European Sites (Ramsar Sites, Special Protections Areas and Special Areas of Conservation) against increased volumes of waste water. The *Thurrock Infrastructure Prioritisation and Implementation Programme* (2010) assesses Thurrock's infrastructure needs, including emergency services, health infrastructure and other community facilities and utilities, in light of the growth proposed in the Borough during the lifetime of the plan.
- 5.91 *The Sustainable Community Strategy* (2009) aims to ensure that Thurrock's Third Sector will be thriving and providing high quality services according to identified needs. Clearly the inclusion of this policy aims to ensure that health, police, fire and statutory undertaker's services and facilities are appropriately located to maximise service delivery for the existing and future Thurrock community.

### **CSTP13 – EMERGENCY SERVICES AND UTILITIES**

1. The Council will work with partners to ensure the adequate provision of emergency services and utilities to meet existing and future needs. The Council will ensure that:
  - I. Proposals for development will not be permitted unless the Council is satisfied that any consequential loss or impact on utility infrastructure or emergency services is fully mitigated.
  - II. The Council will aim to facilitate co-location of services especially within community hubs where opportunities arise.
  - III. The Council will ensure that services are easily accessible to minimise response times for the local community within Thurrock.
  - IV. The Council and partners will work with the Essex Local Resilience Forum in order to ensure that emergency services are able to reach all members of the community within Thurrock.
  - V. The Council will work with partners to ensure that facilities and services are located and designed to be resilient to flood risk and other emergencies to ensure continuity of service in times of flood.
  - VI. Proposals for development will not be permitted unless the Council is satisfied that mechanisms to ensure the co-ordinated and timely delivery of utility infrastructure has been put in place.
  - VII. Proposals for development must provide for the phased delivery of any necessary new infrastructure linked to the phasing of development, particularly water supply and waste water treatment.

## **2. Key Schemes**

### **I. Emergency Services**

- (i) New police facilities at Purfleet.
- (ii) New ambulance station will be required to meet the needs of the growing population.
- (iii) Longer term relocation of Grays Fire Service station to a new location closer to Junction 30/31.

### **II. Utilities**

- i. New waste water sewer serving Purfleet and West Thurrock Area - already planned by Anglian Water Services and due to be built during by 2015.
- ii. Potential upgrades to Tilbury Sewage Treatment Works to treat and discharge additional waste water flow generated by development.
- iii. Proposed new power station at existing location in Tilbury.

**III. Funding and Developer Contributions**

- i. Where new or improved utilities or services are required to serve the proposed development, which are unfunded by other means, the Council will require contributions in accordance with Policy CSSP3, Policy PMD16 and the Developer Contributions SPD.

**Key Diagrams and Maps**

Sites will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.



# Thurrock

## Local Development Framework

**Adopted Core Strategy and Policies  
for Management of Development**



## **Transport and Access**

### Thematic Policies



## **INTRODUCTION: THURROCK TRANSPORT STRATEGY**

- 5.92 The *Thurrock Transport Strategy 2008 – 2021* establishes the way in which congestion, road safety, air quality and enabling better access to services will be tackled in Thurrock. It sets out how transport improvements will be delivered between 2008 and 2021. The strategy will deliver better accessibility to services such as education (particularly further and higher education), employment, healthcare and other Regional Transport Nodes. This will be achieved first and foremost by reducing the need to travel, especially through policies and practices that will encourage the location of new development and delivery of services in places that have good levels of accessibility for people, especially the location of new education and hospital facilities.
- 5.93 The strategy is consistent with the subsequently issued NPPF which states that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. It further states that plans and decisions should ensure that developments generating significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. The priority will be to deliver accessibility improvements both where deprivation is most apparent and where significant levels of growth need to be accommodated sustainably. The strategy will give a priority to promoting active transport to improve health, a key element of which will be helping to deliver the Greengrid. Improved accessibility will also be delivered in a way that supports the large-scale jobs growth in Thurrock, such as widening the labour market.
- 5.94 The strategy will tackle congestion by focusing interventions on where congestion and poor journey reliability are having the most adverse impact on quality of life and on economic productivity and competitiveness. This will mean tackling congestion as a priority around strategic employment sites and employment growth locations (much of the Thurrock Urban Area and London Gateway), and on the routes that provide access to strategic employment and ports, especially for freight traffic.
- 5.95 The strategy will achieve reduced congestion by, in priority order, delivering a modal shift to more sustainable modes of transport particularly in the urban areas (including Smarter Choices), improving the efficiency of the road transport network, and as a last resort providing additional highway infrastructure. This is broadly consistent with national policy as set out in the NPPF and the Government's vision for the transport system as set out in the *Creating Growth, Cutting Carbon* White Paper.

**Modal Shift:** *The movement of people and freight to more sustainable/alternative modes of transport including walking, cycling, public transport, and river transport.*

**Smarter Choices:** *These are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised travel planning. They also seek to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging teleworking.*

- 5.96 In addition, the strategy will improve air quality and minimise emissions by reducing the need to travel and encouraging a modal shift (as described respectively in the accessibility and congestion strategies above), with benefits being most pronounced in areas suffering from both poor air quality and health deprivation.
- 5.97 The Road Safety Strategy, whilst aiming to reduce the number of people killed and seriously injured, will take a proactive approach by reducing road danger and thereby promoting accessibility and community regeneration as a way of supporting other strategy areas. The strategy will therefore improve conditions for vulnerable road users and sustainable transport modes, and give priority to improving road safety in disadvantaged communities as well as around schools and major workplaces. In addition, the strategy will give a priority to casualty reduction where the resultant incident based congestion has the greatest adverse impact on economic productivity and competitiveness, such as routes to strategic employment locations, as well as on inter-urban public transport routes.

## **CSTP14 – TRANSPORT IN THE THURROCK URBAN AREA: PURFLEET TO TILBURY**

### **Introduction**

- 5.98 The Thurrock Urban Area (Key Centre for Development and Change) is the main focus for growth for new housing, employment and associated development extending from Purfleet, West Thurrock/Lakeside, Grays, Chadwell St Mary to Tilbury. Focusing growth in these areas will improve accessibility, as it will enable people and services to be located closer together, including through the delivery of community infrastructure such as the Learning Campus at Grays. It also risks generating high levels of additional traffic in a constrained and highly populated urban area.
- 5.99 In order to achieve the delivery of growth in the Thurrock Urban Area, the policy will enable improvement in accessibility and achieve modal shift to improve the quality of life for residents.
- 5.100 Combined with parking controls, the improvement of sustainable transport modes can tackle congestion in urban areas by means of modal shift and improve economic productivity. The policy highlights the benefits of modal shift for reducing emissions, and the health benefits of active transport.

### **Thurrock Plans and Strategies**

- 5.101 *The Thurrock Transport Strategy 2008 – 2021* recognised the necessity of improving sustainable transport modes, combined with good management of car parking, in order to deliver the planned growth sustainably. It plans to improve accessibility and prioritise road safety interventions so as to help tackle the high levels of deprivation in parts of the Thurrock Urban Area, and to promote a modal shift. The *Sustainable Communities Strategy (Thurrock LSP 2009)* priority sets out that roads, public transport networks and housing will be enhanced so that local people have better access to employment opportunities, other amenities and affordable housing.
- 5.102 The forecast traffic increases will result in considerable congestion (*Infrastructure Deficit Study 2004 – 2021*) and associated air pollution, and will therefore require strong interventions to make the growth deliverable and sustainable. Local policies are required to address challenges identified in the *Thurrock Transport Strategy Evidence Base 2008*, such as increasing the low levels of walking and cycling, making the most of the good levels of accessibility to local services, improving access to hospital and further education, building on modal shift achieved through travel planning, meeting the forecast demand for public transport, enabling access to and use of the Greengrid and helping to deliver the National Cycle Network Route 13, and managing the increased risk of walking and cycling accidents as a result of modal shift.

#### **CSTP14 - TRANSPORT IN THE THURROCK URBAN AREA**

1. The Council will work with partners to deliver at least a 10% reduction in car traffic from forecast 2026 levels. To achieve this the Council and partners will:
  - I. Phase the delivery of a network of walking and cycling core routes, with priority in growth areas. These will be supported by widespread provision of good quality cycle parking facilities. The core routes will improve access to education, healthcare, transport interchanges, employment, sports facilities, the riverside, Grays town centre, and Lakeside Regional Shopping Centre. They will also form an integral and substantial part of the Greengrid. In fulfilling this role the core routes will also provide sustainable access from the urban doorstep to both strategic and local green space. Wherever possible the design and route selection will assist to deliver biodiversity enhancement and habitat corridors.
  - II. Implement widespread 20mph zones in residential areas in the Thurrock Urban Area. Priority will be in areas of deprivation, especially health deprivation, in order to create neighbourhoods that are safer for pedestrians and cyclists as well as residents.
  - III. Deliver the National Cycle Network Route 13 by 2026.
  - IV. Improve public transport infrastructure in the Thurrock Urban Area through the phased delivery of the South Essex Rapid Transit (SERT) and other inter-urban public transport and bus priority, allowing fast and reliable services to the new Community Hospital and Learning Campus at Grays, Lakeside Regional Shopping Centre, and employment opportunities.
  - V. Ensure new development promotes high levels of accessibility by sustainable transport modes and local services are conveniently located to reduce the need to travel by car.
  - VI. Employ Smarter Choices measures to change travel behaviour to achieve a reduction in forecast traffic and help to deliver better air quality and a better environment for job creation. Priority areas for Smarter Choices programmes include Grays and Lakeside.
  - VII. Identify priority areas such as Grays town centre and Lakeside Basin, for network efficiency improvement measures to address congestion and air quality issues. Other Air Quality Management Areas as well as growth/regeneration areas will undergo transport network improvements, including where improved access is required.
  - VIII. Road space will be reorganised to improve the public realm and give further priority to sustainable modes at transport interchanges, with priority at Grays rail station.
  - IX. The maximum and minimum residential car parking standards and the maximum non-residential car parking standards will be reduced where accessibility is high. This would principally be in areas within the vicinity of transport interchanges,

inter-urban public transport routes, and town centres.

## **2. New Lakeside Regional Centre**

The Council supports the transformation of the northern part of the Lakeside Basin into a new regional centre. This will be achieved in policy through other Local Development Documents. Regeneration and remodelling of the wider Lakeside Basin and West Thurrock areas will be taken forward with the following guiding principles:

- i. Securing more sustainable movement patterns, reduced private motor vehicle dependence and complementary travel demand management measures including an area-wide travel plan.
- ii. Improving local accessibility and connectivity by public transport and pedestrian and cyclist permeability throughout the area including consideration of ways to reconnect the north and the south of the area, a high frequency service rail station in the south, and a personal rapid transit system.
- iii. Providing the necessary improvements to the local and strategic road network.
- iv. Introduction of a car parking charging and management regime.

### **KEY DIAGRAMS AND MAPS**

Key Diagram

Transport proposals will be included in the Site Specific Allocations and Policies DPD and on the Proposals Map, where appropriate.

## **CSTP15 - TRANSPORT IN GREATER THURROCK**

### **Introduction**

- 5.103 Greater Thurrock consists of the areas outside of the Thurrock Urban Area (Key Centre for Development and Change). Although settlements such as South Ockendon, Aveley, East Tilbury and Corringham/Stanford-le-Hope will accommodate some degree of growth, they will be a focus for regeneration including provision of a limited number of additional homes as well as jobs, community facilities and services. Development such as the London Gateway will constitute the main employment growth area in Greater Thurrock. It is important that development contributes to improvements in accessibility, especially by sustainable transport, and ensures that communities can enjoy the benefits of growth.

### **Thurrock Plans and Strategies**

- 5.104 The *Thurrock Transport Strategy 2008 – 2021* plans to focus accessibility improvements in Greater Thurrock on helping to deliver the Greengrid strategy and on supporting Demand Responsive Transport, especially to link up with good public transport services. *The Sustainable Communities Strategy* (Thurrock LSP 2009) aims to improve access to sustainable modes of transport, promote healthy lifestyles, and improve the natural environment, as well as overall try to enable existing as well as new communities to benefit from development.
- 5.105 A number of transport challenges were identified in the *Thurrock Transport Strategy Evidence Base* (2008), such as building on recent improvements to public transport accessibility and the availability of Demand Responsive Transport, improving accessibility to further education and hospitals by public transport, ensuring the most is made of a Rights of Way network that is easy to use, delivering accessibility to London Gateway and the Thurrock Urban Area, and implementing the School Travel Plans.
- 5.106 The *Greengrid Strategy 2006-2011* recognises that improved green access links which enable movement of people and wildlife between countryside and strategic openspace to doorstep spaces, is key to maximising the benefits of all green spaces. *The Greengrid Strategy for Thurrock 2006-2011* is supported by the *Thurrock Open Space Strategy 2006-2011*, the *Thurrock Biodiversity Study 2006-2011* and the *Green Infrastructure Plan for Thurrock 2006-2011*.

### **CSTP15 - TRANSPORT IN GREATER THURROCK**

In Greater Thurrock, accessibility, especially to work, education and healthcare, will be improved. To achieve this the Council and partners will:

- I. Promote and support the use of passenger services that respond to demand particularly in areas with poor accessibility.
- II. Integrate local passenger transport services with the inter-urban public transport routes such as SERT.
- III. Prioritise Rights of Way/Bridleway improvements, such as the Mardyke Valley route, that contribute to the development of the Greengrid.
- IV. Develop local walking and cycle routes that link to the Thurrock urban area and that link the National Cycle Network Route 13 to employment. Access to London Gateway will be a priority. These local routes will also form an integral part of the Greengrid strategic and local green links. Wherever possible the design and route selection will assist to deliver biodiversity enhancement and habitat corridors.
- V. Support more sustainable and healthy travel patterns through school and workplace travel plans, particularly in South Ockendon and in accessing London Gateway. The latter should include improved public transport interchange at Stanford-le-Hope railway station and with SERT, to connect with local bus services to London Gateway.
- VI. Growth or regeneration areas will also undergo transport network improvements where new accesses are required, particularly for sustainable transport modes.
- VII. Ensure new development, especially London Gateway, promotes high levels of accessibility by sustainable transport modes and local services are conveniently located to reduce the need to travel by car.

### **Key Diagrams and Maps**

#### **Key Diagram**

Transport proposals will be included in the Site Specific Allocations and Policies DPD and on the Proposals Map, where appropriate.

## **CSTP16 - NATIONAL AND REGIONAL TRANSPORT NETWORKS**

### **Introduction**

- 5.107 Although most of the growth in Thurrock will be in the Thurrock Urban Area, as well as at the London Gateway development, considerable growth will take place just outside the Borough as part of the wider Thames Gateway growth and regeneration. Thurrock is also an area of port-related activity and industry generating considerable and growing numbers of HGVs, which require access to destinations well beyond Thurrock. All this means that travel demand for both HGVs and people along key corridors is considerable and is forecast to grow.
- 5.108 Supporting economic growth by ensuring sustainable, high quality and reliable access to key employment locations and the ports is critical. This will be achieved by enabling more inter-urban movements to be made by public transport, thereby improving accessibility, as well as achieving modal shift and a consequent reduction in emissions.
- 5.109 The NPPF indicates that the transport system needs to be balanced in favour of sustainable transport modes.

### **Thurrock Plans and Strategies**

- 5.110 The *Thurrock Transport Strategy 2008 – 2021* plans to achieve a modal shift onto a high quality inter-urban public transport network, with high quality bus routes where rail does not exist. Where modal shift is not sufficient to ease congestion on those routes important for the Thurrock economy, it plans to ease congestion by improving highway capacity and to complement this with a high priority being given to tackling incidents, such as accidents, that cause sporadic congestion.
- 5.111 According to the *Thurrock Transport Strategy Evidence Base* (2008) and the *Infrastructure Deficit Study 2004 – 2021*, the situation in Thurrock creates many challenges that need addressing including providing transport choices for the high levels of in and out-commuting, continuing the recent increase in bus and train use to facilitate the forecast demand for public transport, improving accessibility to non-local services such as hospital and further education, overcoming the remoteness of London Gateway from the urban area, and addressing congestion and capacity issues adversely affecting key pieces of infrastructure (with knock-on impacts for local roads), such as parts of the A13, M25 and also some rail stations.

## **CSTP16 - NATIONAL AND REGIONAL TRANSPORT NETWORKS**

1. The Council will work with partners to deliver improvements to national and regional transport networks to ensure growth does not result in routes being above capacity. Public transport improvements will be prioritised in order to achieve a modal shift. To achieve this the Council and partners will:



- I. Develop a high quality network of inter-urban public transport routes offering a minimum of a half hourly frequency during the day, linking the Thurrock Urban Area with other Regional Transport Nodes and London.
- II. Improve capacity by lengthening platforms at key railway stations.
- III. Provide a route linking Thurrock Urban Area to Basildon through SERT by 2016 followed by additional routes to other Regional Transport Nodes.
- IV. Improve passenger connections that make use of the River Thames, such as linking Tilbury and Gravesend.
- V. Improve capacity and connections between modes of transport at key transport interchanges such as rail stations. Priority will be given to:
  - i. Improvements of inter-urban public transport routes and connections, and especially access to Strategic Employment Sites.
  - ii. Improvements at Grays, Stanford-le-Hope, Chafford Hundred/Lakeside, Tilbury, and Purfleet, and a new rail station at West Thurrock.
- VI. Target key economically important routes for accident reduction interventions.
- VII. Support the delivery of additional highway capacity, including through the use of technology and information, but only where modal shift will be insufficient to address congestion. Opportunities will be taken to improve public transport as part of any enhancements. Priority will be given to routes that provide access, especially for freight, to Strategic Employment Sites, the ports at London Gateway, Tilbury and Purfleet, and regeneration areas. This will include:
  - i. M25 between junctions 27 and 30
  - ii. M25 junction 30
  - iii. A13 from A128 to A1014
  - iv. A13 and A1089 junction improvement
  - v. A1014 from A13 to London Gateway
2. Thurrock Council will, with the Highways Agency and relevant stakeholders where appropriate, identify cost effective interim measures to deliver sustainable and efficient national and regional transportation infrastructure within Thurrock.

### Key Diagrams and Maps

#### Key Diagram

Transport proposals will be included in the Site Specific Allocations and Policies DPD and on the Proposals Map, where appropriate.

## **CSTP17 - STRATEGIC FREIGHT MOVEMENT AND ACCESS TO PORTS**

### **Introduction**

5.112 Thurrock is traditionally an area of port-related and freight activity. Growth over the plan period, particularly the London Gateway development and Tilbury port, is forecast to increase freight activity, especially HGVs. The policy will support economic growth by ensuring sustainable, high quality and reliable freight access to the ports and other key employment locations, whilst minimising the adverse impacts such activity might have on people, the environment and the transport system.

### **Thurrock Plans and Strategies**

5.113 The *Thurrock Transport Strategy 2008 – 2021* plans to support a Freight Quality Partnership and to use this and other means to achieve a freight modal shift onto rail and the River Thames, to ensure HGVs use the most appropriate roads around Thurrock, and to reduce harmful pollution from HGVs. It also supported improved lorry parking provision.

5.114 The *Thurrock Transport Strategy Evidence Base (2008)* along with the *Infrastructure Deficit Study 2004 – 2021* identified a number of challenges including the worsening congestion on key roads such as the A13, concerns about the capacity of the rail network to deliver freight modal shift and continue the increasing use of rail freight, opportunities for moving freight on the River Thames, the adverse impact on air pollution with this spreading eastward with the development of London Gateway, increasing CO2 emissions, and HGVs parking in residential areas and other inappropriate places.

### **CSTP17 - STRATEGIC FREIGHT MOVEMENT AND ACCESS TO PORTS**

The Council will support the logistics and port sectors, and the positive impacts of freight activity in Thurrock and beyond, by:

1. Facilitating a shift to rail freight and freight carried on the River Thames. This will be through:
  - I. Protecting inter-modal, rail and water-borne freight facilities from other development at locations where a demand exists or is expected to exist.
  - II. Promoting the use of rail and water borne freight facilities by supporting the development of appropriate infrastructure.
  - III. Supporting improvements to facilitate sustainable freight movements, including the rail hub at London Gateway, the South West Thurrock Railhead and improving access to the ports.

2. Facilitating the provision of 24 hour lorry parks at Tilbury Port, London Gateway and West Thurrock. Subject to compliance with other policies in this plan, other lorry parks will be considered in locations where demand can be shown to exist, which are located away from residential areas and have good access to the Strategic Road Network
3. Working as part of a Freight Quality Partnership and with other relevant partners, in order to:
  - i. Maximise modal shift opportunities.
  - ii. Ensure freight traffic keeps to the most suitable routes as defined in Thurrock Council's Road Network Hierarchy.
  - iii. Promote the use of less polluting freight vehicles.
  - iv. Reduce the adverse impact of congestion caused by road freight on the A13, A1089, and A1306.

### **Key Diagrams and Maps**

#### **Key Diagram**

Transport proposals will be included in the Site Specific Allocations and Policies DPD and on the Proposals Map, where appropriate.

# Thurrock

Local Development Framework

**Adopted Core Strategy and Policies  
for Management of Development**



## **Environment**

**Thematic Policies**



## CSTP18 – GREEN INFRASTRUCTURE

### Introduction

- 5.115 The *Thurrock Green Infrastructure Plan* is a key delivery document for the Sustainable Community Strategy. Its principle puts natural environment features and processes at the centre of land use management and development of both private and public land. Green Infrastructure assets include both large and small scale, natural and developed land, such as rivers and flood plains, road and railway corridors, civic spaces, private gardens, street trees, green roofs, cemeteries and churchyards, productive land, vacant and derelict land.
- 5.116 Thurrock's approach is to ensure the provision of a multi-functional landscape and maximise connections between assets. It will deliver a network of green assets and green links to serve and connect the urban and rural areas and their communities, enhance local landscape character and promote a sense of place for Thurrock. A key element of the Green Infrastructure approach is the use of green assets for multiple functions. Green Infrastructure has a wider approach than open space and aims to influence private land holdings as well as public land.

Green Infrastructure provides a number of 'ecosystem services':

- **Supporting services:** soil formation, photosynthesis, primary production, nutrient cycling and water cycling.
- **Provisioning services:** food, fuel (especially low-carbon/renewable resources), genetic resources, ornamental resources and fresh water.
- **Regulating services:** air quality regulation, climate regulation (e.g. reducing urban 'heat island' effects, providing shade and windbreaks), improved water resource and waste management, storm water surcharge and flood risk reduction and erosion control.
- **Cultural services:** spiritual enrichment, landscape values such as heritage interpretation, recreation and aesthetic experiences.

### Thurrock Plans and Strategies

- 5.117 The *Greengrid Strategy 2006-2011* recognises that improved green access links between green assets is key to maximising the benefits derived from green assets for residents, workers and visitors to the Borough.
- 5.118 The *Green Infrastructure Plan for Thurrock 2006-2011*, sits within the *Thurrock Greengrid Strategy 2006-2011* along with the *Thurrock Open Spaces Strategy 2006-2011* and the *Thurrock Biodiversity Study 2006-2011*. It identifies green assets as having the potential to perform multiple functions and details the appropriate Green Infrastructure to be delivered to address deficiencies and meet the needs of the growing population. There is a need to enhance existing provision to ensure that it meets the standards set out in the Council's *Community Spaces*

*and Open Spaces Study (2005)*. It also identifies many examples of Green Infrastructure assets in addition to potential sites for creation or enhancement of green infrastructure assets including:

- the creation of a new, multi-functional country park at the Cory Landfill site, Mucking;
- enhancement of multifunctional greenspace at Belhus Park, sports hub and associated woods complex, East Thurrock Marshes and Blackshots sports hub; and
- flood management opportunities within the Mardyke valley, and Fobbing and Mucking Marshes areas.

5.119 A *Landscape Strategy for Thurrock 2002-2017* confirms the Council's commitment to conserving and enhancing the landscape character of the Borough, and sets out specific features to be preserved and enhanced. Within this there are opportunities to improve the quality of the urban fringe through the provision of new woodland planting, hedgerow planting and other habitat improvements. This may also come through allowing appropriate uses in the countryside, such as informal recreation and access, which is further addressed in the Well-Being: Leisure and Sports policy.

5.120 *The Thurrock Landscape Capacity Study (2005)* sets out the landscape character areas for Thurrock. This informs the policy which aims to ensure that:

- The landscape character types which give Thurrock its sense of place are identified and valued;
- Key characteristics which contribute to each character type and create local distinctiveness are recognised;
- Key landscape qualities desirable to safeguard are identified; and
- Key landscape conditions and options for sustainable development are identified.

## **CSTP18 – GREEN INFRASTRUCTURE**

### **1. Green Infrastructure Network**

- I. The Council, with its partners, will restore, protect, enhance and where appropriate create its green assets. The Green Infrastructure seeks to address the connectivity between urban and rural areas in the Borough and ensure that such green assets are multi-functional in use. Green assets can be those in public or private ownership and can be legally protected or covered by non-statutory designations.

### **2. A net gain and New Development**

- I. The Council will require a net gain in Green Infrastructure. This will contribute to addressing the existing and developing deficiencies, ensuring connectivity and relieving pressure on designated biodiversity sites such as SSSI's.
- II. Alongside the requirements for biodiversity set out in Policy CSTP19, development must contribute to the delivery of Green Infrastructure, including the acquisition, planning, design and ongoing management consistent with the emerging Greengrid SPD. A key element of this will

be connectivity and the integrity of the network; sites should not be considered in isolation.

- III. Opportunities to increase Green Infrastructure will be pursued in new developments through the incorporation of features such as green roofs, green walls and other habitat/wildlife creation and also innovative technology.
- IV. Green Infrastructure assets will be identified, enhanced and safeguarded through:
  - i. Not permitting development that compromises the integrity of green and historic assets and that of the overall Green Infrastructure network;
  - ii. Using developer contributions to facilitate improvements to the quality, use and provision of multi-functional green assets and green linkages; and
  - iii. Investment from external funding sources.

### **3. Deficits**

Where there is an identified deficit the Council will require the creation of green assets including parks and gardens; natural and semi-natural spaces; amenity greens; children's play space; and outdoor sports facilities. Developments in areas of deficiency should provide for the supply and ongoing management of new areas of high quality natural and semi-natural space to address the new demand for green infrastructure. The guidance for provision of Green Infrastructure will be identified in the Greengrid SPD.

### **4. Programmes**

- I. The Council will work with partners to develop and implement Green Infrastructure through an area-based Greengrid Improvement Zones at a local level as necessary in order to deliver the green infrastructure in accordance with the overarching objectives of the Greengrid Strategy.
- II. The Council will lead in Green Infrastructure management through developing best practice biodiversity enhancement throughout both urban-amenity and infrastructure land. This will be coordinated by programmes of education and community engagement and will support the development of environmental skills training in the region.
- III. Allocations for new Green Infrastructure for Lakeside will be identified in other relevant Development Plan Documents.
- IV. The Council will identify projects to enhance the network further by improving the quality of existing provision and create new facilities to address existing deficiencies and serve the increasing population and to improve links between sites.

<b>Key Diagram and Maps</b>
Map 3: Location of Greengrid Map 5: Location of Strategic Biodiversity Sites Green Infrastructure proposals will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.



## **CSTP19 – BIODIVERSITY**

### **Introduction**

- 5.121 Thurrock has unique biodiversity significance owing to a combination of factors, including its geology, orientation and microclimate together with past and present land-uses. The large amount of brownfield land that has been left unmanaged has resulted in significant plant and invertebrate communities. There are features such as the River Thames, remnants of the Thames Terrace grasslands and the coastal marshes that also support a rich collection of marine and terrestrial species; however much has been lost to agriculture or industrial uses. More detail about the priority habitats and species within the Borough is provided in the *Thurrock Biodiversity Action Plan (2006)*.

Thurrock has a number of sites designated for their wildlife importance. This includes:

- 1 Ramsar site
- 1 Special Protection Area (SPA)
- 12 Sites of Special Scientific Interest (SSSI)
- 12 Wildlife Corridors
- 11 Habitat Chains/clusters
- 2 Local Nature Reserves

- 5.122 There are also other sites contributing to the network that have considerable biodiversity value but which are not statutorily protected, including 70 Local Wildlife Sites and 69 Potential Local Wildlife Sites. While some species have specific legal protection, many Red Data Book and/or UK Biodiversity Action Plan species are not formally protected but are of particular importance to Thurrock due to the presence of a diverse assemblage of invertebrates, many of which are nationally scarce. It is important therefore that consideration is given as to how best to protect sites with particularly rich assemblages.

- 5.123 Biodiversity is not solely about site protection, but can be achieved through choosing to use native species and adopting appropriate management regimes. This policy seeks to protect sites of existing biodiversity value and to develop an ecological network that is sufficiently robust to withstand the impacts of additional development and climate change. The substantial growth planned for the Borough should not be to the detriment of the biodiversity of the area. New development should understand and respect this, and not lead to any net loss of species or habitats. There are opportunities to achieve benefits for biodiversity through the way land is managed.

- 5.124 The *Biodiversity: The UK Action Plan* published in 1994, sets out broad strategies for biodiversity conservation in the UK for the next 20 years. A UK Biodiversity Steering Group was set up, and its report published in 1995 gave more detailed action plans for species and habitats of highest priority for conservation action. The report also promoted Local Biodiversity Action Plans as a means of implementing the national

plan. Currently Geodiversity Action Plans are being developed by local 'geo' groups in Eastern England as part of the East of England Geodiversity Partnership. Sites within Thurrock will be key elements in the plans.

- 5.125 *Essex Biodiversity Action Plan* (1999) was developed by a steering group of representatives from local authorities, statutory agencies and voluntary organisations. The plan selects species and habitats from the UK list that are appropriate to Essex and also others of local conservation value, and details actions to be taken. The EBAP currently contains action plans for the 25 species and 10 habitats. The EBAP is currently being rewritten. Essex Wildlife Trust has identified seven *Living Landscape* areas either wholly or partly within the Borough. All of these are situated close to the main growth locations and therefore will bring important landscape, biodiversity and recreational benefits for residents. The Council supports the development of *Living Landscapes* as a tool for addressing the issues of habitat loss and fragmentation at a landscape scale. The first step is to develop clear visions with action plans setting out how the areas of biodiversity significance can be improved.

### **Thurrock Plans and Strategies**

- 5.126 The *Thurrock Biodiversity Study 2006-2011 and Thurrock Biodiversity Action Plan 2007-2012* aims to conserve priority species and habitats in Thurrock. This Biodiversity Action Plan identifies the key biodiversity habitats and species for Thurrock and aims to:

- Raise awareness of Thurrock's important biodiversity species and habitats to the people of Thurrock.
- Outline an action programme to help protect and enhance Thurrock's priority species and habitats.
- Encourage developers and planners to integrate biodiversity improvements into new development.

- 5.127 There are a mix of designated sites within the Borough including Sites of Special Scientific Interest (SSSI) that are protected under the Wildlife and Countryside Act 1981. Some of these are also protected under international legislation and agreements including Special Protection Areas that are protected under EC Directive on the conservation of wild birds (79/409/EEC) and Ramsar sites. There are currently two Local Nature Reserves declared under the National Parks and Access to the Countryside Act 1949, with plans to declare further sites.

### **CSTP19 - BIODIVERSITY**

Development will be encouraged to include measures to contribute positively to the overall biodiversity in the Borough.

#### **1. The Biodiversity Network**

The Council will create a robust network of ecological sites centring on the

designated sites, i.e. SSSIs, SPAs, Ramsar, Local Nature Reserves and Local Wildlife Sites. These sites will be safeguarded and enhanced to mitigate the effects of past habitat loss and fragmentation, development and climate change.

## **2. Positive Biodiversity Management**

- I. The Council will ensure that all designated sites are managed appropriately and will prepare suitable Biodiversity Management Plans, with partners, to demonstrate how positive management will be achieved.
- II. Buffering and extensions to existing sites and additional habitat will be sought through the adoption of appropriate Biodiversity Site Management Plans.
- III. Access will be balanced against biodiversity interest.

## **3. Key Sites**

The Council has identified the following key sites that it will work with partners to enhance, and will pursue appropriate opportunities to increase the biodiversity network in the Borough.

- i. East Thurrock Marshes;
- ii. Mardyke Valley Project;
- iii. Local Wildlife Sites; and
- iv. Living Landscapes Sites.

## **4. Climate Change and Habitat Loss**

The Council recognises the need for mitigation for habitat loss due to climate change. It supports the identification, through the Thames Estuary 2100 project, of potential inter-tidal habitat creation sites at Fobbing Marshes and East Tilbury, and fresh water habitat creation sites at North Fobbing Marshes, South Fobbing Marshes, Tilbury and West Tilbury Marshes and the Mardyke.

## **5. Biodiversity and Geodiversity Action Plans**

- I. The Council is committed to delivering the actions set out within the Thurrock, Essex and UK Biodiversity Action Plans.
- II. The Council will promote small-scale biodiversity interventions such as green roofs.
- III. The Council supports the production and implementation of the Geodiversity Action Plans being developed by local 'geo' groups in Eastern England as part of the East of England Geodiversity Partnership.

## **Key Diagrams and Maps**

Key Diagram.

Map 5: Location of Strategic Biodiversity Sites.

Where appropriate sites will be identified on the Proposals Map and included in the Adopted Sites Specific Allocations and Policies DPD.

## **CSTP20 – OPEN SPACE**

### **Introduction**

5.128 Thurrock has a broad range of existing public open spaces, parks, and recreational areas, from Country Parks to amenity green spaces, with a range of equipped play spaces and natural play areas. These spaces provide varied opportunities for formal and informal active and passive recreation and make an important contribution to Thurrock's Green Infrastructure and the Greengrid. Thurrock's evidence base shows that there are a number of areas in the Borough that are deficient in good quality, accessible public open spaces.

5.129 The open space policy will ensure a network of high quality, accessible public open spaces is provided, maintained and enhanced for the benefit of Thurrock's residents, visitors and investors.

5.130 A high quality, accessible and well-used open space network can:

- improve social cohesion,
- provide a sense of place,
- provide a learning environment for adults and children,
- encourage investment and local economic development,
- improve the health and well-being of individuals and the community,
- reduce opportunities for crime and the fear of crime; and
- help protect and enhance the natural environment, its systems and the services it can offer.

### **Thurrock Plans and Strategies**

5.131 The *Open Spaces Strategy 2006-2011*, which sits within the *Thurrock Greengrid Strategy 2006-2011*, identifies a network of open spaces, many with heritage and biodiversity value. The recommendations in the *Open Spaces Strategy* will help Thurrock and external partners to deliver a network of high quality open space that will serve the whole community, now and in the future. The Council's *Community Needs and Open Spaces Study (2005)* assesses open space including parks and gardens, amenity green spaces, children's play space, allotments and community gardens. The report sets out current provision levels, and confirms local deficits throughout the Borough. It identifies a need to enhance existing open space provision to ensure that it meets the standards for quality, quantity and accessibility as set out in the *Open Spaces Strategy 2006-2011*.

## **CSTP20 – OPEN SPACE**

- I. The Council will seek to ensure that a diverse range of accessible public open spaces, including natural and equipped play and recreational spaces is provided and maintained to meet the needs of the local community.
- II. New provision will be encouraged particularly to address areas of deficiency as identified in the Open Space Strategy. Areas identified

include:

- i. Purfleet;
- ii. West Thurrock/Lakeside Basin;
- iii. Chafford Hundred;
- iv. South Chafford;
- v. Grays;
- vi. Parts of South Ockendon and Aveley;
- vii. North Stifford;
- viii. Parts of Chadwell St Mary;
- ix. Parts of Tilbury;
- x. Parts of Stanford-le-Hope; and
- xi. Horndon-on-the-Hill.

III. Proposals for new development must ensure the adequate provision of a range of accessible, high quality open space, including natural and semi-natural green space. Consideration must be given to the open space standards for open space provision within new developments set out in the Layout and Standards SPD and Appendix 5.

IV. Wherever possible, open spaces should be identified, planned, designed and managed as areas that can perform multiple functions. Functions to be considered in the planning, design and management of open spaces include:

- i. strategic functions (buffering and linkages);
- ii. biodiversity;
- iii. climate change mitigation and adaptation;
- iv. historic interest;
- v. urban quality;
- vi. health and well-being;
- vii. sustainable transport and movement;
- viii. productivity of land (food production, allotments);
- ix. community use (places for congregating and events) and
- x. visual amenity.

V. The Council will work towards the achievement of Green Flag status for Thurrock's public parks.

### **Funding and Developer Contributions**

The Council and partners will require developer contributions and pursue opportunities for external funding for open space improvement through capital funding streams or via successful bids to other funding bodies.

### **Key Diagram and Maps**

Map 3: Location of Greengrid

Sites will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.

## **CSTP21 – PRODUCTIVE LAND**

### **Introduction**

5.132 The landscape in Thurrock comprises a matrix of land uses and has been shaped by the underlying geology, hydrology, soil quality, woodland and agricultural practices. As part of the multi-functional Green Infrastructure approach, it is recognised that land is a limited resource and as such, it is important to ensure a mix of appropriate uses that maximise productive use of land alongside other uses such as biodiversity sites and open space. The productive land policy will ensure the protection, conservation and enhancement of productive land and soil throughout the Borough. The policy seeks to ensure appropriate management, opportunities for food production in urban areas and to support the rural economy.

### **Thurrock Plans and Strategies**

5.133 The *Thurrock Greengrid Strategy* emphasises the importance of recognising the economic value of food production, promoting local food production and distribution.

## **CSTP21 – PRODUCTIVE LAND**

The Council recognises the importance of food security and will ensure the protection, conservation and enhancement of agriculture, productive land and soil in the Borough.

### **1. Ensuring appropriate land management**

- I. The Council will promote the appropriate management and conservation of agricultural land and soil to address the changing climatic and economic environment anticipated in the future.
- II. Development of the best and most versatile land (DEFRA Grades 1, 2 and 3) will not be supported except in exceptional circumstances. Developers will need to demonstrate that:
  - i. there is no suitable site in a sustainable location on land of poorer agricultural quality; or
  - ii. alternative sites have greater value for their landscape, biodiversity, amenity, heritage or natural resources or are subject to other constraints such as flooding.
- III. The Council will take into account the importance and quality of agricultural land when considering land allocation for climate change adaptation/mitigation activities such as new fresh and salt-water habitat.

### **2. Supporting productivity**

- I. The Council, with its partners, will support the rural economy through:
  - i. Recognising and promoting the economic value of local food production and distribution.
  - ii. Promoting farming and local food co-operatives and supporting rural grant applications.

- iii. Promoting and encouraging the expansion of agri-environment schemes.
- iv. Maintaining and enhancing soil quality and resilience and optimising the areas where soil degradation has occurred.
- v. Encouraging energy-efficiency and renewable energy in agriculture.
- vi. Promoting sustainable water use.
- vii. Promoting woodland creation in appropriate places.

### **3. Complementary uses**

- I. The Council will encourage farm diversification where appropriate through the development of complementary small-scale businesses, which do not undermine nor degrade agricultural capacity. Businesses such as:
  - i. Rural shops, pubs and services which contribute to maintaining the clusters of facilities serving the rural community;
  - ii. Country pursuits that make a significant contribution to rural areas and have the potential to expand the leisure and tourism industry.
- II. The Council will support sustainable transport for rural access.

### **4. Allotments and urban production**

- I. The Council will support opportunities to engage residents in food production to increase education and awareness of healthy living.
- II. The Council will seek to identify opportunities for food production in urban areas including allotments, community gardens and orchards.
- III. Developers will be required to consider provision for allotments in new development in line with the standards in the Greengrid Strategy and Appendix 5.
- IV. Some areas of Thurrock have been identified as being deficient in quality sites for allotments. The following allotment areas have been identified as sites for improvements to allotments:
 

i. Anchor Field;	ii. Bull Meadow;
iii. Cromwell Road;	iv. Thurloe Walk;
v. Whitehall Lane;	vi. West Road;
vii. Adams Road;	viii. Wharf Road; and
ix. High Road.	
- V. Where deficiencies exist in small-scale allotments in rural areas, the Council will identify potential sites and any improvements to these sites.

### **Key Diagrams and Maps**

Map 3: Location of Greengrid.

Sites will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.

## **CSTP22 – THURROCK DESIGN**

### **Introduction**

- 5.134 Good design is crucial to achieving Thurrock's environmental, economic and social objectives, including enhancing the environment and improving the quality of life and the prospects of those who live in the Borough.
- 5.135 The Council wants to promote an understanding of good design in Thurrock that extends beyond the quality of the architecture of individual buildings and encompasses the effect of development on the environment, character and quality of Thurrock as a whole. All development has the potential to contribute to the objectives of the Borough and should be designed to do so, integrating into and enhancing the Thurrock Greengrid, contributing to efforts to adapt to and mitigate climate change, contributing to the local economy and the quality of life of residents and delivering sustainable development throughout the Borough.

### **Thurrock Plans and Strategies**

- 5.136 *Thurrock Thames Gateway Development Corporation's (TTGDC) Spatial Plan (2007)* reiterates the Council's commitment to promoting the success of Thurrock through development of high quality, which reinforces local community identities. The *Thames Gateway South Essex Partnership's Delivering the Future (2003)* stresses the role of high quality design in the regeneration of the region.
- 5.137 Thurrock Council has adopted the *Essex Design Guide* (Essex County Council, 1997) as Supplementary Planning Guidance to inform the design of housing and covers such aspects as layout, landscaping, access, garaging and parking, services, building design and materials. Although some parts of this document have been superseded by subsequent policy documents, it provides a solid basis for design.
- 5.138 This policy is informed by Thurrock Council's *Urban Character Study (2005)*, which assesses the features of each settlement. *Volume 2 (Design Exercises)* includes design case studies undertaken to inform the capacity estimates including four 'design exemplar' sites within Thurrock. The Council is preparing a Sustainability Checklist. Under the Sustainability Checklist, development over specific thresholds will be required to demonstrate social, environmental and economic elements have been addressed to the satisfaction of the Council.



## **CSTP22 – THURROCK DESIGN**

The Council will promote high quality design in Thurrock and will progress opportunities to improve the quality of the environment throughout the Borough and particularly in the Regeneration Areas and Key Strategic Employment Hubs.

- I. Development proposals must demonstrate high quality design founded on a thorough understanding of, and positive response to, the local context.
- II. The Council will promote a robust design process with the use of skilled designers so that proposals achieve the best balance of physical, social, economic and environmental outcomes.
- III. In particular, the Council requires developers to demonstrate that their proposals are designed to respect the distinct positive characteristics of areas within Thurrock, whether urban or rural, and create a sense of place within their schemes.
- IV. Development must provide a high standard of inclusive design so that it is accessible to all users.
- V. Development must be safe and secure in its design and contribute to community safety.
- VI. The Council will encourage distinctive new designs of high architectural quality in appropriate locations.
- VII. Development must embrace the use of high quality design including sustainable, renewable resources of energy and low-emissions technology, and enhance Green Infrastructure.
- VIII. The Council will require that developments address the particular sensitivities and capacity of the places within which they occur, including how adverse impacts are mitigated.

Pre-application discussions with developers will be encouraged to help achieve the above and to ensure that the criteria set out in Policy PMD2 Design and Layout and other related policies are met.

The Council will provide further guidance on Thurrock's design principles in the Design and Sustainability SPD.

## **Key Diagram and Maps**

Not Applicable

## **CSTP23 – THURROCK CHARACTER AND DISTINCTIVENESS**

### **Introduction**

- 5.139 The character of a place or area is derived from the recognisable and consistent patterns of natural, historic and built elements within it, which make it different or distinct from another place or area. 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.
- 5.140 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.
- 5.141 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.
- 5.142 The requirement for increased housing in Thurrock exerts pressure on both the industrial river frontage of the Thames and the central swathe of rural Green Belt, while the transport agenda also remains central and will have major implications for the character and sense of place of the Borough. Residential areas are subject to proposals for infill and backland development but some of these areas have distinctive characters which would be degraded by such development. Thurrock character studies identify five broad types: Fenland, Rolling Farmland / Wooded Hills, Marsh, Urban Fringe and Urban which are distributed into 23 distinct landscape character areas, 14 urban character areas and 7 villages. The purpose of the policy is to ensure that the character of Thurrock is preserved and improved.

### **Thurrock Plans and Strategies**

- 5.143 The *Urban Character Study (2005)* assesses the features of each settlement. Other Studies include, *Thurrock Landscape Capacity Study (2005)*, Essex County Council's *Thurrock Unitary Historic Environment Characterisation Study (2009)*, *Landscape Character Assessment and Thurrock Urban Character Study- Recognising the sense of place (2007)*.

- 5.144 *Thurrock Thames Gateway Development Corporation's (TTGDC) Spatial Plan (2007)* reiterates the Council's commitment to promoting the success of Thurrock through development of high quality, which reinforces local community identities.

### **CSTP23 – THURROCK CHARACTER AND DISTINCTIVENESS**

The Council will protect, manage and enhance the character of Thurrock to ensure improved quality and strengthened sense of place.

- I. The Council identifies the following key areas where character is a key issue:
  - i. Regeneration Areas
  - ii. Lakeside Basin
  - iii. Strategic Employment Hubs
  - iv. High volume transport networks
  - v. Urban Fringe
  - vi. Town/Village centres
  - vii. Historically Sensitive Areas
  - viii. Strategic Natural and Semi- Natural Spaces
  - ix. Strategic Multifunctional Green Space
  - x. Rural landscapes
  - xi. Green Belt
  - xii. Wooded Hills
  - xiii. Residential Precincts comprising distinctly spacious residential areas and the intensively developed Homesteads ward
  - xiv. Small scale sites where development may contribute to cumulative degradation.
- II. The Council requires the retention and enhancement of significant natural, historic and built features which contribute to the character of the Borough as defined by their value, quality, cultural association and meaning or their relationship to the setting and local context.
- III. The Council requires 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.

In order to assess the sensitivity and capacity for change of Thurrock's character, the Council will require an assessment based on *The Guidelines for Landscape and Visual Impact Assessment*, or other methodology supported by the Council.

The Council will provide further guidance in the Design and Sustainability SPD.

### **Key Diagrams and Maps**

Map 4: Location of Landscape Character Areas

Residential Precincts are identified on the Interim Adopted Proposals Map.

## **CSTP24 – HERITAGE ASSETS AND THE HISTORIC ENVIRONMENT**

### **Introduction**

5.145 The Council is committed to preserving or enhancing Thurrock's historic environment, in accordance with the wishes of the community and other stakeholders as determined through consultation. Thurrock's historic environment includes a range of heritage assets:

- The significant surviving historic urban fabric of the towns and other settlements.
- The cohesive hierarchy of smaller settlements ranging from nucleated villages, often marked by architecturally significant medieval parish churches, through a pattern of dispersed hamlets and isolated farms.
- The historic coastal zone, which includes extensive submerged prehistoric landscapes, ancient salt manufacturing and fishing facilities, the relict sea walls of grazing marshes and ancient ports.
- The outstanding regional and nationally important defence and military coastal fortifications, which reflect the strategic importance of the Thames Estuary, including Tilbury Fort and Coalhouse Fort. The former is of international significance.
- Formal planned settlements of the early twentieth century including the factory village of Bata at East Tilbury.
- Conservation Areas, Listed Buildings and historic parks and gardens, including both their fabric and their settings.
- Rural landscapes as identified in English Heritage's Historic Landscape Characterisation Study (2004), Thurrock's Landscape Capacity Study (2005) and Essex County Council's Thurrock Unitary Historic Environment Characterisation Project (2009).
- Ancient woodland, hedgerows and trees.
- Wide variety of archaeological monuments, sites and buried deposits which include many ancient monuments and other nationally important archaeological assets.
- Extensive buried historic landscape of multi-period date known from aerial photography.

5.146 Heritage assets are not only important in their own right but have a valuable role in helping to create a sense of place and links to the historic development of the distinct areas within Thurrock. Heritage assets often have an important cultural and economic role, as they can attract visitors and can act as catalysts for development and regeneration. These assets also have considerable importance as part of the Greengrid, with larger features forming key visitor destinations. It is important, therefore, that the settings of heritage assets are preserved or enhanced and access to them is secured. The purpose of the policy is to prevent the loss, protect and achieve the broader benefits, of these important local heritage assets to the Borough and to the wider historic environment.

## Thurrock Plans and Strategies

- 5.147 Thurrock contains a number of important historic assets including:
- 7 Conservation Areas;
  - 241 entries in the List of Buildings of Special Architectural or Historic Interest;
  - 16 Scheduled Ancient Monuments;
  - 1 listing on the Register of Parks and Gardens of Special Interest;
  - 23 Ancient woodlands; and
  - 1095 Archaeological records on the Historic Environment Record.
- 5.148 Between 2007 and 2009, the Council adopted *Character Appraisals and Management Proposals* for each of the seven Conservation Areas in the Borough. The Character Appraisals evaluate the Conservation Areas' special interest and significance, and the Management Proposals set out how the areas will be preserved and enhanced. The Council will review Character Appraisals at least every five years to ensure that they are fit for their purpose of preserving and enhancing the Borough's heritage assets.
- 5.149 The Council aims to review the *Thurrock Heritage at Risk Register* annually, to identify the Borough's Listed Buildings in need of repair and/or maintenance. The register informs bids for grant funding, and work with developers, when relevant planning applications come forward. The Council will also prepare a local list of heritage assets. In 2009, the Council also commissioned a *Historic Environment Characterisation Project* of Thurrock which highlights the sensitivity and importance of the Council's historic environment.

### CSTP24 – HERITAGE ASSETS AND THE HISTORIC ENVIRONMENT

#### 1. Protecting and Enhancing Heritage Assets

- I. The Council will preserve or enhance the historic environment by:
- i. Promoting the importance of the heritage assets, including their fabric and their settings;
  - ii. Encouraging the appropriate use of heritage assets and their settings;
  - iii. Supporting increased public access to historic assets, including military and industrial heritage;
  - iv. Reviewing the designation of local heritage assets, including considering the designation of new Conservation Areas;
  - v. Retaining non-designated heritage assets which are considered locally important as well as those with statutory protection; and
  - vi. Encouraging proposals that include enhancement of surrounding landscapes and integration between priority heritage assets and the Greengrid.

#### 2. Proposed Development

- I. All development proposals will be required to consider and appraise development options and demonstrate that the final proposal is the most

appropriate for the heritage asset and its setting, in accordance with:

- i. The objectives in part 1 above;
- ii. The requirements of PMD 4 Historic Environment;
- iii. Conservation Area Character Appraisals and Management Proposals as appropriate; and
- iv. Relevant national and regional guidance.

### **3. Priorities for Heritage Regeneration and Enhancement**

I. The Council will work collaboratively with owners and partners to encourage the appropriate regeneration and use of priority heritage assets to secure their long-term future. The Council will identify priority heritage assets from:

- i. English Heritage's national Heritage at Risk Register;
- ii. The *Thurrock Heritage at Risk Register*, which will be reviewed annually;
- iii. The Conservation Area Management Proposals, which will be reviewed at least every five years, and
- iv. A local list of heritage assets once produced.
- v. The Historic Environment Record

II. Of priority heritage assets already identified, the Council will:

- i. Ensure that the setting of Tilbury Fort, including views of it from the river, are appropriately protected and enhanced, and that encroachment on the open land around it is not permitted.
- ii. Ensure that the setting of Coalhouse Fort is appropriately protected from development and that its fabric is conserved.
- iii. Resist development that undermines an understanding of the role the river Thames has played in the historic development of Thurrock.
- iv. Promote public access between Tilbury Fort and Coalhouse Fort through riverside links.
- v. Ensure that any new development close to, or within, Bata Village or the Bata Factory complex is well designed and contributes positively to their settings.
- vi. Ensure that Thurrock's historic landscapes, and the contribution made to them by ancient woodland, hedgerows and trees, are appropriately considered in all development proposals.

### **Key Diagrams and Maps**

Map 4: Location of Landscape Character Areas

Map 6: Location of Listed Building, Scheduled Ancient Monuments and Conservation Areas



# Thurrock

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## **Climate Change**

**Thematic Policies**

## **CSTP25 – ADDRESSING CLIMATE CHANGE**

### **Introduction**

- 5.150 Whilst climate change has been identified as one of the most important challenges we face as a global community, it may also have severe repercussions on a local level in Thurrock. Rises in sea level from partial melting of large ice masses could lead to widespread flooding. Climate change could also lead to higher local temperatures, stronger winds, significant changes in rainfall, and increases in coastal and soil erosion, all of which will have impacts on Thurrock's economy, environment and population. Without substantial reductions in greenhouse gas emissions worldwide, local and global climates may continue to change. Planning for adaptation to the impacts of climate change and reducing vulnerability to these impacts is equally as important as climate change mitigation measures. Adaptation involves adjustments to natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.<sup>2</sup>
- 5.151 As referenced in Policy CSTP22– Thurrock Design, new developments in Thurrock provide an opportunity to promote new techniques in design and renewable energy. To achieve this, the Council will:
- Secure the use of sustainable construction techniques;
  - Develop guidance on sustainable construction and design for the construction of any new facilities;
  - Enable increase of sustainable construction, design and renewable energy in new housing and industrial development;
  - Reduce waste and carbon emissions; encourage better use of water and energy; and reduce environmental impact and increase efficiency of construction industry;
  - Reduce our impact and increase our preparedness for climate change;
  - Develop an action plan to improve energy efficiency in existing communities, and
  - Promote and support climate change adaptation measures through the use of green infrastructure.
- 5.152 This policy covers the overarching issues for mitigation and adaptation of climate change in order to meet National and Local Area Agreement targets on reducing carbon dioxide emissions and adapting to withstand and minimise the impacts of climate change.
- 5.153 The *Climate Change Act (2008)* sets challenging but achievable targets for net UK carbon emissions, to reduce emissions to at least 80% lower than the 1990 baseline by 2050, with a reduction of at least 26% by 2020. The NPPF indicates that Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas

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<sup>2</sup> Planning and Climate Change – Supplement to PPS1



emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure.

- 5.154 In 2003, the East of England Sustainable Development Roundtable commissioned *Living with Climate Change in the East of England* to determine the regional impacts of climate change.

### **Thurrock Plans and Strategies**

- 5.155 The *Sustainable Community Strategy (Thurrock LSP, 2009)* advocates for more homes and businesses with reduced carbon emissions and for Thurrock to be better prepared for the impact of climate change. This is reiterated by *A Sustainable Framework for Thurrock* (Thurrock Council, 2007), which promotes the highest standards of sustainable construction and the Code for Sustainable Homes. In June 2007, the Council signed up to the Nottingham Declaration on Climate Change, committing to various actions including reducing CO<sub>2</sub>; developing plans with partners to address the causes and impacts of climate change; assessing risks; and monitoring progress. These will be further expanded in the *Thurrock Climate Change Strategy*, which is anticipated to be adopted by 2011. This will set out how the Council will lead by example by managing its own properties and providing services to residents, linking to priorities in the LAA and the Council's Corporate Plan.
- 5.156 *The Thurrock Climate Change Evidence Base* sets out the issues and opportunities surrounding climate change at a local level. This analysis found that Thurrock is particularly vulnerable to water resource deficiencies, sea level changes, fluvial flooding and is also likely to be at risk from subsidence. This confirms that new development must be designed to cope with a changing climate, to protect those who utilise development and to protect investment. Retrofitting existing development and infrastructure to adapt to climate change will also be essential for minimising the impacts of climate change on society and the economy. Based on the evidence, the following have been identified as priorities for Thurrock to consider in relation to strategic climate change action:
- Reducing CO<sub>2</sub> and N<sub>2</sub>O emissions from the industrial and commercial sector, particularly from gas and electricity consumption;
  - Reducing CO<sub>2</sub> and N<sub>2</sub>O emissions from road transport, particularly from diesel freight vehicles and the workplace commuter;
  - Reducing methane emissions from the waste sector, particularly from landfill;
  - Increasing renewable and low carbon energy generation;
  - Ensuring that new development incorporates energy and water efficiency into design;
  - Ensuring new build developments incorporate climate change 'resistant' features to minimise vulnerability;

- Ensuring that new vulnerable development is not at risk of flooding; and
- Reducing flood risk at existing development.

Thurrock Council's *Local Climate Impact Profile* (October 2010) will support this policy and inform the forthcoming Design and Sustainability SPD.

## **CSTP25 – ADDRESSING CLIMATE CHANGE**

### **1. Adaptation**

- I. The Council will require climate change adaptation measures and technology to be considered from the outset in any development proposal including reduction of emissions, renewable and low carbon technologies, passive design, recycling and waste minimisation, and through the application of green infrastructure techniques.
- II. The Council will work to ensure that vulnerability to climate change impacts is minimised in new development, and that such development does not increase vulnerability to climate change impacts.
- III. The location and layout of new buildings should minimise vulnerability to climate change.
- IV. Developers must consider the potential effects of climate change on their development, including:
  - i. Water conservation and drainage
  - ii. Need for summer cooling
  - iii. Risk of subsidence
  - iv. Flood risk from tidal, fluvial and surface water

### **2. Mitigation**

- I. The Council will require new and existing development and associated activities to adhere to local, regional and national targets for reducing carbon emissions.
- II. The Council will seek the achievement and maintenance of the following minimum reductions in CO<sub>2</sub> emissions compared to emissions in 2005:-

<b>Sector</b>	<b>By 2015</b>	<b>By 2020</b>
Domestic: CO <sub>2</sub> per household	4.0%	5.8%
Road Transport: CO <sub>2</sub> per AADT*	6.0%	6.5%
Business: CO <sub>2</sub> per job	9.0%	11.3%

\*Annual Average Daily Traffic

- III. The Council will employ innovative methods of reducing and mitigating emissions, including the introduction of a Carbon Offset Fund.

<b>Key Diagrams and Maps</b>
Not Applicable

## **CSTP26 - RENEWABLE OR LOW-CARBON ENERGY GENERATION**

### **Introduction**

- 5.157 Renewable energy covers those energy flows that occur naturally and repeatedly in the environment. Low-carbon technologies are those that can help reduce carbon emissions. It also includes energy for heating and cooling as well as generating electricity.
- 5.158 Thurrock is performing relatively well in terms of renewable energy with 52.6 MW of installed capacity. Thurrock currently contains 54% of the county's and 11% of the region's renewable energy generating capacity (2008). The majority of renewable energy in Thurrock (76%) is derived from utilising landfill gas, with the remaining 24% provided by a biomass facility at Tilbury Power Station. Power stations in Thurrock currently generate over 1,800 MW of energy for homes around Britain, but they are also the largest point source emitters of CO<sub>2</sub>. Encouraging the conversion of existing power stations or new renewable energy or low-carbon development should work to reduce CO<sub>2</sub> emissions from these point sources and also from industrial, commercial and domestic energy consumption.
- 5.159 Thurrock presents unique opportunities for encouraging additional standalone, large-scale renewable or low-carbon energy generation projects. For example, Tilbury Green Power has consent for a site in the Port of Tilbury for a 60MW facility using a mix of imported biomass and household waste. If this facility were to come forward, Thurrock's renewable energy generation would more than double. In addition small-scale energy generation technology can be promoted as ancillary to other uses such as residential, commercial and community.

### **Thurrock Plans and Strategies**

- 5.160 *The Thurrock Climate Change Evidence Base* (2008) sets out the issues surrounding climate change at a local level, and notes the opportunities for increasing renewable energy supply, particularly through the Local Development Framework and the proposal for a large scale renewable facility at Tilbury.

**CSTP 26- RENEWABLE OR LOW-CARBON ENERGY GENERATION**

As part of the shift to low-carbon future and to tackle climate change, the Council will encourage opportunities to generate energy from non-fossil fuel and low-carbon sources.

- I. The Council will promote and facilitate proposals for centralised renewable or low-carbon energy schemes at appropriate locations and standards, including but not exclusively at Tilbury and London Gateway.
- II. The Council will promote the delivery of renewable and low-carbon energy developments utilising technology such as solar panels, biomass heating, small-scale wind turbine, photovoltaic cells, Combined Heat and Power and other methods.
- III. The Council will promote the delivery of district energy networks in appropriate locations, in order to increase the proportion of energy delivered from renewable and low-carbon sources in the Borough.
- IV. The Council will ensure that effort is made to achieve a significant carbon reduction in all new development, at least matching the national targets.

The Council will view an application as unacceptable where it produces a significant adverse impact that cannot be mitigated, including cumulative landscape or visual impacts.

**Key Diagrams and Maps**

Not applicable.

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## **Water, Riverside and Coastal Thematic Policies**

## **CSTP27 – MANAGEMENT AND REDUCTION OF FLOOD RISK**

### **Introduction**

- 5.161 A large proportion of Thurrock's urban areas are located within Flood Zone 3, translating to approximately 11,000 properties currently at risk of flooding. The changing climate, combined with increased development pressures, will continue to make flood risk a key consideration for the Borough into the future.
- 5.162 In relation to flood risk the primary aim of the NPPF is to ensure that flood risk is taken into account at all stages in the planning process in order to avoid inappropriate development in areas at risk of flooding, and wherever possible, to direct development towards areas at least risk of flooding. This is achieved through the application of the Sequential Test.
- 5.163 An updated Strategic Flood Risk Assessment (SFRA) was completed in September 2009 and assesses all forms of flooding relevant to the Borough. This confirms that the majority of Thurrock Urban Area is classified as Flood Zone 3a, the high risk flood zone, with some areas of Flood Zone 3b, the functional floodplain, associated with the main rivers (River Mardyke and Stanford Brook) and the Flood Storage Area designated under the Reservoirs Act 1975 in the marshes immediately to the north of Tilbury.
- 5.164 The tidal floodplain associated with the River Thames is considered to be defended from tidal flooding to the 1 in 1000 year standard including climate change. The SFRA therefore concludes that the greatest flood risk posed to the Borough would result from the residual risk associated with a failure of those defences during an extreme tidal event. This residual risk has also been assessed in the Thurrock SFRA and includes the identification and classification of areas of flood hazard and also the times to inundation in the event of a breach of the defences.
- 5.165 The SFRA will be periodically reviewed and updated when necessary to keep pace with policy changes and new climate change guidance.
- 5.166 Core Strategy policies CSSP1 to CSSP5 identify the 5 Broad Areas for Regeneration within the Borough, these have all been subject to the Sequential Test. Future site allocations will be subject to a more detailed Sequential Test in accordance with the NPPF.
- 5.167 Due to the location of the main settlements in Thurrock and the nature of flood risk in the Borough, it has not been possible to locate all new development in areas of least flood risk. The NPPF therefore requires the application of the Exception Test which will ensure that proposed development will deliver sustainability benefits to the whole community, makes effective use of land and can be achieved safely without

increasing flood risk elsewhere, and where possible, reduces flood risk overall.

- 5.168 In achieving the final part of the Exception Test at a strategic level, it will be essential to employ effective floodplain management through working with partner organizations, such as the Environment Agency and the Emergency Services, to deliver strategic flood management plans and programmes, and in the production of a comprehensive Emergency Plan for the Borough.
- 5.169 Of particular importance to Thurrock will be the Thames Estuary 2100 (TE2100) Plan, produced by the Environment Agency to provide a flood risk management plan for London and the Thames Estuary into the next century. The plan is due to be submitted to Defra in the first quarter of 2010 and will recommend what flood risk management actions will need to be introduced and when over the next century. It is designed to be adaptable to a changing climate, even if climate change accelerates beyond current predictions.
- 5.170 The TE2100 Plan has divided Thurrock into four Policy Management Units (PMUs) covering Shellhaven and Fobbing Marshes; East Tilbury and Mucking Marshes; Purfleet, Grays and Tilbury; Rainham Marshes and the Mardyke.
- 5.171 In the east of the Borough the TE2100 Plan highlights that defences should be maintained to their current level into the future, although this would result in an increase in flood risk over time as sea-levels rise due to the impacts of climate change. Opportunities in these areas to manage the floodplain through effective land-use and emergency planning, as well as making space for water must therefore be sought.
- 5.172 To the west of the Borough the TE2100 Plan highlights that more action should be taken to keep up with the impacts of climate change. This would most likely be achieved through a combination of floodplain management techniques as described above, and also maintaining, and where possible improving, flood defences (subject to funding and approval).
- 5.173 The continued reliance on flood defences has implications for the biodiversity of the Borough due to the exacerbated threat of coastal squeeze. A range of flood risk management options should therefore be employed across the Borough to mitigate for this and opportunities to make space for water and recreate those habitats threatened or lost through coastal squeeze should be sought.
- 5.174 The South Essex Catchment Flood Management Plan identifies that, other than the residual flood risk associated with tidal sources, surface water flooding is also an issue for the Thurrock area. It is usually associated with heavy rainfall over a short period of time, particularly when the ground is already saturated or when flow channels become blocked or tide-locked.



5.175 The flood risk posed by surface water will be addressed in the Thurrock Surface Water Management Plan which will be undertaken following the completion of the Thurrock Water Cycle Study.

**CSTP27 – MANAGEMENT AND REDUCTION OF FLOOD RISK**

- I. The Council will ensure that flood risk management is implemented and supported through effective land use planning. The Sequential, and where necessary Exception Test, as set out in the NPPF and associated Planning Practice Guidance will be employed when allocating sites for development and an Emergency Plan for the Borough will be completed.
- II. The Council will also continue to work collaboratively with the Environment Agency by supporting the area based policy approach adopted in the Thames Estuary 2100 Project. In particular the Council will seek to safeguard existing flood defences and new areas for flood defences, water storage and drainage areas, as well as seeking secondary defences for key assets.
- III. The Council will support the work of the Environment Agency in the Environmental Enhancement Project for the Mucking Flats and Marshes to ensure the delivery of appropriate flood mitigation and environmental enhancement measures.
- IV. The Council will work with the Environment Agency and other main stakeholders to ensure that fluvial and surface water flood risk is managed within Thurrock. This will include supporting the policies identified in the South Essex Catchment Flood Management Plan, such as identifying and safeguarding areas of land for existing and future areas of water storage in Policy Units 9, 10, 11 & 12 and in formulating System Asset Management Plans (SAMP) and the Integrated Urban Drainage Plans for Stanford-le-Hope, Tilbury and Purfleet. A Surface Water Management Plan will also be carried out to assist in the identification and mapping of areas susceptible to surface water flooding as recommended by Defra and the Pitt Review. Development proposals that will affect these locations will be expected to contribute towards infrastructure improvements, including where appropriate green infrastructure, in these locations to enable the development to proceed.
- V. The Council will ensure that, where necessary, new development throughout the Borough contains space for water including naturalisation and environmental enhancement.
- VI. Developers will be required to incorporate sustainable drainage systems as a priority and to contribute towards flood risk management infrastructure where appropriate.
- VII. Planning applications received for sites within Flood Zone 3 will be treated in accordance with the NPPF, this policy and Policy PMD15.

### **Key Diagrams and Maps**

Where appropriate sites will be identified in the forthcoming Thurrock Local Plan and on the Proposals Map.

### **Implementation Mechanisms**

5.176 Less vulnerable development might therefore be permitted on previously developed land in Flood Zone 3a. More vulnerable development may also be permitted in areas identified as Flood Zone 3a, but will be subject to the Exception Test, as outlined in the NPPF. Essential infrastructure will also be required to pass the Exception Test in both Flood Zone 3a and 3b. Highly vulnerable development will not normally be permitted in Flood Zone 3a in accordance with NPPF. All development within a flood zone must apply the NPPF Sequential Test and it must be shown that there are no other sites where the proposed development can be situated within a lower risk flood zone.

### **Infrastructure Delivery**

5.177 The Council will work collaboratively with stakeholders to aid in the production and implementation of a range of plans by the Environment Agency.

## **CSTP28 - RIVER THAMES**

### **Introduction**

- 5.178 The River Thames plays a vital role in the region's economy because of the ports, current and planned power stations at Tilbury, and the freight links. Tilbury is currently the busiest port on the river, and there will be the new deep sea container port at London Gateway. The river is also important as a natural habitat including a Ramsar site and important riverscape including heritage assets such as Coalhouse and Tilbury forts.
- 5.179 This policy sets out the basis for assessing the suitability of riverside development proposals, and for improving accessibility and recreational activities along the Thurrock riverside, balanced against the need for environmental protection. The Council will work collaboratively with relevant stakeholder organisations and agencies to ensure the delivery of a balanced approach to the Thurrock riverside.
- 5.180 A key feature of the Thames Gateway Parklands Vision (2008) is to improve the river setting, its environment and landscape, and make it more accessible and visible for people. This is also reflected in Delivering the Future by the Thames Gateway South Essex Partnership which promotes bringing the natural environment closer to communities through development of a Greengrid. People can currently interact with the Thames 'riverscape' in a variety of ways, such as enjoying walks on the various nature trails. However, much of the river and its landscape are not easily accessible or visible, both of which are important to define the area's identity. For operational reasons, many of the industrial complexes and port areas are fenced in, posing significant obstacles to permeability along the river edges.

### **Thurrock Riverside Opportunities**

- 5.181 The *Sustainability Appraisal* (December 2007) and representations on earlier stages of the Core Strategy recommended that efforts may be needed to address the apparent conflict between some of the preferred policy approaches such as biodiversity, public access to the river, and the upgrading and operation of ports. In addition it raised the important issue of protecting Thurrock's historical assets and their setting. There was strong support for improved access, through delivery of the Greengrid, though caveated by the need to ensure compatibility with industry's operational needs. It was also suggested that priority should be given to allocating riverside sites to uses that require access to the river frontage.
- 5.182 So whilst industry and the large tracts of industrial landscape should be safeguarded and promoted to support the regeneration of Thurrock riverside in the broadest sense, the river and its setting needs to be accessible and visible, capitalising on the landscape and environmental

improvements that will be realised for the future through the policies in this Core Strategy.

#### **CSTP28 – RIVER THAMES**

- I. The Council and Partners will ensure that the economic and commercial function of the river will continue to be promoted through:
  - i. Priority being given to allocating riverside development sites to uses that require access to the river frontage, especially those which promote use of the river for passenger transportation purposes.
  - ii. Safeguarding port-related operational land.
  - iii. Safeguarding additional adjacent land required for further port development, including expansion. For port development onto additional land to be acceptable however, it will be necessary to substantiate the need for it over and above land that is already available for operational port uses.
  - iv. To safeguard existing and promote new jetties and wharves facilities where appropriate for transport of goods and materials.
- II. New development will provide new or enhanced sustainable, safe and equitable access to and along the river foreshore, especially using natural and semi-natural corridors and other elements of the Greengrid.
- III. Development Proposals will be required to undertake appropriate level of flood risk assessment as set out by the NPPF and take account of the need for flood mitigation measures and to accommodate any necessary flood defence measures.
- IV. New development will also maintain or enhance views, particularly of key features including heritage and landscapes, and will improve recreational interaction with the river and its setting. Critical elements include:
  - i. The Thames Path through Thurrock, a designated National Trail.
  - ii. National Cycle Network Route 13, which overlaps with the Thames Path through much of Thurrock.
  - iii. Safeguarding of strategic and locally important views.
- V. The following exceptions to this may apply:
  - i. Where industrial/commercial development requires use of the river and its foreshore and needs to restrict public access for operational or safety reasons.
  - ii. Where unrestricted public access is likely to result in unacceptable adverse impacts on riverside habitat or biodiversity.

In both cases, reasons for access restrictions will need to be substantiated and justified with supporting evidence. In addition, the expectation will be that opportunities will still be sought to enable views of the river and its setting, such as through the design of development.

The proposed power generation plant at Tilbury will require controlled and

secure access to the waterside including using the river as its water supply source.

**Key Diagrams and Maps**

Key Diagram – Where applicable.

Sites will be identified in the forthcoming Thurrock Local Plan and on the Proposals Map

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## **Minerals and Waste**

**Thematic Policies**

## **CSTP 29 – WASTE STRATEGY**

### **Introduction**

- 5.183 As a unitary authority Thurrock must plan for the management of waste by setting the planning framework for an adequate supply of waste treatment and disposal facilities. Those facilities must enable the Borough to be self sufficient in the way it manages its own waste and contribute to the management of a reducing proportion of wastes from London.
- 5.184 Although the emphasis will be on reducing waste at source, re-use and recycling wherever possible, Thurrock must still find new and alternative methods to manage and dispose of remaining waste arisings. This is because European and national legislation requires a reduction in the amount of waste sent to landfill sites by applying alternative waste management methods.
- 5.185 In meeting this change, Thurrock is required to plan for waste management provision. Policy CSTP29 sets out Thurrock's strategic approach toward planning for the additional waste management capacity throughout the Plan period and sets the strategic planning policy context for site allocations within the Minerals and Waste Development Plan Document (MWDPD).
- 5.186 Planning Policy Statement 10 – Planning for Sustainable Waste Management (PPS10) provides the overarching policy framework for planning for waste management facilities. The aim of PPS10 is to achieve more sustainable methods of waste management. A waste planning strategy will be delivered for Thurrock which achieves the sustainable management of waste in accordance with the requirements of PPS10, the UK Government Sustainable Development Strategy and the 2007 Waste Strategy.
- 5.187 PPS10 advises opportunities should be sought to identify suitable locations for new waste management facilities on existing waste management sites; industrial sites and previously developed land. PPS10 recognises that some waste facilities are, in exceptional circumstances, acceptable in the Green Belt. Thurrock Council's approach is that, although landfill may be required as part of an agreed and necessary restoration scheme of a mineral working, there will continue to be a presumption against 'permanent' waste management facilities within the Green Belt except small scale facilities serving a defined local need where no suitable sites outside the Green Belt are available. The Council will primarily identify sites and permit proposals for waste management outside the Green Belt.
- 5.188 Policy WM1 of the RSS, sets out the overall vision, objectives and capacity requirements for the provision of waste management facilities in the region. A number of key themes are apparent, including the timely and adequate delivery of waste facilities required for the



recovery and disposal of the region's waste and for reducing quantities of wastes imported into the region; minimising the impact of waste management development; viewing waste as a resource; encouraging community support and participation in promoting responsible waste behaviour; maximising re-use, composting and recycling whilst responding positively to managing the residual waste and recognising the particular location needs of waste management proposals.

- 5.189 RSS Policy WM2 sets waste management targets which must be adopted by all authorities in the region to minimise waste and to provide the basis for implementing the overall aim of recycling, composting and recovering value from waste. Targets in Policy WM2 are to be kept under review and extended to the end of the Plan period (2021) and beyond. There is also an ongoing review of the RSS until 2011.
- 5.190 The RSS Policy WM3 provides for imported wastes and requires Thurrock to plan for the management of an apportionment of waste from London of 210,000 tonnes per annum by 2010/11 and 100,000 tonnes per annum from 2015/16. Annual tonnages are set in appendix C of the RSS. The draft Revision of the RSS to 2031 included reduced annual imports of London waste to Thurrock from London of 190,000 tonnes by 2010/11, 68,000 tonnes by 2020/21 and 9,000 tonnes by 2031. Thurrock Council has included the revised RSS waste tonnages for waste imported into Thurrock from London up to 2026 as the evidence base for the policy approach in the Core Strategy.
- 5.191 The RSS Policy WM4 outlines that each WPA must plan for self sufficiency in the management of their own waste arisings by planning for additional capacity. RSS Policy WM4 outlines the main strategic principle for the management of waste produced within each sub-region. In developing waste policies and considering waste proposals, waste planning authorities should take responsibility for waste arisings within their administrative boundaries. Thurrock Council has adopted the principle of self sufficiency of managing its own waste arisings in the policy approach of the Core Strategy.
- 5.192 The adopted RSS set out the quantities of waste to be managed including a proportion of London's waste. The review RSS evidence base has provided what is considered to be more valid and up to date waste tonnages and indicates lower quantities of MSW, C&I and London Waste imports to be planned for in the region and for Thurrock. The apportionment set by the RSS is currently under review and where WPAs are confident they have more local and up-to-date information, there is an opportunity to present this as an evidential alternative to the apportionment contained in the RSS. Thurrock has undertaken its own study of waste management arisings and capacity requirements for the authority area based on the more recent RSS Review figures but adjusted to take account of the higher dwelling numbers and employment profile set out in this Core Strategy.



## **Thurrock Plans and Strategies**

### *Municipal Waste Strategy for Thurrock 2008-2020*

5.193 PSS10 requires the Core Strategy to inform and take account of a relevant municipal waste management strategy. As a unitary authority, Thurrock is responsible for both the collection and disposal of municipal solid waste, as well as being the waste planning authority. The Municipal Waste Strategy for Thurrock 2008-2020 provides information on municipal waste management in Thurrock and informed the preparation of this Core Strategy.

5.194 The MWMS sets out 6 key aims for a long-term municipal waste strategy, namely:

- Deliver the principles of the waste hierarchy;
- Deliver the diversion of bio-degradable municipal waste from landfill;
- Ensure that Thurrock recycles enough material to comply with statutory recycling targets;
- Ensure that Thurrock recovers sufficient value from residual waste to comply with statutory recovery targets;
- Ensure that any procurement activities are in line with best value principles and achieve efficiency savings; and
- Work towards achieving top quartile positioning with respect to waste management provision in the UK.

## **Other Evidence**

### *Waste Arisings and Capacity Study for Thurrock*

5.195 A study to assess the existing waste arisings, capacity and need for additional waste facilities in Thurrock for the period 2006-2021 was undertaken by Environment Resource Management (ERM) in 2007 with updates in 2009 and 2010 ('the study'). The study provides an assessment of the capacity of existing and planned waste management infrastructure in Thurrock and, where not provided for in the RSS, forms the evidence base for the required additional waste management capacity for a range of waste streams.

5.196 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.

5.197 The 2010 update to the Waste Arisings and Capacity Study has further assessed capacity taking into account the use of the evidence base of the draft Revision RSS and amendments to the C&D site data, arisings and capacity. This study forms the basis of revised arisings and capacity tonnages for the Core Strategy and future reviews. The 2010

update has also assessed MSW and C&I waste arisings based on the recent RSS Review figures but taking into account the higher dwelling numbers and more local assessment of the employment profile reflected in the Core Strategy. This latter scenario is set out as the evidence to support the top end capacity to be planned for in the Core Strategy and indicates higher MSW and C&I arisings. The capacity requirements over the period of the plan will be monitored and reviewed to take account of the level of development during the plan period and any review of future data.

### Municipal Solid Waste

5.198 According to the draft revision RSS evidence base, the total MSW arising in Thurrock in 2009/10 was 75,000 tonnes. Table 5 illustrates the estimated growth in MSW over the Plan period taken from Appendix C of the draft revision RSS and also the higher level scenario of arisings to take account of the levels of growth set out in the Core Strategy.

**Table 5 - Forecast of Thurrock MSW Arisings**

<b>Year</b>	<b>2009/10</b>	<b>2015/16</b>	<b>2020/21</b>	<b>2025/26</b>
RSS Review MSW Forecast Growth	75,000	78,600	80,900	82,900
Core Strategy adjustment of RSS Review MSW Forecast Growth	75,000	82,600	88,400	94,000

### Commercial and Industrial Waste

5.199 Appendix C of the draft revision RSS also provides forecasts for C&I waste arisings in Thurrock. Table 6 below sets out the RSS Review tonnages and the adjusted forecast for higher level of arisings, taking account of the levels of growth set out in the Core Strategy.

**Table 6 – Forecast of Thurrock C&I Waste Arisings**

<b>Year</b>	<b>2009/10</b>	<b>2015/16</b>	<b>2020/21</b>	<b>2025/26</b>
RSS Review Forecast C&I Waste Growth	138,400	141,500	145,200	150,100
Core Strategy adjustment of RSS Review Forecast C&I Waste Growth	138,400	157,600	173,500	189,500

### Construction and Demolition Waste

5.200 The RSS does not provide forecasts for C&D waste. The Waste Arising and Capacity Study 2010 examined a range of forecasts. The highest growth scenario is based on the Core Strategy housing and economic growth.

**Table 7 - Estimated C&D Waste Arisings in Thurrock**

Year	2009/2010	2015/2016	2020/2021	2025/2026
Forecast C&D Waste Growth	345,580	388,377	423,665	458,612

5.201 An earlier government study (2007) for alternative provision for primary aggregates, estimated that 49% of C&D waste recycled; 29% landfilled and 22% spread on exempt sites. The proportional split has been revised in the Thurrock 2010 study to take account of higher recycling targets and less generous exemptions under the environmental permitting regulations during the plan period.

**Table 8** Estimated requirements for management of C & D waste in Thurrock 2009/10 – 2025/26. Worst case scenario.

Year	2009/10	2020/21	2025/26
Recycled aggregate and soil	169,334	300,802	325,615
Disposed at landfill	100,218	122,863	132,997
Used at exempt sites	76,028	None	None

5.202 Policy CSTEP31 sets out the Council's position on encouraging greater recycling and re-use of C&D waste. Therefore recycling rates are expected to increase over the Plan period. This will be considered in the approach for additional C&D recycling capacity and the need for sites in the MWDPD.

5.203 The revised 2010 Thurrock Study on waste arisings and capacity estimates, has taken into account the principle of increasing the amount of recycled aggregates and soil to achieve up to 70% recycling by 2021 in accordance with the Waste Framework Directive 2008/98/EC.

### Hazardous Waste

- 5.204 Policy WM7 of the RSS identifies the current regional approach toward the provision of hazardous waste management capacity. It is recognised there is a deficit in hazardous waste management capacity throughout the region. At this time there are no provisions for additional hazardous waste capacity made at the regional or sub-regional levels.
- 5.205 However, WPAs are required to consider the possible provision of hazardous waste capacity, where it contributes to the delivery for waste arising in the region. The draft Revision RSS stated WPA's should identify suitable sites for Stable Non-Reactive Hazardous Waste Cells. The Thurrock study considered 5 growth scenarios and Table 9 provides the highest growth scenario based on economic growth.

**Table 9 - Growth Scenario Hazardous Waste**

Year	2008	2010	2015	2021
Forecast of hazardous waste growth	11,683	12,466	14,664	17,817

### **Current Capacity and Gap Analysis**

- 5.206 The Thurrock Waste Arising and Capacity Studies (2009 and 2010) identified the current waste management capacity within Thurrock for each waste management method.

### Recycling and Composting

- 5.207 Currently there is 24,250 tonnes per annum of combined MSW and C&I waste recycling and composting capacity and 547,400 tonnes of C&D recycling capacity.
- 5.208 The level of recycling and composting capacity currently operational, including that with permission but non-operational, is insufficient to deal with the combined MSW and C&I waste arisings forecasts. Based on the 2010 study, the current combined deficit is estimated to be within the range between 46,200 to 53,733 tonnes per annum and by the end of the Plan period within the range between 142,400 to 159,000 tonnes per annum. This is expressed as a range of higher levels of recycling. The actual amount of recycling capacity required will be dependent on the proportion of recycling compared to other forms of recovery that may be available.
- 5.209 There is a current surplus in C&D recycling capacity within Thurrock. However with the loss of temporary facilities associated with former quarries/landfill sites facilities, and through redevelopment, Thurrock will fall short of fixed site recycling capacity by 2015/16 and by the end of the plan period this deficit is estimated to be 250,000 tonnes per annum in the worst case scenario. However in practise this deficit will be reduced by the extent of recycling carried out on development sites.

### Recovery

5.210 There is at 2010 no operational treatment recovery other than tyre recovery facility and niche Waste Electrical and Electronic Equipments (WEEE) facilities. Thurrock therefore requires additional recovery capacity. The 2010 study, identifies the need for between 71,200 to 133,000 tonnes per annum by the end of the Plan period. There is consent for 300,000 tonnes recovery facility but this is currently non-operational at this stage (See Paragraph 5.221). This consented provision, could meet all Thurrock's needs.

### Landfill

5.211 The provision of adequate landfill capacity for waste generated within the Thurrock area and imports of London waste is an important policy issue. Policy CSTP30 deals with Thurrock's approach to London apportionment in more detail. Landfill capacity in Thurrock in 2008 is shown in Table 10.

**Table 10 - Landfill Capacity 2008/2009**

Waste Type	Consented and operational non-hazardous landfill capacity	Total non-hazardous landfill capacity (inc consented, currently operational sites, planned sites and potential void from mineral extractions)
Inert Landfill	3,830,000	9,400,000
Non-Hazardous	5,600,000	7,600,000

5.212 The Adopted RSS predicts that the amount of waste from London is expected to fall, and by 2015 it would represent 30% of its 2003/04 level and then remain at that level. On that basis there would be enough existing capacity over the Plan period to meet Thurrock's need and the remaining apportionment of London's waste to the end of the Plan period. However, the current level of London imports exceeds the annual RSS apportionment and imports could continue at a higher annual rate than set out in the RSS. Thurrock will monitor and plan capacity to ensure it is able to meet its own need for landfill and it's apportionment for London waste as set out in the Review RSS evidence base for waste imports.

### Conclusions of the Capacity Study

5.213 The Thurrock study concludes by identifying the capacity gaps for each waste management method, although not all were split for each waste stream.

5.214 The Tables below summarise the existing capacity and additional waste management capacity requirements from the study. As new data becomes available and Thurrock monitors and reviews capacity, the forecasts may change and this will then inform the allocations in the MWDPD.

**Table 11 - Existing capacity 2008/2009**

<b>Waste Management Method</b>	<b>Existing Capacity (2008/2009)</b>
MSW and C&I waste recycling (combined)	23,750 tonnes per annum
C&D waste recycling (excluding the wharfside sites)	547,400 tonnes per annum
Recovery of MSW only	0
Non-hazardous Landfill	5,600,000 tonnes total capacity
Inert Landfill	3,830,000 tonnes total capacity

**Table 12 - Required waste capacity for Thurrock**

<b>Waste Management Method</b>	<b>Additional Capacity Required (based on end of Plan period 2026)</b>
Recovery of MSW	Between 75,000 tonnes per annum (based on targets set out in the Municipal Waste Strategy) and 94,000 tonnes per annum by 2026 (Table 5 above).
C&I waste recycling and other recovery	Between 138,000 to 190,000 tonnes per annum at 2026.
C&D waste recycling	255,000 tonnes per annum (worst case scenario assuming loss of temporary facilities).
Non-hazardous Landfill	None
Inert Landfill	None

Note 1: The figures set out above are based on the RSS Review adjusted to take account of the higher levels of dwelling provision and local employment profile set out in the Core Strategy.

Note 2: The figures do not take account of existing consent for 300,000 tonnes per annum recovery capacity

*Delivering the Required Capacity*

- 5.215 The Council will aim to ensure the above capacity requirements are met through the provision of appropriate criteria against which sites and waste management proposals can be assessed and brought forward to achieve a well planned and sustainable network of waste management facilities.
- 5.216 Thurrock Council is aware of the importance of providing waste facilities which are close to the major sources of waste arisings. For Thurrock the majority of waste arisings are located to the west and east of Thurrock.
- 5.217 This arisings issue together with capacity need, provide the strategic locational context for Thurrock. The overall strategy for the delivery of the additional waste management capacity is to provide a network of waste management facilities with a number of small scale facilities which support the collection, delivery and management of all waste streams, with one or two strategic sites containing a range of facilities and a reducing reliance on landfill facilities for the disposal of the residual element of the waste during the plan period.
- 5.218 It should be noted that on 27 August 2009 Tilbury Green Power were granted planning permission by the Secretary of State for a biomass and energy from waste power station run on a combination of cleaned and waste wood. A condition of the consent allows for 300,000tpa of waste (80,000tpa of municipal solid waste, 220,000tpa of Commercial and Industrial Waste) and 350,000tpa of biomass and waste wood to be brought on to the site per annum, of which no more than 50,000 tonnes per annum of waste wood shall be brought to the site by road. It is anticipated that the plant will be operational in 2012. If this proposal is implemented and provides for Thurrock's needs it could meet most of the total waste capacity required for Thurrock. However until the scheme is implemented and until it is confirmed that it provides for Thurrock's waste needs, a flexible and robust approach is required to plan for waste capacity to meet Thurrock's need.

**CSTP29 – WASTE STRATEGY**

**1. Waste Planning Strategy**

The Council will seek to drive waste management up the waste hierarchy by:

- I. Ensuring developments minimise waste at source and maximise use of recycled materials. Within major developments provision should be made for local waste reduction, recycling and management.
- II. Reducing waste arisings and increased re-use/recycling and recovery of waste. The level of biodegradable waste going to landfill will be reduced by increasing recycling and composting rates for all municipal, commercial and industrial waste.

III. Creating a sustainable network of waste management facilities that complements the sustainability objectives in accordance with the Thurrock Sustainable Communities Strategy.

IV. Seeking to treat waste as a 'resource' and where possible use waste to drive forward local renewable energy objectives.

## **2. Waste Management Capacity**

Provision will only be made for total waste management capacity equivalent to the requirements for Thurrock (including imports) as set out in the Core Strategy (Tables 5, 6 and 7) or latest capacity requirements as identified through an update of the regional or local data as a result of a review of the LDF.

## **3. Strategic Site Approach and Contingency**

In order to meet the provision in part 2 above, the Council will identify 1 or 2 strategic sites for the co-location of a range of waste management activities within the broad locations of Tilbury – Purfleet and the London Gateway as identified on the key diagram. These sites will be located within appropriate employment and industrial/port locations and will be identified in the MWDPD and identified in the Proposals Map.

Where it is demonstrated that the strategic site allocations are proven to be undeliverable, or where the waste management capacity requirements cannot be met on the allocated sites, planning permission in non-strategic areas will be considered where the site/s are situated within:

- i. existing waste management facilities, except landfill sites, where this does not lead to a reduction in the existing waste management capacity;
- ii. appropriate employment locations; or
- iii. appropriate port locations; and,
- iv. Where the sites meet the relevant policies in this Core Strategy and criteria set out in the policies in the MWDPD and development management policies.

New development for waste management will not be permitted in the Green Belt, unless part of a necessary restoration scheme and the proposals conform with Green Belt policy. The exception to this is the provision of small scale facilities which address an identified local need where no suitable sites outside the Green Belt have been shown to exist following an alternative assessment.

## **4. Recycling and Composting**

Additional recycling and composting provision is required in Thurrock to meet a predicted capacity deficit throughout the plan period (see Table 12 above). Proposed new provision for different types and sizes of specialist



recycling and composting facilities will be considered against the specific policies contained within the MWDPD.

## **5. Landfill**

- I. New non-hazardous or inert landfill capacity will only be considered where it can be demonstrated to contribute to the capacity requirements set out in the sub-text to this policy (as set out in Table 12 above) or the regional import approach set out in Policy CSTP30.
- II. Proposals for new landfilling will be resisted unless part of a necessary scheme to achieve approved restoration levels at a mineral working site. The Council will require satisfactory restoration in accordance with the aftercare and restoration policy within the MWDPD and seek appropriate after uses for waste management sites where they are not proposed to stay within a waste management use. Proposals for landraising above approved restoration levels will not be supported.

## **6. Construction and Demolition Waste**

- I. Thurrock has a requirement for non landfill waste sites to deal with Construction and Demolition Waste. Thurrock will look to safeguard existing provision to handle construction, demolition and excavation waste at sites demonstrating high standards of operation in order to set benchmarks and raise standards across the Borough.
- II. Permanent authorised sites processing Construction, Demolition and excavation waste specifically to create quality secondary aggregate and to recover soils will be protected in line with the safeguarding Policy CSTP32 of this Core Strategy and criteria set out in the Minerals and Waste DPD.

## **7. Hazardous Waste**

Proposals for the management of hazardous waste will only be considered where there is foremost an identified need for the management of Thurrock's own hazardous waste, but recognising that such a facility might also contribute to the management of a proportion of the region's hazardous waste.

## **8. 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, through cross-cutting development management policies set out in this Core Strategy and the MWDPD.

All proposals for waste management use will be required to conform with the policies and site allocations set out in the Minerals and Waste DPD.

<b>Key Diagrams and Map</b>
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Sites will be identified in the Adopted Minerals and Waste DPD and identified on the Proposals Map.
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## **CSTP30 – REGIONAL WASTE APPORTIONMENT**

### **Introduction**

- 5.219 As well as managing Thurrock's own waste, the Borough is also required to plan for a reducing amount of waste imports for landfill from London. After 2015, provision for waste originating outside the Borough should only be made for residual waste. Policy CSTP30 sets out Thurrock's approach in meeting the apportionment for London's waste imports.
- 5.220 PPS10 clarifies that Regional Planning Bodies (RPBs) should take account of the likely demand for waste management capacity arising from neighbouring regions, where meeting this demand would be consistent with the policies set out in PPS10.
- 5.221 In identifying the pattern of waste management facilities, RPBs should also take into account *"the need for waste management, including for disposal of the residues from treated wastes, arising in more than one waste planning authority area but where only a limited number of facilities would be required"*. This capacity requirement for imports from outside of the region is passed down to the WPAs via apportionment.
- 5.222 Policy WM3 of the RSS requires waste-planning authorities in the East of England to plan for a progressive reduction of the level of waste imported to the region for landfilling, in particular from London. It also sets out an apportionment for the amount of London's waste to be exported and landfilled in the region.
- 5.223 Over the Plan period, Thurrock is required to plan for the provision of 13% of London's waste imports apportioned to the East of England, an annual tonnage of 210,000 tonnes by 2010 and 100,000 tonnes by 2015. After 2015, the region is only required to plan for residual waste which has been subject to the maximum practicable level of treatment, exported from London, through the availability landfill capacity. The draft revision RSS sought to reduce tonnages imported from London over time to 2031 to the figure of 3% weight of the MSW and C&I currently exported to the East of England. Thurrock Council has included the revised RSS evidence base of London Waste tonnages to be planned for in Thurrock to 2026 for the Core Strategy.
- 5.224 In relation to other imports and the provision of new non-landfill waste management facilities for these imports, allowance should only be made for a proposed facility where it is proven to be of regional significance and which would enable the recovery of more localised waste arisings in order to meet the waste management needs of the recipient WPA.

## **Thurrock Plans and Strategies**

### *Thurrock Municipal Waste Strategy and Position Statement 2005-2010*

- 5.225 As part of Thurrock's overall approach to minimise the amount of waste sent to landfill, the Strategic Vision within the Waste Strategy seeks to reduce “ *the levels of imported waste, especially from London, and continue to oppose landraising in the area*”, recognising the unsustainable level of London's imports being sent to landfill sites within the Borough.

## **Other Evidence**

### *London Imports*

- 5.226 Thurrock has already exhausted a significant proportion of its landfill capacity to accommodate waste imports arising from London. The reality of current importation of waste from London to Thurrock for landfill is at odds with the requirements set out in the RSS.
- 5.227 If the estimated amount of landfill was to used up before the end of the Plan period, there would be a need to approve proposals for new non-hazardous landfill voidspace in order to meet the required landfill provision of London's imports even though the cumulative apportionment will have been exceeded by that date.
- 5.228 Thurrock will ensure that provision is made for a declining amount of waste imports from London, but only a provision equal to the cumulative London apportionment for Thurrock for the Plan period outlined in the RSS and subject to any Review.
- 5.229 In terms of non-landfill infrastructure the Council recognises the RSS<sup>3</sup> does not totally discourage the provision of non-landfill waste management facilities for waste predominantly originating outside of the region. However, the proposed facility will need to be proven to be of regional significance and there is some benefit to the recovery of localised waste arisings in order to meet the local recovery targets.

## **CSTP30 – REGIONAL WASTE APPORTIONMENT**

### **Strategic Approach to London's Imports**

- I. Thurrock will only make provision for London's waste imports equivalent to the following cumulative tonnages across the Plan period (from 2009/2010) of 1,885,000 tonnes.
- II. Thurrock will not allocate or grant planning permission for new landfill capacity to accommodate London's waste arisings where the above capacity requirements have been met.
- III. Provision for new non-landfill waste facilities will only be made for waste

<sup>3</sup> Policy WM3: Imported Waste, East of England Plan, May 2008

not included within the above apportionment where a facility has a clear benefit to the region, such as the provision of specialist processing or treatment which would not be viable without a wider catchment and which would enable recovery of more locally generated wastes and contribute to meeting the capacity requirements set out in CSTP29.

- IV. Proposals for facilities to manage waste imported into Thurrock will be assessed primarily against the requirements of this policy, Policy CSTP29 and policies provided in the MWDPD.

#### **Key Diagrams and Maps**

Sites will be identified in the Adopted Minerals and Waste DPD and identified on the Proposals Map.

## **CSTP31 – PROVISION OF MINERALS**

### **Introduction**

5.230 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.

5.231 This policy sets out the Council's strategic approach towards maintaining a supply of minerals throughout the Plan period. This will be achieved by providing for appropriate sites to assist in meeting the sub-regional apportionment and encouraging a more sustainable and prudent use of mineral resources.

5.232 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. Local planning authorities are required to:

- identify, and have policies for the extraction of, mineral resources of local and national importance;
- so far as practicable, take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials;
- plan for a steady and adequate supply of aggregates by preparing an annual Local Aggregate Assessment based on a rolling average of 10 years sales data and other relevant local information, and an assessment of all supply options including marine dredged, secondary and recycled sources;
- plan for a landbank of permitted reserves of sand and gravel to be maintained for at least seven years.

5.233 Policy M1 of the RSS applies the principles of national policy on minerals provision and requires all minerals planning authorities to identify and safeguard mineral resources to ensure they are sourced from the most environmentally acceptable locations whilst maintaining their respective average annual level of output. In doing so the Regional Aggregates Working Group sets out an annual apportionment for aggregates to which each sub-region must plan for. The East of England region is required to plan for the following tonnages to 2020:

Land Won Sand and Gravel	14.75 million tonnes per annum (mtpa) (total 236mt)
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Marine Sand and Gravel	14 million tonnes (0.9mtpa)
Alternative Materials (recycled & secondary aggregate)	117 million tonnes (7.8mtpa)
Net Imports to England	7 million tonnes
Land Won Crushed Rock (not in Thurrock)	8 million tonnes

5.234 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.

5.235 There are a limited number of ports and wharves in the region able to receive marine sand and gravel imports to England and these include wharves and combined wharves and rail depots on the River Thames in Thurrock. There is a need for Thurrock to continue to maintain these facilities. Although the NPPF effectively encourages facilities for recycling of construction and demolition waste there is no target or sub-regional split for the provision of alternative materials. This is in part due to limited data. Furthermore the great majority of facilities for the provision of such materials in Thurrock are temporary facilities associated with mineral workings which are being 'fuelled' by imports of waste into Thurrock. Consequently while the Council will encourage the provision of appropriate facilities for these purposes it considers that it is not currently practicable to take account of the contribution these sites make to the supply of materials before considering extraction of primary materials.

### Thurrock Plans and Strategies

5.236 Thurrock has traditionally supplied sand and gravel, chalk and clay. These mineral sites have been restored to a variety of afteruses including retail and housing at Lakeside and Chafford Hundred. In addition, the River Thames has been a major route for the transshipment 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.

5.237 At present, there are 3 permitted sites in Thurrock (sand and gravel) with total sales over the last 3 years ranging from 25,000 tonnes to 77,000 tonnes per annum.

Primary Aggregate Plan Provision, Monitoring and Review

- 5.238 In order to make the necessary provision for land won sand and gravel, Thurrock is required to maintain a landbank (stock of permitted reserves) of at least 7 years, based upon the annual apportionment (0.14 mtpa). If the landbank is below 7 years, additional resources (new sites or extensions to sites) need to be identified, to ensure the landbank is maintained.
- 5.239 The Plan period is from 1 April 2010 – 2026. In order to provide an up to date provision requirement, the Council will use the latest monitoring figures to identify the future Plan provision. The monitoring data for minerals is collected on an annual basis for the previous calendar year to 31 December, and a base date of 1 January is used. At 1 January 2008 there were 4 permitted sand and gravel sites in Thurrock with reserves totalling just over 2 million tonnes. However, at the end of May 2008, planning permission on one site with approximately 0.5mt of reserves had lapsed. Taking this into account, the current permitted reserves stood at 1.54 mtpa, equivalent to a 10.9 year landbank. The landbank is the sum of the permitted reserves expressed in years based upon the agreed sub-regional apportionment per annum. This is calculated as follows:

**Table 13** - Landbank as at 1 January 2008

Permitted Reserves at 1 January 2008	1.54 mt
Divided by annual apportionment	/ 0.14 mtpa
<b>Current Landbank is 1.54 / 0.14</b>	<b>= 10.9 years</b>

- 5.240 Therefore, the current permitted reserves are sufficient to meet the 7 year landbank requirement. However, if no new sites are permitted during the Plan period, sand and gravel reserves would be exhausted by 2019 and would fall below the 7-year landbank requirement during 2012. Thurrock is therefore required to plan for an additional 0.28mt before the end of the Plan period. It is therefore clear that additional sites are required to provide, as a minimum, sufficient resources for the Plan period to ensure the sub-regional apportionment of 0.14mtpa (or any subsequent change to the apportionment). It is the role of the MWDPD to identify and allocate appropriate sites and provide the criteria with which to assess proposals for mineral extraction, and control the phasing of any site allocations to ensure the prudent use of Thurrock's mineral resources.
- 5.241 The Minerals and Waste Development Plan Document (MWDPD) will need to monitor and review the landbank to ensure that the Plan is reviewed at the appropriate time or additional resources are made available at the end of the Plan period, through the phasing of site allocations to maintain at least a 7-year landbank.
- 5.242 Several approaches could be adopted, with review triggers, for when the landbank and remaining planned provision reach a certain level



(expressed in years) or for additional material to be planned for within the MWDPD beyond 2021. Further details of an indicator, review cycle, or additional safety margin at the end of the Plan period are matters for the MWDPD.

### **CSTP31 – PROVISION OF MINERALS**

#### **1. Land Won Minerals**

- I. The Council will endeavour to maintain a landbank of at least 7-years and aim to meet the sub-regional apportionment of 0.14mt per annum 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.
- II. To ensure the prudent use of Thurrock's mineral resources:
  - i. Mineral working will only be permitted where there is an identified national, regional or local need and the sites fall within the criteria policies outlined in the forthcoming Thurrock Local Plan.
  - ii. The forthcoming Thurrock Local Plan will identify 'Preferred Areas' located within the Minerals Safeguarding Area (MSA) (Policy CSTP32) which, if granted planning permission, will contribute to maintaining the sand and gravel annual apportionment and the 7-year landbank. Sites will be phased depending on the identified need, based upon the requirements outlined above (see Table 13) to 2021 or beyond, where the site will contribute to maintaining the 7-year landbank and meeting the sub-regional apportionment throughout the Plan period.

#### **2. 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. Proposals on unallocated sites which do come forward must meet the criteria set out in the forthcoming Thurrock Local Plan.

#### **Key Diagrams and Maps**

Not Applicable

## **CSTP 32 – SAFEGUARDING MINERAL RESOURCES**

### **Introduction**

- 5.243 To ensure Thurrock is able to meet its mineral resource requirements over the Plan period, and beyond, it is important that all existing resources are safeguarded as far as practicably possible.
- 5.244 This policy sets out the Council's approach toward safeguarding Thurrock's mineral resources and facilities which contribute to the delivery of sustainable resource use including the application of the Thurrock Mineral Safeguarding Area (MSA).

### **National and Regional Policy Context**

- 5.245 The NPPF requires local planning authorities to:
- define Minerals Safeguarding Areas and adopt appropriate policies in order that known locations of minerals are not needlessly sterilised by non-mineral development;
  - safeguard existing, planned and potential rail heads, wharfage and associated storage, handling and processing facilities for the bulk transport of minerals including recycled, secondary and marine-dredged materials;
  - safeguard existing, planned and potential sites for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material.
- 5.246 The RSS reinforces principles of ensuring the prudent use and safeguarding of mineral resources. Policy M1 of the RSS states that LDDs should identify and safeguard mineral resources, in turn leading to the most environmentally acceptable site allocations.

### **Thurrock Plans and Strategies**

- 5.247 An *Environmental Capacity Statement (ECS)* has been prepared to assess the ability of Thurrock to absorb aggregate and other mineral provision within its environment and identifies a Mineral Safeguarding Area for Thurrock. The ECS appraisal has taken into account a number of Thurrock's planning constraints such as landscape, national and regional environmental designations. The ECS does not exclude any of the potentially workable mineral resources; however, it does make recommendations that minerals workings in some designated areas should be classed as 'unfavourable' in planning terms.
- 5.248 The Proposals Map will include the designation of the Mineral Safeguarding Area (MSA), in accordance with paragraph 143 of the NPPF. The purpose of the MSA is not to identify all minerals deposits

which will be extracted, but to identify and indicate to developers the possible presence of workable mineral deposits, and to consider these deposits when submitting proposals for non-mineral related development. This is to ensure valuable mineral resources are not needlessly sterilised.

- 5.249 The Minerals Safeguarding Area is being identified in conjunction with the preparation of the Minerals and Waste Development Plan Document. The MWDPD will identify specific mineral extraction site allocations using the MSA. The MSA is based on the work undertaken for the ECS which used a constraint sieving approach to identify all potentially workable mineral deposits. Constraints include environmental designations and mineral deposits located under existing urban development where extraction is not possible.

**Landing of Marine Sand and Gravel and imports**

- 5.250 The *Essex Minerals Local Plan Review One* which covers Thurrock identified the following sites for safeguarding:

**Table 14 - Sites for Safeguarding**

<b>Type of Facility</b>	<b>Location / operator</b>
Marine Wharves	Purfleet Wharf - Civil & Marine and Aggregates Industries Gibbs Wharf – Aggregates Industries
Combined Rail Depot and Wharves	Purfleet - Aggregates Industries West Thurrock – Lafarge
Operational port of Tilbury	Tilbury

- 5.251 The MWDPD will identify these existing areas as safeguarded, in conjunction with additional site allocations.

**CSTP32 – SAFEGUARDING MINERALS RESOURCES**

**1. Mineral Safeguarding Area**

All site allocations for mineral extraction identified in the forthcoming Thurrock Local Plan will be based on the MSA to be identified in the forthcoming Thurrock Local Plan and on the Proposals Map. All areas identified in the MSA will be safeguarded from non-mineral related development. Applications for non-mineral related development on the site allocations will be assessed against the policies provided in the forthcoming Thurrock Local Plan.

**2. Aggregate Recycling and Secondary Processing Sites**

The permanent authorised aggregate recycling capacity will be safeguarded from non-mineral related development, unless the proposals meet the criteria outlined in the forthcoming Thurrock Local Plan and/or the site is identified for alternative use in the forthcoming Thurrock Local Plan.

All safeguarded sites will be allocated in the forthcoming Thurrock Local Plan.

### **3. Coated materials and concrete products**

The 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 the proposals meet the criteria outlined in the forthcoming Thurrock Local Plan and/or identified for alternative use in forthcoming Thurrock Local Plan.

All safeguarded sites will be allocated in the forthcoming Thurrock Local Plan.

### **4. Aggregate Wharves**

All existing aggregate wharves will be safeguarded against proposals which prejudice their use for the importation of aggregates. The Council will favour proposals which contribute to the importation of aggregates where they accord with the policies in the forthcoming Thurrock Local Plan. New sites for possible aggregate wharves will be encouraged through policies in the forthcoming Thurrock Local Plan.

All existing aggregate wharves will be identified in the forthcoming Thurrock Local Plan.

### **Key Diagrams and Maps**

Not Applicable – To be added at Adoption stage.

The Minerals Safeguarding Area and sites will be identified in the forthcoming Thurrock Local Plan and identified on the Proposals Map.

# Thurrock

Local Development Framework

**Adopted Core Strategy and Policies  
for Management of Development**



## **Infrastructure**

Thematic Policies

## **CSTP33 - STRATEGIC INFRASTRUCTURE PROVISION**

### **Introduction**

- 5.252 The Council and its partners recognise that successful delivery of the Spatial Vision for Thurrock and the Spatial Policies that drive the Core Strategy will be reliant upon timely investment in the necessary infrastructure to bring forward sustainable development. A robust Strategic Infrastructure Delivery Framework, and fit-for-purpose Partnership Delivery Arrangements to ensure development is implemented as planned, is therefore vital to the future successful delivery of sustainable benefits to the Thurrock community.
- 5.253 Thurrock Thames Gateway Development Corporation (TTGDC) have regeneration resources, borrowing powers, access to Treasury funds, planning control over major developments and land assembly powers, and are leading on the regeneration of particular communities in Thurrock. Thurrock Council as a Unitary Authority has tax-raising powers, borrowing powers, access to Treasury funds, planning control over minor developments, and land assembly powers. The Council is also a major purchaser of supplies and services and provider of public services to local people. As the Statutory Spatial Planning Authority, the Council is responsible for ensuring the growth targets for this part of the Thames Gateway can be accommodated in a sustainable manner. The two authorities have complimentary powers and resources and recognise the need to have effective fit-for-purpose partnership delivery arrangements.

### **Thurrock Plans and Strategies**

- 5.254 The *Infrastructure Prioritisation and Implementation Programme 2006-2021* will be the driver for providing the full range of social and community, utility, transport and green infrastructure to underpin the regeneration and growth of sustainable communities throughout Thurrock over the Plan period.
- 5.255 The completed Study and Implementation Programme provides the Technical Evidence Base to support this policy. A Summary of the Infrastructure Delivery Plan and the resultant Infrastructure Trajectory are set out in the Monitoring and Implementation Chapter demonstrating their under-pinning of the Housing Trajectory. Full versions of the Study Reports and Infrastructure Implementation Programme have been published in tandem with this DPD. (See Appendix 1 for details all supporting Technical Evidence Base documents).
- 5.256 The Study and Implementation Programme is considered by the Council as a sound basis for negotiating, obtaining and delivering the necessary infrastructure to underpin the regeneration and growth agenda set out in the Core Strategy.



### **CSTP33 - STRATEGIC INFRASTRUCTURE PROVISION**

#### **1. STRATEGIC INFRASTRUCTURE DELIVERY PLAN**

- I. The Council and Partners will adopt the Strategic Infrastructure Delivery Plan as the basis for the Core Strategy Infrastructure Trajectory. The Council and Partners commit to an Annual Review of the above Delivery Plan for Monitoring and Reporting purposes with a fundamental Review every 3 years or more frequently if required by local circumstances, changes in Government guidance, requirements or Regulations.

#### **2. STRATEGIC INFRASTRUCTURE BOARD**

- I. The Council and delivery partners will work together with other partners and stakeholders to set up a Strategic Infrastructure Board reporting to the Sustainable Communities Board of the Thurrock Local Strategic Partnership “Shaping Thurrock”. The Board will not have executive powers but will seek to arrive at jointly agreed decisions on priorities for investment.
- II. The Council and delivery partners also recognise that there may well be the need for Scheme-led or area-based Local Asset Backed Vehicles to be set up, such as for Purfleet PRIDe.
- III. A Developer Contributions Supplementary Planning Document (SPD) and a Community Infrastructure Levy (CIL) Charging Schedule will be produced in consultation with partners and published in due course to support this policy.
- IV. The Council recognises that the current economic climate may cause delay to the Delivery Plan. Reductions in public spending may mean that there is less funding available for infrastructure. Development may be less profitable than envisaged so growth will be slower to take place, and infrastructure expected to be funded by Section 106 obligations and/or CIL will be correspondingly delayed. This may mean that the Council has to prioritise, bringing forward those schemes which are most important and/or easiest to deliver.

#### **Key Diagrams and Maps**

Not Applicable

#### **Monitoring and Review**

- 5.257 The Annual Monitoring Report (AMR) will include a progress report on this policy and the updated Infrastructure Trajectory under-pinning the Housing Trajectory. The LSP will publish an Annual Review of the Strategic Infrastructure Delivery Plan. Relevant Targets and Indicators of Success are set out in the Implementation and Monitoring Chapter.

# Thurrock

## Local Development Framework

**Adopted Core Strategy and Policies  
for Management of Development**



## Chapter 6

**POLICIES FOR MANAGEMENT  
OF DEVELOPMENT**





## INTRODUCTION

- 6.1 This chapter sets out the detailed Policies for Management of Development, which, in conjunction with the Thematic and Strategic Spatial Policies, are the basis for the determination of planning applications for the development and use of land and buildings.
- 6.2 Some of the policies in this chapter are set out in similar themes to the Thematic Policies so that the links can be clearly identified. Each policy is presented within a box which also includes the link to the key diagram/maps. The policies do not, for the most part, include cross references to the Thematic and Strategic Spatial Policies as all the policies are inter-related to one another and should be read together.
- 6.3 The explanatory text provides clear justification for the policy, its links to national, regional and local strategies and other sources forming the evidence base.
- 6.4 The implementation of the Policies for Management of Development is important in facilitating the delivery of some of the Strategic Spatial, Thematic Policies and the Spatial Objectives set out in the Core Strategy.

The Policies for the Management of Development include:

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## **PMD1 – MINIMISING POLLUTION AND IMPACTS ON AMENITY, HEALTH, SAFETY AND THE NATURAL ENVIRONMENT**

### **Introduction**

- 6.5 The main sources of pollution in Thurrock are emissions from road transport and industrial processes. Although in recent decades, cleaner fuels and the implementation of pollution control policies have led to some reductions, pollution attributed to motor vehicles remains, with heavy goods vehicles (HGVs) being the main contributors. Thurrock has fifteen Air Quality Management Areas (AQMAs) mainly in the west of the Borough, in close proximity to major transport routes, such as the M25 and A13.
- 6.6 Owing to Thurrock's industrial and extensive quarrying and land-filling past, the area has a legacy of contaminated land. Consequently it also has land where stability may be an issue. Some of this land lies within the urban area where development needs to take place to avoid intrusion into the Green Belt.
- 6.7 The Borough also has a history of incompatible land uses, with housing having been developed next to heavy industries. This has resulted in a poor living environment. The Council's aspiration is to break from previous trends and to minimise pollution, enhance local amenity and provide safe and healthy environments for the community. The Council does not wish legitimate business activities to have to be curtailed because of the introduction of sensitive uses in locations where their presence would be likely to lead to restrictions over business activity having to be imposed in order to avoid unacceptable nuisance to those sensitive uses, unless that is part of the planned change of an area.
- 6.8 The Council will be guided by the NPPF, EC Directive 2000/60/EC and Environmental Agency Acts to assess the implications of development, and will seek compliance with, and contribution to, EU limit values and national objectives for pollutants taking into the presence of AQMAs.
- 6.9 In implementing this policy the Council will liaise closely with the Environment Agency and other relevant pollution control bodies.

### **Thurrock Plans and Strategies**

- 6.10 The Council is required to periodically review and assess strategies relating to pollution control under the environment protection legislation.

#### **PMD1 – MINIMISING POLLUTION AND IMPACTS ON AMENITY, HEALTH, SAFETY AND THE NATURAL ENVIRONMENT**

1. Development will not be permitted where it would cause or is likely to cause unacceptable effects on:
  - i. the amenities of the area;
  - ii. the amenity, health or safety of others;
  - iii. the amenity, health or safety of future occupiers of the site; or

<p>iv. the natural environment.</p> <p>2. Particular consideration will be given to the location of sensitive land uses, especially housing, schools and health facilities, and nationally, regionally and locally designated biodiversity sites, and areas of recreational and amenity value which are relatively undisturbed by noise and valued for this reason.</p> <p>3. The Council will require assessments to accompany planning applications where it has reasonable grounds to believe that a development may suffer from, or cause:</p> <ul style="list-style-type: none"> <li>i. Air pollution;</li> <li>ii. Noise pollution;</li> <li>iii. Contaminated land/soil;</li> <li>iv. Odour;</li> <li>v. Light pollution and shadow flicker;</li> <li>vi. Water pollution;</li> <li>vii. Invasion of privacy;</li> <li>viii. Visual intrusion;</li> <li>ix. Loss of light;</li> <li>x. Ground instability;</li> <li>xi. Vibration</li> </ul> <p>4. Where the assessment confirms such potential harm, planning permission will only be granted if satisfactory solutions can be achieved through design, or suitable mitigation measures can be put in place through conditions or a planning obligation. Where an assessment is not forthcoming the Council may refuse permission on a precautionary basis.</p> <p>5. The Council will seek compliance with, and contribution to, EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality in local areas arising from individual sites.</p> <p>6. In the interests of supporting legitimate business activity pursuant to policy CSSP2 the Council will resist the introduction of sensitive uses in locations where their presence would be likely to lead to unreasonable restrictions over business activity having to be imposed in order to avoid unacceptable nuisance to those sensitive uses. Exceptionally the Council may accept co-location of sensitive uses with business uses where the sensitive uses are part of approved proposals for the redevelopment of a wider area from business use to a predominantly residential use.</p>
<p><b>Key Diagrams and Maps</b></p>
<p>Not Applicable</p>

## PMD2 - DESIGN AND LAYOUT

### Introduction

- 6.11 Thurrock has an environment of surprising contrast of industry, housing, infrastructure, farming and wildlife habitats. In some cases this has led to fragmented character and poor quality of physical and visual linkages. To rectify these deficiencies, the Council considers it essential that new schemes are built to appropriate design and layout standards to protect and enhance the quality and value of the built environment, natural assets and amenity on and around the development site. The NPPF states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It further states that it is important to plan positively for the achievement of high quality and inclusive design for all development including individual buildings, public and private spaces and wider area development schemes. Development should function well and add to the quality of the area, not just for the short term but over the lifetime of the development. Thurrock Council fully embraces these objectives. This policy sets out the criteria that will be assessed when considering schemes to ensure that their design and layout contributes to a high quality accessible environment in Thurrock.

### Thurrock Plans and Strategies

- 6.12 Thurrock Council has commissioned a number of studies which appraise the characteristics of the Borough, including seven Conservation Area Appraisals, the *Landscape Capacity Study* (2005), the *Urban Character Study* (2005) and the *Thurrock Unitary Historic Environment Characterisation Project* (2009). These studies form a basis for good design in Thurrock by providing developers with initial information and guidance on how to approach the design of individual sites. The Council's forthcoming *Design and Sustainability SPD* and *Layout and Standards SPD* will provide guidance in securing high quality designs in Thurrock.

## PMD2 - DESIGN AND LAYOUT

1. The Council requires all design proposals to respond to the sensitivity of the site and its surroundings, to optimize the potential of the site to accommodate development, to fully investigate the magnitude of change that would result from the proposals, and mitigate against negative impacts.

All development proposals must satisfy the following criteria:

- i. **Character** – Development must contribute positively to the character of the area in which it is proposed, and to surrounding areas that may be affected by it. It should seek to contribute positively to local views, townscape, heritage assets and natural features, and contribute to the

- creation of a positive sense of place.
- ii. **Continuity** – Development proposals must promote continuity of street frontages and provide active ground floor frontages as far as reasonably possible.
  - iii. **Public Realm** – New development should contribute to improvements in the public realm by contributing sensitive planting, street furniture, appropriate lighting and public art where appropriate. The quality of the design and detailing of all development, including interfacing elements such as facades, steps and walls should be robust, engaging and contribute positively to the public realm.
  - iv. **Public and Private Amenity space** – Development proposals must provide adequate public and private amenity space in accordance with Thurrock's relevant adopted standards, particularly in areas with identified deficiencies. It should be attractive, safe, uncluttered, readily accessible and should promote play.
  - v. **Accessibility** – Development proposals must allow easy and safe access for all members of the community. Development must also integrate land uses and all modes of transport but pedestrians and cyclists must be given priority over traffic in scheme design.
  - vi. **Permeability and Legibility** – Development should promote connections between places that people wish to use, including public transport links, community facilities and the Greengrid. Development should be designed to help people find their way and must be legible for all members of the community, providing recognisable routes using landmarks and signage where appropriate.
  - vii. **Safety and Security** – Development proposals must create safe and secure environments and reduce the scope for crime and fear of crime. Where appropriate, proposals should adopt the principles of *Designing Out Crime* set out in the Police Service's publication '*Secured by Design*'.
  - viii. **Landscape** – Features contributing to the natural landscape in the Borough, such as woods, hedges, specimen trees, unimproved grassland, ponds and marshes, will be protected and where appropriate enhanced to maintain their landscape and wildlife value. Provision and enhancement of landscape features will also be required to contribute to multiple uses and/or eco-system services, including amenity, recreation, flood alleviation and Sustainable Urban Drainage Systems.
  - ix. **Diversity** – Development proposals must promote variety and choice through a mix of mutually compatible developments and uses.
  - x. **Utilities** – Development proposals must accommodate public services and utilities without compromising design and layout. This includes providing suitable access to maintenance, waste and emergency service vehicles.
  - xi. **Energy and Resource use** – Development should be designed to minimise energy and resource use. This includes integrating sustainable construction techniques, siting and orientation of buildings to maximise energy and water efficiency.
  - xii. **Layout** – The layout of all development should optimise the assets of the site, while conforming to the appropriate standards for layout, design and access set out in the Layout and Standards SPD.

2. In the interests of encouraging good design the Council will require residential developers to carry out robust assessments of their proposals using the *Building for Life* 12 questions, where the questions are relevant to the development being proposed, and submit such assessments in support of planning applications. The Council will use these questions as the basis for discussions with intending developers both before and after submission of planning applications. The objective will be to arrive at a mutually agreed assessment of proposals prior to a decision being made where there are no 'red' outcomes and where the only 'amber' outcomes are those where the characteristics of the site and its circumstances are such as to make 'green' outcomes unachievable.
3. The Council will encourage pre-application discussions and design review of development proposals by the Commission for Architecture and the Built Environment (CABE) and/or other relevant bodies, and in relation to proposals having a wider impact, will wish to see that developers have worked closely with local communities to arrive at proposals that take account of their views.
4. Where the Council has produced a design brief for a site or sites, developers will be obliged to meet its detailed requirements.

#### **Key Diagrams and Maps**

Not Applicable

## **PMD3 – TALL BUILDINGS**

### **Introduction**

- 6.13 Thurrock has a number of tall residential, commercial and industrial buildings, located principally in Grays, Chadwell St Mary and Tilbury, and on the River Thames. These buildings have a role in marking the settlements in which they are located, although their effects on the landscape and the community can be negative as well as positive.
- 6.14 The Council wishes to adopt a positive approach to assessing tall building proposals. It recognises that they can enhance the quality of the environment in Thurrock, so long as they are developed in appropriate locations, are of high quality design, and can be shown to make a positive contribution to the landscape and the quality of life of residents.
- 6.15 There are several locations within Thurrock's commercial areas where tall buildings would not necessarily be out of keeping, owing to the existing context. In many areas within Thurrock, however, tall buildings are not appropriate in urban and landscape design terms.
- 6.16 Against the background of design guidance set out in the NPPF Thurrock will operate its tall buildings policy in accordance with guidance recognised as best practice, such as 'Guidance on Tall buildings' (2007), published by the Commission for Architecture and the Built Environment (CABE) and English Heritage.

### **Thurrock Plans and Strategies**

- 6.17 This policy is informed by Thurrock Council's *Urban Character Study* (2005), *Thurrock Landscape Capacity Study* (2005), *Thurrock Unitary Historic Environment Characterisation Project* (2009) which assesses the features and sensitivity of each settlement including the types of development options acceptable.

## **PMD3 – TALL BUILDINGS**

1. The Council defines tall buildings as:
  - i. Buildings of more than six storeys or a height of two storeys above the prevalent form of development, whichever is the lesser, within an established primarily residential area; or
  - ii. Buildings of more than six storeys in other locations including recently developed, predominantly residential neighbourhoods.
2. Thurrock will assess applications for tall buildings against the *Criteria for Evaluation* set out in *Section 4 of the CABE/English Heritage publication 'Guidance on Tall Buildings' (2007)*. The Council will only support those applications, which respond positively to all the relevant criteria. The relevant criteria in Thurrock are:



- i. The relationship to context
  - ii. The effect on historic assets
  - iii. The relationship to transport infrastructure
  - iv. The architectural quality of the proposal
  - v. The sustainable design and construction of the proposal
  - vi. The credibility of the design, both technically and financially
  - vii. The contribution to public space and facilities
  - viii. The effect on the local environment
  - ix. The contribution made to permeability
  - x. The provision of a well designed environment
3. Applicants must demonstrate that they have considered this guidance in detail and have used it as a basis to develop their scheme design.
4. Applicants must demonstrate that their proposals are also in accordance with other policies in this plan, including *PMD2 - Design and Layout*, and the Design and Sustainability SPD, when published.
5. Applications will only be granted in locations identified in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map.
6. Proposals for tall buildings in Thurrock will only be considered acceptable, outside of the locations (included in the Adopted Site Specific Allocations and Policies DPD and shown on the Proposals Map), in exceptional circumstances. Such exceptional circumstances will arise only when an applicant can demonstrate that a tall building will act as a catalyst for long term regeneration, with significant social, economic and environmental benefits for the local community, while also meeting the requirements of the criteria above and other relevant policies.
7. Applications for outline permission for tall buildings should not be submitted; detailed applications will be required.
8. Tall structures that cannot be occupied (such as silos, telecommunication masts, wind turbines, and chimneys) are not considered tall buildings by the Council and will be dealt with on their own merits, taking into account other relevant policies in the plan and as many of the CABE/English Heritage Criteria for Evaluation (above) that are relevant.

#### **Key Diagram and Maps**

Sites will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.

## **PMD4 - HISTORIC ENVIRONMENT**

### **Introduction**

- 6.18 Thurrock's architectural, archaeological and historic heritage is made up of both statutorily and non-statutorily protected assets. The Council is committed to preserving or enhancing those assets for the benefit of current and future generations, by controlling development affecting their fabric or setting.
- 6.19 Statutorily protected heritage assets include Listed Buildings, Scheduled Ancient Monuments and Archaeological sites, Conservation Areas, and Historic Parks and Gardens. The Council also recognises the importance of non-statutorily protected heritage assets, such as ancient woodlands, landscapes and hedgerows, as well as those assets on the Thurrock Heritage at Risk Register and the Local Listing.

### **Thurrock Plans and Strategies**

- 6.20 The Council has produced a Character Appraisal for each of its seven Conservation Areas which evaluates the special interest and significance of these areas and sets out how they will be preserved and enhanced. The Council's *Thurrock Heritage at Risk Register* identifies the Borough's Listed Buildings in need of repair and/or maintenance which will be reviewed annually.

## **PMD4 - HISTORIC ENVIRONMENT**

The Council will ensure that the fabric and setting of heritage assets, including Listed Buildings, Conservation Areas, Scheduled Monuments and other important archaeological sites, and historic landscape features are appropriately protected and enhanced in accordance with their significance.

1. The Council will also require new development to take all reasonable steps to retain and incorporate non-statutorily protected heritage assets contributing to the quality of Thurrock's broader historic environment.
2. Applications must demonstrate that they contribute positively to the special qualities and local distinctiveness of Thurrock, through compliance with local heritage guidance including:
  - i. Conservation Area Character Appraisals;
  - ii. Conservation Area Management Proposals;
  - iii. Other relevant Thurrock-based studies, including the Landscape Capacity Study (2005), the Thurrock Urban Character Study (2007) and the Thurrock Unitary Historic Environment Characterisation Project (2009).
  - iv. Further local guidance as it is developed.
3. The Council will follow the approach set out in the NPPF in the determination of applications affecting Thurrock's built or

archaeological heritage assets including the expectation that the relevant historic environment record will be consulted and the heritage asset(s) assessed using appropriate expertise where necessary. This will include consideration of alterations, extensions or demolition of Listed Buildings or the demolition of unlisted buildings within Conservation Areas, and requirements for pre-determination archaeological evaluations and for preservation of archaeology *in situ* or by recording.

**Key Diagram and Maps**

Map 4: Location of Landscape Character Areas

Map 6: Location of Listed Buildings, Scheduled Monuments and Conservation Areas

## **PMD5 – OPEN SPACES, OUTDOOR SPORTS AND RECREATIONAL FACILITIES**

### **Introduction**

- 6.21 Open spaces, outdoor sports and recreational facilities contribute to national objectives to promote social inclusion and community cohesion, mental and physical health and wellbeing, and regeneration. They also often contribute to biodiversity, nature conservation and other multi-functional uses in the Borough. The existing facilities in Thurrock are important assets which serve the communities in which they are located; their importance relates not only to their function but also to their amenity value, contribution to local character and distinctiveness and to Thurrock's Greengrid.
- 6.22 The provision of high quality, well managed and accessible open spaces, outdoor sports and recreational facilities is central, therefore, to Thurrock's aim of improving the sense of place in the Borough and enabling the community to benefit from sport and leisure activities. These facilities will help address local deficiencies and needs. In addition, developer contributions will also be expected to address Borough wide Greengrid requirements (Policies CSTP18 and PMD16).

### **Thurrock Plans and Strategies**

- 6.23 The NPPF states that planning policies for open space, sports and recreational facilities should be based on robust and up-to-date need assessments. Thurrock Council undertook quantitative and qualitative assessments of existing local provision and deficiencies in open space in the *Community Needs and Open Spaces Study* (2005). The findings inform local policy and strategy development, and enable the determination of locally derived standards of provision. The study has informed the *Thurrock Open Spaces Strategy 2006-2011* and the related *Play Strategy for Thurrock: The Thurrock Play Partnership 2007-2017*.
- 6.24 Thurrock's *Refreshed Cultural Strategy* (2006) also recognises that sports events, facilities and development, clubs, health and wellbeing initiatives, physical activity, parks and open spaces, children's play, playgrounds and play activities all contribute towards the cultural life of Thurrock and are important elements in enriching the quality of life of residents and improving the economic prospects of the area.
- 6.25 The *Sports and Active Recreation Strategy for Thurrock* (Thurrock Council, TTGDC and Sport England, 2010) amplifies previous work, such as the *Thurrock Open Space Strategy 2006-2011*, with the objective of ensuring that the Borough has a sports and active recreation facility infrastructure which meet the needs of existing and future residents and visitors.

- 6.26 The Council has commissioned a *Thurrock Outdoor Sports Strategy* which refers to the extent and nature of deficiencies in outdoor sport provision in the Borough.

#### **PMD5 – OPEN SPACES, OUTDOOR SPORTS AND RECREATIONAL FACILITIES**

##### **EXISTING FACILITIES**

1. The Council will safeguard all existing open spaces, outdoor sports and recreational facilities. Development proposals that would result in their complete or partial loss or cause or worsen a deficiency in the area served by the space or facility will not be permitted unless:

- i. conveniently located and accessible alternative facilities of an equivalent or improved standard will be provided to serve current and potential new users; or improvements to remaining spaces or facilities can be provided to a level sufficient to outweigh the loss;
- ii. proposals would not negatively affect the character of the area and/or the Greengrid.

Any alternative and improved facilities should be available for use before an existing open space or facility is lost.

2. The Council may also allow:

- i. a partial loss of an open space or outdoor sports pitch site, where that partial loss would be due to the development of facilities ancillary to the use of that space or site (e.g. changing rooms) and would not result in a loss in the quality or number of pitches provided and their use; or
- ii. the redevelopment of an existing open space, outdoor sports or recreational facility where redevelopment would incorporate a type of open space, outdoor sports, or recreational facility for which there is greater need.

##### **NEW DEVELOPMENT**

3. Proposed development must ensure that:

- i. New open spaces, outdoor sports and recreational facilities are provided in accordance with adopted standards to meet the needs of the development and to address deficiencies.
- ii. New facilities are fully integrated into the design of development schemes as an element of place making.
- iii. Facilities are safe and easily accessible to all.

Where the Council considers that provision on-site is not feasible or appropriate, it will require developer contributions to improve existing, or provide new, spaces or facilities elsewhere.

## **STANDARDS**

4. The standards for the quantity and quality of open spaces, sports and recreational facilities and accessibility to them that the Council will require to be met are set out in the Layout and Standards SPD (Appendix 5 provides current standards). Consideration should also be given to the Design and Sustainability SPD and the Developer Contributions SPD, which provide related information.

5. In addition, the Council has the following specific requirements:

### **I. Children's Play Space:**

- i. Residential development resulting in a net increase in dwellings of two or more bedrooms will be required to contribute to the provision of Children's Play Space.
- ii. Local Areas for Play (LAP's) should be provided on-site, unless this is proven to be impracticable given site constraints.
- iii. LAP's should be located in a position close to the homes of residents, where they will be safe and secure, as these play spaces are for very young children.
- iv. Local Equipped Area for Play (LEAP's) and Neighbourhood Equipped Area for Play (NEAP) may be located on-site or off-site, depending on local requirements. Where provision will be off-site, developer contributions will be required.

### **II. Outdoor Sport Facilities (including playing pitches, courts and greens):**

- i. New developments will be required to contribute to the provision of appropriate outdoor sports facilities.
- ii. All sports and recreational facilities are required to incorporate appropriate ancillary facilities, such as changing rooms and parking to ensure access for the whole community.

### **III. Allotments:**

- i. The redevelopment of existing allotment sites for other uses will only be permitted where it can clearly be shown that the facility is no longer required or that it can be adequately and conveniently replaced elsewhere without a loss of biodiversity value.

### **IV. Exemptions:**

- i. Sheltered dwellings, nursing and residential homes, residential extensions and annexes, and temporary dwellings will not be required to provide or contribute towards Children's Play Space, Outdoor Sports Facilities or Allotments.
- ii. Redevelopment schemes where there is no net gain in the number of bed spaces will also be exempt from the provisions of 5(I), 5(II) and 5 (III) above.

<b>Key Diagrams and Maps</b>
Map 3: Location of Greengrid

## **PMD6 – DEVELOPMENT IN THE GREEN BELT**

### **Introduction**

- 6.27 Approximately 60% of the total land within Thurrock is designated as Metropolitan Green Belt. The Council considers it important to provide robust strategic and management of development policies to ensure the delivery of high quality development throughout the Borough.
- 6.28 A problem frequently associated with the urban fringe in the Green Belt is the growing demand for horse-keeping facilities. Horse riding as an activity requires significant areas of open land and there is a demand for a variety of facilities for this use, ranging from commercial riding schools to domestic stables. In land use terms, the main difference between private and commercial stabling is that the level of activity and size and number of buildings generated by commercial establishments tends to be much greater and makes the siting of such developments particularly sensitive. Traffic generation and car parking requirements associated with such uses also need to be the subject of careful consideration.
- 6.29 Planning applications for stud farms and livery stables are often accompanied by the request for a dwelling for security reasons. It is a principle of Green Belt policy guidance that development should not be permitted, which will generate additional employment resulting in the demand for new dwellings.
- 6.30 With regard to stables, the standard of one horse per 0.6 ha of grazing land is required in order that the land is not over-grazed and thus remains self-sufficient in terms of food supply. It is the standard recommended by the British Horse Society. Over-grazing causes visual and ecological harm to the landscape, and the importation of feedstocks permits an over intense use of land and a greater presence of stable buildings. Application of the standard will ensure that the number of stables present on a site is ancillary to the use of the land for grazing.
- 6.31 There are a number of localities within the Green Belt, comprising well defined frontages of tightly knit development identified by the Council as Established Residential Frontages, where there can be some relaxation of normal Green Belt Policy without harm to the objectives of the Green Belt.
- 6.32 Although generally open in character the Green Belt contains various buildings which should only be developed or redeveloped in ways consistent with the objectives of Green Belt policy. This policy sets out clear guidance on the types of development that will be permitted within Thurrock's Green Belt and the reasonable limitations that will apply to those developments.



## Thurrock Plans and Strategies

- 6.33 The Green Belt in Thurrock is protected and maintained though the principles set out in Government guidance. The Council will produce a Supplementary Planning Document to provide guidance on how the Council will define disproportionate additions and materially larger replacement buildings. The *Thurrock Greengrid Strategy* principle puts the natural environment at the centre of land use management and development in Thurrock.

### PMD6 – DEVELOPMENT IN THE GREEN BELT

The Council will maintain, protect and enhance the open character of the Green Belt in Thurrock in accordance with the provisions of the NPPF. The Council will plan positively to enhance the beneficial use of the Green Belt by looking for opportunities to provide access to the countryside, provide opportunities for outdoor sport and recreation, to retain and enhance landscapes, visual amenity and biodiversity, and to improve damaged and derelict land.

Planning permission will only be granted for new development in the Green Belt provided it meets as appropriate the requirements of the NPPF, other policies in this DPD, and the following:

#### 1. Extensions

- i. The extension of a building must not result in disproportionate additions over and above the size of the original building. In the case of residential extensions this means no larger than two reasonably sized rooms or any equivalent amount.
- ii. The extension of the curtilage of a residential property which involves an incursion into the Green Belt will only be permitted where it can be demonstrated that very special circumstances apply.

#### 2. Replacement Buildings

- i. Replacement dwellings in the Green Belt will only be permitted provided that the replacement dwelling is not materially larger than the original building.
- ii. The replacement of other buildings shall only be for the same use, and the replacement building shall not be materially larger than the one it replaces.

#### 3. Established Residential Frontages

- i. Where an established frontage of residential development exists in the Green Belt, planning permission will be granted, subject to compliance with all other relevant policies in this plan, for new dwellings on genuine infill plots and the replacement of existing dwellings and the extension of existing dwellings located on the existing frontage only. Replacement dwellings and extensions to existing dwellings will not be subject to the size limitations contained in paragraphs 2 and 3 of this policy. Established frontages of residential development in the Green Belt are identified on the Interim Adopted Proposals Map.

#### **4. Re-Use and Adaptation of Buildings**

- I. The re-use and adaptation of buildings for residential, employment, leisure or community use will be permitted, provided the following criteria are met:
  - i. The building is of a permanent and substantial construction and does not require significant rebuilding before it can be put to its proposed use;
  - ii. The building should not detract from the character and appearance of the locality after implementation of the new use. The bulk, form and general design of the building must reflect its surroundings;
  - iii. The proposed use can be fully contained in the building and would not require extensive new buildings or inappropriate use of open areas;
  - iv. The use does not have a materially greater impact than the present use on the openness of the Green Belt or amenities of the area by reason of noise, visual intrusion, traffic generation, fumes, dust or other forms of nuisance.
- II. Re-use or adaptation of existing farm buildings for non-agricultural purposes will not automatically result in permission being granted to erect additional buildings to accommodate the displaced agricultural uses. Where permission for re-use or adaptation is granted, the Council will consider attaching a condition that removes permitted development rights for new farm buildings on the agricultural holding. The following factors will be considered when applying such a condition:
  - i. The openness and landscape value of the agricultural holding and surrounding area; and
  - ii. The grouping and/or dispersion of existing buildings on the agricultural holding and in the vicinity;
  - iii. The size of the holding and the ability to disperse new agricultural buildings widely within it.

#### **5. Equestrian Facilities**

- i. The Council will expect stables to be located in existing buildings wherever possible. New buildings will only be permitted where there are no suitable existing buildings.
- ii. Stables will only be permitted where they are requisite to the use of the land for grazing. The Council will only permit one stable per 0.6 hectares (1.5 acres)<sup>4</sup> of grazing land and the stable must be on, or immediately adjacent to, the grazing land.
- iii. Stud farms, riding schools and other large-scale commercial equestrian facilities will only be permitted in the Green Belt where they use existing buildings.
- iv. Permission will not be given for additional housing in association with stables.

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<sup>4</sup> British Horse Society

## **6. Infilling and partial or complete redevelopment of a previously developed site comprising more than a single building, and located outside of Established Residential Frontages**

### **I. Infilling should:**

- i. have no greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development
- ii. not exceed the height of the existing buildings discounting any abnormally tall existing structures; and
- iii. not lead to a major increase in the developed proportion of the site.

### **II. Redevelopment should:**

- i. have no greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development taking into account any proposed enclosure of open land
- ii. contribute to the achievement of the objectives for the use of land in the Green Belt
- iii. not exceed the height of the existing buildings discounting any abnormally tall existing structures
- iv. not occupy a larger area of the site than the existing buildings unless this would achieve a reduction in height which would benefit visual amenity, and
- v. satisfactorily integrate with its landscape surroundings and, where it may be appropriate in order to meet that objective, buildings should be sited closer to existing buildings.

The relevant area for the purposes of II iv above is the aggregate ground floor area of the existing buildings excluding temporary buildings. Any buildings demolished prior to the grant of permission for redevelopment will not count as developed area.

The Council will expect the site to be considered as a whole, whether or not all buildings are to be redeveloped, and the floor area limitation at II iv above relates to the redevelopment of the entire site. Any proposals for partial redevelopment should be put forward in the context of comprehensive, long-term plans for the site as a whole.

In granting permission the Council may impose conditions to ensure that buildings which are not to be permanently retained are demolished as new buildings are erected in order to keep the total development area under control so that there is no adverse effect on openness.

## **7. Agricultural and Forestry dwellings**

### **I. Permanent agricultural dwellings**

New permanent dwellings will be allowed on well-established agricultural units to support existing agricultural activities providing all of the following are

met:-

- i. there is a clearly established existing functional need for one or more workers to be readily available at most times on the unit.
- ii. the need relates to a full time worker, or one who is primarily employed in agriculture and does not relate to a part-time requirement.
- iii. the unit and activity concerned:- have been established for at least three years; have been profitable for at least one of them; are currently financially sound; and have a clear prospect of remaining so.
- iv. the functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the worker(s) concerned.
- v. the proposed dwelling is of a size commensurate with the established functional requirement.
- vi. the proposed dwelling would be sited so as to meet the identified functional need, and be well-related to existing farm buildings or other dwellings, and;
- vii. the relevant requirements of the Council's policies for management of development are met.

In relation to (i) above such need will be considered to exist if workers are needed to be on hand day and night in case animals or agricultural processes require essential care at short notice, or to deal quickly with emergencies that could otherwise cause serious loss of crops or products and pose a substantial threat to the financial soundness of the unit.

The protection of livestock from theft or injury by intruders may contribute on animal welfare grounds to the need for a new dwelling but will not by itself be considered sufficient to justify one. Requirements arising from food processing, as opposed to agriculture, will not be considered justification for a new dwelling.

If any dwelling(s) or building(s) suitable for conversion to dwellings have recently been sold separately from the farmland concerned this will be considered as evidence of a lack of agricultural need.

In relation to (v) above dwellings that are unusually large in relation to the agricultural needs of the unit, or unusually expensive to construct in relation to the income the unit can sustain in the long term will not be permitted. The relevant consideration will be the requirements of the enterprise rather than those of the owner or occupier. The planning permission for a dwelling will be made subject to a condition removing 'permitted development' rights for enlargement in order to ensure that a dwelling once built does not exceed a size commensurate with the established functional requirement.

## **II. Temporary agricultural dwellings**

If a new dwelling is essential to support a new farming activity, whether on a

newly created agricultural unit or an established one, the Council will only permit this to be provided by way of a caravan or other temporary removable accommodation.

Temporary accommodation will only be permitted if all of the following are met:-

- i. there is a functional need for the dwelling which could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the worker(s) concerned;
- ii. there is clear evidence of a firm intention and ability to develop the enterprise and it has been planned on a sound financial basis;
- iii. the relevant requirements of the Council's policies for the management of development are met.

Such accommodation will only be permitted to be present on the agricultural unit for a maximum of four years, unless by this time permission has been granted for a permanent agricultural dwelling and that dwelling is the subject of sustained construction activity. In such case the Council will grant further time limited permissions for the temporary accommodation until the permanent dwelling is habitable or the Council considers the dwelling is no longer the subject of sustained construction activity.

### **III. Forestry dwellings**

The Council does not envisage that requirements for forestry worker accommodation will arise, but should they do so this policy will equally apply.

### **IV. Occupancy restrictions**

In order to ensure that any permitted agricultural dwelling is kept available for meeting the need for such accommodation for so long as it exists planning permission for such accommodation will be subject to an appropriate occupancy condition limiting occupation to a person solely or mainly working, or last working, in the locality in agriculture or forestry, or a widow or widower of such a person, and to any resident dependents. The Council will not agree to the removal of such conditions unless it has been satisfactorily demonstrated that there is no longer any need on the particular holding and in the area for a dwelling for someone solely, mainly or last working in agriculture. Those seeking removal will be expected to show that for the period of two years preceding the planning application for removal of the condition, sustained and appropriately targeted efforts to sell or rent the premises on terms reflecting the encumbrance of the agricultural occupancy condition have been made with no success. The Council will not consider this requirement to have been met unless the property has been marketed for the duration of this period at a discount of at least 35% against open market price. The Council will not agree to the removal of occupancy conditions from temporary accommodation.

## **8. Definitions and Limitations**

In considering whether a proposal complies with the above:

- i. account will only be taken of lawful existing buildings,
- ii. for the purposes of paragraph 1 and 2 'original building' means in relation to a building existing on 1<sup>st</sup> July 1948, as existing on that date, and in relation to a building built on or after 1<sup>st</sup> July 1948, as so built. Any building which is itself a replacement building will not be considered to be an original building for the purposes of this policy and the acceptability or otherwise of any proposals for further extension or replacement will be judged by reference to the 'original building' which preceded it. If the exact size of this previous building is unknown the redevelopment of a replacement dwelling will be limited to a like for like replacement,
- iii. for the purposes of paragraph 6 a 'previously developed site' is one which is, or was, occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure, but excludes the site of agricultural or forestry buildings, land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures, and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

### **Key Diagrams and Maps**

Established Residential Frontages are identified on the Interim Adopted Proposals Map.

## **PMD7 – BIODIVERSITY, GEOLOGICAL CONSERVATION AND DEVELOPMENT**

### **Introduction**

- 6.34 The NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the natural environment, moving from a net loss of bio-diversity to achieving net gains for nature. It further states that the planning system should contribute to and enhance the natural environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Thurrock Council is committed to this vision and will protect and enhance all of its designated biodiversity sites, such as Ramsar sites, Sites of Special Scientific Interest (SSSIs), Local Wildlife Sites and Local Nature Reserves in accordance with the requirements of the Natural Environment and Rural Communities Act (2006) and the NPPF. The protection and management of the internationally designated (Ramsar) site within Thurrock is achieved by a combination of the provisions in the Habitat Regulations and Section 28 of the Wildlife and Countryside Act 1981 as amended by the Countryside and Rights of Way Act 2000.
- 6.35 With respect to SSSIs, the NPPF indicates that where a proposed development on land within or outside a SSSI is likely to have an adverse effect on an SSSI, planning permission should not normally be permitted. Where an adverse effect on the site's notified special interest features is likely, an exception should only be made where the benefits of the development, at the site, clearly outweigh both the adverse impacts that it is likely to have on those features and any broader impacts on the national network of SSSIs.
- 6.36 Designated biodiversity sites are an important constituent of Thurrock's green assets, and contribute to the Borough's Greengrid. Within the Borough, there are a significant number of these sites that contains species of principal importance, e.g. UKBAP or Red Data Book species. In addition to designated biodiversity sites, there are a number of brownfield sites which include biodiversity value and species of principal importance. The biodiversity value within these sites also contributes to the green assets of the Borough and requires protection from the impacts of development. Thurrock Council is committed to conserving and enhancing biodiversity and geodiversity on non-designated sites and also the habitat of species of principal importance.
- 6.37 Thurrock Council intends to conserve and enhance its green assets, through appropriate design and management, and will seek to ensure the integrity of the biodiversity network within the Borough. Designated Biodiversity Sites within the Borough will be included in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map.

## Thurrock Plans and Strategies

- 6.38 The Council's *Thurrock Biodiversity Action Plan 2007-2012*, *Thurrock Biodiversity Study 2006-2011* aims to identify and conserve priority species and habitats in Thurrock.

### **PMD7 – BIODIVERSITY, GEOLOGICAL CONSERVATION AND DEVELOPMENT**

1. Development proposals will be required to demonstrate that any significant biodiversity habitat or geological interest of recognised local value is retained and enhanced on-site. Where it can be demonstrated that this is not possible, and there is no suitable alternative site available for the development, developers will be required to show that their proposals would mitigate any loss of biodiversity or geological interest. In circumstances where it can be demonstrated that neither retention on site nor mitigation is possible, developers will be required to provide appropriate compensation for any significant loss of biodiversity or geological interest, such that there is no overall net loss of biodiversity habitat or features of geological conservation interest in Thurrock. The Council will seek to achieve net gains in biodiversity where such gains would be possible, with particular reference to the desirability of re-creating priority habitats and the recovery of priority species.
2. The Council will not permit development that would result in the loss, or partial loss, of a locally designated biodiversity or geological site, except in exceptional circumstances where it can be demonstrated that there is no alternative, subject to the sequential approach outlined in (1) above.
3. To enable the Council to determine an application which would result in a loss of biodiversity or geological value, the developer will be required to submit a detailed justification setting out:
  - i. why the loss is considered to be unavoidable
  - ii. an assessment of what species and habitat would be lost or adversely affected as a result of development (including an ecological survey where appropriate)
  - iii. how the loss or adverse effect is proposed to be mitigated on-site through habitat restoration or creation; and/or compensated for through the acquisition and management of a suitable site within the area, or a financial contribution towards the purchase and management of such a site or management of an existing site to bring it up to a necessary standard.
4. Thurrock Council will require development proposals to incorporate biodiversity or geological features into the design as far as possible. These may include green roofs, brown roofs and the creation of green corridors for wildlife.
5. Where it is necessary to secure the biodiversity or geological interest of a development site, the Council will seek the provision and implementation of a Biodiversity or Geological Management Plan



through planning obligations. The Council will evaluate development proposals and biodiversity management plans or geological management plans against recognised best practice.
<b>Key Diagrams and Map</b>
Map 5: Location of Strategic Biodiversity Sites Sites will be identified in the forthcoming Thurrock Local Plan and on the Proposals Map.

## **PMD8 - PARKING STANDARDS**

### **Introduction**

- 6.39 The availability and design of car parking are integral to a number of challenges in Thurrock, including the need to promote alternatives to private car use (modal shift), make the best use of land given the high levels of growth being planned and the constraints of the Green Belt, and tackle high levels of vehicle crime. These challenges are particularly pressing in the Thurrock Urban Area. The Core Strategy policy *CSTP14: Transport in the Thurrock Urban Area* clearly states the importance of a policy approach to car parking and the need to link availability with levels of accessibility in order to support efforts to achieve a modal shift. The NPPF advises that when setting local parking standards local planning authorities should take into account accessibility, the type, mix and use of development, the availability of and opportunities for public transport, local car ownership levels, and the overall need to reduce the use of high-emission vehicles.
- 6.40 A challenge that has become increasingly evident in Thurrock is the need to address the issues in residential areas of degraded street scenes and impeded access for service and passenger transport vehicles that can happen where limited car parking availability has not discouraged car ownership and has instead displaced vehicle parking onto surrounding roads<sup>5</sup>. Indeed, with only 1 in 5 households in Thurrock having no car or van, and an average of 1.2 cars or vans per household<sup>6</sup>, it is apparent that to avoid such displacement new development will need to provide sufficient residential car parking. Research<sup>7</sup> has shown that, according to house buyers, attempts to restrict parking in order to curb car ownership had little or no impact on the number of cars a household would acquire.
- 6.41 The policy will ensure a level of good quality and safe parking that is sufficient for the accessibility needs of development in Thurrock, taking into account the levels of accessibility by sustainable transport modes, the need to promote modal shift and the need to provide adequate access for service and public transport vehicles.

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<sup>5</sup> Essex County Council's Draft *Parking Standards, Design and Good Practice* document provides evidence to this effect

<sup>6</sup> Office of National Statistics Census 2001. Given the trend for increasing car ownership, it is likely this will have become a greater issue since 2001

<sup>7</sup> CABE research *What Home Buyers Want: Attitudes and Decision Making amongst Consumers*

## Thurrock Plans and Strategies

- 6.42 The *Thurrock Transport Strategy 2008 – 2021* recognises the need to manage the availability of car parking, especially non-residential, in order to promote modal shift and tackle congestion. In particular the strategy proposes applying maximum parking standards for new commercial development and that in the Thurrock Urban Area the Council may apply tighter restrictions. The *Sustainable Communities Strategy (Thurrock LSP 2009)* priority sets out that roads, public transport networks and housing will be enhanced so that local people have better access to employment opportunities, other amenities and affordable housing.

### PMD8 – PARKING STANDARDS

All development will be required to comply with the car parking standards set out in the Layout and Standards SPD. For residential developments the standards comprise of ranges within maximum and minimum levels of provision dependant on defined circumstances. For non-residential uses maximum standards apply.

1. In those parts of Thurrock which have good levels of car parking enforcement available, coupled with high levels of accessibility, reduced standards for residential and non-residential car parking will be applied.
2. Additionally, in other parts of the Thurrock Urban Area where the Council considers the potential substantial modal shift is clearly demonstrated by the Transport Assessment/Statement and Travel Plans, the reduced maximum standard for non-residential car parking and reduced minimum standards for residential car parking will be applied. Where the reduced standards are applied, the Council will require developer contributions to support the development of controlled parking zones, the enforcement of parking restrictions and car-free living, and other measures to reduce inappropriate on-street parking.
3. The Council will require developers to use the relevant residential carparking standard in conjunction with suitable physical design to reduce the risk of inappropriate on-street parking, thereby avoiding a street scene dominated by cars while maintaining access for service and emergency vehicles.
4. Development will be required to facilitate more equitable access and sustainable transport modes through the provision of at least the minimum levels of parking, as specified in the *Thurrock Parking Standards Guidance*, for:
  - i. Cycles
  - ii. Powered two-wheelers
  - iii. Disabled car users
  - iv. Electric and other low emission vehicles
5. Subject to the above framework, vehicle parking provision will only be permitted where it is safe and of a high design quality, including where it is

either:

- i. Overlooked from within dwellings
- ii. Managed and monitored from commercial premises
- iii. Openly visible from the public highway, or
- iv. Planned on-street provision

Refer to policy PMD11 on Freight Movement for the Council's policy approach to HGV parking provision.

#### **Key Diagrams and Maps**

Not Applicable

## **PMD9 - ROAD NETWORK HIERARCHY**

### **Introduction**

- 6.43 The inclusion of this policy is needed to ensure that access requirements are appropriately considered when determining planning applications. In addition, policy *CSTP17: Strategic Freight Movement and Access to Ports* identifies the need for freight traffic to keep to the most suitable routes in order to reduce adverse impacts on amenity, the environment, sustainable transport modes, and the integrity of the highway itself.
- 6.44 Relevant local issues focus around congestion on the Strategic Road Network, particularly the A13, and on key local roads such as A1306 and the potential for this to worsen with the growth that needs to be accommodated in Thurrock. In addition, many of the roads in Thurrock, especially in rural areas, are minor and unclassified and generally unsuitable for large vehicles or heavy traffic flows.
- 6.45 This policy ensures that proposals for development affecting the highway will be considered in relation to the road network hierarchy and the function of each level of that hierarchy. The aim is to enhance the street scene and to mitigate adverse impacts on the transport system, which includes impacts on capacity, safety, air quality, and noise.

### **Thurrock Plans and Strategies**

- 6.46 The *Thurrock Transport Strategy 2008 – 2021* aims to deliver network efficiency and traffic network management improvements before increasing capacity. With regard to HGVs, the strategy recognises the need for delivering goods, but that this needs to be reconciled with social and environmental concerns and other distribution issues. The *Sustainable Communities Strategy (Thurrock LSP 2009)* priority sets out that roads, public transport networks and housing will be enhanced so that local people have better access to employment opportunities, other amenities and affordable housing.

### **Definitions of the Road Network Hierarchy**

*Level 1 routes (Corridors of Movement) comprise:*

- *Strategic Non-Trunk Roads. These serve to facilitate traffic movement between major centres within the region. This category would include any roads of regional significance as described in the East of England Plan or future Government advice on the road network.*
- *Rural/Urban Distributors. These allow traffic to move freely and safely between local centres and from local centres to the major road network, within some local centres these distributors may be defined as streets.*

*Level 2 routes (Urban and Rural Roads/Streets) comprise roads that serve as main connections between substantial rural populations and the minor road network and act as through roads to distribute traffic to residential areas within urban conurbations.*

*Level 3 routes (Local Roads and Streets) comprise:*

- *Access Roads/Streets. These provide secondary links to villages and large towns forming minor distributors and access to individual properties.*
- *Residential Estate Roads/Streets. The layout and design of estate roads is covered in the Layout and Standards SPD*

## **PMD9 – ROAD NETWORK HIERARCHY**

### **1. Routes of all levels**

The Council will only permit the development of new accesses or increased use of existing accesses where:

- i. There is no possibility of safe access taken from an existing or proposed lower category road
- ii. The design of the development minimises the number of accesses required.
- iii. The development makes a positive contribution to road safety or road safety is not prejudiced.
- iv. The development preserves or enhances the quality of the street scene.
- v. The development avoids causing congestion as measured by link and junction capacities.
- vi. Measures are taken to mitigate all adverse air quality impacts in or adjacent to Air Quality Management Areas.
- vii. The development will minimise adverse impacts on the quality of life of local residents, such as noise, air pollution, and the general street environment.
- viii. The development will make a positive contribution to accessibility by sustainable transport.

These criteria apply to routes of all levels (1, 2 and 3). The following principles also apply to particular levels:

## **2. Level 1 Routes - Corridors of Movement.**

- i. There is a presumption against new accesses or the increased use of an existing direct access onto a Corridor of Movement. Development served by side roads connecting to a Corridor of Movement will only be permitted where it can be demonstrated that the Corridor of Movement will not be adversely affected in terms of highway safety and traffic capacity.
- ii. Development will not be permitted where it impacts adversely on capacity and safety.
- iii. Where the Corridor of Movement comprises an Inter-urban Public Transport Route or provides access to one or more of the Borough's ports, new accesses must not have an adverse impact on the free flow of traffic.
- iv. Exceptions will be made only for developments of overriding national importance, strategic sites allocated in this Local Development Plan, and strategic public transport facilities.

## **3. Level 2 Routes - Rural Roads only**

- i. The establishment of new accesses or increased use of existing direct accesses will not normally be accepted for Rural Level 2, except where the access is for small-scale uses permissible in the Green Belt which do not adversely affect road safety or limit capacity.
- ii. The Council will require that the provision of accesses is consistent with the Layout and Standards SPD. In all cases any access that is proposed should meet current design standards.
- iii. Exceptions to this policy will be made for the working of minerals to recognise that minerals can only be worked where they occur. In such cases, road improvements may be sought from developers.

### **Key Diagrams and Map**

Map 2: Road Network Hierarchy

## **PMD10 - TRANSPORT ASSESSMENTS AND TRAVEL PLANS**

### **Introduction**

- 6.47 A local management of development policy is required to support Core Strategy transport policies (especially *CSTP14 Transport in the Thurrock Urban Area*) and ensure new development plays its role in implementing travel planning measures and the intensive application of Smarter Choices required by CSTP14.
- 6.48 The intensive application of Smarter Choices has been found to reduce car use by up to around 10%<sup>8</sup>. This is the scale of reduction required to make the growth in Thurrock, especially the urban area, deliverable and sustainable<sup>9</sup>.
- 6.49 The purpose of the policy is to encourage safe, healthy and sustainable travel options. By reducing car travel, Travel Plans/ Assessments can improve health and wellbeing, free up car parking space, and make a positive contribution to mitigating adverse impacts on the transport system, the environment and amenity. Taking into account any proposed mitigation including provision of sustainable transport modes and safe and suitable access, the Council will resist development where the residual cumulative impacts would be severe. Depending on the circumstances, this may include development proposals that would have a significant adverse effect on the free flow and safe movements of vehicular and non-vehicular traffic and/or fail to limit the use of motor vehicles and promote adequate alternative modes of transport.

### **Thurrock Plans and Strategies**

- 6.50 *The Thurrock Transport Strategy 2008 – 2021* has clear policies on the need for modal shift, especially in the Thurrock Urban Area, to reduce congestion through Smarter Choices such as school and workplace travel plans.

#### **PMD10 – TRANSPORT ASSESSMENTS AND TRAVEL PLANS**

Transport Assessments, Transport Statements, and Travel Plans must accompany planning applications in accordance with the Department for Transport guidance in *Guidance on Transport Assessments* (March 2007).

- i. Travel Plans must be consistent with Council policies. They will normally be secured through planning obligations, although planning conditions might suffice where this will clearly be the best option because the outcomes and measures required are simple and very clear, such as where the travel plan is for an existing use.
- ii. All developments that fall below the thresholds for individual Travel

<sup>8</sup> Peterborough – Sustainable Travel Demonstration Town. Final Evaluation Report March 2009. Sustrans and Socialdata

<sup>9</sup> Colin Buchanan and Partners Report 4.1. Thurrock Infrastructure Prioritisation and Implementation Programme 2006 - 2021



Plans will be expected to support the Council's Smarter Choices programme or Area Wide Travel Plans.

- iii. Where schools add capacity through development or new schools are proposed, they will be required to develop a School Travel Plan or revise their existing Travel Plan.
- iv. Proposals for residential developments of 25 units or more should be accompanied by a 'Safe Routes to School' assessment.
- v. Development will only be permitted where the Travel Plans, Transport Assessments or Transport Statements are agreed by the Council and there is adequate provision for existing or planned transport infrastructure and other proposed measures.

Proposed mitigation measures will either be implemented in their entirety by or on behalf of the developer or will be implemented as part of a wider pooling of resources. Developers will be required to make provision for the objectives of the agreed Travel Plans to be monitored. Agreed Travel Plans will include targets, coupled with penalties if outcomes are not being met.

Where adequate affordable mitigation is not secured or achievable and the residual cumulative impacts of development proposals are likely to be severe, such developments will be resisted.

#### **Key Diagrams and Maps**

Not Applicable

## **PMD11 - FREIGHT MOVEMENT**

### **Introduction**

- 6.51 Thurrock is known as a logistics hub and there is considerable forecast growth in freight movements with development such as London Gateway and expansion of Tilbury Port. Road transport is likely to remain the main mode for freight movements in the foreseeable future.
- 6.52 The impact of goods vehicle traffic using unsuitable roads can be significant. This is a particular issue for the minerals and, to a lesser extent, the waste industries. Most of the roads in rural areas where mineral workings or landfill sites are located are usually minor and generally unsuitable for large vehicles. This can lead to localised adverse impacts on the environment, road condition, or amenity. Problems also arise from widespread on-street HGV parking due to insufficient off-street parking for HGVs.
- 6.53 This policy aims to facilitate the movement of goods and accommodate the growth in freight movements in a sustainable way, by encouraging modal shift, and mitigating adverse impacts on residents, other transport users, the transport system itself, and the environment.

### **Thurrock Plans and Strategies**

- 6.54 The Thurrock Transport Strategy 2008 – 2021 aims to deliver a freight modal shift onto rail freight and water borne freight. It also recognises that the need for delivering goods should be reconciled with social and environmental concerns and other distribution issues, as well as the need to mitigate congestion through improving the efficiency of the network. The strategy also identifies the need for 24-hour lorry parks.

### **PMD11 – FREIGHT MOVEMENT**

1. Applicants for development with a need for freight movements exceeding the equivalent of 200 daily HGV movements will be required, as part of their planning applications, to produce a Sustainable Distribution Plan. This should include evidence that commercially viable opportunities for freight carried by rail, water, pipeline or conveyor have been maximised, and that air quality impacts have been minimised.
  - i. In addition, applicants for development generating significant HGV movements or extending the period over which existing HGV movements will continue will be required to carry out a HGV Impact Assessment. This will be either stand-alone or as part of the Sustainable Distribution Plan and will comprise a technical appraisal of routes and their adequacy, taking into account the need to avoid sensitive areas such as unsuitable residential areas.
  - ii. HGVs will be required, through the use of planning obligations, to use Corridors of Movement (see Policy PMD9 and its associated map) in

<p>preference to roads further down the Council's Road Network Hierarchy.</p> <ul style="list-style-type: none"> <li>iii. Development generating significant levels of HGV traffic will only be permitted where they have access to Corridors of Movement on roads that are suitable or can be improved to a standard that will make them suitable for the level and type of HGV traffic the development is likely to generate and where the access would not be contrary to Policy PMD 9.</li> <li>iv. Through the use of planning obligations, developers will be expected to fund any road improvements that are required if existing routes are not entirely suitable and contribute towards area-wide transport improvement programmes in order to mitigate any potential/wider adverse impact of the development.</li> </ul> <p>2. i. For B1, B2 and B8 developments in excess of 30,000 sqm, planning obligations for Vehicle Booking Systems will be secured as part of the overall Sustainable Distribution Plan, ensuring that the site cannot be used by any operator, until a Vehicle Booking System has been set up for that operator. This will be used as a mechanism to manage access onto designated routes during peak periods in order to manage road capacity. Designated routes will include the A13, A1089, A1306 and A1014.</p> <p>ii. B1, B2 and B8 developments in excess of 30,000 sqm will only be permitted where adequate facilities are provided for drivers of commercial vehicles. Where 24-hour operation is permitted for such developments, provision must be made for overnight parking for goods vehicles in accordance with the Layout and Standards SPD</p> <p>3. Adequate on-site loading/unloading and manoeuvring space will be required in all circumstances in accordance with the Layout and Standards SPD.</p>	<p><b>Key Diagrams and Maps</b></p> <p>Key Diagram</p> <p>Map 2: Road Network Hierarchy</p>
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## **PMD12 – SUSTAINABLE BUILDINGS**

### **Introduction**

- 6.55 Employment and housing growth and its associated development can have serious implications for climate change. Thurrock has a designated growth of at least 18,500 new homes and up to a further 4750 dwellings to meet provision to 2026 and beyond and an indicative figure of 26,000 new jobs over the plan period which is likely to increase emissions from domestic, industrial, commercial and transport sectors. Currently, over 70% of all CO<sub>2</sub> emissions in Thurrock arise from gas and electricity consumption, which is where stringent standards can ensure that growth in total energy consumption within the Borough is minimised, whilst still allowing for economic and housing growth.
- 6.56 The East of England is the driest region in England and water resource availability is limited. Average household per capita water consumption in Thurrock 2006-2007 was 155 litres a day, 5% higher than the national average of 148 litres. As such, water is likely to become a scarce resource as a result of significant growth pressures coupled with climate change.
- 6.57 This policy will provide an opportunity to promote new techniques in design and renewable energy in residential and non-residential buildings. To achieve this in Thurrock, the Council will ensure that developments will be made sustainable by securing the use of sustainable construction techniques. This will help to reduce waste and carbon emissions; encourage better use of water and energy; and reduce environmental impact and increase efficiency of construction industry.
- 6.58 The Code for Sustainable Homes is an environmental assessment method for rating and certifying the performance of new homes against a range of design categories including energy performance. Although devised as a voluntary rating system to foster a step change in sustainable building practice for new homes the intent was that the code would signal the future direction of Building Regulations in relation to carbon emissions ultimately leading to the goal that all new homes would be 'Zero Carbon' by 2016. However the definition of 'Zero Carbon' which is separately emerging for the purposes of national regulation is diverging from that defined by level 6 of the Code. The Council considers that requiring residential development to comply with level 4 of the Code in tandem with other policy requirements set out in this DPD and the future national requirement for homes to be 'Zero Carbon' by 2016 is the most appropriate means to ensure that homes in Thurrock are built to a satisfactory standard against a range of sustainability considerations.

- 6.59 The Building Research Establishment Environmental Assessment Method (BREEAM) is the environmental assessment tool adopted and currently used by many local authorities and Government agencies, to ensure overall environmental performance of non-residential developments are achieved and carbon emissions are reduced. In 2008 the Building Research Establishment (BRE) introduced mandatory minimum requirements for energy and water consumption and a new 'Outstanding' classification as part of BREEAM. To achieve this rating, an overall score of 85% must be achieved.

### **Thurrock Plans and Strategies**

- 6.60 The *Thurrock Climate Change Evidence Base* shows that industrial and commercial emissions in Thurrock are particularly high – double national levels and 166% higher than regional levels. Industrial and commercial gas and electricity consumption accounts for 33% and 21% of total CO<sub>2</sub> emissions in Thurrock respectively.
- 6.61 The Council requires new development to achieve high sustainability standards to move non-residential developments towards zero-carbon development. In order to give developers adequate time to prepare to meet the eventual requirements for zero carbon development, the Council seeks to promote improved standards on a phased basis over a realistic time period. This approach will move Thurrock and developers closer to achieving the Government's ambition that all new non-domestic buildings are zero carbon from 2019, as announced in the 2008 Budget.

### **PMD12 – SUSTAINABLE BUILDINGS**

In determining planning applications for new development, the following criteria must be met:

#### **1. Residential**

Proposals for new or conversion to residential development must achieve a "Code for Sustainable Homes" level 4 rating, except in respect of any of the Code's requirements that have been officially superseded by mandatory national standards.

In meeting the above requirement the Council will require the following credits to be achieved as a minimum in the respective design categories:

- i. External Water Consumption: 1 credit
- ii. Management of surface water run-off from developments: 2 credits
- iii. Ecology: 4 credits

#### **2. Non-residential (including Expansions or Extensions) over 1000m<sup>2</sup>**

Proposals for non-residential development must achieve, as a minimum,

<p>the following BREEAM standards (or equivalent), where appropriate:</p> <ul style="list-style-type: none"><li>• BREEAM Very Good up to 2016;</li><li>• BREEAM Excellent from 2016;</li><li>• BREEAM Outstanding from 2019 (in addition to national standards for zero carbon).</li></ul> <p>These requirements may be relaxed where the developer is able to prove that these requirements will be economically unviable, rendering development of the site undeliverable.</p> <p>3. Proposals for development will be required to submit an Energy and Water Statement in support of planning applications. The statements will be expected to show how the proposed development would:</p> <ul style="list-style-type: none"><li>i. Minimise water consumption;</li><li>ii. Minimise energy consumption;</li><li>iii. Maximise water efficiency and water recycling</li><li>iv. Maximise the use of recycled materials and sustainably sourced materials; and</li><li>v. Minimise waste and maximise recycling during construction and after completion.</li></ul> <p>Further details of these requirements will be set out in the forthcoming Design and Standards DPD.</p>	
<b>Key Diagrams and Maps</b>	
Not Applicable	

## **PMD13 – DECENTRALISED, RENEWABLE AND LOW-CARBON ENERGY GENERATION**

### **Introduction**

- 6.62 Decentralised energy is a broad term used to denote a diverse range of technologies, including micro-renewables, which can locally serve an individual building, development or wider community and includes heating and cooling energy. Decentralised energy is supplied from local, renewable and/or low-carbon sources (i.e. on-site and near-site, but not remote off-site) and is usually of a relatively small scale.<sup>10</sup>
- 6.63 The Council seeks to increase the proportion of renewable and low-carbon energy generation within the Borough to reduce the consumption of fossil fuels and the carbon footprint. New development presents the best opportunity to secure decentralised, renewable or low-carbon energy sources such as on-site renewable energy generation technologies and district energy networks which are more cost effective to fit at the construction stage. District energy networks are defined as networks of district heating, district cooling, and other district energy supply systems such as electricity or biogas supply systems. District energy networks are supplied from local, renewable and/or low-carbon sources.
- 6.64 The Council supports the provision of on-site renewable and low-carbon energy generation in new developments and will seek to secure its provision. The policy aims to ensure that developers of both residential and non-residential developments incorporate on-site renewable energy technologies and low-carbon energy technologies to provide a proportion of the developments energy requirements to reduce subsequent carbon emissions.
- 6.65 It is not always advisable to refer to specific technologies, as energy technologies are evolving rapidly, but for the purpose of this policy renewable and low-carbon energy may include wind generation, photovoltaic cells, passive solar heating systems, waste heat distribution systems, biomass and ground source heat pumps.
- 6.66 The *East of England Plan* (2008) Policy ENG1 stipulates that planning authorities must maximise opportunities, particularly in major growth locations and Key Centres for Development and Change, for developments to set new yardsticks of performance in the use of energy from on-site renewable and/or decentralised renewable or low carbon energy sources and that, as a minimum, 10% of the energy consumed in new development should come from such sources.

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<sup>10</sup> Department for Communities and Local Government, *Planning Policy Statement: Planning and Climate Change*, December 2007.

## Thurrock Plans and Strategies

- 6.67 Thurrock's Annual Monitoring Reports confirm that decentralised renewable energy installations to date have been rare, with none in 2006/07. There is scope to increase this proportion substantially. The Thurrock Energy Study (2010) has enabled the Council to identify priority locations where there is the potential for district energy networks, which could deliver higher proportions of renewable or low-carbon energy.

### **PMD13 – DECENTRALISED, RENEWABLE AND LOW-CARBON ENERGY GENERATION**

1. New development of 5 or more residential dwellings, or 1,000 sq metres or more of non-residential floorspace, must secure, as a minimum, the following proportions of their predicted energy from decentralised and renewable or low-carbon sources, unless it can be demonstrated to the Council's satisfaction, by way of a full viability assessment, that this is not feasible or viable:

- 10% from 2010;
- 15% from 2015; and
- 20% from 2020.

#### **2. Priority Locations**

Within the Priority Locations, the Council will:

I. Require all opportunities for establishing district energy networks to be taken up, where they would provide higher proportions of renewable or low carbon energy to be delivered than in (1) above.

II. Require other developments considered suitable for connection to existing or feasible district energy networks to be designed to enable connection to such networks.

Where developers consider their proposals unable to feasibly or viably deliver, or connect to, district energy networks this will need to be demonstrated by way of technical appraisal and open book economic viability assessment. The Council will not permit developments that would prejudice the provision of such networks.

#### **3. Identification of Priority Locations**

I. The priority locations are those which meet any, or any combination, of the following conditions:

- residential developments of 100 dwellings or more;
- residential developments on sites larger than 2 ha;
- non-residential developments with a total floorspace exceeding 10,000 sq metres.

II. Smaller sites in close proximity to an existing or proposed district energy



network are considered priority locations if they meet any of the following conditions:

- sites smaller than 20 dwellings within 50 metres of an existing or proposed district energy network,
- 20-30 dwellings within 100 metres of an existing or proposed district energy network,
- 31-40 dwellings within 150 metres of an existing or proposed district energy network,
- Sites larger than 40 dwellings within 200 metres of an existing or proposed district energy network
- All commercial and other non-domestic developments within 200 metres of an existing or proposed district energy network.

III. Priority Locations will be included in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map. Sites which are not identified as Priority Locations at adoption of the Site Specific Allocations and Policies DPD, but which are demonstrated subsequently to meet the conditions to provide district energy networks, will be subject to the requirements of this policy.

4. The Developer Contributions SPD and/or CIL Charging Schedule will set out requirements for development to contribute to securing decentralised energy systems.

#### **Key Diagram and Maps**

Priority Locations identified by the Council will be included in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map.

## **PMD14 – CARBON NEUTRAL DEVELOPMENT**

### **Introduction**

- 6.68 Increases in population and housing stock from growth is likely to increase emissions from the domestic and transport sectors, whilst job growth of 26,000 is likely to increase carbon dioxide emissions from the transport, industrial and commercial sectors. To ensure that growth in carbon dioxide emissions from new development is minimised, the Council wishes to see development become carbon neutral.
- 6.69 Carbon neutral development means that any increased carbon dioxide emissions from all new development including extensions are balanced by savings in carbon dioxide elsewhere, by making payments into a Carbon Offset Fund. Any growth in CO<sub>2</sub> emissions will therefore be required to be offset through a one-off payment to the Thurrock Carbon Offset Fund.
- 6.70 Developers are required to support planning applications with an Energy and Water Statement, as set out in PMD12 Sustainable Buildings. The Council will use this statement to calculate the required Thurrock Carbon Offset Fund contribution. A one-off contribution will be required for each tonne of CO<sub>2e</sub><sup>11</sup>, by means of an obligation under section 106 of the Town and Country Planning Act 1990. The details of this obligation will be set out in the forthcoming Developer Contributions SPD. The Thurrock Carbon Offset Fund will be managed and monitored by Thurrock Council, and the Council will identify and manage the carbon reduction measures the Fund will look to address, in accordance with the *Thurrock Climate Change Strategy* and the associated actions arising from the implementation of this strategy. The Thurrock Carbon Offset Fund will be subject to appropriate governance requirements and will be properly audited.

### **Thurrock Plans and Strategies**

- 6.71 The *Thurrock Climate Change Evidence Base* (2008) shows that Thurrock has the highest per capita CO<sub>2</sub> emissions of the comparable Unitary Authorities and also shows that CO<sub>2</sub> emissions in Thurrock are 46% higher than national levels and 58% higher than regional levels, based on Defra's emissions of CO<sub>2</sub> for local authority areas, 2005 data. Thurrock Council is preparing a *Thurrock Energy Study* which will be completed by summer 2010. The study will enable the Council to identify priority areas for increased levels of renewable energy and decentralised energy networks and to develop a local tariff for the Carbon Offset Fund.

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<sup>11</sup> Carbon offsets are measured in metric tonnes of carbon dioxide-equivalent (CO<sub>2e</sub>) and may represent six primary categories of greenhouse gases (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, HFCs, SF<sub>6</sub>)

#### **PMD14 – CARBON NEUTRAL DEVELOPMENT**

The Council will require developers to demonstrate that all viable energy efficiency measures and renewable or low-carbon technology opportunities have been utilised to minimise emissions, in accordance with PMD12 and PMD 13. Thereafter:

- i. Any development (whether new build, conversion or renovation) that would lead to a net increase in carbon dioxide emissions, over and above existing emissions for the development site, will be required to make contributions to the Thurrock Carbon Offset Fund.

The net greenhouse gas emissions from the new development will be measured as tonnes per year. Financial contributions to the Thurrock Carbon Offset Fund will be based on the methodology set out in the forthcoming Developer Contributions SPD and the Design and Sustainability SPD.

#### **Key Diagram and Maps**

Not Applicable

## **PMD15 – FLOOD RISK ASSESSMENT**

### **Introduction**

- 6.72 Due to its proximity to the River Thames, the management of flood risk in Thurrock should be considered at all stages of the planning process in accordance with the NPPF and Planning Practice Guidance. Through the Strategic Flood Risk Assessment and Sequential Test, Thurrock Council have considered flood risk in relation to strategic planning and policy.
- 6.73 The Sequential test for individual development sites will be addressed on a strategic scale during the production of the Site Specific Allocations and Policies DPD. When planning permission is sought for individual developments on sites allocated in development plans that have been informed by the Thurrock SFRA and sequentially tested on that basis, developers need not reapply the Sequential Test, but must apply the sequential approach when locating development within the site. All other individual development sites will also be expected to pass the Sequential Test, with relevant evidence being provided to the Council by the developer.
- 6.74 Following the application of the Sequential Test, Planning Practice Guidance may indicate the need for the Exception Test to be applied. It is likely given the extensive area of Flood Zones 2 and 3 in Thurrock, that the Exception Test will be required for a significant number of applications.
- 6.75 In light of the above, and in accordance with the NPPF, developers are therefore required to submit a site-specific Flood Risk Assessment (FRA) with all planning applications if:
- The development site lies within Flood Zones 2 and 3, as illustrated by the Environment Agency's Flood Zone maps;
  - The development site is 1 hectare or greater in area and in Flood Zone 1;
  - The development site is in an area of Flood Zone 1 where there are known critical drainage problems.
- 6.76 Site-specific FRAs are required to identify and assess the risks of all forms of flooding to and from the development and demonstrate how these flood risks will be managed so that the development remains safe throughout its lifetime taking climate change into account. Those proposing developments should take the advice from the emergency services when producing an evacuation plan for the development as part of the flood risk assessment. The objectives of a site-specific FRA, as set out in Planning Practice Guidance, are to establish the following:
- Whether a proposed development is likely to be affected by current or future flooding from any source;
  - Whether it will increase flood risk on-site or elsewhere;

- Whether the measures proposed to deal with these effects and risks are appropriate;
  - If necessary provide the evidence to the LPA so that the Sequential Test can be applied; and
  - Whether the development will be safe and pass part (c) of the Exception Test if this is appropriate.
- 6.77 It should be noted that where a site-specific FRA demonstrates that the proposed development would result in an increase in flood risk to others, development will not be permitted.
- 6.78 Further advice on producing Flood Risk Assessments is provided in Planning Practice Guidance and also by the Environment Agency in their Flood Risk Standing Advice to Applicants and Agents available by following the links on their website at: [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk).
- 6.79 In addition to the above requirement for a Flood Risk Assessment, developers should also note that under Sections 109 and 210 of the Water Resources Act 1991, the prior written consent of the Environment Agency will be required for any proposed works or structures, in, under, over or within 9 metres of the top of the bank of a designated Main River or tidal defence, or within 9 metres of the toe of a designated flood defence.
- 6.80 Erection of flow control structures or any culverting of a watercourse will also require the prior written approval of the Environment Agency under the terms of Section 23 of the Land Drainage Act 1991. Culverting is normally resisted on nature conservation and other grounds and consent for such works will not normally be granted except for access crossings.

#### **PMD15 – FLOOD RISK ASSESSMENT**

1. Applications relating to sites not covered by the Thurrock Sequential Test will be required to be supported by a site-specific Sequential Test to demonstrate compliance with the NPPF, and associated Planning Practice Guidance. To reflect the nature of Thurrock's defended floodplain, particular reference should be made to the hazard rating for each site where covered by the Thurrock Strategic Flood Risk Assessment.
2. Only those applications classified under the 'minor development' or 'changes of use' categories will be exempt from both the Sequential and Exception Tests, and 'water compatible' development will be exempt from the Exception Test. All developments will still be expected to meet the requirements for Flood Risk Assessments.
3. Development proposals subject to the Exception Test in Thurrock must show that the following criteria have been met (in addition to FRA requirements outlined in the NPPF and associated Planning Practice Guidance):

<p>I. In addressing that part of the Exception Test requiring demonstration that the development provides wider sustainability benefits to the community that outweigh flood risk, reference should be made to the main assessment criteria outlined in the Thurrock Sustainability Appraisal and any opportunities to reduce the overall flood risk posed to the community, including schemes to make space for water;</p> <p>II. The FRA must demonstrate that the development will be 'safe', without increasing flood risk elsewhere, and where possible will reduce flood risk overall. For Thurrock, this will mean addressing the following points in particular:</p> <ul style="list-style-type: none"> <li>i. Flood hazard must be fully considered and reference should be made in the site-specific FRA to the SFRA, or site-specific modelling. This should be used to inform a sequential approach to planning within the site;</li> <li>ii. Where it is deemed acceptable to reduce flood storage as a result of development, level for level compensation storage must be provided to ensure that there is no increased flood risk elsewhere;</li> <li>iii. Where appropriate, an emergency plan for the development must be submitted that is consistent with the emergency plan for the area. This will include evidence that 'more vulnerable' development can achieve safe access/egress to a communal refuge point or unaffected area accessible to the emergency services. In highly exceptional cases where access/egress to a place of safe refuge cannot be achieved, these will be considered on their individual merits;</li> <li>iv. Where appropriate, flood avoidance, flood resistance and flood resilience measures must be incorporated into the design of any development;</li> <li>v. Evidence that surface water management schemes, and other flood defence measures that are required on-site in order to allow a development to take place will be adequately maintained for the lifetime of that development by the site owner;</li> <li>vi. Evidence that the proposed development will not interfere with the potential for future maintenance or improvements to flood defences.</li> </ul> <p>4. Developers may be required to provide Developer Contributions towards the improvement of Emergency Planning services and flood defence measures within Thurrock as part of flood management mitigation.</p> <p>5. Developments will be expected to incorporate Sustainable Drainage Systems (SUDS) to reduce the risk of surface water flooding, both to the site in question and to the surrounding area. Where the potential for surface water flooding has been identified, site specific Flood Risk Assessments should ensure that suitable SUDS techniques are incorporated as part of the redevelopment.</p>	<p><b>Key Diagrams and Maps</b></p> <p>Not Applicable</p>
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## **PMD16 - DEVELOPER CONTRIBUTIONS**

### **Introduction**

- 6.81 Thurrock Council needs to be able to assess and understand the implications of the planned growth on the Borough's infrastructure and services. In particular, there is a need to ensure that each local community has easy access to a full range of services. To create and maintain sustainable living conditions and high quality lifestyles for existing and future communities, it is essential that growth is properly accommodated within the Borough and that such growth can assist in creating a better environment for Thurrock. Growth can make a positive addition to an area, for example, providing new homes and jobs. It can also have an impact on the local community, placing additional pressures on local infrastructure and facilities such as local schools, road network, open spaces and other essential services.
- 6.82 Where new development is acceptable in principle, but the proposal would give rise to negative impacts that could not be controlled by the imposition of planning conditions, developer contributions can help to reduce or mitigate its impact on the locality by requiring a developer to either deliver or contribute to services/facilities by way of either physical works or financial contributions. There are various ways that this may be provided, whether on-site, off-site or through financial contributions in lieu. Some of the infrastructure proposals within the Core Strategy will be implemented by developer contributions. The Council is researching feasible approaches to inform the forthcoming Developer Contributions SPD.
- 6.83 This policy aims to set out the Thurrock's approach to the delivery of developer contributions. This policy will be supported by a Developer Contributions SPD that will provide greater clarity on the scope and scale of the developer contributions that may be anticipated within Thurrock.
- 6.84 The statutory provisions for planning obligations are found at Section 106 of the Town and Country Planning Act 1990 and the Community Infrastructure Levy Regulations 2010 (as amended). The NPPF confirms that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations, and that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. The levy regulations indicate that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:
- i) necessary to make the development acceptable in planning terms;
  - ii) directly related to the development, and;
  - iii) fairly and reasonably related in scale and kind to the development.

- 6.85 The Government is currently proposing to revise the way that developer contributions are collected. The Community Infrastructure Levy (CIL) would enable local authorities to levy a standard charge on new development to support infrastructure delivery. Thurrock Council will amend its developer contributions regime, as and when new legislation, guidance and regulations are issued.

### Thurrock Plans and Strategies

- 6.86 Most development proposals in Thurrock will have essential infrastructure requirements, in one form or another, whether it is transport improvements or the provision of community or leisure facilities. The Council's *Infrastructure Prioritisation and Implementation Programme* identifies where deficits in facilities and infrastructure provision currently exist within the Borough and advises on the quantity and distribution of the new infrastructure that will be needed to serve any additional growth in the number of dwellings. The delivery and implementation of some of these facilities will be achieved through developer contributions from new development. The Council is currently producing a Developer Contributions SPD and CIL Charging Schedule which will inform the application of this policy.

### PMD16 - DEVELOPER CONTRIBUTIONS

1. Where needs would arise as a result of development, the Council will seek to secure planning obligations under Section 106 of the Town and Country Planning Act 1990 and in accordance with the NPPF and any other relevant guidance.
2. Through such obligations, the Council will seek to ensure that development proposals:
  - i. Where appropriate contribute to the delivery of strategic infrastructure to enable the cumulative impact of development to be managed.
  - ii. Meet the reasonable cost of new infrastructure made necessary by the proposal.
  - iii. Mitigate or compensate for the loss of any significant amenity or resource.
  - iv. Provide for the ongoing maintenance of facilities provided as a result of the development.

The wide range of matters that may be covered by obligations include:

<b>Housing</b>	Affordable Housing (including intermediate and key worker housing)
	Mobility Housing
	Lifetime Homes
	Special Needs Housing
<b>Education and Training</b>	Early Years and Childcare
	Primary Schools
	Secondary Schools
	Sixth Form Provision



	Higher Educational Provision
	School Transport
	Adult Learning
	Safer Routes to School
	Vocational training in employment
	Employment of local residents
<b>Transport Infrastructure</b>	Provision of Technical Work
	Network management
	Sustainable Public and Community Transport
	Accessibility and Travel planning
	Pedestrian Infrastructure including Public Rights of Way
	Cycling Infrastructure
	Road Infrastructure
	Parking Infrastructure / enforcement
	Transport Information and Marketing Scheme and Residential Season Ticket Provision
	Maintenance Payments for new and existing infrastructure
<b>Community, Cultural and Social Infrastructure</b>	Library Services
	Community Centres (including Places of Worship)
	Youth Facilities
	Emergency Services – Police Service, Essex Fire and Rescue, Health Care, Ambulance Services
	Public Art
	Recreational and Leisure Facilities including Open Space, Play Equipment and Pitches
<b>Built Environment</b>	Street Scene Improvements
	Preservation and enhancement of the Historic Environment
	Safety and designing out crime
	Sustainable Design and Layout
<b>Environment/ Climate Change</b>	Renewable Energy Additions
	Biodiversity and Landscaping
	Green Infrastructure
	Greengrid
	Carbon Offset Fund
	Flood defense infrastructure
	District Energy Networks
<b>Other Utilities and Communications</b>	Including water and waste water

3. To ensure the robust, sustainable and effective delivery of infrastructure within Thurrock, the Council will seek, where appropriate, different types

of contributions from new development. These will be set out in the forthcoming Developer Contributions SPD. The range of contributions that will be utilised in Thurrock include:

- i. **Standard Charges** – to ensure certainty and clarity in the delivery of developer contributions, a formulaic approach with a standard charge will be utilised where appropriate.
- ii. **Maintenance Payments** – where appropriate maintenance contributions will be sought, usually in the form of a one-off payment.
- iii. **Forward or Support Funding** – Specific elements of the development package may be required to be in place at an early stage in the build programme.
- iv. **Pooling of Contributions** – Pooling of contributions will be an appropriate way of collecting together funding from a number of developments in an area to facilitate the provision of infrastructure needed to meet the cumulative impact of development where a single development would not fairly be able to meet the associated costs. Cross boundary impacts with other Local Planning Authorities will require joint agreement between authorities. Effective and productive joint working with neighbouring authorities will be promoted.

#### Key Diagrams and Maps

Not Applicable



# Thurrock

## Local Development Framework

### Adopted Core Strategy and Policies for Management of Development



## Chapter 7

### MONITORING AND IMPLEMENTATION



## **INTRODUCTION**

7.1 This Chapter sets out the key mechanisms that the Council will employ to maximise the opportunities for the successful implementation of the Core Strategy Spatial Vision and Strategic Spatial Objectives. The implementation and performance of the policies will be measured against an integrated data set of indicators and targets (Monitoring Framework) that fully embed those of the Sustainable Community Strategy, Local Area Agreement, the Council's Corporate Strategy; other linked strategies and the Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA). Should the monitoring of policies show significant variance from expected results and targets, then this might trigger a review of policies in the LDF.

## **IMPLEMENTATION FRAMEWORK**

- 7.2 The Implementation Framework sets out how the Core Strategy policies are likely to be delivered and how required development will be delivered on the ground.
- 7.3 The Council does not have the power, resources or mechanism to implement the Core Strategy alone and implementation of the policies will require action by a range of public, private and voluntary sector bodies working in partnership.
- 7.4 The Council will use all of its statutory powers, resources and community leadership role to influence events, negotiate and bid for resources so as to make its full contribution to the overall success of the Core Strategy and Sustainable Community Strategy.
- 7.5 The Council's key Implementation Mechanism includes:

### **Shaping Thurrock Local Strategic Partnership**

The Shaping Thurrock Partnership is key to the delivery of the Core Strategy. It will be the major partnership through which the active involvement of all partners, agencies, stakeholders and the wider community will be secured.

### **Thurrock's Local Area Agreement (LAA)**

The LAA is a contract between Government and Thurrock's main public sector agencies and voluntary groups, with clearly agreed targets to improve performance in key areas. The LAA sets out short-term priorities, expressed as outcomes, of what the partnership expects to achieve by the end of the three-year period (2008-2011).

Each outcome has an Action Plan with indicators that set out how progress will be monitored during the life of the LAA. These indicators and targets, where applicable, have been fully integrated into the Core Strategy Monitoring Framework.

### **Shaping Thurrock Programme Boards**

Performance information will be supplied regularly to the relevant Shaping Thurrock Programme Board. These Boards are accountable for the delivery of their Action Plans.

### **Thurrock Thames Gateway Development Corporation (TTGDC)**

Thurrock Thames Gateway Development Corporation (TTGDC) has regeneration resources, planning control over major developments and land assembly powers, and is prioritising the regeneration of particular communities in Thurrock.

### **Infrastructure Prioritisation and Implementation Programme 2006-2021**

The Council has produced the Thurrock Infrastructure Prioritisation and Implementation Programme (February 2010). This will be the driver for providing the full range of social and community, utility and transport infrastructure to underpin sustainable residential communities. The Implementation Programme will be considered by the Council, TTGDC and partners as the basis for negotiating, obtaining and delivering the necessary infrastructure to underpin the growth agenda and provide the basis for negotiating with public and private sector funding providers.

### **Council Review of its Land Holdings and Implementation of Strategies**

The Council will keep its own land holdings under continuous review to ensure that opportunities for beneficial use of land that may become available are fully optimised. The Council will ensure that the relevant strategies and investment programmes that are its lead statutory responsibility, including Housing and Education, are fully coordinated in support of the delivery of the Core Strategy.

### **Thurrock Council Corporate Strategy and Service Plans**

The Council will ensure that its Corporate Strategy and Service Plans are fully supportive of the delivery of the over-arching Community Strategy and Local Area Action Plans and thereby help to deliver the relevant spatial dimension of these, as expressed in the Core Strategy. In particular, those aspects of the Council's service delivery activities that have a spatial dimension, including the implementation of the Greengrid, represent a major commitment to secure improvements in the quality of the local environment for the people of Thurrock.

### **The Management of Development Process**

The Council will work with TTGDC to ensure that consideration of development proposals and application of the Strategic Spatial, Thematic and Management of Development Policies will be implemented on a rigorous and consistent basis.

Implementation of the Management of Development Policies (PMD1 – PMD16) will be through the Management of Development process

itself. The Council will be able to advise potential developers on meeting the specific requirements of the PMD policies, both through pre-application discussions and following submission of planning applications, to ensure that all PMD policies are fully implemented. The Council will also be able to achieve the objectives of policies via the use of conditions and/or by way of obligations, where appropriate.

Monitoring of the PMD policies will be achieved through the collation of information relevant to specific targets set out in individual policies, where appropriate. Monitoring will also be achieved via planning conditions or agreements requiring developers to demonstrate or certify that requirements have/will be met, where necessary. Ultimately enforcement will be achieved via the service of enforcement or breach of condition notices or legal proceedings to enforce the terms of obligations as appropriate.

- 7.6 Each of the Strategic Spatial and Thematic Policies includes detail of lead and partner agencies; plans and programmes; mechanisms and/or actions required; and broad timescales of implementation. The timescales and details given are correct as of January 2010.
- 7.7 Table 15, on the following pages, provides the details of the Implementation Framework for all the Core Strategy Policies grouped by themes in line with those set out in the Thematic Policy Section of the Core Strategy.



## Implementation Framework

**CORE STRATEGIC SPATIAL POLICIES –**

- CSSP1 – Sustainable Housing & Locations**
- CSSP2 – Sustainable Employment Growth**
- CSSP3 – Sustainable Infrastructure**
- CSSP4 – Green Belt**
- CSSP5 – A Sustainable Greengrid**

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)									
CSSP1	<b>Housing Delivery/Allocation</b> Allocate Majority of new residential development within Key Centres for Development and Change and other built up areas including:  Grays: 2605 Purfleet: 3180 Chadwell St Mary: 390 West Thurrock/Lakeside: 3365 Tilbury including Town Centre: 470  <b>Total: 10,010</b> Outlying Settlements and Urban Extension (Green Belt): 3590	Delivered through the Site Specific Allocations DPD and determination of planning applications. Annual refresh of the SHLAA	Thurrock Council; TTGDC; developers HCA; RSLs; Thurrock Strategic Partnership	2009-2026	H1-H3, H8, H9									
	<b>Indicative 15 Year Housing Supply</b> Approximate indicative broad locations for long-term housing land beyond 2021 are:  <table><tr><td>Lakeside Basin</td><td>2600 dwellings</td></tr><tr><td>Grays (Broad Location)</td><td>1936 dwellings</td></tr><tr><td>West Thurrock</td><td>279 dwellings</td></tr><tr><td>Stanford-le-hope/Corringham</td><td>250 dwellings</td></tr><tr><td>Tilbury Town Centre</td><td>546 dwellings</td></tr></table>	Lakeside Basin	2600 dwellings	Grays (Broad Location)	1936 dwellings	West Thurrock	279 dwellings	Stanford-le-hope/Corringham	250 dwellings	Tilbury Town Centre	546 dwellings	Delivered through the Site Specific Allocations DPD and determination of planning applications. Annual refresh of the SHLAA	Thurrock Council; TTGDC; developers HCA; RSLs; Thurrock Strategic Partnership	2021-2026
Lakeside Basin	2600 dwellings													
Grays (Broad Location)	1936 dwellings													
West Thurrock	279 dwellings													
Stanford-le-hope/Corringham	250 dwellings													
Tilbury Town Centre	546 dwellings													

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
<b>CSSP2</b>	<b>Promotion and Support of Key Strategic Economic Hubs</b> 26,000 new jobs (approximately 456ha (gross) of employment land)  Locations: Purfleet; Grays; Lakeside/West Thurrock Basin; Tilbury and; London Gateway	To be delivered by the determination of planning applications and the Site Specific Allocations DPD. Intervention by delivery agencies and partner organisations	Thurrock Council; TTGDC; developers;	By 2026	BD1-BD4
<b>CSSP3</b>	<b>Provision &amp; Delivery of Key Infrastructure Projects</b>  See other relevant projects such as transport, community facilities etc.	To be delivered through public and developer funding and by the determination of planning applications and the Site Specific Allocations DPD. Intervention by delivery agencies and partner organisations	Thurrock Council; TTGDC; developers; Highways Agency; NHS South West Essex; Sports England; Arts Council; utility providers	2026	CON1, CON5, CON7, SIC4-SIC7, T1, T4-T5, T7
<b>CSSP4</b>	<b>Maintenance &amp; Enhancement of Green Belt Boundaries</b>	To be delivered by the determination of planning applications. Review of the Core Strategy	Thurrock Council; TTGDC; developers	2026 (on-going)	SIC6, E2-E4
<b>CSSP5</b>	<b>Deliver the 8 Greengrid Improvement Zones</b> These will be located at: <ul style="list-style-type: none"> <li>• Aveley and South Ockendon (including Thames Chase)</li> <li>• Mardyke Valley</li> <li>• West Thurrock / Chafford Hundred/Lakeside</li> <li>• Purfleet</li> <li>• North Grays and Chadwell St Mary</li> <li>• Grays Riverside / Tilbury</li> <li>• East Thurrock / Rural Riverside</li> <li>• Stanford-le-hope / Corringham / Horndon-on-the-Hill / Langdon Hills</li> </ul>	To be delivered through public funding, S.106, Greengrid Infrastructure levies or tariffs and other internal and external sources of funding	Thurrock Council, TTGDC, GreenArc, Thames Chase, Thurrock Environment Partnership (TEP), Highways Agency, utility companies, transport operators, landowners, education authorities, voluntary groups, local community, developers,	Up to 2026	E2, E3, E5

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
			South Essex Green Grid Partnership.		
	<b>Adopt the Greengrid as part of the LDF</b> The Greengrid Strategy will be delivered as part of the Adopted Core Strategy.	To be delivered internally through the LDF budget	Thurrock Council, TTGDC, Thames Chase, Thurrock Environment Partnership	Up to 2021	
	<b>Adoption of the Greengrid SPD</b> This will incorporate the full range of policy guidance as identified in the emerging Green Infrastructure Planning Policy Statement.			2011	
	<b>Develop Local Scale Assets</b> Including doorstep sites, local green links, biodiversity interests and local productive land.	To be delivered through S.106, Greengrid Infrastructure levies or tariffs and other sources of internal and external funding	Thurrock Council, TTGDC, Thames Chase, Thurrock Environment Partnership, community groups, and other relevant partners, developers	Up to 2026	E2, E3, E5
	<b>Promote Productive land and natural system opportunities</b> This will include soils, biodiversity and geodiversity.				
	<b>Public Awareness, Education and Community Engagement</b> On the value and importance of the Greengrid.	To be delivered through internal funding in existing budgets	Thurrock Council, TTGDC, Thurrock Environment Partnership, Thames Chase, educational institutions, voluntary, organisations, private sector organisations, community groups, landowners, farmers	Up to 2026	E3, E4

**HOUSING – CSTEP1 – Strategic Housing Provision**  
**CSTEP2 – Affordable Housing**  
**CSTEP3 – Gypsy and Travellers**  
**CSTEP4 – Travelling Showpeople**  
**CSTEP5 – Neighbourhood Renewal**

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
<b>CSTEP1</b>	<b>Housing Supply</b> 1) To Demonstrate a 5 year Housing Land Supply with continuous maintenance and progress track using AMR and SHLAA. 2) Housing supply 2010-2026 3) Indicative provision for 4750 dwellings from April 2021 - 31 March 2026	To be monitored through the AMR and delivered through the determination of planning applications and the Site Specific Allocations DPD	Thurrock Council, TTGDC, Developers, HCA, RSLs, Thurrock Strategic Partnership	On-going, monitored annually. Indicative provision 2021-2026	H1, H2(a)-H2(d), H3, H8, H9
	<b>Housing Density Approach (making best use of land)</b> At least 60 dwellings per ha (town centres, regeneration areas, key flagship schemes and areas with high public transport accessibility)  30-70 dwellings per ha (other areas)	To be delivered through the determination of planning applications, masterplans, Site Specific Allocations DPD, Lakeside Implementation and Delivery SPD and promotion of neighbourhood renewal and regeneration schemes	Thurrock Council, TTGDC, landowners, developers, HCA, RSLs, other partners	On-going	
	<b>Accessible Housing &amp; Lifetime Homes Standard</b> Development to meet the highest standards.			On-going	H6
	<b>Dwelling Mix</b>				
<b>CSTEP2</b>	<b>Provision of Affordable Housing</b> 35% on developments of 10 dwellings or more or sites of 0.5ha or above.	To be delivered by public funding and through the determination of planning applications and S.106 agreements	Thurrock Council, TTGDC, HCA, RSLs, Developers, landowners	On-going	H5, CON2
	<b>Provision of Affordable Housing: Dwelling Mix</b>				
<b>CSTEP3</b>	<b>Improvement and upgrading of Gypsies and Travellers Sites</b> Ensuring the standard of existing approved sites is progressively improved and upgraded.	Bid for Government funding. To be delivered through the determination of planning applications and the Site	Thurrock Council, TTGDC, Gypsy Liaison Officers, RSLs,	2006-2026	H4

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	<b>Future Site Provision for Gypsies &amp; Travellers</b>  87 additional pitches 5 additional pitches at Pilgrims Lane site.  Existing unauthorised sites will be reviewed through the Site Specific Allocations DPD.	Specific Allocations DPD			H4
<b>CSTP4</b>	<b>Joint Review of Travelling Showpeople</b> Delivery of a Joint Development Plan Document.	To be delivered through joint working with appropriate sub-regional authorities and the Showman's Guild	Thurrock Council, TTGDC, Showman's Guild, sub-regional authorities	On-going	H4
<b>CSTP5</b>	<b>Neighbourhood Renewal Areas</b>  Located at: <ul style="list-style-type: none"> <li>• Purfleet</li> <li>• Grays Riverside and Grays Central</li> <li>• Tilbury and Chadwell St Mary</li> <li>• South Ockendon (including Belhus)</li> </ul>	Government funding sources and partner budgets	Thurrock Council; LSP; TTGDC; Thurrock Neighbourhood Renewal Working Group; South West Essex PCT; Essex Police; Housing Associations; Local Community Groups, Developers	Awaiting Action Plan of the Thurrock Neighbourhood Renewal Strategy	N/A
	<b>Regeneration of the Garrison Estate</b> The full programme of regeneration measures and timescales for the project will be set out as part of the action plan, which supports the Thurrock Neighbourhood Renewal Strategy.	To be delivered by a joint venture vehicle. Discussions and procurement process to commence in Autumn 2010	Thurrock Council; LSP; TTGDC; Thurrock Neighbourhood Renewal Working Group; South West Essex PCT; Essex Police; Housing Associations; Local Community Groups	Work to commence 2011. Complete 2014	

**EMPLOYMENT & RETAIL – CSTEP6 – Strategic Employment Provision**  
**CSTEP7 – Network of Centres**  
**CSTEP8 – Vitality and Viability of Existing Centres**

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
<b>CSTEP6</b>	<b>Provision, Management &amp; Protection of Primary and Secondary Industrial and Commercial Areas</b> Existing Industrial and Commercial land will be protected for employment generating uses.  An additional 456 hectares of net Primary and Secondary Industrial and Commercial land will be provided between 2001 and 2026.	To be delivered by the Site Specific Allocations DPD and through the determination of planning applications. Intervention by delivery agencies	Thurrock Council, TTGDC, landowners, developers, Dubai Ports,.	2001-2026	BD1-BD6
	<b>Mixed Use Employment Locations</b> 75 hectares of land has been designated for mixed-use development between 2001 and 2026.				
	<b>Relocation and Expansion of Existing Businesses</b>				
	<b>To Direct Office Development to Town Centres and Key Strategic Economic Hubs</b>	To be delivered through the determination of planning applications, Lakeside Implementation and Delivery SPD and the Site Specific Allocations DPD	Thurrock Council, TTGDC, landowners, developers	2026	BD1, BD4, T4
	<b>The Delivery of Key Environmental Industries</b> Key environmental industry projects to be delivered at: <ul style="list-style-type: none"> <li>• Tilbury</li> <li>• London Gateway</li> </ul>	To be delivered through the determination of planning applications	Thurrock Council, TTGDC, landowners, developers, Dubai Ports	2026	BD1-BD6
	<b>Skills and Local Employment Opportunity</b> To be enhanced for residents	To be delivered through flagship projects and as components of regeneration schemes	Thurrock Council; TTGDC; local businesses.	On-going	BD1-BD6

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	<b>Tourism Industry</b>	To be delivered through the determination of planning applications and by the Site Specific Allocations DPD	Thurrock Council, TTGDC.		
<b>CSTP7</b>	<b>Lakeside Regional Centre</b> Local Development Documents will guide expansion of the new Lakeside Regional Centre.	To be set out in the Local Development Documents	Thurrock Council, TTGDC/HCA, landowners and developers	To be set out in the Site Specific Allocations DPD and Lakeside Implementation and Delivery SPD	
	<b>Grays Town Centre</b> Regeneration of Grays Town Centre to become a focus for culture, administration and education.	To be delivered through the Site Specific Allocations DPD, the determination of planning applications and the Implementation Plan	Thurrock Council; TTGDC; developers; landowners	By 2026	BD1-BD4, SIC4, SIC5
	<b>Existing Local Centres</b> Renewal, upgrading/remodelling and additional retail spaces	To be delivered through the determination of planning applications	Thurrock Council; TTGDC; developers; landowners	By 2026	
	<b>New Local Centres</b> At: <ul style="list-style-type: none"> <li>Purfleet – new foodstore (1,500-2,000 sqm)</li> <li>West Thurrock</li> <li>South Stifford</li> </ul>	To be delivered through the determination of planning applications and the Site Specific Allocations DPD			BD1-BD4
	<b>Maintenance of Existing Neighbourhood Centres</b>	To be delivered through the determination of planning applications			
<b>CSTP8</b>	<b>Measures to Improve the Vitality and Viability of Existing Centres</b>	To be delivered through the determination of planning	Thurrock Council; TTGDC; developers	2026	

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
		applications			

**SOCIALLY INCLUSIVE COMMUNITIES – CSTP9 – Well-Being: Leisure and Sports**  
**CSTP10 – Community Facilities**  
**CSTP11 – Health Provision**  
**CSTP12 – Education & Learning**  
**CSTP13 – Emergency Services & Utilities**

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
<b>CSTP9</b>	<b>New and Existing Facilities</b> Leisure and sports facilities will be safeguarded and new facilities supported.	To be delivered through the determination of planning applications, S.106 and the Site Specific Allocations DPD	Thurrock Council; TTGDC; Sport England; developers	2026	SIC6
	<b>Development of Two Sports and Well-Being Hubs</b> Initially at Belhus, followed by Blackshots	Approximate cost: £55 million The Council is currently working on the viability of both sites	Thurrock Council; TTGDC; Sports England; Developers	Awaiting Feasibility Study	CON7, SIC6
	<b>Leisure within the Lakeside Regional Centre</b>	To be set out in the relevant Local Development Documents on Lakeside	Thurrock Council; TTGDC; developers; Sports England; Thurrock Environmental Partnership	To be set out in the relevant Local Development Documents on Lakeside.	SIC5, SIC6
<b>CSTP10</b>	<b>Provision of New Community Facilities</b>	To be delivered by the Site Specific Allocations DPD, the determination of planning	Thurrock Council; TTGDC; developers; local community and	2026	SIC4, SIC5, SIC6,



Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
		applications, S.106 and public funding	voluntary groups; LSP Partners		SIC7, SIC9
	<b>Safeguard and Improve Existing Facilities</b> Including museums, halls etc...	To be delivered through the determination of planning applications	Thurrock Council; TTGDC; developers; community groups	2026	
	<b>Royal Opera House Production Park including National Skills Academy</b> Centre for creative and cultural industries, expected to provide 250 jobs and 2,250 training places.	Approximate cost: 60 million. The Arts Council contribution is approximately £3 million	Thurrock Council; TTGDC; Arts Council; Royal Opera House; DCLG; English Heritage; EEDA; Libraries; Museums, Libraries and Archive; Thurrock Cultural Forum; Sport England	2010 (Phase 1)	
	<b>Community Facilities within Lakeside Regional Centre</b>	To be set out in the relevant Local Development Documents	Thurrock Council; TTGDC; developers	To be set out in the relevant Local Development Documents on Lakeside	
<b>CSTP11</b>	<b>Tier 3: New Generation Community Hospital</b> At Grays, to be highest tier health facility in Thurrock.  Services anticipated include: <ul style="list-style-type: none"> <li>• GP Surgery</li> <li>• X-Ray</li> <li>• Ultrasound</li> <li>• Endoscopy</li> <li>• Minor Injuries</li> </ul>	Estimated cost is £60m, with £1,000 of S.106 to be provided per dwelling	Thurrock Council; TTGDC; NHS South West Essex in partnership with Express LIFT; Developers	2013	SIC2, SIC7, T1

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	<ul style="list-style-type: none"> <li>Primary Care Assessment</li> <li>Outpatient Facilities</li> </ul>				
	<p><b>Tier 2: Health Centres with Community and Extended Services</b></p> <ul style="list-style-type: none"> <li>Expected to provide approx. 30,000 people with a range of specialist health services.</li> </ul> <p>Anticipated to be delivered at:</p> <ul style="list-style-type: none"> <li><b>Purfleet</b> – An increase of Tier 2 facilities to meet increasing needs in Purfleet.</li> <li><b>Grays Town Centre</b> – New GP-led health care facilities at the Equitable Access Centre from 2010.</li> <li><b>Tilbury</b> – Proposed new modern health facilities to address the deficit in provision at Tilbury, East Tilbury and Chadwell St Mary, following a strategic review and consultation in 2009.</li> </ul>	<p>Estimated cost is £26 to 40 million from S.106</p> <p>The health centre at Tilbury is expected to cost between £6.5m and £10m</p>	Thurrock Council; TTGDC; NHS South West Essex in partnership with Express LIFT and 3 <sup>rd</sup> party developers.	<p>Purfleet: dependent on growth of the population.</p> <p>Grays Town Centre: by 2010 (Completed)</p> <p>Tilbury: In the next 5 to 10 years (2015-2020)</p>	SIC2, SIC7
	<p><b>Local Service Providers</b></p> <p>The following health care facilities are required:</p> <ul style="list-style-type: none"> <li>GPs – Current deficit of 18 (Whole time equivalent), increasing to a total requirement of 31 by 2026.</li> <li>Dentists – 8 (additions by 2026) Approximately 236sqm).</li> </ul>	<p>S.106</p> <p>A Strategic Review will be carried out in March 2010.</p> <p>Approximately £472,000 (based on £2,000 per sqm)</p>	Thurrock Council; TTGDC; NHS South West Essex in partnership with Express LIFT and 3 <sup>rd</sup> party developers	2026	SIC2, SIC7
<b>CSTP12</b>	<p><b>Post 16 Education</b></p> <p>Development schemes will be progressed including:</p> <ul style="list-style-type: none"> <li>Thurrock Learning Campus, Grays: will provide 21<sup>st</sup> Century facilities for further and higher education in Grays Town Centre</li> <li>Thurrock and Basildon College, Grays</li> </ul>	<p>To be delivered through the determination of planning applications and the Site Specific Allocations DPD</p> <p>The LSC have provided substantial capital funding</p>	South East Essex College, Thurrock Council, TTGDC, the Higher Education Funding Council for England, regional/local providers.	Learning Campus to be complete by 2013.	CON1b, SIC9

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	<ul style="list-style-type: none"> <li>Palmer's Sixth Form College, Grays</li> <li>Stanford and Corringham Sixth Form College (commenced 2009)</li> <li>Royal Opera House together with the National Skills Academy for Creative Arts, Purfleet</li> <li>The Logistics Academy at London Gateway, Stanford-le-hope/Corringham</li> </ul>	for the construction of temporary premises for Thurrock Learning Campus			
	<b>Secondary Education</b> Sites of appropriate size and location will be identified, including: <ul style="list-style-type: none"> <li>New Build, refurbishment and expansion of up to 8 existing mainstream secondary schools under the BSF programme</li> <li>Belhus Chase School will be re-built on its existing site at Ormiston Park Academy and safeguard adjoining land for long-term expansion</li> <li>One new Primary School in Purfleet</li> </ul>	To be delivered through the Site Specific Allocations DPD and the determination of planning applications. Sources of funding include government grants, New Opportunities Fund.	Thurrock Council; TTGDC; Higher Education Funding Council for England; regional/local service providers.	On-going over next 20 years	CON1b, SIC9
	<b>Primary Education</b> Programme outlined for refurbishment, expansion and new schools within the Primary Capital Programme, including: <ul style="list-style-type: none"> <li>New build, refurbishment and expansion of up to 43 existing mainstream primary schools, phased by areas. The first areas will be Chadwell St. Mary.</li> <li>New Primary Schools at Purfleet and South Stifford</li> <li>New Primary School in Grays in the long-term</li> </ul>	To be delivered through the Site Specific Allocations DPD and the determination of planning applications. Sources of funding include government grants, New Opportunities Fund	Thurrock Council; TTGDC; local service providers	2026	CON1b, SIC9

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	<ul style="list-style-type: none"> <li>Relocation and expansion of Chafford Hundred Primary School on adjoining land safeguarded for this use.</li> </ul>				
	<b>Special Education</b> Support of children with special educational needs by: <ul style="list-style-type: none"> <li>Refurbishment and expansion of existing resource bases at mainstream primary and secondary schools as part of the Primary Capital Programme and the BSF</li> <li>Completion of special education campus at Buxton Road, Grays by relocating Beacon Hill School from South Ockendon</li> <li>Providing a Behavioural, Emotional and Social Difficulties (BESD) resource base at Dilkes Primary School in South Ockendon</li> </ul>	To be delivered through the Site Specific Allocations DPD and the determination of planning applications. Sources of funding include government grants, New Opportunities Fund	Thurrock Council; TTGDC; Higher Education Funding Council for England; local service providers	2026	CON1b, SIC9
CSTP13	<b>Ensure an Adequate Provision of Emergency Services</b> New facilities include: <ul style="list-style-type: none"> <li>Police facilities at Purfleet</li> <li>New ambulance station</li> <li>Long-term relocation of Grays Fire Station to be in closer proximity to M25, J30/31.</li> </ul>	To be delivered through the Site Specific Allocations DPD and the determination of Planning Applications	Thurrock Council; TTGDC; Essex Local Resilience Forum; East of England Ambulance Service NHS Trust; NHS South West Essex	2026	CON3, T6, E1, WRC3
	<b>Ensure an Adequate Provision of Utilities</b> New facilities include: <ul style="list-style-type: none"> <li>New wastewater sewer serving Purfleet and West Thurrock</li> <li>Upgrade to Tilbury Sewage Treatment Works</li> <li>New Power Station at Tilbury</li> </ul>	To be delivered through planning applications and S.106	Thurrock Council; TTGDC; utility providers, including Anglian Water Services; Energy Providers	2015 to 2026	

**TRANSPORT & ACCESS – CSTP14 – Transport in the Thurrock Urban Area: Purfleet to Tilbury**  
**CSTP15 – Transport in Greater Thurrock**  
**CSTP16 – National & Regional Transport Networks**  
**CSTP17 – Strategic Freight Movement & Access to Ports**

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
<b>CSTP14</b>	<b>Core walking and cycling routes and 20mph zones at:</b> <ul style="list-style-type: none"> <li>Grays &amp; Tilbury</li> <li>Purfleet/West Thurrock &amp; Chadwell St Mary</li> </ul> Priority will be given to areas already traffic calmed.	Cost up to £200,000.  To be delivered through the Local Transport Plan, S.106, Sustrans and Local Area Agreement funding	Thurrock Council; TTGDC; Sustrans; Transport Operators; Essex County Council; Police; Highways Agency; Developers	2011-2016 (Grays & Tilbury)  2016-2021 (West Thurrock & Chadwell)	T1 to T6
	<b>Completion of National Cycle Network Route 13 (Riverside Route)</b> At: Purfleet, Grays and Tilbury	Approximate cost: £10m. To be delivered through the Local Transport Plan, S.106 and Sustrans	Thurrock Council; Sustrans; TTGDC; Developers	2011-2026	T1 to T6
	<b>SERT – South Essex Rapid Transit</b> A high quality public transport scheme	Approximate cost: 17m.  To be delivered through S.106 and Regional Funding Allocation	Thurrock Council; Essex County Council; LAs (Southend BC); Transport Operators (Network Rail); Highways Agency;	2011-2016	T1 to T7
	<b>Smarter Choices</b> Techniques to influence people’s travel behaviour towards more sustainable options, including Travel Plans and marketing services, such as travel awareness campaigns websites for car share schemes, car clubs and encouraging teleworking.  Phase 1: At Grays and Lakeside initially, followed by the rest of the	To be delivered through the Local Transport Plan, S.106 and by Thurrock Council	Thurrock Council; Developers; Transport Operators; service delivery agencies	Phase 1: 2011-2016 at Grays and Lakeside initially and then on-going	T1 to T7

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	Thurrock Urban Area				
	<b>Tackling Congestion on Thurrock Borough Council Road Network</b>	Estimated cost: £100m  To be delivered through S.106, the Local Transport Plan, Regional Grant Funding and other grant sources.	Thurrock Council; TTGDC; Police; service providers; transport operators; developers	2011-2016	T1 to T7
	<b>Strategic Transport Improvements (NON-SERT)</b> To resolve problems of the one-way system between Tilbury and Grays	Estimated cost: £1m, to be delivered through S.106	Thurrock Council; TTGDC; Developers; transport operators	2011-2016	T1 to T7
	<b>Lakeside Transport Package</b>	To be set out in the relevant Local Development Documents.	Thurrock Council; TTGDC; Highways Agency; Transport Operators; regional institutions	Awaiting Site Specific Allocations and Policies DPD and Lakeside Implementation and Delivery SPD	T1 to T7
	<b>Transport Interchange Improvements</b> At: Grays Bus Station, Lakeside Bus Station and Purfleet  Also: Stanford-le-hope, South Ockendon, Chafford Hundred, Tilbury and East Tilbury	To be delivered through funding from TTGDC and partners	Thurrock Council; Network Rail; TTGDC; transport operators (C2C)	2011 to beyond 2026	T1 to T7
<b>CSTP15</b>	<b>Sustainable Access to London Gateway</b> The delivery of improved access to employment opportunities at the new port and business park.	Estimated cost: £1m. Funding already secured through S.106 and the Local Transport Plan	Thurrock Council; Dubai Ports; Transport Operators	2011-2016	T4, T5 and T7
	<b>Safer Routes to School</b>	Estimated cost: £100,000	Thurrock Council;	2016-2021	T1 to T3,

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	Support sustainable and healthy travel patterns, particularly around South Ockendon and London Gateway.  Delivery through a School Action Plan	per annum. To be delivered through the Local Transport Plan and Sustrans	Police; developers		T5 to T7
	<b>Demand Responsive Transport Services</b> To improve accessibility to local services and the Thurrock Urban Area, including by linking to the SERT	Estimated cost: £150,000 per annum. To be delivered through the Local Transport Plan capital	Thurrock Council; Voluntary and Community Organisations; transport operators	On-going from 2011	T1 to T7
	<b>Rights of Way improvements supporting the Greengrid</b> Rights of Way improvements supporting the Greengrid strategy and Rights of Way Improvement Plan, to improve access to the natural environment, including through phased improvements to the Mardyke Valley.	Estimated cost: £50,000 per annum  To be delivered through the Local Transport Plan capital funding, revenue funding and the Greengrid Rights of Way Improvements	Thurrock Council; Sustrans; Voluntary and Community Organisations; developers	On-going From 2011	
<b>CSTP16</b>	<b>Station Platform Extensions</b> To enable 12 car trains  At: Tilbury Loop and South Ockendon Branch Line	Estimated cost: £15m, to be delivered by DFT Rail	Network Rail; transport operators (C2C)	2011-2016	T4 to T6
	<b>Tilbury to Gravesend Ferry Terminal</b> Improvements to ferry terminal to increase capacity and service operation		Operators; Thurrock Council, Gravesham Borough Council; Kent County Council	2011-2016	T4 and T5
	<b>Improvements to Transport Interchanges</b> At: Grays, Purfleet, Chafford Hundred, Stanford-le-Hope, Tilbury  New station at West Thurrock	To be delivered by the Local Transport Plan capital funding	Network Rail; TTGDC; Thurrock Council; transport operators (C2C); Lakeside; developers	On-going	T1 to T7
	<b>Accident reduction interventions</b>	Estimated cost: £500,000	Highways Agency;	On-going	T6



Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	To improve safety, especially on known accident blackspots on the A1014, A1012, A13, A1089, A126, A1306  Council will monitor these roads	To be delivered through S.106 and the Local Transport Plan	Police; Thurrock Council		
	<b>Junction 30/31 of the M25</b> (including for public transport) capacity improvements Highways Agency are examining the options	Costs to be confirmed. To be delivered through S.106, DFT and by the Highways Agency	Highways Agency; Dubai Ports; Thurrock Council	2016-2021	T1 to T7
	<b>M25 widening between junction 27 and 30</b> To improve capacity	Estimated cost: £450m To be delivered by the Highways Agency and DFT	Highways Agency; Department for Transport	2011-2016	T1 to T7
	<b>A13 improvements</b> Between A128 to A1014  To improve access to the new London Gateway Port and Business Park	Estimated cost: £30m, to be delivered from Regional Funding Allocation (post 2014) and S.106	Highways Agency; Dubai Ports; Thurrock Council; Department for Transport	2011-2021	T1 to T7
	<b>Improvements to Highways Agency Trunk Roads - A13 and A1089 (from M25 to A1089)</b> Capacity enhancements to mitigate congestion	Estimated cost: £15m  To be delivered by the Highways Agency and S.106	Highways Agency; Thurrock Council; Developers	By 2021	T1 to T7
<b>CSTP17</b>	<b>HGV Low Emission Zone</b> Borough-wide	Estimated cost: £10,000 per annum. To be delivered by the Local Transport Plan capital and revenue funding	Freight Quality Partnership; Neighbouring local authorities	2011-2016	T5 and E10
	<b>Rail hub at London Gateway</b>	Cost to be confirmed. To be delivered by Dubai Ports	Dubai Ports; Thurrock Council	2011-2016	T4 and T5
	<b>24 hour Lorry Parks</b> <ul style="list-style-type: none"> <li>London Gateway</li> <li>Tilbury Port</li> <li>West Thurrock</li> <li>Other appropriate locations</li> </ul>	Cost and sources of funding to be confirmed.	Dubai Ports; Port of London (Tilbury); Developers; Thurrock Council	2011-2016	T6



<b>ENVIRONMENT – CSTP18 – Green Infrastructure</b> <b>CSTP19 – Biodiversity</b> <b>CSTP20 – Open Space</b> <b>CSTP21 – Productive Land</b> <b>CSTP22 – Thurrock Design</b> <b>CSTP23 – Thurrock Character and Distinctiveness</b> <b>CSTP24 – Heritage Assets and the Historic Environment</b>
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Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
<b>CSTP18</b>	<b>Strategic Semi-natural Greenspace Opportunities</b> Restoration and protection of green assets.  Development in deficiency areas to provide to supply and on-going management to address demand.	Estimated cost: Up to £6 million. To be delivered through Green Infrastructure levies or tariffs and other internal and external sources of funding	Thurrock Council; Essex Wildlife Trust; RSPB; TTGDC; Thames Chase Community Forest; Community Groups; Voluntary Groups; Developers; Groundwork South Essex	2009-2026	E2 to E5
	<b>Green Asset Connectivity &amp; Network Creation of parks, gardens and natural spaces</b> Restoration, protection and enhancement of green assets and the connectivity between urban and rural areas.  Key projects and linkages include: 1) 'Greenways To Green spaces' green network project a. Mardyke Way greenways b. Chafford Gorges to Thames  2) Thames Estuary Path a. Two Forts Way b. Coalhouse Fort to Thurrock Thameside Nature Park c. Mucking Creek to Corringham d. Corringham, Fobbing to Vange	Estimated cost of the creation and enhancement of routes and links: £12.3 million.  Estimated cost of accessible routes, bridging points and links: up to £6.5 million  To be delivered through Green Infrastructure levies and tariffs and other internal and external sources of funding		Up to 2026	E2 to E5
	<b>Area-based Greengrid Improvement Zones</b> To deliver green infrastructure in accordance with the	To be delivered through Green Infrastructure levies		Eight Improvemen	E2 to E5

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	objectives of the Greengrid Strategy.	and tariffs and other internal and external sources of funding	Thurrock Council; Essex Wildlife Trust; RSPB; TTGDC; Thames Chase Community Forest; Community Groups; Voluntary Groups; Developers; Groundwork South Essex	t Zones up to 2026	
	<b>Green Infrastructure Management Plan</b> Including programmes of education and community engagement, supporting the development of environmental skills and training.	To be delivered through internal and external sources of funding		Up to 2026	E2 to E5
	<b>Creation of Multifunctional Spaces,</b>  Key sites include: 1) East Thurrock Marshes /Thurrock Thameside Nature Park Project 2) Davy Down and Mardyke Valley Project 3) Coalhouse Fort Restoration Project	1) Estimated visitor centre costs: approximately £2,000,000.  2) Estimated cost: £28.4 million(Option 5, Stage 2 Report)  3) Estimated cost: £12.5 million  Total estimated cost: £48.9 million. To be delivered through Greengrid Infrastructure levies and tariffs and other internal and external sources if funding			E2 to E5
<b>CSTP19</b>	<b>Network of Ecological Sites</b> Safeguarding and enhancement of sites, including SSSIs, SPAs, Ramsar and Local Wildlife Sites. Key programmes include: <ul style="list-style-type: none"> <li>Positive management of Local Wildlife Sites</li> <li>Management of SSSIs</li> <li>Enhancement of biodiversity of key Sites</li> </ul>	Estimated cost of management of local wildlife sites: £10,500 (over 3 years), with £14,500 capital costs over 2 years.  To be delivered through Greengrid Infrastructure levies and tariffs and other	Thurrock Council; TTGDC; Essex Wildlife Trust; RSPB; Thurrock Biodiversity Action Group; Essex Biodiversity Project, adjoining local authorities and other relevant partners	7 Management Plans will be prepared and positive management be implemented per year.	E2, E3

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	The following sites have been identified for enhancement to increase biodiversity: <ul style="list-style-type: none"> <li>• East Thurrock Marshes</li> <li>• Mardyke Valley Project</li> <li>• Local Wildlife Sites</li> <li>• Living Landscapes sites (delivering principles in the Greengrid Improvement Zones)</li> </ul>	internal and external sources of funding		3 year plan until 2012, subject to review beyond 2012.  Ongoing to 2026 for other programmes	
	<b>Biodiversity Management Plan</b> To ensure that all designated sites are managed appropriately and to ensure buffering to existing sites take place.	Delivered by internal funding	Thurrock Council, TTGDC, Relevant partners	Up to 2026	E2, E3
	<b>Increasing Biodiversity: Enhancement of Key Sites</b> The following sites have been identified for enhancement to increase biodiversity:  1) East Thurrock Marshes 2) Mardyke Valley Project 3) Local Wildlife Sites 4) Living Landscapes sites (delivering principles in the Greengrid Improvement Zones)	1) Estimated visitor centre-cost: £2,000,000 2) Estimated cost: £28.4 million  3) Estimated cost: £10,500 (over 3 years) and £14,500 capital costs of 2 years.  To be delivered through Greengrid Infrastructure levies and tariffs and other internal and external sources of funding	Thurrock Council, TTGDC, EWT, RSPB, Natural England; Thurrock Environment Partnership; and other relevant partners	Up to 2026	E2, E3
	<b>Habitat Creation</b> To mitigate habitat loss as a result of climate change, the following inter-tidal and fresh water sites have been identified for habitat creation:	To be delivered by internal and external sources of funding	Thurrock Council, TTGDC, EWT, RSPB, Natural England, Environment	Up to 2026	E2, E3

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	<b>Inter-tidal Habitat Creation</b> <ul style="list-style-type: none"> <li>Fobbing Marshes</li> </ul> <b>Fresh Water Habitat Creation</b> <ul style="list-style-type: none"> <li>North Fobbing Marshes</li> <li>South Fobbing Marshes</li> <li>Tilbury and West Tilbury Marshes</li> <li>Mardyke</li> </ul>		Agency(Thames 2100) and relevant partners		
	<b>Actions from Biodiversity and Geodiversity Action Plans</b> Support for the actions set out in the Thurrock, Essex and UK Biodiversity Action Plans.  Supports the production and implementation of the Geodiversity Action Plans being developed by local 'geo' groups as part of the East of England Geodiversity Partnership.	To be delivered by existing internal sources of funding	Thurrock Council, TTGDC, relevant partners, developers  Local 'geo' groups in Eastern England; East of England Geodiversity Partnership	2006-2012	E2, E3
<b>CSTP20</b>	<b>Development of New Open Spaces, Play Spaces and Recreational Areas</b> Provision and maintenance of high quality and accessible spaces.	To be delivered through Greengrid Infrastructure levies and tariffs and other internal and external sources of funding	Thurrock Council, TTGDC, relevant partners, developers	Up to 2026	E2 to E5
	<b>Open Space at Chafford Hundred</b> Derelict land will be cleared, seeded and fenced and will be transformed into useable open space. It will be accessible to disabled children and adults.	£60,000 Veolia fund and £10,000-£15,000 contribution through phased projects closely linked to the community.  Up to £120,000 application for National Grid money submitted.	Thurrock Council, TTGDC, relevant partners, developers	First stage to be completed by 2010	E2 to E5

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	<b>Enhancement and Maintenance of Open Spaces, Play Spaces and Recreational Areas</b> Accessible public open spaces, including natural and equipped play and recreational spaces will be maintained to meet the needs of the local community.	To be delivered through S.106, Greengrid Infrastructure levies and tariffs and other internal and external sources of funding	Thurrock Council, TTGDC, relevant partners, developers	Up to 2026	E2 to E5
	<b>Green Flag Status Sites</b> Maintenance of Green Flag Status achieved on the following sites: <ul style="list-style-type: none"> <li>• Coalhouse Fort</li> <li>• Gray's Beach</li> <li>• Langdon Hills Country Park</li> </ul> Green Flag status to be achieved on Dilkes Park and others.	To be delivered by internal sources of funding and external funding when opportunities arise	Thurrock Council; TTGDC; Thurrock Environment Partnership	2001-2026	E5
	<b>Access to Open Spaces in Deficiency Areas</b> Improvements to the accessibility of spaces, particularly in areas of deficiency.  Promotion and encouragement of easy access for all by cycling, walking and the use of public transport.	To be delivered through Greengrid Infrastructure levies and tariffs and other internal and external sources of funding	Thurrock Council, TTGDC, relevant partners, developers	Up to 2026	E4
<b>CSTP21</b>	<b>Management of Agricultural Land and Soil</b>  Management and conservation to address changing climatic and economic environment.	To be delivered by external sources of funding as opportunities arise	Thurrock Council, TTGDC, relevant partners, developers	Up to 2026	E4
	<b>Support Productivity in the Rural Economy</b> To recognise and promote farming and the economic value of local food production.				
	<b>Education and Awareness</b> Support opportunities that engage residents in food production, increase education, healthy living and awareness.				E3, E4
	<b>Allotment, Community Gardens and Orchards</b> Opportunities sought for food production in urban areas, working with the Allotment Steering Group to secure additional	Estimated cost of £60,000 for a 30 plot site (excluding land purchase).	Thurrock Council; TTGDC; Thurrock Allotment Steering	2026	E3, E4

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	allotment sites. An Allotment Strategy will be prepared to confirm delivery.	A £50,000 Capital Bid has been submitted (2010/11) for improvements to existing site	Group		
	<b>Grant Funding</b> <b>Rural Grants Programme</b> – to provide funding for schemes that provide multiple benefits to farms and support the rural economy.  <ul style="list-style-type: none"> <li>• <b>Agri-Environmental Schemes</b> – to Provide grant funding for land management that incorporates biodiversity. This can support multifunction of productive land.</li> </ul>	To be delivered by external sources of funding as opportunities arise	Thurrock Council, TTGDC, relevant partners, developers	Up to 2021	E2 to E5
<b>CSTP22</b>	<b>To Promote High Quality Design and Improve Quality of the Environment</b>	To be delivered through planning applications	Thurrock Council; TTGDC; developers	2026	CON3, E6, E7, E10 to E12
<b>CSTP23</b>	<b>Urban Character Assessment</b> To assess the sensitivity and the capacity for Thurrock's character to change.	To be delivered by internal funding sources	Thurrock Council; TTGDC;	2011	E6, E7. SIC3
<b>CSTP24</b>	<b>Appraisal of Development Options</b> Development proposals to consider and appraise development options and demonstrate that the final proposal is the most appropriate for the heritage asset and its setting.	To be delivered by developer/applicant pre-application fees through the development control process	Thurrock Council; TTGDC; Developers	2026	
	<b>Thurrock Heritage at Risk Register</b> This will identify key heritage assets that should be protected and enhanced and will be reviewed annually.	Cost to be reviewed and delivered through internal sources of funding	Thurrock Council; TTGDC	2026	
	<b>Promote Heritage Assets</b> Promotion of the importance of heritage assets, including their fabric and setting	To be delivered as part of the Greengrid Strategy	Thurrock Council; TTGDC; developers; relevant partners	2026	
	<b>Increase Public Access to Heritage Assets</b> Public access to heritage assets is supported, including tourism for military and industrial heritage	The Council has secured £50,000 of external funding for Coalhouse.Fort To be	Thurrock Council; TTGDC; English Heritage;	Early 2011	

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
		delivered through Greengrid Strategy funding and external funding	Coalhouse Fort Project; developers; community groups; schools and relevant partners		
	<b>Enhancement of Purfleet Military Heritage and Historic Assets</b> <b>Purfleet Heritage Centre and Magazine Building</b> Upgrading facilities and the fabric of the building as a key focus of the Purfleet historic assets  A Purfleet Heritage Business Plan has been prepared.	Estimated cost: £500,000. To be delivered by external funding sources as opportunities arise	Thurrock Council; TTGDC; Purfleet Heritage Centre Trust	Funding proposals 2009-2010  Consultation 2010-2011  On-site work 2011/12-2014	
	<b>Local List of Heritage Assets</b> To identify appropriate assets for regeneration and use.	To be delivered by Internal funding	Thurrock Council; TTGDC	2026	
	<b>Preservation of Coalhouse Fort</b> Coalhouse Fort has been identified as a key building at risk, in need of significant investment to preserve the building.  A viability assessment was produced (July 2009) to inform the Council's bid to the Heritage Lottery Fund. The assessment identifies that Coalhouse Fort has the capacity to be developed as a Centre for Social Enterprise that will provide a heritage attraction that will utilise the historic setting of the Fort and its positioning along the Thames Estuary to tell the story of the Defence of the Thames through the ages.  A further study will assess how the fort relates to its setting and how a gateway can be developed to the East Thurrock Marshes.	In 2007, £125,000 of grant funding was secured from English Heritage and Thurrock Council to repair part of the gatehouse.  Sources of match funding to be confirmed.	Thurrock Council; TTGDC; Coalhouse Fort Trust.	2026	

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	<b>Preservation &amp; Enhancement of Tilbury Fort</b> Opportunities to preserve and enhance the setting and historic landscape of Tilbury Fort along with appropriate economic and tourism opportunities will be supported.	To be delivered by external funding.	English Heritage; Thurrock Council; TTGDC	on-going	

**CLIMATE CHANGE – CSTP25 – Addressing Climate Change  
 CSTP26 – Renewable or Low Carbon Energy Generation**

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
<b>CSTP25</b>	<b>Retrofitting Council Properties</b> Essential to minimise the impacts of climate change on society and the economy.	To be delivered by external funding and the possibility of long-term partnership approach	Thurrock Council, TTGDC, developers	2026 and beyond	BE2, BE3, BE5, BE7
	<b>Climate Change Engagement Scheme &amp; Business Engagement Programme</b> Includes borough wide engagement and business engagement incorporating awareness, surveys and grants.  It is anticipated that one fifth of the Sustainable Development Assistant post will support delivery of this scheme.	Business engagement programme to be funded through current allocation of Local Authority Business Growth Initiatives (LABGI) funding and opportunities for expanding the programme using European funding are being explored by the Council's Sustainable Prosperity Team.  £7m across Thames Gateway South Essex £600,000 Thurrock match fund.	Thurrock Council. Thames Gateway South Essex, Business owners.	On-going 2010 to 2012	T5, E10, E11
	<b>Carbon Trust's Local Authority Carbon Management Programme</b>	£500,000 has been secured, with £250,000 secured from	Thurrock Council, Salix	2010 and	T5, E9-E12



Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	<p>In May 2008, the Council joined the Carbon Trust's Local Authority Carbon Management Programme to address elements including reducing electricity and gas use, transport, business mileage, fleet management, waste disposal from Council buildings, emissions from fleet waste and emissions from water.</p> <p>It is anticipated that this will be delivered through voltage optimisation, ventilation heat recovery, lighting upgrades, energy awareness and an increase in cycling.</p> <p>In the longer term, plans may include a review of options for street lighting and investment of improved fleet.</p>	the Salix Fund.	Finance, Europa.	on-going.	
	<p><b>Carbon Offset Fund</b> Will be introduced to reduce and mitigate carbon emissions</p>	To be delivered by self-finance through allocation as off-set tariff	Thurrock Council; TTGDC; Developers	2026	H7, T5, E9-E12
<b>CSTP26</b>	<p><b>Thurrock Energy Study</b> Priority areas will be identified for increased levels of renewable energy and decentralised energy networks and to develop a local tariff for the Carbon Offset Fund. This tariff will be based on local costings information and the trading price for carbon per tonne under the EU Emissions Trading Scheme as appropriate.</p>	To be delivered by internal funding	Thurrock Council; TTGDC	2010	H7, T5, E9-E12

**WATER, RIVERSIDE & COASTAL – CSTP27 – Flood Risk and Development  
 CSTP28 – River Thames**

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
<b>CSTP27</b>	<p><b>Safeguarding the Floodplain</b> The functional floodplain in Thurrock will be safeguarded, where there are no existing buildings and infrastructure.</p>	To be delivered by the determination of planning applications and the	Thurrock Council; TTGDC; Environment Agency; developers	2026	

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
		monitoring of the Core Strategy			WRC1 to WRC3
	<b>Safeguarding Existing Flood Areas and New Areas for Tidal Flood Risk Management</b> Existing and new areas will be safeguarded for flood defences, water storage and drainage areas. <ul style="list-style-type: none"> <li>• Shell Haven and Fobbing Marshes Existing and alternative methods to flood risk management will continue at existing levels</li> <li>• East Tilbury and Mucking Marshes Existing and alternative methods to flood risk management will continue at existing levels and secondary defences for key assets will be provided.</li> <li>• Rainham Marshes and the Mardyke – Purfleet, Grays and Tilbury</li> </ul>	To be monitored by the LDF and SFRA, and to be delivered by the determination of planning applications			
	<b>Safeguarding Existing Flood Areas and New Areas for Fluvial and Surface Flood Risk Management</b> <ul style="list-style-type: none"> <li>• Stanford-le-hope – Existing and future areas of land will be safeguarded for water storage to reduce current and future risk of flooding.</li> <li>• River Mardyke/Horndon Catchment - Existing and future areas of land will be safeguarded to ensure sustainable flood risk management. This will mitigate future fluvial flood risk to Stanford-le-hope and Purfleet, and Tilbury from surface water flooding.</li> </ul>	To be delivered by the determination of planning applications and Catchment Management Plans		2008-2011	WRC1 to WRC3
	<b>Flood Storage Study</b> This will investigate the creation/ development of storage on the River Mardyke and surrounding Upper Mardyke/ Horndon	To be delivered in partnership with the Environment Agency	Thurrock Council; TTGDC; Environment Agency, Developers	2011	

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	Catchment. This will mitigate future fluvial flood risk to Purfleet and surface water flooding to Tilbury.				WRC1 to WRC3
	<b>System Asset Management Plans</b> Working with the Environment Agency to formulate System Asset Management Plans as set out in the South East Essex Catchment .Flood Management Plan. These will set the location of where more natural river channels will be created at: 1) Stanford-le-hope 2) River Mardyke and Horndon catchment 3) Thames Urban Tidal			1) and 2) by 2011  3) 2012-2015	
	<b>Integrated Urban Drainage Plan</b> The Council will work with the Environment Agency to produce an Integrate Urban Drainage Plans for: • 1) Tilbury and Purfleet • 2) Stanford-le-hope			1) by 2015  2) by 2011	
	<b>Environmental Enhancement</b> Environmental Enhancement Project for the Mucking Flats and Marshes to ensure the delivery of appropriate flood mitigation and environmental enhancement measures.			2012	WRC1 to WRC3
CSTP28	<b>Promotion of the Economic and Commercial Functions of the River</b>	To be delivered through the determination of planning applications and the safeguarding of sites within the Site Specific Allocations DPD	Thurrock Council; TTGDC; developers: Port of London Authority	2026	E1, WRC3
	<b>Access To and Along the River Foreshore</b> • Thames Path through Thurrock, a designated Nature Trail • National Cycle Network Route 13 • Safeguarding of strategic and locally important views	To be delivered through the determination of planning applications and implementation of the	Thurrock Council; TTGDC; developers; Port of London Authority	2026	

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
		Greengrid Strategy			

**MINERALS & WASTE – CSTEP29 – Waste Strategy**  
**CSTEP30 – Regional Waste Apportionment**  
**CSTEP31 – Provision of Minerals**  
**CSTEP32 – Safeguarding Minerals Resources**

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
<b>CSTEP29</b>	<b>Drive Waste Up the Waste Hierarchy</b>	To be delivered through the determination of planning applications and provision of facilities	Thurrock Council; TTGDC; Waste Management Operators; Waste Disposal Authority	2026	WM3, WM4, WM6, WM7
	<b>Provision for Waste Management Capacity</b>	To be delivered through the determination of planning applications			
	<b>Strategic Sites for Waste Management Activities</b> The identification of 1 or 2 sites for the co-location of waste management activities.	To be delivered through the determination of planning applications and safeguarded within the Waste and Minerals DPD			
	<b>Safeguard Sites for Construction and Demolition Waste</b>	To be delivered through the determination of planning applications			WM3, WM4
<b>CSTEP30</b>	<b>Provision for London's Waste Imports</b> Cumulative total of Plan period of 1,855,000 tonnes.	To be delivered through the determination of planning applications	Thurrock Council; TTGDC; Waste Management Operators, Greater London Authority	2026	WM3
<b>CSTEP31</b>	<b>Maintain at Least a 7 Year Land bank and Meet the Sub-Regional Apportionment</b>	To be delivered through the Waste and Minerals DPD	Thurrock Council	2026	WM5

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	Sites will be phased depending on identified need.	and by the determination of planning applications			
	<b>Encouraging the Use of Facilities for Recycling and Secondary Aggregates</b> Sites will be identified within the Waste and Minerals DPD for these uses.	To be delivered through the Waste and Minerals DPD and the determination of planning applications	Thurrock Council; TTGDC; voluntary and community groups; Waste Management Operators	2026	WM2
<b>CSTP32</b>	<b>Safeguarding of Mineral Extraction Sites, Aggregate Recycling and Aggregate Wharves</b> Sites identified within the Waste and Minerals DPD will be safeguarded from non-mineral related development.	To be delivered through the Waste and Minerals DPD and the determination of planning applications	Thurrock Council; TTGDC; Minerals Operators; Port of London Authority	2026	WM1, WM2, WM5

#### INFRASTRUCTURE – CSTP33 – Strategic Infrastructure Provision

Policy	Programmes/Projects to be delivered	Cost, Funding & Delivery Mechanisms	Lead & Partner Organisations	Timeline	Indicator (s)
	<b>Adoption of the Strategic Infrastructure Delivery Plan</b> To be reviewed annually	To be delivered by the Council with partners and will be reviewed every 3 years	Thurrock Council; TTGDC;	2026	
<b>CSTP33</b>	<b>Strategic Infrastructure Board</b>	To be set up internally with partners and stakeholders	Thurrock Council; TTGDC; delivery partners	2026	

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## MONITORING FRAMEWORK

- 7.8 This section sets out the proposed Monitoring Framework. Monitoring is vital to interpreting the current and future state of Thurrock's social, economic, environmental and physical characteristics. The trends displayed by the baseline social, economic, environmental and physical information will be compared against the relevant Core Strategy Policy indicators and targets to determine whether they are performing as anticipated. This data will be reported on in the Annual Monitoring Report (AMR) which will be submitted to Government for information by the end of December each year and be publicly available at approximately the same time.
- 7.9 The Monitoring Framework also highlights the SEA/SA Objectives associated with the Strategic Spatial Objectives, ensuring that the monitoring of the Core Strategy will also help assess the extent to which sustainable development is delivered throughout Thurrock.
- 7.10 The Monitoring Framework is made up of three types of indicators:
- **Contextual Indicators** – which provide a background to the Borough, including social, economic and environmental factors (Table 16)
  - **Core Output Indicators** – which are statutory and set by the government and;
  - **Significant Effect Indicators** – which are there to measure the significant effects of the policies/plan.
- 7.11 Table 17 shows the Core Output and Significant Effect Indicators which are grouped into themes, in line with those set out in the Thematic Policy Section of the Core Strategy. Some indicators are relevant to more than one theme and are therefore repeated. Where this is the case, the repeated indicator is shown in grey and the previous reference shown.

**Table 16 - Contextual Indicators**

**Contextual Indicators**

Ref	Indicator	Source	Indicator Type	Targets
CON1 a) b) c) d)	Population of Thurrock - total Population of Thurrock – by age Population of Thurrock – by gender Population of Thurrock – by ethnic minority	Thurrock Borough Council	Contextual	Not applicable
CON2	Household Type	Thurrock Borough Council	Contextual	Not applicable
CON3	Percentage of residents who feel safe during the day and night (reducing gap between best 5 and worst 5 wards)	Thurrock Borough Council - LAA	Contextual	09/10 – reduce gap by 10% 10/11 – reduce gap by 15%
CON4	Deprivation levels in Thurrock	National Indicator	Contextual	Not applicable
CON5	Employment rate within Thurrock	National Indicator (NI 151)	Contextual	Not applicable
CON6	Average earnings of employees in Thurrock	Thurrock Borough Council – LAA (NI 166)	Contextual	09/10 – 2.7% increase £477.50 indicative  10/11 – 2.7% increase £484.73 indicative
CON7	All age all cause mortality rates (Females/Males) a) Inequalities gap between most/least advantaged quintiles (Female and Male) b) Maintaining or improving mortality rates in least disadvantaged quintiles (Females and Males)	Thurrock Borough Council – LAA (NI 120)	Contextual	2010/11 – reduce by 10%  a) F: 193 per 100,000 M: 257 per 100,000  b) F: 403 per 100,000 M: 556 per 100,000

**Table 17****Core Output/Significant Effect Indicators****HOUSING**

<b>Policy Cross-Reference</b>		CSSP1, CSTP1, CSTP2, CSTP3, CSTP4, CSTP5		
<b>Appropriate SSOs</b>		SSO1, SSO2, SSO4, SSO12, SSO18		
<b>SA Objective(s)</b>		SEA4, SEA5, SEA13		
<b>Ref</b>	<b>Indicator</b>	<b>Source</b>	<b>Indicator Type</b>	<b>Targets</b>
H1	Plan period and housing targets	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	By 2021 – 18,500
H2 (a)	Net additional dwellings – in previous years	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	Not applicable
H2 (b)	Net additional dwellings – for the reporting year	DCLG, LDF Core Output Indicators - Updated 2/2008 (NI 154)	Core Output	Not applicable
H2 (c)	Net additional dwellings – in future years	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	In 2009 published AMR the target is 1,129 dwellings per annum
H2 (d)	i) Managed delivery target ii) Maintaining 5 year supply of deliverable housing sites and buffer	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output, NPPF requirement	In 2009 published AMR target is 5,645 by 2014
H3	New and converted dwellings – on previously developed land	DCLG - Indicator sources – DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	National target of 60%
H4	Net additional pitches (Gypsies and Travellers)	DCLG, LDF Core	Core Output	Option 1: 83 additional



		Output Indicators - Updated 2/2008		pitches by 2021  Option 2: 5 pitches at Pilgrims Lane
H5	Gross affordable housing completions	DCLG, LDF Core Output Indicators - Updated 2/2008 (NI 155)	Core Output	Interim target of 35% of housing completions pending consideration of the Economic Viability Assessment
H6	Housing Quality – Building for Life Assessments	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	Current position is not to set a target, but to monitor. Subject to periodic review
H7	New developments achieving BREEAM very good or excellent or Code for Sustainable Homes Level 4	Thurrock Borough Council  TTGDC	Significant Effect	Compliance with national standards:  2013 – Level 4
H8	Supply of ready to develop housing sites	Thurrock Borough Council (NI 159)	Significant Effect	Target setting deferred to 09/10
H9	Previously developed land that has been vacant or derelict for more than 5 years.	National Indicator – measured by Thurrock Council (NI 170)	Significant Effect	No target set

**EMPLOYMENT & RETAIL**

<b>Policy Cross-Reference</b>	CSSP2, CSTP6, CSTP7, CSTP8
<b>Appropriate SSOs</b>	SSO1, SSO2, SSO3, SSO8, SSO19
<b>SA Objective(s)</b>	SEA1, SEA2, SEA3, SEA4, SEA5, SEA11, SEA12

Ref	Indicator	Source	Indicator Type	Targets
BD1	Total amount of additional employment Floor Space – by type	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	Not applicable
BD2	Total amount of employment floorspace on previously developed land – by type	DCLG, LDF Core Output Indicators -	Core Output	Not applicable

		Updated 2/2008		
BD3	Employment land available - by type	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	Not applicable
BD4	Total amount of floorspace for 'town centre uses'	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	Not applicable
BD5	Number of VAT registrations for businesses	Thurrock Borough Council – LAA (NI 171)	Significant Effect	09/10 – 79% of regional average 10/11 – 80% of regional average Review 2010
BD6 (CON5)	Overall Employment Rate	Thurrock Borough Council (NI 151)	Contextual	Not applicable

**SOCIALLY INCLUSIVE COMMUNITIES**

<b>Policy Cross-Reference</b>	CSTP9, CSTP10, CSTP11, CSTP12, CSTP13
<b>Appropriate SSOs</b>	SSO1, SSO3, SSO6, SSO9, SSO19
<b>SA Objective(s)</b>	SEA4, SEA7, SEA11, SEA12, SEA14, SEA15

Ref	Indicator	Source	Indicator Type	Targets
SIC1 (CON6)	Average earnings of employees in Thurrock	Thurrock Borough Council (NI 166)	Contextual	Not applicable
SIC2 (CON7)	All age all cause mortality rates (Females/Males) c) Inequalities gap between most/least advantaged quintiles (Female and Male) d) Maintaining or improving mortality rates in least disadvantaged quintiles (Females and Males)	Thurrock Borough Council – LAA (NI 120)	Contextual	2010/11 – reduce by 10%  a) F: 193 per 100,000 M: 257 per 100,000  b) F: 403 per 100,000 M: 556 per 100,000
SIC3 (CON3)	Percentage of residents who feel safe during the day and night (reducing gap between best 5 and worst 5 wards)	Thurrock Borough Council - LAA	Contextual	09/10 – reduce gap by 10% 10/11 – reduce gap by 15%
SIC4	Participation in culture – use of public libraries (does not include use for work, full-time	Thurrock Borough Council - LAA	Significant Effect	2010/11 – 49.8% (3% improvement on

	education or volunteering)			baseline)
SIC5	Number of tickets sold for arts and heritage events	Thurrock Borough Council – LAA	Significant Effect	09/10 - 85,000 (218,000 cumulative)
SIC6	Adult participation in sport (including light exercise)	Thurrock Borough Council – LAA (NI 8)	Significant Effect	09/10 – 22.6% (LAA07 10/11 – 21%
SIC7	Access to primary care – ability to book at GP appointment	Thurrock Borough Council - LAA	Significant Effect	09/10 – 100% 10/11 – 100%
SIC8	Reduction in worst performing neighbourhoods the number of working age people claiming benefits	Thurrock Borough Council - LAA	Significant Effect	09/10 – 18.38% 10/11 – 17.88%
SIC9 (a)	Working age population qualified to at least Level 2 or higher	Thurrock Borough Council – LAA (NI 163)	Significant Effect	10/11 – 61.6%
SIC9 (b)	Working age population qualified to at least Level 3 or higher	Thurrock Borough Council – LAA (NI 164)	Significant Effect	2010 – 37% (34,200) 2011 – 38% (35,300)
SIC9 (c)	Working age population qualified to at least Level 4 or higher	Thurrock Borough Council – LAA (NI 165)	Significant Effect	09/10 – 18% (16,600) 10/11 – 18% (16,700)
SIC10	Number of primary fires and related fatalities and non-fatal casualties, excluding precautionary checks	Thurrock Borough Council – LAA (NI 49)	Significant Effect	09/10 – 15 10/11 - 14

**TRANSPORT & ACCESS**

<b>Policy Cross-Reference</b>	CSSP3, CSTP14, CSTP15, CSTP16, CSTP17
<b>Appropriate SSOs</b>	SSO1, SSO2, SSO7, SSO10, SSO17
<b>SA Objective(s)</b>	SEA4, SEA7, SEA10, SEA12, SEA15

Ref	Indicator	Source	Indicator Type	Targets
T1	Access to services and facilities by public transport, walking and cycling (Measured in 3 parts)	Thurrock Borough Council – LAA (NI 175)	Contextual	By 2010/2011 Post 16 education: – 93% Basildon Hospital: – 95% GP: - 98%
T2	Number of primary school children travelling to	Thurrock Borough	Contextual	09/10 – 34.9%

	school – by car	Council - LAA		10/11 – 33.9%
T3	Number of secondary school children travelling to school – car share	Thurrock Borough Council	Contextual	09/10 – 76.4% 10/11 – 76.3%
T4	Working age people with access to employment by public transport (and other specified modes)	National Indicator (NI 176)	Contextual	09/10 – 96% 10/11 – 97%
T5	Reductions in CO2 emissions by sector	Thurrock Borough Council	Contextual	09/10 – 5% reduction 10/11 – 5% reduction
T6	People killed or seriously injured in road traffic accidents	Thurrock Borough Council – LAA (NI 47)	Contextual	09/10 – 95.3 10/11 – 90.7
T7	Local bus passenger journeys originating in Thurrock	Thurrock Borough Council – Local Transportation Plan (NI 177)	Contextual	09/10 – 3.46 million 10/11 – 3.5 million
T8	Number of single Occupancy cars per consented development	Developers' Travel Plans	Contextual	10% reduction over 3 years

**ENVIRONMENT**

<b>Policy Cross-Reference</b>	CSTP18, CSTP19, CSTP20, CSTP21, CSTP22, CSTP23, CSTP24
<b>Appropriate SSOs</b>	SSO1, SSO3, SSO6, SSO9, SSO19
<b>SA Objective(s)</b>	SEA4, SEA7, SEA11, SEA12, SEA14, SEA15

Ref	Indicator	Source	Indicator Type	Targets
E1	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	Not applicable
E2	Change in areas of biodiversity importance	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	Not applicable
E3	Improving local biodiversity – active management of local sites	Thurrock Borough Council - LAA	Significant Effect	09/10 – 37.1% (26 sites) 10/11 – 47.1% (33 sites)
E4	Number of residents involved in the management of open space	Thurrock Borough Council – LAA (NI 197)	Significant Effect	09/10 – Baseline plus 10% 10/11 – Baseline plus 10%
E5	Number of parks achieving Green Flag status	Thurrock Borough Council - LAA	Significant Effect	09/10 – 2 sites (Coalhouse Fort and Grays Beach or Dilkes Park)

E6 (H6)	Housing quality – Building For Life Assessments	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	Current position is not to set a target, but to monitor subject to periodic review
E7 (H7)	Percentage of new developments achieving BREEAM very good or excellent or Code for Sustainable Homes Levels 3-6	DCLG, LDF Core Output Indicators - Updated 2/2008	Significant Effect	Compliance with national standards:  2013 – Level 4
E8	Renewable Energy Generation	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	2010 – 10% of region's energy from renewable sources  2020 – 17% of region's energy from renewable sources
E10	Adapting to Climate Change	Thurrock Borough Council – LAA (NI 188)	Significant Effect	Based on Level of achievement;  09/10 – Level 1 (public commitment and impact assessment)  10/11 – Level 3 (Comprehensive Action Plan)
E11 (T5)	Reduction in CO2 emissions by sector (domestic, transport, industry)	Thurrock Borough Council - LAA	Significant Effect	09/10 – 5% reduction 10/11 – 5% reduction
E12	Tackling fuel poverty – people receiving income based benefits living in homes with a low energy efficiency rating	Thurrock Borough Council – LAA (NI 187)	Significant Effect	09/10: SAP below 35 – 8.65% SAP 65 or above – 24.04%  10/11: SAP below 35 – 8% SAP 65 or above – 24.5%

**WATER, RIVERSIDE AND COASTAL**

<b>Policy Cross-Reference</b>	CSTP27, CSTP28
<b>Appropriate SSOs</b>	SSO14, SSO18, SSO19
<b>SA Objective(s)</b>	SEA4, SEA6, SEA7, SEA9, SEA10

Ref	Indicator	Source	Indicator Type	Targets
WRC1 (NE1)	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	Awaiting Strategic Flood Risk Assessment
WRC2 (BE5)	Adapting to Climate Change	Thurrock Borough Council – LAA (NI 188)	Significant Effect	09/10 – Level 1 (public commitment and impact assessment) 10/11 – Level 3 (Comprehensive Action Plan)
WRC3	Flood and coastal erosion risk management	Thurrock Borough Council (NI 189)	Significant Effect	Awaiting Strategic Flood Risk Assessment

**MINERALS AND WASTE**

<b>Policy Cross-Reference</b>	CSTP29, CSTP30, CSTP31, CSTP32
<b>Appropriate SSOs</b>	SSO15, SSO16
<b>SA Objective(s)</b>	SEA10

Ref	Indicator	Source	Indicator Type	Targets
WM1	Production of primary land won aggregates by mineral planning authority	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	0.14mt per annum
WM2	Production of secondary and recycled aggregates by mineral planning authority	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	C&D waste – 596,000 tonnes by 2021
WM3	Capacity of new waste management facilities by waste planning authority	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	Per annum by 2021 (tonnes): MSW: 70,000 to 111,000 C&I: up to 299,000 C&D: 218,000
WM4	Amount of municipal waste arising and managed by management type by waste planning authority	DCLG, LDF Core Output Indicators - Updated 2/2008	Core Output	By 2021: MSW: 111,000 (Tonnes)

WM5	Maintenance of a 7 year minerals land bank	Thurrock Borough Council and Essex County Council	Significant Effect	Not applicable
WM6	Residual household waste recycled and composted	Thurrock Borough Council – LAA (NI 192)	Significant Effect	09/10 – 35% (21% dry recycled, 14% composted)
WM7	Reduction of municipal waste landfilled	Thurrock Borough Council – LAA (NI 193)	Significant Effect	09/10 – 67% 10/11 – 63%

# Thurrock

## Local Development Framework

### Adopted Core Strategy and Policies for Management of Development



## Appendices





# Thurrock

## Local Development Framework

**Adopted Core Strategy and Policies  
for Management of Development**



## Appendix 1

List of Strategies, Plans and  
Technical Evidence

This appendix sets out a list of some of the relevant strategies, policy guidance and technical evidence studies that have been referred to and used in the creation of this document.

**International**

- EC Directive 79/409/EEC (HMSO, 1979)
- EC Directive 2000/60/EC (HMSO, 2000)
- European Directive 2001/42/EC (European Commission, 2001)

**National/European**

- 16-19 Capital Fund Guidance 2007-08 Onwards (Learning, Skills Council, 2007)
- Asset Management Plan (CLG 2009)
- Biodiversity By Design: A Guide for Sustainable Communities (TCPA, 2004)
- Biodiversity UK Action Plan (HMSO 1994)
- Building A Greener Future: Towards Zero Carbon Development (CLG, 2006)
- Building for Life (CABE, 2008)
- Children and Young People's Plan Guidance 2009 (Department for Children, Schools, and Family, 2009)
- Circular 01/07: Revisions to Principles of Selection for Listed Buildings (CLG, 08/03/2007)
- Circular 04/07: Planning for Travelling Showpeople
- Circular 05/05: Planning Obligations (CLG, 18/07/05)
- Climate Change Act (2008)
- Community Infrastructure Levy (CLG, 2008)
- Culture at the Heart of Regeneration (DCMS, 2004)
- Delivering a Sustainable Transport System (DfT, 2008)
- Design and Quality Standards (Housing Corporation, 2007)
- Every Child Matters: Green Paper (HMSO, 2003)
- Guidance on Tall Buildings (CABE, 2007)
- Guidance on Transport Assessment (DfT, 2007)
- Historic Landscape Characterisation Study (English Heritage, 2004)
- Indices of Deprivation (CLG, 2007)
- Lifetime Homes Standard
- National Environment and Rural Communities Act 2006 (HMSO, 2006)
- National Indicators for Local Authorities and Local Authority Partnerships: Handbook of Definitions (CLG, 2008)
- National Parks and Access to the Countryside Act 1949 (HMSO, 1949)
- Natural England's Green Infrastructure Guidance (Natural England, 2009)
- Peterborough Sustainable Travel Demonstration Town (Peterborough City Council, 2009)
- Planning and Compulsory Purchase Act (2004)
- Planning for a Sustainable Future: White Paper (CLG, 2007)
- Reservoirs Act 1975 (HMSO, 1975)
- Secured by Design Principles (ACPO, 2004)
- Securing the Future: Delivering UK Sustainable Development Strategy (HM Government, 2005)
- Smarter Choices - Changing the way we travel (DfT 2005)
- Sports England Strategy 2008-2011 (Sports England, 2008)
- Sustainable Communities Plan: 'Building for the Future' (CLG, 2007)
- The Code for Sustainable Homes: Setting the standard in sustainability for new homes (CLG, 2008)
- The Future of Transport: a network for 2030 (DfT, 2004)
- The Town and Country Planning (Local Development)(England) Regulation 2008
- Town and Country Planning Act (1990)
- Transforming Places; Changing Lives: A framework for Regeneration (CLG, 2008)

- Transport Circular 02/07 – Planning and the Strategic Road Network
- Travelling Showpeople's Site – A Planning Focus (Showmen's Guide of Great Britain, 2007)
- UK Renewable Energy Strategy (Office of Public Sector Information, 2009)
- Waste strategy for England 2007 (Defra, 2007)
- What Home Buyers Want: Attitudes and Decision Making among Consumers (CABE, 2005)
- Working with the Grain of Nature: A Biodiversity Strategy for England (DEFRA, 2002)

**Planning Policy Statements (PPSs)**

- Planning Policy Statement 1: Delivering Sustainable Development (CLG, 2005)
- Supplement to Planning Policy Statement 1- Planning and Climate Change (CLG, 2007)
- Planning Policy Statement 3: Housing (CLG, 2006)
- Planning Policy Statement 4: Planning for Sustainable Economic Development (CLG, 2007)
- Planning Policy Statement 5: Planning for the Historic Environment (CLG, 2010)
- Planning Policy Statement 6: Planning for Town Centres (CLG, 2005)
- Planning Policy Statement 7: Sustainable Development in Rural Areas (CLG, 2004)
- Planning Policy Statement 9: Biodiversity and Geological Conservation (CLG, 2005)
- Planning Policy Statement 10: Planning for Sustainable Waste Management (CLG, 2005)
- Planning Policy Statement 11: Regional Spatial Strategies (CLG, 2004)
- Planning Policy Statement 12: Local Spatial Planning (CLG, June 2008)
- Planning Policy Statement 22: Renewable energy (CLG, 2004)
- Planning Policy Statement 23: Planning and Pollution Control (CLG, 2004)
- Planning Policy Statement 25: Development and Flood Risk (CLG, 2006)
- Minerals Planning Statement 1: Mineral Provision (CLG, 2006)
- Draft Planning Policy Statement 15: Planning for the Historic Environment (Living draft 2009, English Heritage) – Superseded by PPS5

**Planning Policy Guidance (PPGs)**

- Planning Policy Guidance 2: Greenbelts (CLG, 2001)
- Planning Policy Guidance 13: Transport (CLG, 2001)
- Planning Policy Guidance 15: Planning and the historic environment (CLG, 1994) - Superseded by PPS5
- Planning Policy Guidance 16: Archaeology and planning (CLG, 1990) - Superseded by PPS5
- Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (CLG, 2002)
- Planning Policy Guidance 24: Planning and Noise (CLG, 1994)

**Regional**

- Development of a Policy for the Apportionment of London's Waste Exports to The East Of England (EERA, 2006)
- East of England (Living East: The Cultural Consortium for the East of England, 2006)
- East of England (RSS) Single Issue Review: Accommodation for Gypsies, Travellers and Travelling Showpeople (2009)
- East of England (RSS) Single Issue Review: Thurrock Key Centre for Development and Change (2010)
- East of England Implementation Plan: How the region will deliver the East of England Plan and Regional Economic Strategy (EEDA, 2009)
- East of England Plan - The Revision to the Regional Spatial Strategy for the East of England (2008)
- East of England Regional Housing Strategy (EERA, 2005)

- East of England Strategic Waste Management Assessment for Essex (Environment Agency 2002)
- Essex Biodiversity Action Plan
- Essex Design Guide (Essex County Council, 1997)
- Essex Minerals Local Plan First Review (Essex County Council, 1997)
- Essex Parking Standards (Essex County Council, 2009)
- Joint Strategic Needs Assessment (Essex Partnership, 2008)
- Living with Climate Change in the East of England (EERA 2002)
- Safer and Stronger Communities (HMSO, 2005)
- Sustainable Communities in the East of England (CLG, 2007)
- Planning for Gypsy and Traveller Accommodation (EERA, 2009)
- Regional Funding Allocation programme (EERA, 2008)
- Regional Spatial Strategy 14 for the East of England – Secretary and State's Proposed Changes (EERA, 2007)

### **Sub-Regional**

- Creating Sustainable Communities: Greening the Gateway (CLG, 2004)
- Delivering the Future (Thames Gateway South Essex Partnership)
- Essex Local Transport Plan 2006 - 2011 (Essex County Council 2005)
- Regional Economic Strategy (EEDA, 2008)
- SFRA for South Essex (Thames Gateway South Essex, 2006)
- South Essex Catchment Flood Management Plan (South Essex Partnership, 2009)
- TE2100 Plan Consultation Document (Environment Agency, 2009)
- Thames Gateway Delivery Plan (CLG, 2007)
- Thames Gateway Parklands Vision (CLG, 2008)
- Thames Gateway South Essex Greengrid Strategy (Thames Gateway South Essex, 2005)

### **Local**

- Annual Monitoring Report (Thurrock Borough Council)
- Building a New Thurrock – Sharing the Vision (TTGDC)
- Conservation Area Character Appraisals (Thurrock Borough Council, 2007)
- Environmental Capacity Statement
- Housing Strategy 2004-2007 (Thurrock Council)
- Landscape Capacity Study (2005)
- Landscape Character Assessment
- Landscape Strategy for Thurrock 2002-2017 (Thurrock Council, 2003)
- Municipal Waste Strategy 2007-2020 (Thurrock Borough Council, 2007)
- Open Spaces Strategy 2006-2011 (Thurrock Borough Council, 2006)
- Play Strategy for Thurrock: Thurrock Play Partnership 2007-2017
- Rights of Way Improvement Plan (Thurrock Borough Council, 11/2007)
- Road Safety Strategy (Thurrock Council, 2008)
- School Strategy 2020 Vision (Thurrock Council, 2009)
- Sports and Active Recreation Strategy for Thurrock 2020 (Shaping Thurrock, 2010)
- Sport and Recreation Strategy (Thurrock Council, 2005)
- Strategic Outline Case: Development of a New Generation Community Hospital in Grays as Part of Regeneration Thurrock (South West Essex NHS, 04/2009)
- Sustainable Community Strategy for Thurrock 2020 (Shaping Thurrock, 2010)
- Thurrock Biodiversity Action Plan 2007-2021 (Thurrock Borough Council, 2006)
- Thurrock Borough Local Plan (Thurrock Council, 1997)
- Thurrock Climate Change Evidence Base (Thurrock Council, 2008)
- Thurrock Economic Development Strategy (Thurrock Council, 2009)
- Thurrock Local Development Scheme

- Thurrock Local Transport Plan 2006 – 2011 (Thurrock Borough Council, 2006)
- Thurrock Neighbourhood Renewal Strategy (Draft) (Thurrock Council, 2009) –
- Thurrock Parking Standards Review Document (Thurrock Council, 2010)
- Thurrock Profile (Thurrock Council, 2007)
- Thurrock Statement of Community Involvement (Thurrock Council, 2007)
- Thurrock Sustainable Development Strategy – A Sustainable Future for Thurrock 2007 – 2021 (Thurrock Borough Council, 2007)
- Thurrock Transport Strategy 2008 - 2021 (Thurrock Borough Council, 2008)
- Thurrock's Local Area Agreement 2008-2011 (Thurrock Borough Council 2008)
- Thurrock's Refreshed Cultural Strategy (Thurrock Borough Council/Thurrock Cultural Forum, 2006)
- Thurrock Unitary Historic Environment Characterisation Study (2009)
- Toward Thurrock Municipal Waste Strategy and Position Statement - 2005-2010 (Thurrock Borough Council, 2007)
- Transforming and Revitalising Thurrock: A Framework for Regeneration and Sustainable Growth (TTGDC, 2005)
- TTGDC Corporate Plan 2008-2011 (TTGDC, 2008)
- TTGDC Master Plans
- TTGDC Spatial Plan 2007

**Evidence Base (Thurrock Studies)**

- Affordable Housing Viability Study (Thurrock Borough Council, 2010)
- Biodiversity Study 2006-2011 (Thurrock Borough Council, 2007)
- Community Needs and Open Spaces Study (Thurrock Borough Council, 2005)
- Employment Land Review (2007)
- Employment Land Review Update (Thurrock Borough Council, 2010)
- Employment Site Review (Thurrock Borough Council, 2010)
- Employment Study (Thurrock Borough Council, 2005)
- Green Grid Strategy Summary (Thurrock Borough Council, 2007)
- Green Infrastructure Plan for 2006 (Thurrock Borough Council, 2007)
- Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (Thurrock Borough Council, 2007)
- Habitat Regulation Appropriate Assessment (2007)
- Habitat Regulation Appropriate Assessment (2010)
- Housing Needs Study (Thurrock Borough Council, 2004)
- Infrastructure Deficit Study 2004 – 2021 (Thurrock Borough Council, 2006)
- Infrastructure Prioritisation and Implementation Programme 2006-2021 (Thurrock Borough Council, 2010)
- Infrastructure Prioritisation and Implementation Programme 2006-2021 Transport Modelling (Thurrock Borough Council, 2010)
- Infrastructure Trajectory (Thurrock Borough Council, 2010)
- Landscape Capacity Study (Thurrock Borough Council, 2005)
- Local Accessibility Strategy (Thurrock Borough Council, 2006)
- Provision of Facilities for Faith Groups (Thurrock Borough Council, 2009)
- Retail Study (Thurrock Borough Council, 2007)
- SFRA Broad Locations Sequential Test (Thurrock Borough Council, 2010)
- SFRA Level 1 (Thurrock Borough Council, 2009)
- SFRA Level 2 (Thurrock Borough Council, 2009)
- Strategic Environmental Assessment /Sustainability Appraisal for the Core Strategy (Scott Wilson, 2010)
- Strategic Environmental Assessment /Sustainability Appraisal for the Core Strategy (Scott Wilson, 2007)
- Strategic Housing Land Availability Assessment (Thurrock Borough Council, 2010)

- Strategic Housing Market Assessment (Thames Gateway South Essex Partners, 2008)
- Thurrock Energy Study (Thurrock Borough Council, 2010)
- Thurrock Local Climate Impact Profile (Thurrock Borough Council, 2010)
- Thurrock Outdoor Sports Strategy (Thurrock Borough Council, 2010)
- Urban Capacity Study (Thurrock Borough Council, 2005)
- Waste Arisings and Capacity Study (Thurrock Borough Council, 2007)
- Waste Arising and Capacity Study {Update} (Thurrock Borough Council, 2009)
- Water Cycle Study – Outline Study (Thurrock Borough Council, 2010)
- Water Cycle Study – Scoping Report (Thurrock Borough Council, 2009)

**Upcoming Evidence Base**

- SFRA Level 2 Site and Exception Test
- Surface Water Management Plan
- Thurrock Water Cycle Study –Main Study

# Thurrock

## Local Development Framework

### Adopted Core Strategy and Policies for Management of Development



## Appendix 2

Relationship Matrix between the  
SSO's and the Thematic Policies



	STRATEGIC SPATIAL OBJECTIVES																			
		SS01	SS02	SS03	SS04	SS05	SS06	SS07	SS08	SS09	SS010	SS011	SS012	SS013	SS014	SS015	SS016	SS017	SS018	SS019
CORE STRATEGY THEMATIC POLICIES	CSTP 1																			
	CSTP 2																			
	CSTP 3																			
	CSTP 4																			
	CSTP 5																			
	CSTP 6																			
	CSTP 7																			
	CSTP 8																			
	CSTP 9																			
	CSTP 10																			
	CSTP 11																			
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	CSTP 32																			
	CSTP 33																			

# Thurrock

## Local Development Framework

**Adopted Core Strategy and Policies  
for Management of Development**

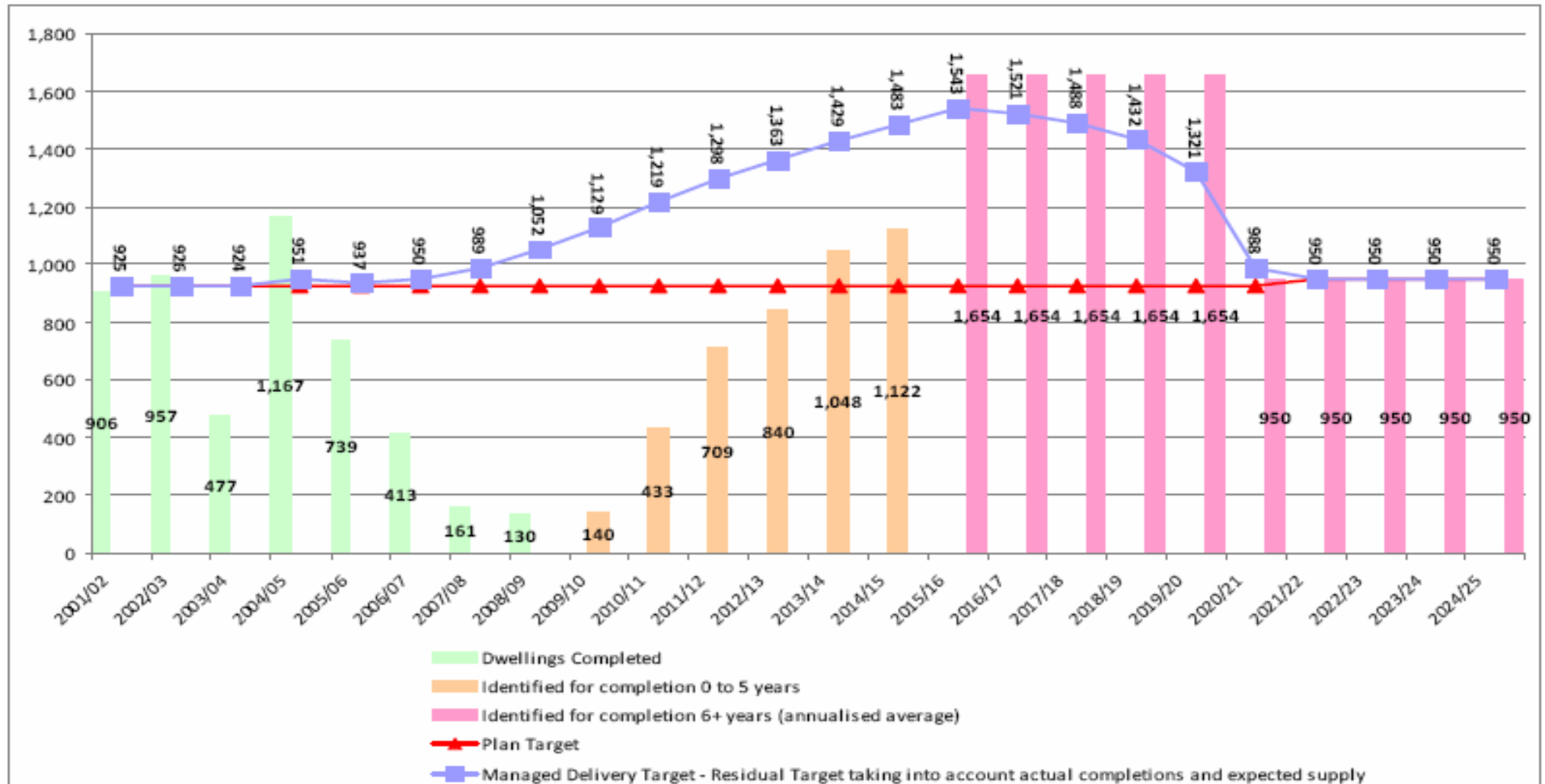


## **Appendix 3**

### Housing Trajectory

## HOUSING TRAJECTORY CHART

Net Additional Dwellings in Previous Years and Projected for the Next Fifteen Years (assumes 950 pa post 2021)



# Thurrock

## Local Development Framework

**Adopted Core Strategy and Policies  
for Management of Development**



## Appendix 4

Infrastructure Trajectory

## Appendix 4 Housing and Infrastructure Needs Trajectories

This exercise is an extract from the Colin Buchanan Infrastructure Prioritisation and Implementation commission which has extensively reviewed service needs and means of their delivery in the Borough over the past 36 months. The work below is a result of extensive engagement with service providers over recent years and is based on information provided by the service providers. It takes the site specific housing growth data and applies various standards for provision to both existing and future population by zone to arrive at estimates of future surpluses and deficits.

### A4.1 Housing growth commitments

A4.2.1 Table A4.2 presents the housing growth data made available to Colin Buchanan during January 2010, from the draft Core Strategy. These are presented in 5 year tranches – 0 to 5; 6 to 10; 11 to 15; and beyond 15 years. Year 0 is deemed to be the current year April 2009 to March 2010 (hence the first phase amounts to 6 years) with the CS planning horizon running to 2021, thence 2026.

A4.2.2 For purposes of grouping local infrastructure needs, CB has placed this growth in zones as follows:-

- A. Purfleet
- B. Aveley and South Ockenden;
- C. Lakeside and West Thurrock;
- D. Grays;
- E. Tilbury and Chadwell St Mary;
- F. Stanford le Hope and Corringham;
- G. Rest of Thurrock Borough.

A4.2.3 These zones (see Figure A4.1) largely mirror the regeneration areas identified in the Core Strategy (CS) document though Zones B, F and G are not categorised as regeneration areas in the CS. The existing populations of the planning zones are set out in Table A4. 1 and A4.2 sets out the housing commitments by zone.

**Table A4. 1: Mid 2008 population estimates for planning zones**

Planning Zone	Population estimates based on ONS mid 2008 MSA <sup>1</sup>
A. Purfleet	5 552
B. Aveley and S Ockenden	23 737
C Lakeside and West Thurrock	4 860
D Grays and NE Grays	53 905
E Tilbury and Chadwell St Mary	21 520
F S. le Hope, East Tilbury and Corringham	34 901
G Rest of Borough, Villages/ Green Belt	7 108
<b>Totals</b>	<b>151 580</b>

<sup>1</sup> Middle Layer Super Output Area (MSOA)

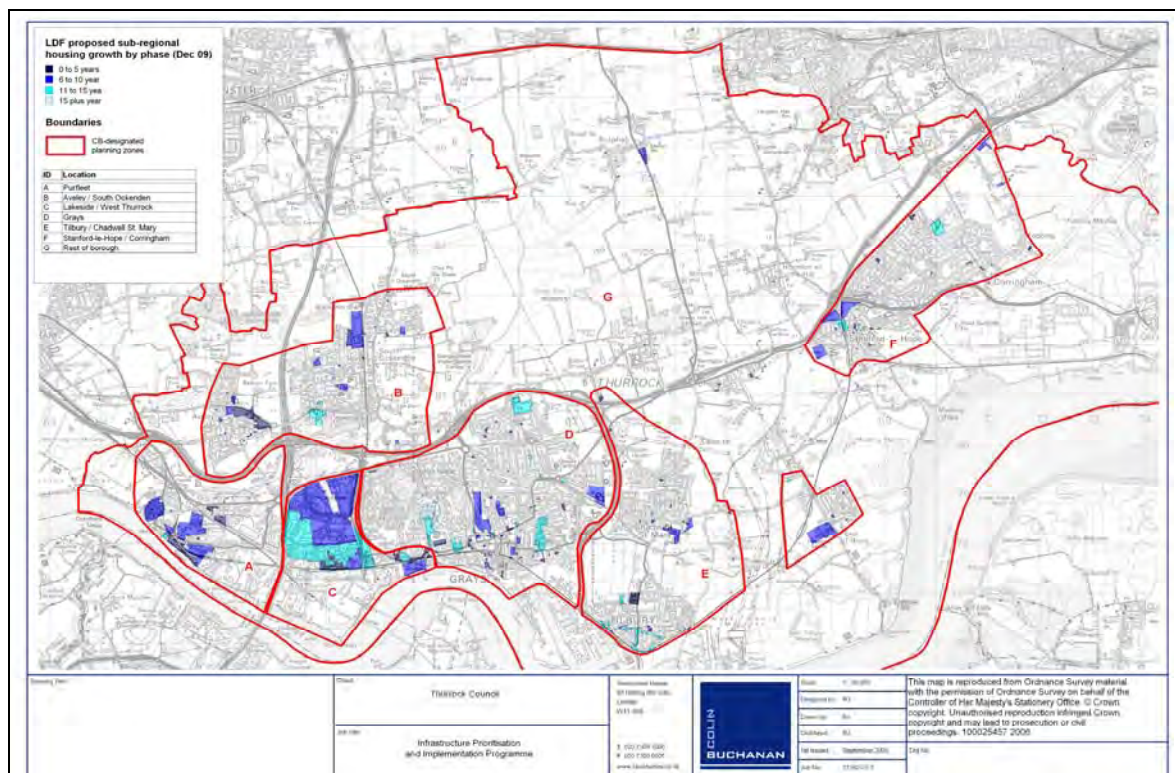
**Table A4. 2: Housing Commitments by Zone**

Planning Zone	0 To 5 Yrs	6 To 10 Yrs	11 To 15 Yrs	Totals
A. Purfleet	1,176	1898	105	3179
B. Aveley and S Ockenden	522	1,404	227	2,153
C Lakeside and West Thurrock	1,373	1758	3112	6243
D Grays and NE Grays	704	2,124	2,171	4,999
E Tilbury and Chadwell St Mary	275	440	700	1,415
F S. le Hope, East Tilbury and Corringham	187	590	404	1,181
G Rest of Borough, Villages/ Green Belt	55	56	0	111
<b>Totals</b>	<b>4,292</b>	<b>8,270</b>	<b>6,719</b>	<b>19,281</b>



A4.2.4 Chapter 2 of the CS sets out the policy context for these allocations which exceed by some 4% the Regional Spatial Strategy (RSS) revised allocations for the Borough (a minimum of 18,500 by 2021).

**Figure A4. 3 : Planning zones**



A4.2.5 The main driver for new infrastructure requirements is population rather than numbers of dwellings so we have applied a multiplier to the housing data to calculate the new population which each zone will be likely to accommodate. The starting point for this is average household size as defined by the Office of National Statistics. The average household size in Thurrock for the last 3 decennial census years was as follows in Table A4.3.

**Table A4. 3: Average Household size in Thurrock 1981-2001**

Year	Total Pop	Total Households	Av. Household Size
1981	124,855	43,741	2.85
1991	126,734	49,111	2.58
2001	143,129	58,478	2.45

A4.2.6 Projecting this forward to the beginning of the CS planning cycle, and assuming continued, though diminishing reductions, over 15 years, the following average household sizes have been assumed for each of the 5 year intervals. These have been adopted as the multipliers to new dwelling numbers to derive new population numbers:-

- 0 to 5 years: 2.4
- 6 to 10 years: 2.35
- 11 to 15 yrs: 2.3
- beyond 15 yrs: not applicable as no new dwelling numbers factored into planning horizon for this exercise.

A4.2.7 Applying these multipliers to Table A4.2, the build up of new population in each zone would be as follows in Table A4. 4. In order to refine the likely future infrastructure requirements for the different zones it will be necessary to factor in the types of dwellings provided (that is, flats or houses) and the size of dwellings (1, bed 2 bed and so on) and use this information to calculate an average household size in different zones. At this stage it has not been possible to apply this level of sensitivity to the analysis because of the lack of data, but it is hoped that in future it will be possible to refine the analysis.

**Table A4. 4: Population growth by zone derived from housing trajectory**

<b>Planning Zone</b>	<b>0 To 5 Yrs</b>	<b>6 To 10 Yrs</b>	<b>11 To 15 Yrs</b>	<b>Totals</b>
A. Purfleet	2822	4460	242	7524
B. Aveley and S Ockenden	1253	3299	522	5074
C Lakeside and West Thurrock	3295	4131	7158	14584
D Grays and NE Grays	1690	4991	4993	11674
E Tilbury and Chadwell St Mary	660	1034	1610	3304
F S. le Hope, East Tilbury and Corringham	449	1387	929	2765
G Rest of Thurrock Borough	132	132	0	264
<b>Totals</b>	<b>10301</b>	<b>19434</b>	<b>15454</b>	<b>45189</b>

A4.2.8 The population growth by zone derived from the housing trajectory shown above in Table A4. 4 is based on the number of net dwellings that are projected to be built in the 15 years from 2009. The population growth associated with this policy-based assessment is projected to be higher than that estimated in the trend-based 2006-based population projections published by the ONS in 2008.

A4.2.9 It is expected that the projections based on net dwelling increase will vary from the trend based projections to some degree because of the different methodology and because of likely future changes in the type and size of dwellings provided, relative to those built in the past. A significant difference arises from the fact that the ONS trend based population and household projections show a projected reduction in the average household size across the Borough. This likely reduction in average household size relates to the existing stock of dwellings as well as the future dwellings with the result that the future population in the existing dwelling stock is likely to fall.

A4.2.10A further assessment of the differential between the two sets of projections is being produced. However, owing to the difference in methodology, this cannot be expected to provide a complete match between the two sets of data.

## **A4.2 Infrastructure needs trajectories**

A4.2.1 Of the infrastructure categories assessed in the Council's infrastructure study, about a quarter have some need for close proximity to neighbourhood level communities, corresponding to the zones as defined above, and three quarters are either planned and budgeted on a Borough wide basis or regionally/ sub regionally. Those identified as of local or zonal significance, thus requiring locations in close proximity to the communities they serve, are as follows:-

- Early Years' learning;
- Primary Schools;
- Open Space;
- Community halls;
- Libraries;

A4.2.2 The following categories of infrastructure are deemed to be Borough wide or beyond, in terms of the selection criteria for their location:-

- Secondary schools;
- Further education establishments;
- Healthcare polyclinics;
- Elderly persons' care facilities;
- Sports pitches and built leisure facilities;
- Waste disposal facilities;
- Police stations;
- Ambulance stations;
- Fire stations;
- Transport – please note that transport and other strategic infrastructure is dealt with in the main body of the Core Strategy.

A4.2.3 Regionally based infrastructure is not addressed in the infrastructure study:

- Strategic open space provision;
- Potable water infrastructure
- Sewerage
- Power generation and distribution mains;
- Telecommunications networks;

A4.2.4 The approach to each zone has been to identify the population threshold which triggers the need for new local and Borough wide provision, to identify a need based inventory of provision. Table A4. 5 to Table A4. 11 now provide the detail of infrastructure required at neighbourhood scale within all zones of Thurrock Borough:

A4.2.5 The following assumptions have been applied to these calculations, partly based on the population thresholds:-

- Where relevant, provision has been rounded down to whole facilities, any arithmetical additions (e.g. 0.4 of a facility where the formula requires 2.4 facilities) being moved to the subsequent 5 year period to build a cumulative need.
- 2000 additional children of early years age Borough wide, disaggregated to each zone proportionately with housing numbers. Each facility accommodating up to 52 children;
- 4323 additional children of primary school age Borough wide, disaggregated to each zone proportionately with housing numbers. 1 primary school can accommodate 420 pupils
- 1 GP per 2000 population; Current deficit of GP's in Thurrock is 18, but this estimate is not included in these figures.
- No allowance has been made in these assumptions for Faith Group accommodation.

**Table A4. 5: Purfleet (Zone A) Local Infrastructure Needs Trajectory 0 to 15 years**

<b>A. Purfleet</b>	<b>0 to 5 yrs</b>	<b>6 to 10 yrs</b>	<b>11 to 15 yrs</b>	<b>Total</b>
<b>Population</b>	<b>2822</b>	<b>4460</b>	<b>242</b>	<b>7524</b>
Early Years (pre-school facilities)	2	4	1	7
Primary Schools	1	1	0	2
GPs (if individual)	1	3	0	4
Community hall space (sqm)	689	1112	62	1,863
Libraries (sqm)	83	134	7	224
Parks and Gardens (ha)	1.7	2.9	0.1	4.7
Amenity Greenspace (ha)	2.2	3.5	0.2	5.9
Children's Play Space (sqm)	988	1,595	88	2,671

**Table A4. 6: Aveley and South Ockenden (Zone B) Local Infrastructure Needs Trajectory 0 to 15 years**

<b>B. Aveley S Ockenden</b>	<b>0 to 5 yrs</b>	<b>6 to 10 yrs</b>	<b>11 to 15 yrs</b>	<b>Total</b>
<b>Population</b>	<b>1253</b>	<b>3299</b>	<b>522</b>	<b>5074</b>
Early Years (pre-school facilities)	1	3	0	4
Primary Schools	0	1	0	1
GPs	1	1	1	3
Community halls (sqm)	306	823	133	1,262
Libraries (sqm)	37	99	16	152
Parks and Gardens (ha)	0.7	2.1	0.3	3.1
Amenity Greenspace (ha)	1.0	2.6	0.4	4
Children's Play Space (sqm)	439	1,180	191	1,809



**Table A4. 7: Lakeside and West Thurrock (Zone C) Local Infrastructure Needs Trajectory 0 to 15 years**

<b>C: Lakeside And West Thurrock</b>	<b>0 to 5 yrs</b>	<b>6 to 10 yrs</b>	<b>11 to 15 yrs</b>	<b>Total</b>
<b>Population</b>	<b>3295</b>	<b>4131</b>	<b>7158</b>	<b>14584</b>
Early Years (pre-school facilities)	3	4	6	13
Primary Schools	1	1	1	3
GPs	2	2	3	7
Community halls (sqm)	805	1,030	1,824	3,659
Libraries (sqm)	97	124	220	440
Parks and Gardens (ha)	2	2.6	4.8	9.4
Amenity Greenspace (ha)	2.6	3.3	5.8	11.66
Children's Play Space (sqm)	1,154	1,477	2,615	5,245

**Table A4. 8: Grays and NE Grays (Zone D) Local Infrastructure Needs Trajectory 0 to 15 years**

<b>D: Grays And NE Grays</b>	<b>0 to 5 yrs</b>	<b>6 to 10 yrs</b>	<b>11 to 15 yrs</b>	<b>Total</b>
<b>Population</b>	<b>1690</b>	<b>4991</b>	<b>4993</b>	<b>11674</b>
Early Years (pre-school facilities)	1	5	4	10
Primary Schools	1	1	1	3
GPs	1	2	3	6
Community halls (sqm)	413	1,245	1,272	2,930
Libraries (sqm)	50	150	153	353
Parks and Gardens (ha)	1	3.2	3.3	7.5
Amenity Greenspace (ha)	1.3	4.0	4.1	9.3
Children's Play Space (sqm)	592	1,785	1,824	4,200

**Table A4. 9: Tilbury and Chadwell St Mary (Zone E) Local Infrastructure Needs Trajectory 0 to 15 years**

<b>E: Tilbury And Chadwell St Mary</b>	<b>0 to 5 yrs</b>	<b>6 to 10 yrs</b>	<b>11 to 15 yrs</b>	<b>Total</b>
<b>Population</b>	<b>660</b>	<b>1034</b>	<b>1610</b>	<b>3304</b>
Early Years (pre-school facilities)	1	1	1	3
Primary Schools	0	0	1	1
GPs	0	1	1	2
Community halls (sqm)	161	258	410	829
Libraries (sqm)	19	31	49	100
Parks and Gardens (ha)	0.3	0.6	1	1.9
Amenity Greenspace (ha)	0.5	0.8	1.3	2.6
Children's Play Space (sqm)	231	370	588	1,189

**Table A4. 10: Stanford le Hope, Corringham and East Tilbury (Zone F) Local Infrastructure Needs Trajectory 0 to 15 years**

<b>F: Stanford Le Hope, Corringham And East Tilbury</b>	<b>0 to 5 yrs</b>	<b>6 to 10 yrs</b>	<b>11 to 15 yrs</b>	<b>Total</b>
<b>Population</b>	<b>449</b>	<b>1387</b>	<b>929</b>	<b>2765</b>
Early Years (pre-school facilities)	0	1	1	2
Primary Schools	0	0	1	1
GPs	0	0	1	1
Community halls (sqm)	110	346	237	692
Libraries (sqm)	13	42	28	83
Parks and Gardens (ha)	0.2	0.8	0.5	1.5
Amenity Greenspace (ha)	0.3	1.1	0.8	2.2
Children's Play Space (sqm)	157	496	339	992

**Table A4. 11: Rest of Borough, Green belt/ Villages (Zone G) Local Infrastructure Needs Trajectory 0 to 15 years**

<b>G: Rest Of Borough, Green Belt/ Villages</b>	<b>0 to 5 yrs</b>	<b>6 to 10 yrs</b>	<b>11 to 15 yrs</b>	<b>Total</b>
<b>Population</b>	<b>55</b>	<b>56</b>	<b>0</b>	<b>111</b>
Early Years (pre-school facilities)	0	0	0	0
Primary Schools	0	0	0	0
GPs	0	0	0	0
Community halls (sqm)	56	57	0	113
Libraries (sqm)	7	7	0	14
Parks and Gardens (ha)	2.5	0.1	0	2.6
Amenity Greenspace (ha)	0.2	0.2	0.0	0.3
Children's Play Space (sqm)	80	82	0	162

A4.2.6 In Table A4. 12 below all the above infrastructure needs at neighbourhood (zone) level are summarised.

**Table A4. 12: Whole Borough (Zones A to G) Local Infrastructure Needs Trajectory 0 to 15 years**

<b>A to G Whole Borough</b>	<b>0 to 5 yrs</b>	<b>6 to 10 yrs</b>	<b>11 to 15 yrs</b>	<b>Total</b>
<b>Population</b>	<b>10301</b>	<b>19434</b>	<b>15454</b>	<b>45189</b>
Early Years (pre-school facilities)	8	18	13	39
Primary Schools	3	4	4	11
GPs	5	9	9	23
Community halls (sqm)	2540	4871	3938	11349
Libraries (sqm)	306	587	473	1366
Parks and Gardens (ha)	8.4	12.3	10	30.7
Amenity Greenspace (ha)	8.1	15.5	12.6	36.2
Children's Play Space (sqm)	3641	6985	5645	16271

A4.2.7 Tables A4.5 to A4.11 detail the local infrastructure requirements generated by the additional population in the District, but in planning for future provision account has to be taken of any existing surplus or deficit capacity. In Table A4. 13 below we set out the anticipated level of provision for local needs infrastructure, based on the existing population, and the current actual provision. The table then sets out the surplus / deficit when the existing situation and future needs are combined, minus any committed provision. A health warning should be added here. This table is indicative only and, for example, the overall number of primary schools is not as important as the capacity of individual schools and their location relative to demand. Similarly with community halls, these need to be located close to the communities they are to serve and therefore the indicated over supply does not mean that future development schemes will not have to provide a local community hall.

A4.2.8 From Table A4. 13 it can be seen that there is relatively limited spare capacity within the existing infrastructure.

**Table A4. 13: Local infrastructure needs of the existing and future population**

A to G Whole Borough	ONS 2008 population based existing needs	Existing provision	Existing surplus / deficit (-)	Committed expenditure	Future needs	Overall surplus / deficit (-)
<b>Population</b>	<b>151 580</b>					
Early Years (pre-school facilities)	131	95	-36	Equivalent of 1.5 facilities planned	39	-73
Primary Schools	37	43	6	Refurbishment of existing schools and matching capacity to demand.	11	-5
GPs	76	58	-18		23	41
Community halls (sqm)	37 896 (22 halls)	32	10	Refurbishment of existing halls	11 349 (6.5 halls)	4
Libraries (sqm)	4 548	10 Libraries	0		1 366	-1 366 (3 Libraries)
Parks and Gardens (ha)	100	62.12	-37.88		31	-69
Amenity Greenspace (ha)	121	--	--		36	-36
Children's Play Space (sqm)	54 570	--	--		16 271	-16 271

NB -- indicates information not available

A4.2.9 The above table illustrates that the most pressing needs for new social infrastructure at neighbourhood level in Thurrock both current; and over the plan period, is early years pre-school facilities and children's play space; together with adequate amenity green space and parks and gardens. This amply demonstrates the challenge which will be set by the intention to focus future growth in the already densely developed south west of the Borough. The current surplus of places at primary school level is broadly evened out over the plan period with a deficit of one unit recorded by 2021. The current shortage of GPs is largely corrected with plans for increases already identified. There is a current surplus of Community Halls which will reduce over the plan period though as for open space and primary schools, the main challenge will be locating these in suitable proximity to the communities they will serve.

A4.2.10 The infrastructure assessment is an ongoing process and to be updated throughout the plan period. Equally, each development application will be assessed against the capacity of infrastructure likely to be impacted by the development. More detailed assessments of provision against need can only be effective at a local planning level.

A4.2.11

Table A4. 14 identifies those elements of infrastructure which will need provision at Borough wide level to service overall increases in population resulting from the housing trajectories above. The following assumptions have been applied to these calculations:

A4.2.12 Where relevant, provision has been rounded down to whole facilities, any arithmetical additions (e.g. 0.4 of a facility where the formula requires 2.4 facilities) being moved to the subsequent 5 year period to build a cumulative need.

- 2608 additional children of secondary school age Borough wide, disaggregated to each zone proportionately with housing numbers. 1 secondary school can accommodate 1000 pupils;
- 1 FE college generated at 25,000 population threshold, so 2 assumed for new population of c.45,000;
- A polyclinic is assumed to accommodate 8 general practitioners;
- Dentists reflect PCT estimate of need;
- Sports hubs generated at 15,000 population threshold hence 2 committed within 10 years;
- All emergency services based on needs assessments from relevant Service Providers.

**Table A4. 14: Infrastructure Needs Trajectory Borough wide for years 0 to 15**

<b>Thurrock Borough</b>	<b>0 to 5 yrs</b>	<b>6 to 10 yrs</b>	<b>11 to 15 yrs</b>	<b>Total</b>
<b>Population</b>	<b>10301</b>	<b>19434</b>	<b>15454</b>	<b>45189</b>
New or Extended Secondary Schools	1	1	1	3
Further Education Establishments (new or extensions)	0	1	1	2
Health Centres/ Polyclinics	1	1	1	3
Dentists	2	3	3	8
Sports Hubs	1	1	0	2
Police Stations	1	0	0	1
Ambulance Stations	1	0	0	1
Fire Stations	0	0	0	0
Waste Disposal	0	0	1	1

A4.2.13 As with local infrastructure, surplus and deficits of borough wide infrastructure have been identified and are set out in Table A4. 15 below.

A4.2.14 The same caveats apply to Borough wide infrastructure as to local infrastructure. Capacity and location of individual facilities is more important than whether there is an arithmetic over or undersupply.

**Table A4. 15: Borough wide infrastructure needs of the existing and future population**

<b>Thurrock Borough</b>	<b>ONS 2008 population based existing needs</b>	<b>Existing provision</b>	<b>Existing surplus / deficit (-)</b>	<b>Committed expenditure</b>	<b>Future needs</b>	<b>Overall surplus / deficit (-)</b>
<b>Population</b>	<b>151 580</b>					
New or Extended Secondary Schools	10	11	1	1 new school planned to serve Purfleet & West Thurrock	3	-1
Further Education Establishments (new or extensions)	6	4	-2	1 new campus for Palmer's College; National Academy for Creative Arts (with the Royal Opera House); Logistics Academy; Thurrock Learning Campus	2	-2
Health Centres/ Polyclinics	9	15	6		3	3
Dentists	27	57	30		8	22
Sports Hubs	N/A	2	0	Hubs to be upgraded	upgrade	0*
Police Stations	N/A	5	0		1	-1
Ambulance Stations	N/A	2	0		1	-1
Fire Stations	N/A	3	0		0	0

\*Additional Playing pitch provision subject to further assessment

A4.2.15 Table A4. 15 shows that for Borough level infrastructure there is almost no surplus capacity to utilise in the future. Apparent over supply of one Secondary School switches to a one facility deficit by 2021, while a current Further Education facility deficit remains to the end of the period. However the position regarding education provision is more complex than the table indicates because capacity in individual schools varies across the Borough, and it is possible that a proportion of future needs can be met through utilising capacity at individual schools. When an application is submitted a detailed assessment of the impact of a proposed development can be undertaken.

A4.2.16 An apparent surplus of health facilities currently reduces to a deficit to 2021, reflecting the changing needs of health care close to the population served. A current shortage of sports facilities in the Borough is forecast to increase overall, as will the deficit in dental treatment.



# Thurrock

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## **Appendix 5**

**Open Space Standards**

### Summary of proposed standards

The standards for the quality and quantity of open spaces, sports and recreational facilities and accessibility for Thurrock can be derived from the Outdoor Strategy, Sports and Active Recreation Strategy and the Community Needs and Open Space Study and should be viewed alongside the standards below. The Layout and Standards SPD and Developer Contributions SPD will also set out detailed requirements.

	Quantity standard	Quality standard	Accessibility standard
Parks, gardens and country parks	0.7Ha per 1000 population	Quality score of 45.4% Higher scoring parks should aspire to the Green Flag standard	Satellite park within 0.4Km Local park typically within 0.7Km Community park over 1.0Km Ideally each person should be within the catchment of each element of this hierarchy. Country parks – no accessibility standard is set
Natural and semi-natural greenspace	2.0Ha per 1000 population, according to a system of tiers into which sites of different sizes fit	Quality score of 42.8%	No person should live more than 300m from a natural accessible greenspace; There should be at least one accessible 20Ha site within 2Km of their home There should be at least one accessible 100Ha site within 5Km There should be at least one accessible 500Ha site within 10Km
Green corridors	PPG17 Companion Guide suggests that standards cannot be expressed but reference should be made to Greengrid Strategy		
Amenity Greenspace	0.8 Ha per 1,000 population	Quality score of 64.5%	Space within 100m of home and without the need to cross a road.
Children's Playing Space	1 piece of equipment for every 33 children aged 5 – 16, augmented by good quality amenity greenspace	Play space should be: <ul style="list-style-type: none"> <li>• Reasonably close to home</li> <li>• Within sight of walking or cycling lines or main travel routes</li> <li>• In spaces with informal oversight from neighbours</li> </ul>	<p>Toddler play space with 1- 4 items within one minute walk</p> <p>Small equipped play space with 5-8 items within 5 minutes walk</p> <p>Large equipped play space with 9 or more items within 15 minutes walk</p>

Typology	Quantity standard	Quality standard	Accessibility standard
		<ul style="list-style-type: none"> <li>• In locations identified by children and young people as appropriate</li> <li>• Capable of being used for a variety of play activities</li> <li>• Embedded in the community</li> <li>• Providing encounters with the natural environment</li> </ul>	
Outdoor sports	<p><b>1.247ha/1000 population</b></p> <p>Playing Pitches (Senior and Junior Football Pitches, Mini-Soccer Pitches, Cricket Pitches, Rugby Pitches (Junior &amp; Senior))- 1.132 ha/1000 population</p> <p>Synthetic Turf Pitches- 0.024 ha/1000 population</p> <p>Multi-Use Games Areas (MUGAs)- At: 0.004 ha/1000 population</p> <p>Bowling Greens- 0.028 ha/1000 population</p> <p>Tennis Courts- 0.059 ha/1000 population</p> <p>Athletics and Golf are not included in this standard</p> <p>Athletic Outdoor synthetic track - (6</p>	As determined by the appropriate sport governing body in relation to the type of sport and the level at which it is being played or aspired to	<p>Guidance from Sport England and the main sports governing bodies suggests that the development of sport hubs and partnership agreements with existing teams and providers is the direction that should be pursued.</p> <p>20 minutes travel time to a range of different sports facilities (urban – walk time) (rural – drive time)</p>



	or 8 lanes) per 250,000 within 20 minutes drive time. Golf- 0.71 holes per 1000 population		
Allotments	15 plots per 1000 households	Quality score of 60%	Everyone should live within at least one catchment area, dependent on site size: Over 100 plots – 1200m 50-100 plots – 900m 10 – 49 plots – 600m 1 – 9 plots – 300m
Churchyards and cemeteries	Sufficient to meet a demand for 150 - 175 graves per annum	Quality score of 51.5%  Charter for the Bereaved standards of quality and service	None.

# Thurrock

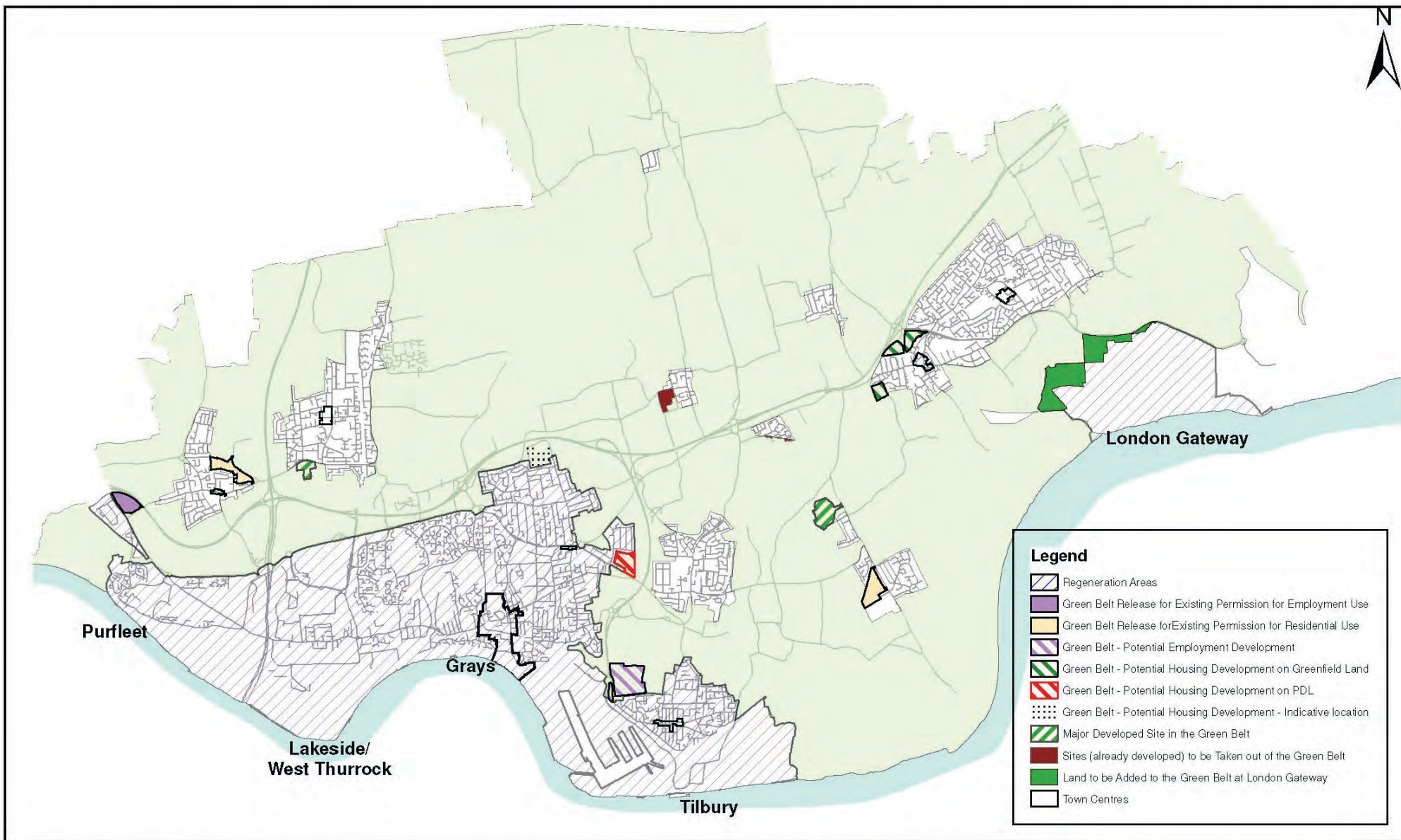
## Local Development Framework

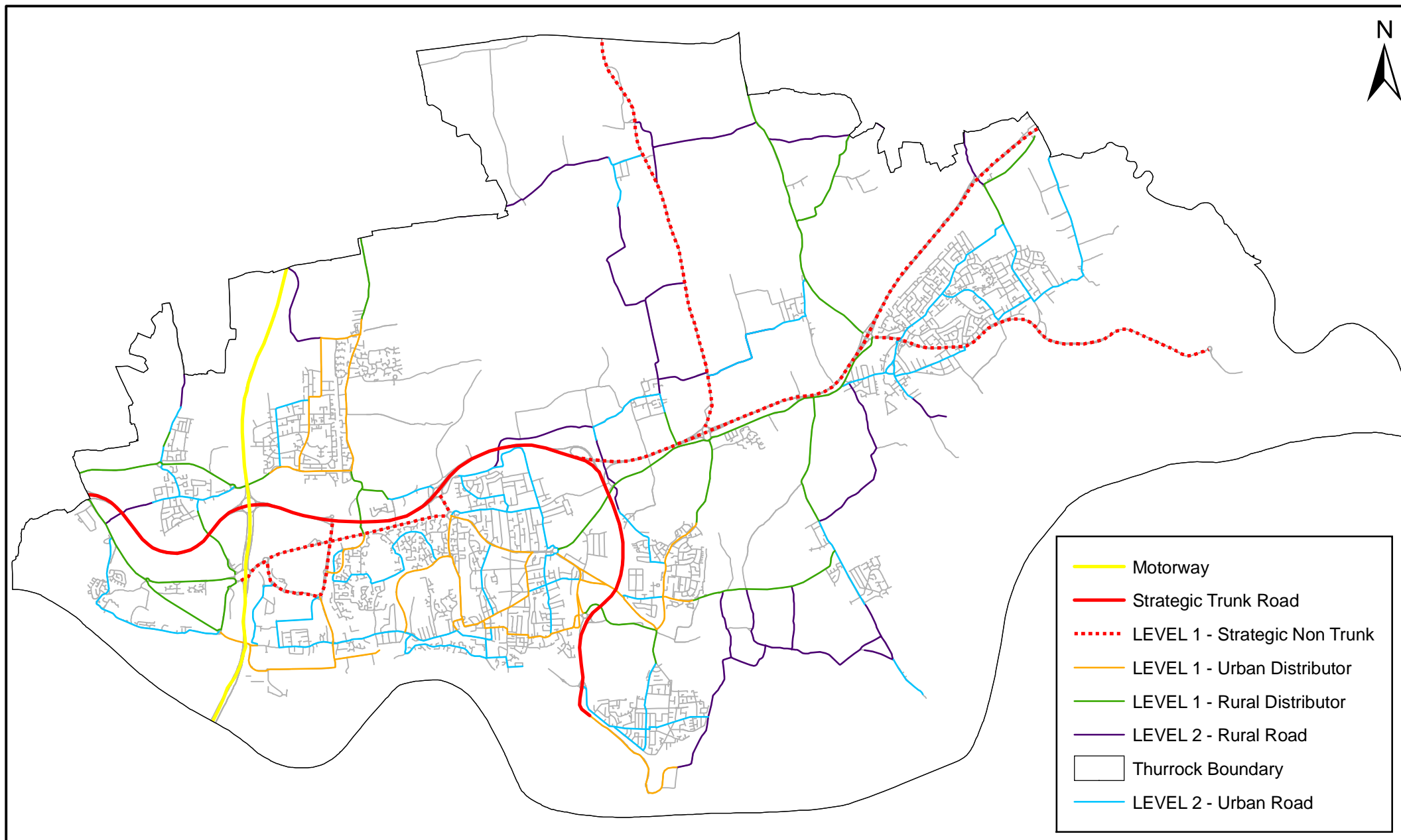
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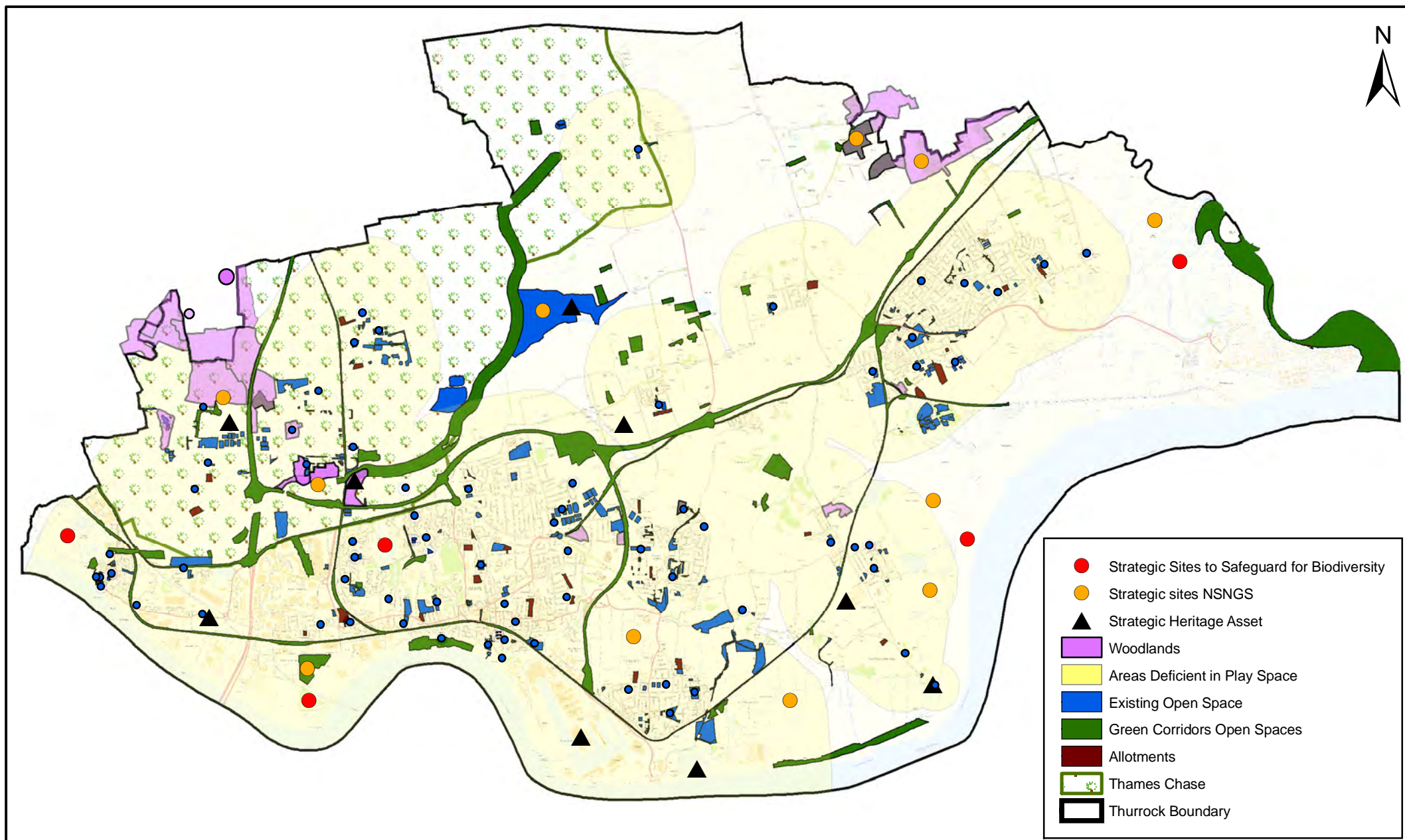
## Appendix 6

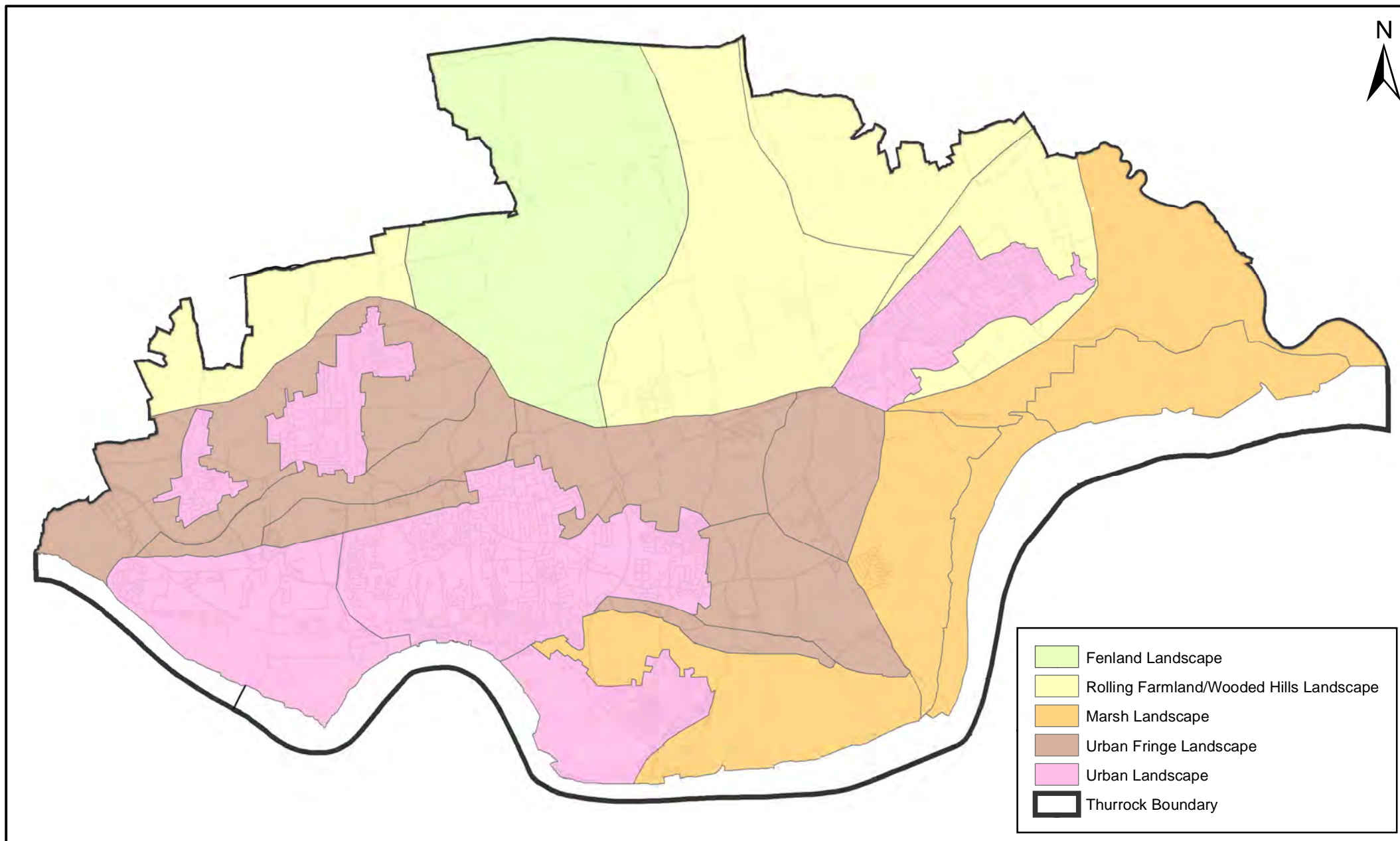
Relevant Maps



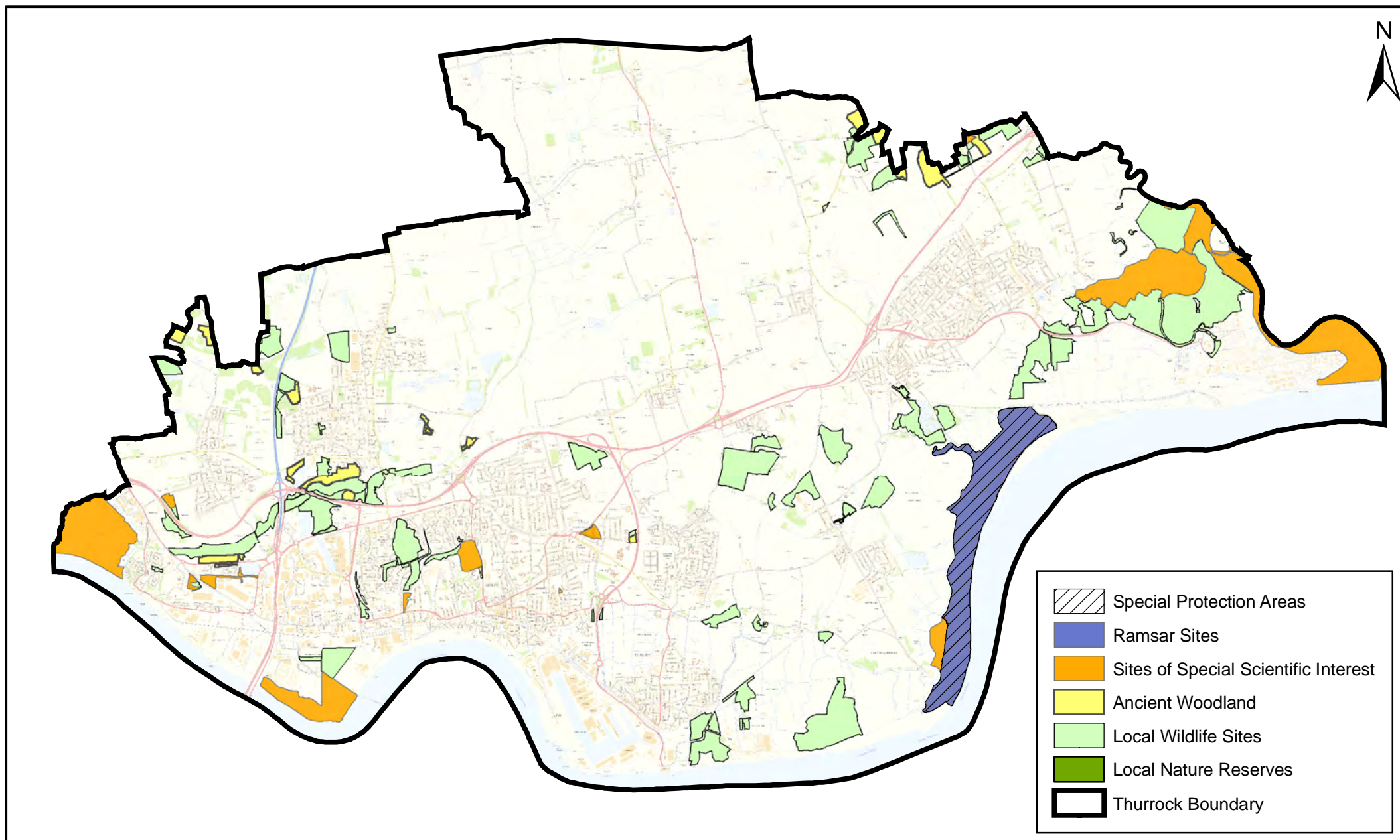


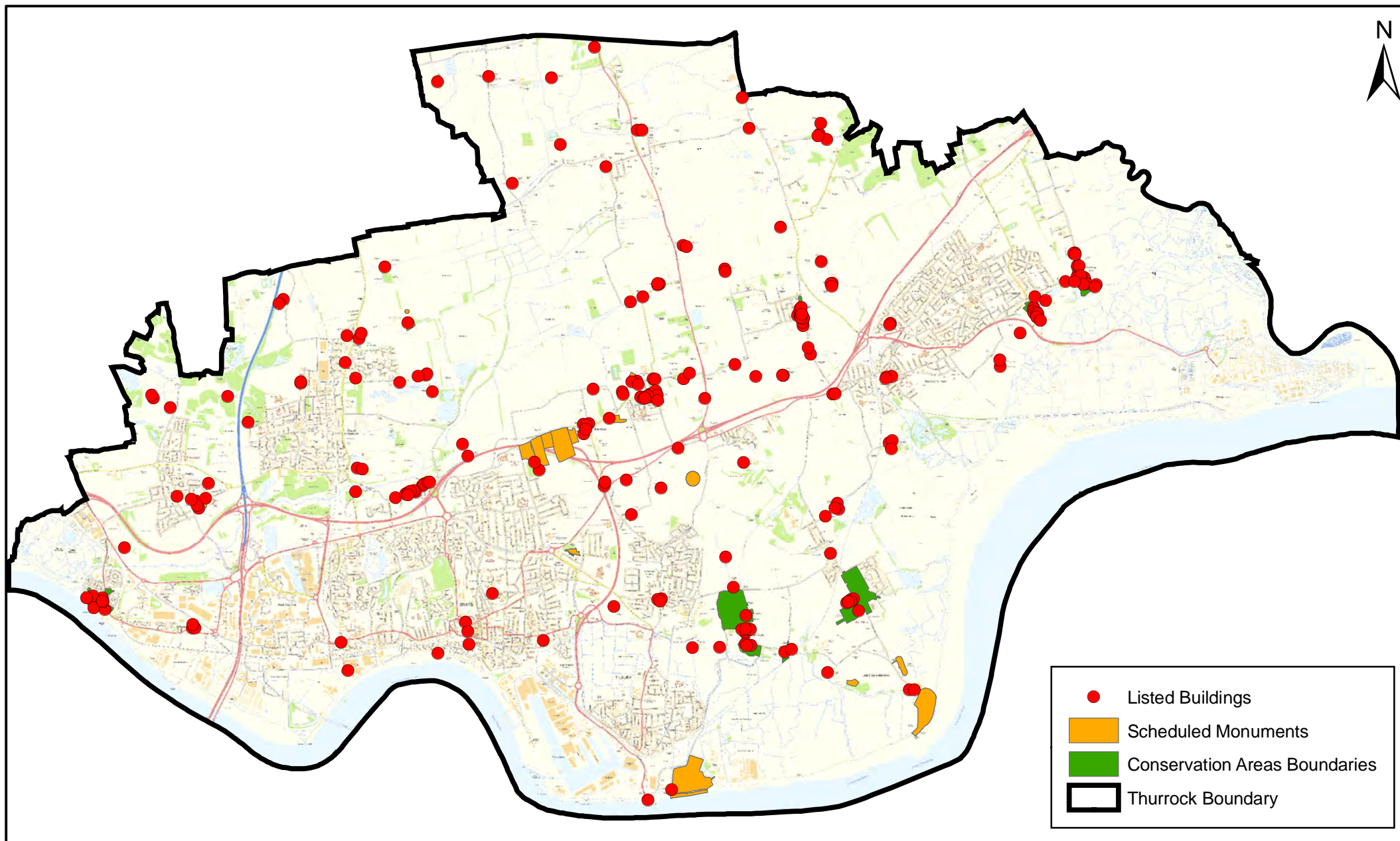
















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## **Appendix 7**

### **Superseded Policies**

Under the Planning and Compulsory Purchase Act 2004 (Transitional Provision) the policies in the Local Plan (Adopted 1997) were automatically saved for three years. The saved Local Plan Policies will be gradually replaced by Thurrock's emerging Local Development Framework including the Core Strategy and Policies for Management of Development DPD, Site Specific Allocations and Policies DPD, Minerals and Waste DPD once adopted. Some of the policies are also supplemented by various Supplementary Planning Documents. The Local Policies are not replaced by like for like policies but have either been fully or partly absorbed by various Core Strategy Policies. Some policies have not been carried forward.

The table below shows the list of saved Local Plan policies and how they will be replaced.

Policy Ref.	Policy Subject	How they will be replaced
BE1	Design of New Development	CSTP 22, PMD 2
BE2	Development Control Policies	PMD 1 – PMD 16
BE3	Urban Open Spaces	CSTP 20
BE4	Landscaping	CSTP 22, CSTP 23
BE7	Temporary Buildings	Not Carried Forward
BE9	Buffer Zones	Partly absorbed within PMD1
BE10	Infrastructure	CSSP 3, CSTP 33
BE11	Energy Efficiency	CSTP 26, PMD 12, PMD 13
BE16	Listed Buildings - Demolition	CSTP 24, PMD4
BE21	Historic Barns - Conversion to Alternative Use	Partly absorbed within PMD4, CSTP24
BE26	Development of Contaminated Land	PMD 1
GB1	The Green Belt in Thurrock	PMD 6
GB2	Design Considerations in the Green Belt	
GB3	Replacement Dwellings	
GB4	Established Residential Frontage	
GB5	Extensions to Dwelling houses in the Green Belt	
GB6	Extension of Residential Curtilages	
GB9	Agricultural Land	CSTP 21
GB11	Re-Use and Adaptation of Buildings in the Green Belt	PMD6
GB13	Equestrian Facilities	
LN1	Special Landscape Areas	Partly absorbed within PMD4, CSTP23
LN2	Landscape Improvements Areas	Partly absorbed within PMD4, CSTP23
LN3	Landscapes of Local Importance	Partly absorbed within PMD4, CSTP23
LN7	Thames Chase (The East London Community Forest)	Partly absorbed within PMD4, CSTP18, CSTP23
LN10	Protected Lanes	Partly absorbed within PMD1, CSTP18, CSTP23, PMD4
LN12	Development Proposals and Nature Conservation	CSTP 18, CSTP 19, Site Specific Allocation and Policies DPD, Partly absorbed within PMD 7
LN15	Sites of Importance for Nature Conservation	
	Areas of Local Nature Conservation Significance and	
LN16	Ecological Corridors	
LN16A	Thames Foreshore Ecological Corridor-	Partly absorbed within

Policy Ref.	Policy Subject	How they will be replaced
	Industrialised Areas	CSTP19, PMD 7
H3	Redevelopment of Non - Residential Land for Housing	Not Carried Forward
H5	Affordable Housing	CSTP 2
H6	Special Housing Needs	CSTP 1
H10	Residential Amenity	PMD 1
H11	Infill Development: Backland Development and Residential Precincts	Partly absorbed within CSTP22, PMD 1, PMD2
H12	Flat Conversions	Addressed in the Layout and Standards SPD
H13	Mobile Homes and Caravans Used as Dwellings	Not Carried Forward
H15	Gypsy Caravan Sites	CSTP 3
E1	Development within Primary Industrial and Commercial Areas	CSSP 2,CSTP 6, Site Specific Allocations and Policies DPD
E2	Land for New Industrial and Commercial Development in Primary Areas	
E3	Development within Secondary Industrial and Commercial Areas	
E4	Land for New Industrial and Commercial Development in Secondary Areas	
E5	Development Outside Designated Industrial and Commercial Areas	Partly absorbed within PMD 1
E8	Oil Refineries	Site Specific Allocations and Policies DPD
E9	Oil and Chemical Storage	Site Specific Allocations and Policies DPD
E11	Grays Town Centre	CSSP 2,CSTP 6
E16	West Thurrock Power Station	Not Carried Forward
CF1	Existing Community Facilities	CSTP 10
CF2	Community Facilities in New Housing Developments	
CF6	Existing Community Halls	
CF8	Health and Social Services Facilities - General Provision	CSTP 11, Site Specific Allocation and Policies DPD
CF10	Health and Welfare Facilities - Care in the Community	
SH1	Major Retail Developments	CSSP 2,CSTP 6, CSTP 7, CSTP 8, Site Specific Allocations and Policies DPD
SH3	Grays Shopping Centre - Additional Retail Floorspace	
SH4	Grays Shopping Centre - Modernisation and Refurbishment	
SH6	Existing Town Centres - Additional Retail Floorspace	
SH7	Stanford-le-hope - Sandpits Redevelopment Area	Not Carried Forward
SH8	New Local Shopping Facilities	CSSP 2,CSTP 6, CSTP 7, CSTP 8 Site Specific Allocations and Policies DPD
SH10	Non-Retail Uses in District and Local Shopping Centres	Site Specific Allocations and Policies DPD,
SH11	Non-Retail Uses in Neighbourhood Shopping Parades	
SH12	Non-Retail Uses in Other Parades and Isolated	

Policy Ref.	Policy Subject	How they will be replaced
	Shops	
LR1	Provision of New Indoor Sports Facilities	CSTP 9, PMD 5
LR2	Provision of District Sports Facilities at Blackshots	
LR3	Commercial Entertainment Facilities	
LR4	Provision of Additional Open Spaces	CSTP 20, PMD 5, Site Specific Allocations and Policies DPD
LR5	Retention of Existing Open Spaces	
LR6	Open Space Provision in New Housing Developments	
LR7	Children's Play Areas	CSTP 9, PMD 5
LR8	Rationalisation and Retention of Allotment Gardens	CSTP 12, PMD 5
LR10	Motor Sports	Partly absorbed within PMD 1
LR11	Water Sports	Partly absorbed within PMD 1
LR12	Motorised Air Sports	Partly absorbed within PMD 1
LR13	Shooting	Partly absorbed within PMD 1, PMD7
LR14	Golf	Partly absorbed within PMD 2, PMD 4, PMD7
LR15	Proposed Mardyke Country Park	Site Specific Allocations and Policies DPD
LR17	Extension of Footpath and Bridleway Networks	Site Specific Allocations and Policies DPD
T1	Balanced Transport Strategy	CSTP 14-CSTP17, PMD 9-PMD 11, Site Specific Allocations and Policies DPD
T2	New Road Building	
T3	Road Improvements Schemes	
T6	Traffic Management	
T8	Existing and New Public Footpaths	
T11	Cycleways	
T15	Improved Passenger Interchange Facilities	
T17	Railways - Passenger Facilities	
T18	Railways - Freight Facilities	
T19	Waterways - Passenger Facilities	
T20	Waterways - Freight Facilities	
T21	Tilbury Docks	Partly absorbed within CSTP28
RIV1	New Riverside Industrial and Commercial Development	Not Carried Forward
RIV1A	River Related Development - Tilbury A Generating Station Site	Not Carried Forward
RIV4	Riverside Rights of Way	Partly absorbed within CSTP 28
RIV5	Riverside Redevelopment and Building Line	Partly absorbed within CSTP 28
RIV6	Retention of Existing Riverside Open Space	Partly absorbed within PMD5
RIV7	Mucking and East Tilbury Marshes - Recreational Afteruse	Not Carried Forward
GTC2	Retention of the Older Built Fabric	Partly absorbed within CSTP 23, PMD4
GTC4	Development of Gateway Sites	Site Specific Allocations and Policies DPD

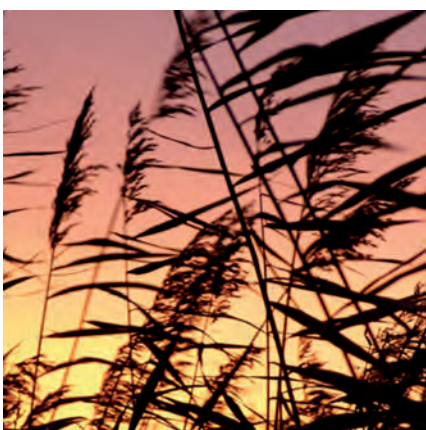
<b>Policy Ref.</b>	<b>Policy Subject</b>	<b>How they will be replaced</b>
TIL5	Public Access to Open Space	CSTP 20
MLP1	Mineral Reserves	CSTP 31, CSTP 32
MLP2	Mineral Need	
MLP3	Transportation	Minerals and Waste DPD
MLP4	Non-Preferred Sites	Minerals and Waste DPD
MLP5	Aggregate Recycling	CSTP 29, CSTP 30, Minerals and Waste DPD
MLP6	Site Considerations	Minerals and Waste DPD
MLP7	Dredged Materials	Minerals and Waste DPD
MLP8	Restoration and Agriculture	Minerals and Waste DPD
MLP9	Working and Reclamation	Minerals and Waste DPD
MLP10	Processing and Plant Buildings	Minerals and Waste DPD
MLP11	Processing and Plant Buildings	Minerals and Waste DPD
MLP12	Programming	Minerals and Waste DPD
MLP13	Development Control	Minerals and Waste DPD



# Thurrock

## Local Development Framework

**Adopted Core Strategy and Policies  
for Management of Development**



## Glossary of Terms



## A

**Adoption:** Adoption is the point at which a planning document becomes the official policy of the Council.

**Affordable Housing:** Housing, for rent, shared ownership or purchase, at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.

**Annual Monitoring Report (AMR):** This is a yearly report submitted to the Government, assessing the progress and effectiveness of the Local Development Framework.

**Appropriate Assessment:** Assessment of any plan, strategy or development proposal that is likely to have a significant adverse effect on the integrity of a Natura 2000 site e.g. a Special Protection Area (SPA) or Special Areas of Conservation (SAC).

**Area Action Plan (AAP):** Development Plan Documents setting out the Authority's policies and proposals relating to areas of significant change or special conservation

## B

**BREEAM:** A widely used means of reviewing and improving the environmental performance of buildings. BREEAM assessment methods generally apply to commercial developments (industrial, retail etc.)

**Brownfield Land or Previously Developed Land (PDL):** land that is, or was, occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure.

**Biodiversity:** The term for biological diversity in the environment which is indicated by the numbers of different species of plants and animals in a given habitat or area.

## C

**Climate Change:** The UK Programme DEFRA 2000. Terminology to describe the rise of average global temperature arising from worldwide industrialisation.

**Community Strategy:** A document that all local authorities are required to produce. It should aim to improve the quality of life for local communities through partnership working and improvements in service delivery.

**Conservation Areas:** Areas formally designated by local planning authorities for their special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance.

**Crosscutting Policies:** Policies dealing with key issues, and cutting across a number of topic areas. The cross cutting policies will apply to all developments.

## D

**Decentralised Energy:** Energy supply from local renewable and local low-carbon sources (i.e. on-site and near-site, but not remote off-site) usually on a relatively small scale.

**Development Plan Document (DPD):** A document that is the main consideration in deciding planning applications.

## E

**Evidence Base:** A collective term for technical studies and background research that provides information on key aspects of the social, economic and environmental characteristics of the Borough.

**Employment Land Review:** A review commissioned by the Council, to investigate the requirements for employment land, as well as the areas/ sites that should be retained or used for alternative uses.

**Examination In Public (EIP):** The local planning authority must submit all Development Plan Documents for independent examination whether or not representations have been received, as the purpose of the examination is to consider whether a Development Plan Document (and the Statement of Community Involvement) is 'sound'.

## F

**Foyer scheme:** offers youths with an integrated access to, at a minimum, affordable accommodation, training, guidance, personal development and job searching facilities.

## G

**Green Belt:** Is an area around towns and cities where development is restricted to control urban sprawl and protect the openness of the countryside.

**Greenfield:** Land or a site, usually farmland that has not previously been developed.

**Greengrid:** This aims to develop multi-functional green spaces that connect the town and countryside within Thurrock and throughout South Essex.

## H

**Housing Trajectory:** This is a means of showing past and future housing performance by identifying the predicted provision of housing over the lifespan of the local development framework.

## I

**Infrastructure:** A collective term for physical structures, facilities and services needed by the community, for example, buildings, roads, power supplies, health, sports and education facilities, doctors' surgeries, churches and open space.

**Issues and Options:** An early stage in the preparation of a DPD where the Council sets out its main aspirations for the future development of the area. The public are then consulted on the aspirations, methods of achieving these and tackling problems that exist in the area.

## K

**Key Centre for Development and Change:** Key areas of economic growth, identified within Regional Spatial Strategies, where development should be concentrated in the region.

**Key Diagram:** A diagram interpreting the spatial strategy as set out in the Core Strategy.

## **L**

**Local Area Agreement (LAA):** This is the main delivery plan for the Sustainable Community Strategy and sets out the priorities to be achieved.

**Local Development Documents (LDDs):** The collective term for Development Plan Documents, Supplementary Planning Documents and Statement of Community Involvement.

**Local Development Framework (LDF):** This is the name of the new set of documents that will replace the Local Plan as the statutory plan for the Borough.

**Local Development Scheme (LDS):** Sets the programme/timetable for the preparation of Development Plan Documents, as well as the policies saved from the Local Plan until they are superseded by policies within the new development plan documents.

**Local Strategic Partnership (LSP):** A partnership of stakeholders bringing together locally the public, private, voluntary and community sectors to develop ways of involving the local community in shaping the future of their area in how services are provided.

## **M**

**Management of Development Policies (PMD):** Policies that are needed to ensure that all development within the Borough follows the Spatial Vision and Spatial Objectives set out in the Core Strategy. These are implemented directly through the permission or refusal of planning applications.

**Minerals and Waste DPD:** The Minerals and Waste Development Plan Document provides planning policies for minerals and waste development within Thurrock.

## **O**

**Open Space:** Any open land that is used by the public or local community for outdoor recreation, whether publicly or privately owned and whether use is by permission.

## **P**

**Planning and Compulsory Purchase Act (The Act):** This is the primary legislation for the new development plan process created in 2004.

**Planning Policy Guidance (PPG):** A series of Central Government guidance notes which set out national policy on various planning issues such as housing, transport, employment and shopping. These are in the process of being replaced by Planning Policy Statements.

**Planning Policy Statements (PPS):** Set out the Government's national policies on different aspects of planning.

**Preferred Options:** A stage in the preparation of a Development Plan Document, where the Council sets out the preferred choice for development, based on policy guidance, previous consultation and evidence.

**Presumption:** The 'sixth form presumption' was one of the measures introduced in the DfES's Five Year Strategy to increase national capacity post-16. Under this arrangement, there is a presumption of success for proposals to open sixth forms from schools that meet the high performing specialist school criteria.

**Proposals Map:** A map which illustrates the spatial extent of policies and proposals within Development Plan Documents.

## R

**Ramsar Site:** A site designated under the Ramsar Convention (1975) in order to protect wetlands that are internationally important. Ramsar Sites are named after the town in Iran where the initial meetings of the convention were held.

**Regeneration:** The economic, social and environmental improvement of urban and rural areas.

**Regional Spatial Strategy (RSS) or East of England Plan:** Sets out the region's policies in relation to how much development there will be in the region, where it will be and how it will happen. Prepared by the Regional Assembly it forms part of the development plan. For Thurrock, this is the East of England Plan.

## S

**Saved Policies or Plans:** Existing adopted development plans (such as the Thurrock Borough Local Plan) are saved for 3 years from date of commencement of the Act.

**Secretary of State:** In this case, the Secretary of State with responsibility for planning within the Department for Communities and Local Government (DCLG).

**Section 106:** A legal agreement under section 106 of the Town and Country Planning Act, between a planning authority and a developer.

**Single Issue Review:** A review of policy that is required as a matter of urgency ahead of the timetable for the Plan it is included in.

**Site Specific Allocations and Policies:** A Development Plan Document which sets out the allocations of land for specific or mixed use development.

**Site of Special Scientific Interest (SSSI):** A site identified under the Wildlife and Countryside Act 1981 as an area of special interest for its flora, fauna, geographical or physiological features (plants, animals and natural features).

**Strategic Housing Land Availability Assessment (SHLAA):** An assessment of the availability and suitability of all known potential housing land in the Borough.

**Soundness:** A Development Plan Document is considered 'sound' if it meets the procedural, conformity, coherence, consistency and effectiveness tests set out in PPS12.

**Spatial Options:** These are the different options for where the planned development will take place.

**Spatial Planning:** A new type of planning that goes beyond traditional land use planning, but takes into account strategies, plans and policies that have an impact on development and is underpinned by sustainability and community involvement.

**Spatial Vision:** This sets out where the Borough would like to be and what will change over the period of the plan (to 2026).

**Special Protection Areas (SPA):** Site of European importance for bird conservation under the EC Birds Directive.

**Statement of Community Involvement (SCI):** A document that sets out the standards for involving the local community in the preparation of *Local Development Documents* and decisions on planning applications.

**Strategic Environmental Assessment (SEA)/Sustainability Assessment:** This is the formal assessment of *Local Development Documents*, to ensure that they contribute to sustainable development and assess the social, environmental and economic effects of the plans/policies.

**Strategic Spatial Objectives:** These are objectives which seek to achieve the spatial vision.

**Submission DPD/Stage:** Where the draft DPD is submitted to a Planning Inspector for *Independent Examination*.

**Sui generis:** Land that is not covered by a 'Use Class'.

**Supplementary Planning Documents (SPDs):** Documents that provide additional information to policies in Development Plan Documents. They are not subject to *Independent Examination* and therefore have less weight than DPDs.

**Sustainable Community Strategy (SCS):** Every Council (under the Local Government Act, 2000) is required to prepare a strategy to promote social, economic and environmental well-being in their area along with proposals to deliver this.

**Sustainable Development:** Ensures a better quality of life for everyone – now and for future generations delivering: social progress; environmental protection; economic growth; and prudent resource use.

## T

**Test of Soundness (Soundness):** A Development Plan Document has to be 'sound' to be adopted. The tests are carried out at the Independent Examination to ensure that it has met all the requirements that are expected and has evidence to support it.

**Thematic Policies:** Policies set into important topics/themes, intended to deliver Spatial Development, outcomes of the *Sustainable Community Strategy* and other components of Thurrock's Local Development Framework.

**Thurrock Thames Gateway Development Corporation (TTGDC):** This organisation was set up by Government to drive forward regeneration in the area.

**Thurrock Urban Area:** This is identified in the East of England Plan as the area running from Purfleet in the West of the Borough to Tilbury/Chadwell St Mary in the East.

**Travel Plans:** Plan setting out a series of measures to encourage the use of modes other than the private car.

## U

**Urban Fringe:** The area of land between urban areas and the countryside.



**Growth & Strategy Team**

[growth&strategy@thurrock.gov.uk](mailto:growth&strategy@thurrock.gov.uk)

Planning and Growth  
Planning and Transportation  
Civic Offices, New Road  
Grays, Essex, RM17 6SL