



Thurrock Council

Urban Capacity Study

Final Report: Non-Technical Summary

May 2005

Llewelyn Davies
in association with
ATIS REAL



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Our Ref.: 33897/1

Contents

1	Introduction	1
2	The Study Area	3
3	Overview of Study Approach	5
4	Summary of Findings	7

1 Introduction

In line with Government guidance for housing as set out in Planning Policy Guidance Note 3 (PPG 3), Llewelyn Davies, in association with ATIS REAL, were commissioned to produce a study to estimate the potential for providing new homes in the built up areas in Thurrock over period 2001 to 2021.

This is the non-technical summary of the study. The study is presented in more detail in four further volumes. These are:

- **Volume 1:** Final Written Report;
- **Volume 2:** Design Exercises;
- **Volume 3:** Site Schedules; and
- **Volume 4:** Mapping.

The study was commissioned to provide supporting technical work to inform the preparation of Development Plan Documents as required under the new planning regulations as set out in the Planning and Compulsory Purchase Act 2004.

The study looks forward over the timeframe to 2021 in line with the emerging Regional Spatial Strategy (RSS) for the East of England. Indeed, the study was undertaken against a background of concerns about the impact of new housing development on greenfield sites, and a rapidly evolving national and regional planning policy agenda. Its focus is on quantifying the land and buildings within existing settlement boundaries to accommodate additional housing.

A key thrust of current planning policy is that in meeting housing requirements, priority must be given to the re-use of previously developed land. The Government has set a national target: by 2008, 60% of all new housing should be provided on previously developed-land and through conversions of existing buildings.

The requirement for an up-to-date urban capacity study was set out in the revised PPG3 (Housing) published in March 2000, which states that *"... in order to establish how much additional housing can be accommodated within urban areas and therefore how much greenfield land may be needed for development, all local planning authorities should undertake urban housing capacity studies"* (paragraph 24).

It should be noted that this study is not a statement of Council policy, rather it is a technical document for consideration, assisting in the production of new development plan documents as required under the new planning procedures: the study merely identifies land and buildings where the potential may exist for new housing development to come forward in the timeframe to 2021.

The capacity of the authority area to accommodate residential development has been estimated in isolation from the equally pressing need to identify land for development for other purposes, including schools, health facilities, open space, shops, leisure, community facilities, etc. Furthermore, the estimates do not take account of the physical capacity of local infrastructure, such as roads, sewers and the supply of water, gas or electricity, to cope with the stated level of development. Any of these, or other factors could affect both the estimated capacity of a particular site, or the total capacity for a settlement or authority area.

Any urban capacity assessment though, is, by definition, a snapshot in time. Such studies can be used as a proactive planning tool by the Councils to bring forward sites for development through their LDF. However, some of the sites identified will not come forward in time for whatever reason. Equally, other un-identified sites will. In our experience, these will generally balance each other out. The findings of the study should therefore be considered as part of any policy review and reviewed to test the assumptions underlying the estimates and to monitor the progress of the identified sites over time.

Whilst this study has been undertaken on behalf of the Council, it is important to note that the Thurrock Urban Development Corporation (UDC) will also take an interest in its findings. The UDC became operational in January 2004 and have been given the

responsibility of facilitating growth, development and regeneration of Thurrock, the expectation being that this will drive a significant increase in housing provision as well as improvements in employment and education.

The UDC is currently preparing its own Regeneration Framework which will set out the vision, strategy and processes of implementation to achieve its objectives for regeneration in Thurrock. It is anticipated that the UDC will soon commission its own Area Action Plans and Master plans to set out in spatial terms the detail of its Regeneration Framework for specific areas in the borough.

However, these studies were not available at the time of writing and we have therefore not been able to consider their implications within the urban capacity estimates. The findings of the capacity study and the UDC studies will, in time, need to be considered alongside each other.

2 The Study Area

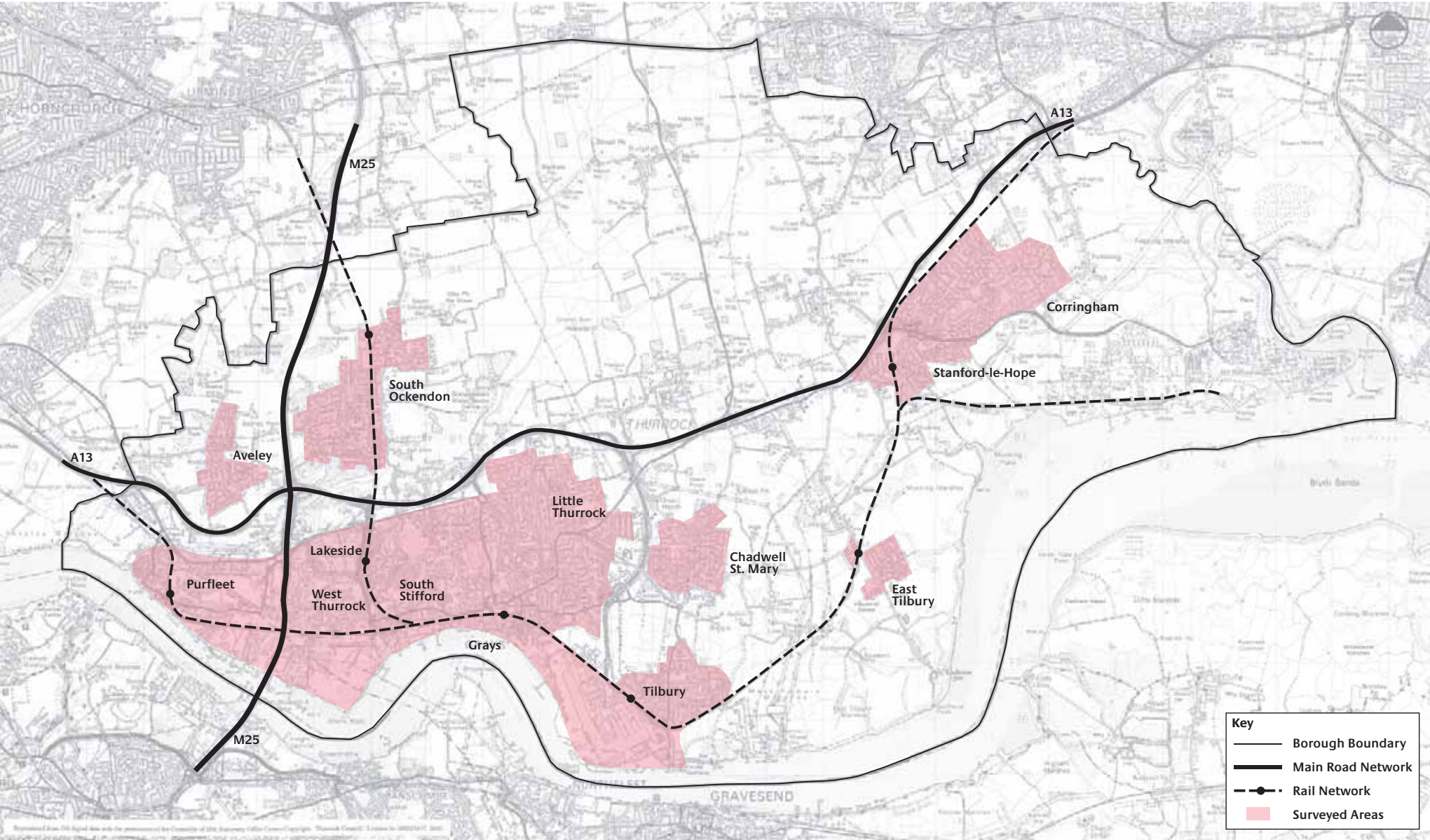
The study sought to identify sites and buildings with the potential for new housing development in the main towns and built-up areas across Thurrock (Figure 2.1 and Table 2.1). It also sought to assess the potential from a range of other 'non-physically' identifiable sources such as the potential from conversions and LOTS (living over the shop).

Table 2.1: Survey Areas

Settlements	Grays
	Tilbury
	East Tilbury
	Stanford-le-Hope
	Corringham
	South Ockendon
	Aveley
	Little Thurrock
	Chadwell St Mary
Regeneration Areas	Purfleet
	West Thurrock
	South Stifford and Grays West
	Lakeside Basin

In recent times the Borough has contained large areas of derelict land, much of which was created by a history of extensive mineral extraction operations and general industry. With the cessation of various manufacturing industries e.g. the cement industry and associated chalk excavation and the closure of tank farms and other uses, much land became available for development. The borough became a growth area, due particularly to the availability of large areas of land for redevelopment, its proximity to London and its improving communication links. It has experienced considerable growth and housebuilding since the late 1980's and through the 1990's, with, for example, the construction of the Chafford Hundred development (primarily in old chalk quarries) and other redevelopment sites particularly within the southwestern part of the borough. There is still considerable potential for further housebuilding and regeneration proposals within the existing urban areas and on "brownfield" land, most particularly in Purfleet, West Thurrock and South Stifford/Grays. The borough is now a key regeneration area in the East of England, lying within the Thames Gateway, announced as a major growth area in the Government's Communities Plan.

It is also appreciated that there is a need to balance the demands for new sustainable housing and regeneration projects with the need to safeguard appropriate employment land and the need to provide further employment land within the borough (improvements in economic performance and job creation). The potential for considerably more employment opportunities in the east of the borough, should the redevelopment of the Shellhaven oil refinery site take place, may have significant implications for the distribution of housing and employment within the borough. There are also issues surrounding the ability of service infrastructure and facilities to cope with any future large or medium scale housing developments within parts of the borough (and other sustainability issues).



3 Overview of Study Approach

The Urban Capacity Study was undertaken in line with good practice guidance¹ published in 2000, aimed at encouraging better practice in the preparation of housing capacity studies. This document, *'Tapping the Potential'*, identifies four stages to capacity assessment:

- 1 Identifying sources of capacity;
- 2 Surveying the capacity;
- 3 Assessing the yield; and
- 4 Discounting the potential.

While *Tapping the Potential* does not prescribe a national methodology for capacity studies there is a clear expectation in PPG3 that authorities should have regard to the principles set out in the guide when undertaking capacity studies.

Tapping the Potential confirms that the starting point for any capacity study should be a survey of the area to explore the potential within each source. Surveying the study area can take a number of forms:

- **Comprehensive Surveys** of the whole study area to map and record all sites, which can then be put on a data-base and tracked for future reference;
- **Priority Area Studies** focus on areas which are most likely to yield housing capacity and/or where increased housing would meet policy objectives, such as in town centres or close to public transport; and
- **Typical Urban Area (TUA)** studies involve dividing the study area into "homogenous character" case study areas, determined upon the basis of land use, character, housing density and age. The capacity of an area is then calculated by surveying a number of sample areas and then applying the findings of these sample surveys to the remaining areas of the same character type.

The study of Thurrock followed a 'hybrid' approach, combining Priority Area Studies and Comprehensive Surveys. Central to the philosophy of our approach has been to seek to identify as many of the physically identifiable opportunities for new housing as possible as this avoids many of the grossing-up assumptions inherent in the TUA approach.

The approach was to identify all land and buildings with housing potential and then to discount on the basis of detailed analysis. A number of sources of capacity are outlined in *Tapping the Potential*. If a robust study is to be produced then all of these sources should be examined, although in practice there is considerable overlap between these sources. In summary these are:

- review of existing housing allocations;
- review of land and buildings allocated for other uses;
- vacant land not previously developed;
- previously developed vacant and derelict land and buildings (non housing);
- the intensification of existing areas;
- redevelopment of existing areas of housing;
- redevelopment of car parks;
- subdivision of existing housing;
- potential of living over retail units;
- empty homes; and
- conversion of commercial buildings to residential use.

The first seven of these can be identified through site surveys and are referred to as the physically identifiable sources. The remaining four sources are more difficult to estimate as they are not easily identifiable. As such, these are referred to as the other or non-physically identifiable source types.

¹ DETR, December 2000, *Tapping the Potential – Assessing Urban housing Capacity: Towards Better Practice*

Tapping the Potential requires that each of these sources is surveyed to identify the potential (unconstrained) yield and then for this to be discounted to identify the available potential. A key principle is that studies should not discount potential in an arbitrary way during the survey. The approach should be to identify all land and buildings with housing potential and then to discount on the basis of detailed analysis. The approach can be summarised as following three stages:

- **Stage 1: Identifying the Potential** – Site surveys based on urban character areas recording initial appraisals of sites.
- **Stage 2: Exploring the Potential** – Stocktaking of all sites identified based on the acceptability, in principle, of development for housing in line with PPG3 objectives. On the basis of this process sites are either 'Accepted' or 'Rejected' for the purposes of the study with design work applied to those sites which are 'Accepted'.
- **Stage 3: Delivering the Potential** – Analysis and phasing of sites including an assessment of their viability and deliverability.

An important element in the Study is case study design analysis which assists in calibrating the implications of the different policy scenarios in terms of density and car parking policies etc. Eleven sites were selected for case study design analysis. The densities achieved for these sites under each scenario have been used as the basis for assessing the potential of the other identified sites. The work of ATIS REAL has sought to assess the costs and values associated with developing these sites. This viability exercise forms a basis for categorising the sites into periods of deliverability.

4 Summary of Findings

Our findings are presented in Volume 1 of the main report (Section 6) and summarised below.

Physically-identifiable sources

The study sought to assess the potential from both the physically identifiable and non-physically identifiable source types. In total, the survey work identified 420 sites for consideration. 210 of these were considered suitable for design analysis and viability assessment, informing the discounting and phasing process.

The study estimates that there is the potential to deliver **15,401** new homes through this source over the period 2004 - 2021.

'Small sites'

Due to the nature of the areas surveyed and the size of the sites, many of these were assumed to have a potential dwelling capacity below five units. It is not possible to identify all of the small sites² across the study area and we have therefore based our estimates of potential from these sites on completion rates achieved since 1998.

The potential capacity from the small sites is estimated to be **255** units over the period 2004 - 2021.

Non-physically identifiable source types

The study also assessed the potential from non-physically identifiable sources, such as the conversion and reuse of empty buildings. This comprises a much smaller amount of potential, reflecting the inherent difficulties associated with these source types and the assumptions underlying the calculations.

The potential capacity from these source types is estimated to be **102** units over the period to 2021.

The total potential

The vast majority of potential derives from the physically identifiable sites. Including the number of completions achieved in Thurrock over the period 2001 – 2004³, it is estimated that the potential could exist to accommodate **18,102** dwellings in Thurrock over the time period to 2021. This is broken down as:

Completions	2001 – 2004	2,344 units
Physically identifiable sources	2004 – 2021	15,401
'Small sites'	2004 – 2021	255
Other sources	2004 – 2021	102
Total Potential	2001 – 2021	18,102 units

Major Developed Sites in the Green Belt

Although not included within the estimates of urban capacity, there are 102 outstanding dwellings with planning permission on Major Developed Sites in the Green Belt at 2004. Development of these would yield **102** units over and above the estimates of urban capacity.

A further three sites in the Green belt are identified within the Borough Local Plan and deposit UDP as having potential for residential development. However, these have not contributed to our estimates of urban capacity.

² For the purposes of the Urban Capacity Study, Small sites refers to those yielding fewer than five units. This differs to the definition used by the Council for monitoring purposes which refers to small sites as those yielding fewer than ten units.

³ Based on monitoring of completions by Thurrock Council. See Thurrock Annual Monitor 2004, Housing Land Monitor

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Contents

Preface	1
Overview	3
1 Introduction	5
1.1 Purpose of the Study	5
1.2 The Study Area	5
1.3 Overview of Study Approach	7
1.4 Summary of Findings	8
1.5 Overview of this Report	9
2 Context	11
2.1 Introduction	11
2.2 Other Studies	11
2.3 Strategic Planning Context	11
2.4 Population and Household Growth	14
3 Study Method	17
3.1 Overview	17
3.2 The Key Stages	17
4 Exploring Potential Through Design	23
4.1 Introduction	23
4.2 Site Selection	23
4.3 Design Approach	23
4.4 Case Studies	25
4.5 Three-dimensional studies	25
5 Viability	27
5.1 Introduction	27
5.2 Value Mapping	27
5.3 Site Appraisals	29
5.4 Phasing	30
6 Capacity Estimates	33
6.1 Introduction	33
6.2 'Unconstrained' Capacity of Physically Identified Sites	35
6.3 Discounting and Phasing the Physically Identifiable Sites	35
6.4 Small Sites	38
6.5 Other Sources of Potential	38
6.6 Summary of 'Constrained' Capacity	39
6.7 Major Developed Sites in the Green Belt	40
7 Towards a Monitoring Framework	41
7.1 Introduction	41
7.2 Good Practice Guidance: Monitoring	41
7.3 Approach to Monitoring	41
8 Annex A: Consultation Letter	45
9 Annex B: Schedule of new build developments	48
10 Annex C: Thurrock House Prices	51

List of Tables

Table 1.1: Survey Areas	7
Table 2.1: Housing figures by area of change	12
Table 2.2: ZAP Scenario 3 identified 'brownfield' development opportunities in Thurrock	13
Table 3.1: Summary of 'constrained' capacity estimates	21
Table 3.2: Summary of capacity estimates by phasing period	21
Table 4.1: Densities obtained through case study design analysis (in du/ha)	25
Table 5.1: Values and Costs Matrix	30
Table 5.2: Phasing Periods	31
Table 6.1: Surveyed Wards	33
Table 6.2: 'Unconstrained' dwelling capacity by settlement / area / ward	35
Table 6.3: Number of sites discounted	36
Table 6.4: Dwelling potential of the physically identifiable sites by phasing period	37
Table 6.5: Summary of Capacity estimates	39
Table 6.6: Summary of Capacity estimates by Phasing Periods	40

List of Figures

Figure 1.1: The Study Area	6
Figure 2.1: Average household size in Great Britain, 1971 - 2002	15
Figure 3.1: Study Method / Flow Chart	22
Figure 5.1: Value mapping	28
Figure 6.1: Thurrock study area and ward boundaries	34
Figure 7.1: Graphical representation of monitoring framework	43

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Preface

Thurrock is a key regeneration area in the East of England. It lies within the Thames Gateway, announced as a key growth area in the Government's Sustainable Communities Plan. In February 2003 the Office of the Deputy Prime Minister announced the establishment of an Urban Development Corporation (UDC) in Thurrock to drive forward regeneration in the area and the Thurrock UDC became operational from January 2004.

Thurrock Borough Council is a Unitary Authority and published its deposit Unitary Development Plan in March 2003. Thurrock Council suspended work on the UDP and has begun the preparation of Local Development Documents following the introduction of the Planning and Compulsory Purchase Act 2004.

With the levels of growth currently proposed in the emerging Regional Spatial Strategy for the East of England (RSS 14), Thurrock Council considers there is a need to plan ahead and consider the options for growth in order to ensure that development is properly accommodated in the borough in order to provide a pleasant and vibrant environment.

Thurrock Council has commissioned a number of technical studies, the outcomes of which will jointly inform the preparation of the Council's development Plan and the strategies and implementation plans of the Thurrock UDC.

This Urban Capacity Study is one of those technical studies. It must be emphasised that this study is not a formal endorsement by Thurrock Council of the forms and scale of development tested. This study seeks to inform the options and alternatives for development and to assist in the preparation of and sustainability appraisal of the Council's Local Development Documents.

This study should be read and considered in conjunction with the other technical studies and strategies commissioned by the Council, including the Infrastructure studies, Open Space Strategy, Flood Risk Assessment, Landscape Capacity Study and the Green Belt Review.

Thurrock Council
May 2005

Overview

In line with the guidance given in PPG 3, Thurrock Council commissioned consultants Llewelyn Davies (in association with ATIS REAL) to undertake an urban capacity study. This study establishes the potential for accommodating new housing in the built-up areas in Thurrock over period 2001 to 2021.

The areas surveyed for the purposes of this study were:

- Grays
- Tilbury
- East Tilbury
- Stanford-le-Hope
- Corringham
- South Ockendon
- Aveley
- Little Thurrock
- Chadwell St Mary
- Purfleet
- West Thurrock
- South Stifford and Grays West
- Lakeside Basin

The study has been completed in accordance with the guidance given in *Tapping the Potential*, the DETR (now ODPM) guide to better practice on urban housing capacity assessment.

Underpinning the Llewelyn Davies methodology is the design-led approach. This provides a robust means of estimating site capacity and also helps to illuminate some of the key policy choices to be taken (e.g. in terms of density, car parking and other design standards). Eleven case study design examples were selected and the results of these were then applied to the other sites that were identified by the Study.

The Study has also sought to quantify the likely contribution from other sources of capacity, such as empty homes, conversions of commercial property and the potential from 'Living Over the Shops' (LOTS), which are not easily identifiable.

It should be noted that this study is not a statement of Council policy, rather it is a technical document for consideration, assisting in the production of new development plan documents as required under the new planning procedures: the study merely identifies land and buildings where the potential may exist for new housing development to come forward in the timeframe to 2021.

The capacity of the authority area to accommodate residential development has been estimated in isolation from the equally pressing need to identify land for development for other purposes, including schools, health facilities, open space, shops, leisure, community facilities, etc. Furthermore, the estimates do not take account of the physical capacity of local infrastructure, such as roads, sewers and the supply of water, gas or electricity, to cope with the stated level of development. Any of these, or other factors could affect both the estimated capacity of a particular site, or the total capacity for a settlement or authority area.

Our findings are presented in Section 6 and summarised in section 1.4.2. In short, we estimate that the potential exists to provide **18,102** new dwellings in the existing built-up areas across the study area over the period 2001 – 2021.

Any urban capacity assessment though, is, by definition, a snapshot in time. Such studies can be used as a proactive planning tool by the Council to bring forward sites for development through their LDF. However, some of the sites identified will not come forward in time for whatever reason. Equally, other un-identified sites will. In our experience, these will generally balance each other out. The findings of the study should therefore be considered as part of any policy review and reviewed to test the

assumptions underlying the estimates and to monitor the progress of the identified sites over time.

Whilst this study has been undertaken on behalf of the Council, it is important to note that the Thurrock Urban Development Corporation (UDC) will also take an interest in its findings. The UDC became operational in January 2004 and have been given the responsibility of facilitating growth, development and regeneration of Thurrock, the expectation being that this will drive a significant increase in housing provision as well as improvements in employment and education.

The UDC is currently preparing its own Regeneration Framework which will set out the vision, strategy and processes of implementation to achieve its objectives for regeneration in Thurrock. It is anticipated that the UDC will soon commission its own Area Action Plans and Master plans to set out in spatial terms the detail of its Regeneration Framework for specific areas in the borough.

However, these studies were not available at the time of writing and we have therefore not been able to consider their implications within the urban capacity estimates. The findings of the capacity study and the UDC studies will, in time, need to be considered alongside each other.

1 Introduction

1.1 Purpose of the Study

This is the final report of a study commissioned to estimate the housing potential in Thurrock. The study was undertaken by Llewelyn Davies in association with ATIS REAL.

The study was commissioned to provide supporting technical work to inform the preparation of Development Plan Documents as required under the new planning regulations as set out in the Planning and Compulsory Purchase Act 2004.

The study looks forward over the timeframe to 2021 in line with the emerging Regional Spatial Strategy (RSS) for the East of England. Indeed, the study was undertaken against a background of concerns about the impact of new housing development on greenfield sites, and a rapidly evolving national and regional planning policy agenda. Its focus is on quantifying the land and buildings within the existing settlement boundaries to accommodate additional housing.

A key thrust of current planning policy is that in meeting housing requirements, priority must be given to the re-use of previously developed land. The Government has set a national target: by 2008, 60% of all new housing should be provided on previously developed-land and through conversions of existing buildings.

The requirement for an up-to-date urban capacity study was set out in the revised PPG3 (Housing) published in March 2000, which states that *"... in order to establish how much additional housing can be accommodated within urban areas and therefore how much greenfield land may be needed for development, all local planning authorities should undertake urban housing capacity studies"* (paragraph 24).

1.2 The Study Area

The study sought to identify sites and buildings with the potential for new housing development in the main towns and built-up areas across Thurrock (Figure 1.1 and Table 1.1). It also sought to assess the potential from a range of other 'non-physically' identifiable sources such as the potential from conversions and LOTS (living over the shop).

In recent times the Borough has contained large areas of derelict land, much of which was created by a history of extensive mineral extraction operations and general industry. With the cessation of various manufacturing industries e.g. the cement industry and associated chalk excavation and the closure of tank farms and other uses, much land became available for development. The borough became a growth area, due particularly to the availability of large areas of land for redevelopment, its proximity to London and it's improving communication links. It has experienced considerable growth and housebuilding since the late 1980's and through the 1990's, with, for example, the construction of the Chafford Hundred development (primarily in old chalk quarries) and other redevelopment sites particularly within the southwestern part of the borough. There is still considerable potential for further housebuilding and regeneration proposals within the existing urban areas and on "brownfield" land, most particularly in Purfleet, West Thurrock and South Stifford/Grays. The borough is now a key regeneration area in the East of England, lying within the Thames Gateway, announced as a major growth area in the Government's Communities Plan.

It is also appreciated that there is a need to balance the demands for new sustainable housing and regeneration projects with the need to safeguard appropriate employment land and the need to provide further employment land within the borough (improvements in economic performance and job creation). The potential for considerably more employment opportunities in the east of the borough, should the redevelopment of the Shellhaven oil refinery site take place, may have significant implications for the distribution of housing and employment within the borough. There are also issues surrounding the ability of service infrastructure and facilities to cope with any future large or medium scale housing developments within parts of the borough (and other sustainability issues).

Table 1.1: Survey Areas

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	Chadwell St Mary
Regeneration Areas	Purfleet
	West Thurrock
	South Stifford and Grays West
	Lakeside Basin

These areas of search reflect policy USP 16 of the deposit UDP, which, in relation to the location of new housing development, states:

'A sequential approach should be used, starting with the re-use of previously developed land and buildings within larger urban areas, including the identified land within the Regeneration areas of Purfleet, West Thurrock and Grays West...'¹

1.3 Overview of Study Approach

Towards the end of 2000, the DETR (now ODPM) published guidance² to encourage better practice in the preparation of housing capacity studies. This document, *'Tapping the Potential'*, identifies four stages to capacity assessment:

- 1 Identifying sources of capacity;
- 2 Surveying the capacity;
- 3 Assessing the yield; and
- 4 Discounting the potential.

While *Tapping the Potential* does not prescribe a national methodology for capacity studies there is a clear expectation in PPG3 that authorities should have regard to the principles set out in the guide when undertaking capacity studies.

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The study of Thurrock followed a 'hybrid' approach, combining Priority Area Studies and Comprehensive Surveys. Central to the philosophy of our approach has been to seek to identify as many of the physically identifiable opportunities for new housing as possible as this avoids many of the grossing-up assumptions inherent in the TUA approach.

The approach was to identify all land and buildings with housing potential and then to discount on the basis of detailed analysis. A number of sources of capacity are outlined

¹ Page 15, Policy USP 16 (i), Thurrock UDP Part I, Deposit, March 2003

² DETR, December 2000, *Tapping the Potential – Assessing Urban housing Capacity: Towards Better Practice*

in *Tapping the Potential*. If a robust study is to be produced then all of these sources should be examined, although in practice there is considerable overlap between these sources. In summary these are:

- review of existing housing allocations;
- review of land and buildings allocated for other uses;
- vacant land not previously developed;
- previously developed vacant and derelict land and buildings (non housing);
- the intensification of existing areas;
- redevelopment of existing areas of housing;
- redevelopment of car parks;
- subdivision of existing housing;
- potential of living over retail units;
- empty homes; and
- conversion of commercial buildings to residential use.

The first seven of these can be identified through site surveys and are referred to as the physically identifiable sources. The remaining four sources are more difficult to estimate as they are not easily identifiable. As such, these are referred to as the other or non-physically identifiable source types.

Tapping the Potential requires that each of these sources is surveyed to identify the potential (unconstrained) yield and then for this to be discounted to identify the available potential. A key principle is that studies should not discount potential in an arbitrary way during the survey. The approach should be to identify all land and buildings with housing potential and then to discount on the basis of detailed analysis. The approach can be summarised as following three stages:

- **Stage 1: Identifying the Potential** – Site surveys based on urban character areas recording initial appraisals of sites.
- **Stage 2: Exploring the Potential** – Stocktaking of all sites identified based on the acceptability, in principle, of development for housing in line with PPG3 objectives. On the basis of this process sites are either 'Accepted' or 'Rejected' for the purposes of the study with design work applied to those sites which are 'Accepted'.
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An important element in the Study is case study design analysis which assists in calibrating the implications of the different policy scenarios in terms of density and car parking policies etc. Eleven sites were selected for case study design analysis. The densities achieved for these sites under each scenario have been used as the basis for assessing the potential of the other identified sites. The work of ATIS REAL has sought to assess the costs and values associated with developing these sites. This viability exercise forms a basis for categorising the sites into periods of deliverability.

1.4 Summary of Findings

1.4.1 Physically-identifiable sources

The study sought to assess the potential from both the physically identifiable and non-physically identifiable source types. In total, the survey work identified 420 sites for consideration. 210 of these were considered suitable for design analysis and viability assessment, informing the discounting and phasing process.

The study estimates that there is the potential to deliver **15,401** new homes through this source over the period 2004 - 2021.

1.4.2 'Small sites'

Due to the nature of the areas surveyed and the size of the sites, many of these were assumed to have a potential dwelling capacity below five units. It is not possible to

identify all of the small sites³ across the study area and we have therefore based our estimates of potential from these sites on completion rates achieved since 1998.

The potential capacity from the small sites is estimated to be **255** units over the period 2004 - 2021.

1.4.3 Non-physically identifiable source types (Other Sources)

The study also assessed the potential from non-physically identifiable sources, such as the conversion and reuse of empty buildings. This comprises a much smaller amount of potential, reflecting the inherent difficulties associated with these source types and the assumptions underlying the calculations.

The potential capacity from these source types is estimated to be **102** units over the period to 2021.

1.4.4 The total potential

The vast majority of potential derives from the physically identifiable sites. Including the number of completions achieved in Thurrock over the period 2001 – 2004⁴, it is estimated that the potential exists to accommodate **18,102** dwellings across the study area in the time period to 2021. This is broken down as:

Completions	2001 – 2004	2,344 units
Physically identifiable sources	2004 – 2021	15,401
'Small sites'	2004 – 2021	255
Other sources	2004 – 2021	102

1.4.5 Major Developed Sites in the Green Belt

Although not subject to assessment as part of the urban capacity study, there are 102 outstanding dwellings with planning permission on Major Developed Sites in the Green Belt at 2004. These sites could yield a further **102** units over and above the urban capacity estimates during the time period to 2021. Additionally, there are a further three sites identified with the Green Belt in the Borough Local Plan and deposit UDP as having potential for residential development. These have not been included within our capacity estimates.

It is also worth noting that potential will also exist for development in those villages not surveyed as part of the study, although the yields from these areas will be quite small relative to the potential in the larger areas surveyed.

1.5 Overview of this Report

The study is presented in four volumes. These are:

Volume 1: Final Written Report;

Volume 2: Design Exercises;

Volume 3: Site Schedules; and

Volume 4: Mapping.

This report comprises Volume 1: Final Written Report. It is presented in six further sections:

Section 2 provides an overview of other studies that have been undertaken and which have informed the capacity assessments. It discusses the emerging RSS for the East of England and the implications of this on the study area. It also presents a set of population and household projections;

Section 3 presents the study methodology;

³ It should be noted that for the purposes of this study, the definition of small sites differs to that used by Thurrock in their monitoring of housing developments. For the purposes of this study, we refer to small sites as those yielding fewer than five units. Thurrock define small sites as those yielding less than 10 units.

⁴ Based on monitoring of completions by Thurrock Council. See Thurrock Annual Monitor 2004, Housing Land Monitor

Section 4: provides an overview of the design case study work undertaken to generate the estimates of capacity and the principles behind the design work;

Section 5 sets out our approach to viability and the phasing of sites into different periods of deliverability;

Section 6 present the capacity estimates for Thurrock; and

Section 7 establishes a framework for monitoring the supply

In addition, the Annex presents (a) the consultation letter circulated, (b) information on recent housing developments across Thurrock and (c) a schedule of house prices by post-code across the Borough, the last two of which have informed the viability exercise undertaken.

2 Context

2.1 Introduction

This Section is presented in three parts:

- The first provides an overview of the other studies undertaken which have informed the assessment of capacity;
- The second addresses the implications of the Thames Gateway Growth area and emerging regional planning guidance for the East of England region; and
- The third presents a set of population and household projections for Thurrock.

2.2 Other Studies

2.2.1 Housing Capacity Study 1998

Although dated March 2003 and undertaken to inform the preparation of the Deposit Thurrock Unitary Development Plan March 2003 (UDP), the previous Thurrock Urban Capacity Study was commenced in 1998, drawing '*on earlier work undertaken in relation to the Essex Replacement Structure Plan, annual residential land availability studies and preliminary work then being undertaken for the National Land Use Database (NLUD) Stage 1*⁵.

As the previous UCS acknowledges itself, it thus pre-dates guidance set out in 'Tapping the Potential'. However, it has provide a useful starting point for this study, with all sites included in the 1998 study being reviewed for the purposes of this study and included again where appropriate.

The 1998 study covered the period up to 2016 and identified 171 sites across the Borough, totalling a net site area of 380 hectares. Based on a density multiplier approach, the study estimated the dwelling potential of the Borough to be approximately 14,700 units. Many of these sites have now come forward and been built out, particularly on some of the larger sites (indeed, as the study acknowledges, approximately 4,300 of the total potential was on sites with outstanding planning permissions).

In line with the new planning procedures governing the production of Local Development Documents, the estimates presented in this report and other accompanying Volumes provide estimates of potential over the new plan period to 2021. These new estimates will provide supporting technical work informing the preparation of the Development Plan documents required under the new Planning and Compulsory Purchase Act 2004. It may also inform the strategies and implementation plans of the Thurrock Urban Development Corporation.

2.2.2 Technical Studies

The Urban Capacity Study comprises one of nineteen studies that have been commissioned by Thurrock Council, the key areas of assessment being:

- Urban Capacity;
- Employment Land;
- Infrastructure;
- Open Space;
- Landscape; and
- Green Belt Review.

All of these studies will inform the preparation of the LDF; the findings of the studies and their implications will need to be reviewed alongside each other.

2.3 Strategic Planning Context

2.3.1 Thames Gateway: Zonal Action Plans

In September 2002 the Thames Gateway Strategic Executive (TGSE) drew up the Zonal Action Plans (ZAP) for the Thames Gateway. These represented aspirational growth targets for the Thames Gateway over the next twenty years. These build on the earlier housing projections and forecasts contained in the Zones of Change (ZOC) document. Based upon identified development sites in each zone (of which there are fourteen

⁵ Para 1.3, Page 1, Thurrock UCS, March 2003

across the Thames Gateway) the figures resulting from this exercise were taken to be a reasonable proxy for Regional Planning outcomes (specifically, at the time, RPG 9).

The ZAP sought to update the ZOC figures by factoring in additional assumptions about density, particularly around public transport nodes; a less conservative approach in selected areas to the transfer of employment to housing land and some selected expansions of existing urban areas.

From these baselines three growth scenarios were developed, reflecting different assumptions on transport provision, densities and land supply:

- **Scenario 1:** Figures based on current trends and known projects, representing a 'lower-end' growth figure.
- **Scenario 2:** This represents a 'mid-point' growth figure, factoring in the impact of a number of transport improvements across the Thames Gateway.
- **Scenario 3:** This represents a 'higher-end' growth figure, enhancing those figures within Scenarios 1 and 2, and allowing for other currently unknown potential to come forward.

Of the fourteen zones, or areas, of change identified in ZAP/ZOC where growth is expected to take place, two cover Thurrock:

- **Thurrock Riverside**, covering the area from Purfleet through Grays to Tilbury; and
- **Canvey / Shellhaven**, covering Corringham and Shellhaven but also extending into the neighbouring authority to include Canvey Island.

The housing figures associated with the three ZAP scenarios affecting Thurrock are set out in Table 2.1.

Table 2.1: Housing figures by area of change

Area of Change	Scenario 1	Scenario 2	Scenario 3
Thurrock Riverside	6,320	9,500	17,300
Canvey / Shellhaven	0	1,700	4,700
Total	6,320	11,200	22,000
Uplift over Scenario 1	-	+4,880	+15,680
Uplift over Scenario 2	-	-	+10,800

NB: Figures are rounded

Source: Zonal Action Plans; TGSE

However, a significant proportion of these totals derive from Green Belt and Greenfield land releases⁶. For the purposes of the urban capacity study, which is seeking to estimate the potential from land and buildings within existing built-up areas, the key sites / development areas for consideration all lie within the Thurrock Riverside area of change. The TGSE vision for this area is:

'Consolidation of a much fragmented urban area through housing infill and intensification. Integration of residential areas and local centres. Town centre renewal. Translation of redundant industrial land to mixed use. Development of modern Wharfage and port facilities'.

ZAP breaks the Scenario 3 estimates down by development site. The main sites / areas of regeneration and development potential for consideration by the urban capacity study are listed in Table 2.2.

⁶ For the purposes of this study, it is important to note that Thurrock Council do not necessarily agree with the ZAP Scenarios and the need to release Green Belt or Greenfield land.

Table 2.2: ZAP Scenario 3 identified 'brownfield' development opportunities in Thurrock

'Project'	'Objective'	Housing Potential (no. units)*	Enabling Factors	Risks
Purfleet	New urban focus in Thurrock inclusive of modernised wharfage	2,000	Land assembly, decontamination, enhanced public transport interchange	Constraint of reorganising wharfage areas
Grays Town Centre	Revitalised town centre & waterfront	1,000	Site assembly, town centre environmental upgrade	Divisive effect of transport infrastructure image
Chafford Hundred	Completion of final phases of estate	1,000	In progress	Low
Tilbury	Revitalised town centre and local estates	1,000	Improved local accessibility and site assembly	Poor image. Failure to reduce isolation
Lakeside and its fringes	Residential encircling and within the Shopping Centre	1,500	Progressive management of retail estate. Decontamination of peripheral areas	Unwillingness of retail operators to co-operate, access restraint
West Thurrock	Brownfield riverside regeneration	500	Management of small site package and decontamination	Cost of site preparation
South Stifford	Central area brownfield land reclamation	1,700	Land assembly, access and decontamination	Image
Total	-	8,700	-	-

Source: Zonal Action Plans, TGSE

* Most of sites / areas also include provision of employment uses

2.3.2 Creating Sustainable Communities

Following the ZAP documents the ODPM commissioned a number of reports to investigate the implications of the ZAP scenarios and the potential for development in the Thames Gateway. These informed the Misc. 22 Committee decisions on growth targets. In July 2003 the ODPM announced that 120,000 new homes are to be provided in the Thames Gateway by 2016⁷, effectively representing the 'mid-growth' ZAP Scenario 2 figures. The Thurrock Thames Gateway UDC has since been set up to help deliver the Governments proposals.

2.3.3 Regional Spatial Strategy

Following the Governments announcement regarding the Thames Gateway and the other Growth Areas, the draft Regional Spatial Strategy (RSS) for the East of England (the East of England Plan) was published by EERA in December 2004. This provides the planning and development strategy for the region to the year 2021. Once finalised this will provide the statutory framework for local authorities to produce local development plans and local transport plans. It is anticipated that the RSS will be formally adopted and published in late 2006.

The draft RSS provides for an additional 478,000 dwellings across the region between 2001 and 2021. A significant amount of this is focussed on the Government's Growth Areas.

Draft Policy SS11 indicates that the Thames Gateway South Essex sub-region is a priority area for regeneration. The vision for this area *'is to improve opportunities and quality*

⁷ See ODPM, July 2003, Creating sustainable communities: Making it happen: Thames Gateway and the Growth Areas

of life for local people through economic regeneration and investment, provision of new infrastructure and improved environments' (see Para 5.8).

In terms of housing provision, the key opportunity set out in draft Policy TG/SE1 is focussed on the Thurrock Riverside zone, or area, of change. The Policy states that the vision here is in:

'developing a new urban focus between Purfleet and Tilbury to provide 7,600 additional houses and 2,400 jobs through regeneration of previously used sites, associated with revitalisation of existing town centres, a new ring road and railway station in West Thurrock, a strategic transport interchange at Grays and improved local transport networks'.

Between 2001 and 2021, Thames Gateway South Essex should provide 43,800 new dwellings. For Thurrock this means 18,500 dwellings, broken down as:

2001 – 2011:	8,500 dwellings
2011 – 2021:	10,000 dwellings

This equates to an annual average requirement of 925 dwellings over the period 2001 – 2021.

Draft Policy SS2 sets out the overall approach to the spatial strategy. Urban areas are the main focus for development (and redevelopment) in the region. And in line with national guidance, draft Policy SS4 states that *'at least 60% of all new development in the region will take place on or using previously developed land or buildings'*. This also needs to be read in conjunction with draft policy H3 which encourages joint working, stating that *'housing land provision and policy frameworks in adjoining local authorities should be planned to ensure that a sub-regionally consistent approach is adopted that does not allow urban renaissance to be undermined by the early release of Greenfield land in neighbouring areas'*.

2.4 Population and Household Growth

At the same time as setting out the housing requirements for the period to 2021 it is useful to understand these in the light of population projections and household sizes.

The mid-year population estimates for the period 1981 to 2001 show that the population of the borough has increased by almost 20,000 people, from a base of 126,000.

As the population has been increasing, so have the number of households. Between 1991 and 2001 the number of households in Thurrock rose from 49,100 to 58,500, representing an increase of 16%. However, the average household size has fallen, from 2.9 (persons per household) in 1981, 2.6 in 1991 and 2.4 in 2001. The 2001 Census established the type of households in Thurrock:

One person:	16,012 Households	27.4% of total Households
Married Couple:	22,967	39.3%
Cohabiting couple:	6,242	10.7%
Lone parent:	5,934	10.1%
All other:	7,330	12.5%

The pattern from 1991 to 2001 has thus been one of growing population and household figures, but a decline in the average household size. This reflects trends that have been occurring nationwide. The 2002 General household Survey undertaken by the Office of National Statistics shows that the average household size has fallen from 2.91 persons in 1971 to 2.31 persons in 2002 (Figure 2.1).

Figure 2.1: Average household size in Great Britain, 1971 - 2002



Source: ONS

This pattern is set to continue. Based on the sub-national population projections⁸, the population of the borough is expected to increase to 161,400 in 2021. This is broadly in line with the estimates published by EERA⁹ which show a range of population levels for the borough in 2021 from 152,800 – 175,500 depending on the levels of migration that can be expected.

The EERA forecasts¹⁰ also estimate that there will be anywhere between 69,000 and 77,400 households in Thurrock in 2021 (dependant on migration). Taking a mid-point between this range would equate to an increase of 14,700 households over the period 2001 – 2021, equivalent to a 25% growth rate.

Additionally, household sizes are expected to continue to fall, reaching 2.28 persons per household in 2021¹¹.

In summary, population levels and household numbers have been increasing, both at the county level and across the study area. However, the number of households have been increasing at a higher rate than population, meaning that household sizes have been decreasing. This reflects national trends and is expected to continue. There is thus a need to provide new housing, particularly to address the growing number of smaller households being formed. This does not necessarily mean that all housing provision is for small units though as smaller households do not automatically translate into smaller living space.

⁸ Source: Thurrock Council. Based on information from the Office for National Statistics, 1996.

⁹ Source: The Chelmer Model, Anglia Polytechnic University, for EERA, September 2003

¹⁰ *ibid.*

¹¹ Source, DETR 1996-based projections of average household size 2001-2021.

3 Study Method

3.1 Overview

As the introduction to this report has highlighted, recent years have seen important developments in the Government's policy approach to planning for new housing. The key features of the new approach are:

- a capacity based approach to the identification of opportunities for new housing;
- a sequential approach to the allocation of land for housing with greenfield land only being released when the opportunities for re-using previously developed urban land and buildings have been exhausted;
- an integration of housing development with wider policy objectives of sustainable development and urban renaissance;
- a pro-active urban management approach to bringing forward important brownfield sites for development; and
- a creative design-led approach to making the most of urban sites for housing.

Three aspects of the approach are of fundamental importance:

- **Relating the analysis of urban housing potential to accessibility to public transport and local facilities.** Locating new housing within walking distance of facilities and public transport can reduce residents need to rely on the car for all trips. It can also provide the opportunity to reduce the amount of space that needs to be given over to the car and hence contribute to denser more urban forms of housing development.
- **Taking a long term and imaginative view of the potential for new housing.** Surveys to identify land with potential for housing cannot be constrained by issues of immediate land availability, development viability or planning policy. Surveys must therefore look beyond sites that are currently vacant to include those that may become suitable in the future, particularly under-used sites. It is only by undertaking such an unconstrained assessment that the full potential for housing can be identified and consideration given to the mechanisms needed to unlock it.
- **Using a design-led approach to explore the potential of individual sites for housing.** The Sustainable Residential Quality (SRQ) approach (endorsed by both PPG3 and Tapping the Potential) advocates a design-led approach which seeks to achieve a high standard of design and amenity through a design approach which responds to the unique characteristics of each site and its surrounding context rather than by applying generalised planning standards.

3.2 The Key Stages

The following section describes the method used in assessing the housing potential of the built-up areas across the study area (see Table 1.1). The approach is illustrated in Figure 3.1.

3.2.1 Stage 1

Task 1: Developing the Methodology

The first step was to develop and refine our outline methodology in discussion with the Council, ensuring conformity with *Tapping the Potential*.

Comments were invited from interested stakeholders in the area on our approach. 220 letters were sent out (see Annex A), utilising the HBF's eastern region membership database and the records of all companies known to have submitted residential planning applications or representations to the UDP over the last few years in respect of 'brownfield' sites. Respondents included, amongst others, developers, agents and consultants operating in the study area.

This consultation process invited comment on our approach and also gave respondents an opportunity to suggest sites for inclusion in the study. Responses were received from eleven organisations, including both comments on the approach and potential sites for consideration in the study. In addition, a seminar was held, allowing further discussion of our approach to the study.

Task 2: Information Collection & Desk Review

In parallel to the consultation process, digital mapping was obtained from the Council as a basis for the desk-based review and field-work. Relevant documentation including the UDP, previous urban capacity study and NLUD information were reviewed.

Potential sites were identified through the desk-based review of the mapping, documentation and through the consultation process with interested parties as set out above in Task 1. These sites were highlighted on the map base to ensure they were surveyed during the course of the field-work.

Other potential housing sites within the urban areas (such as apparent gap sites, backland areas etc.) were also identified.

Task 3: Identification of Potential Housing Sites

The systematic identification of sites with housing potential was then undertaken. This was conducted at two levels:

- 1 Detailed 'forensic' surveys on a street-by-street basis of the town centres and their ped-sheds¹², being those areas which typically have a large amount of potential to accommodate additional dwellings; and
- 2 A less detailed, but still systematic analysis of other areas, including visits to each of the sites and areas identified from the desk review of mapping together with a general examination of other areas.

The survey work sought to identify all potential housing sites adopting an unconstrained approach i.e. it explicitly avoided discounting sites during the survey process.

The output from this stage was a set of settlement maps recording the identified sites and supported by a schedule setting out basic site information.

The survey work identified **420** sites in total.

Task 4: Initial 'Stocktaking' of Identified Potential

Deciding which of the identified sites should be promoted for housing was a crucial stage in the Study.

As the survey work adopted an inclusive approach to the identification of sites and buildings with potential for housing it inevitably resulted in the identification of some sites where housing would not be considered desirable. Stocktaking is concerned with sieving out these sites and removing those where it is considered that housing development would be undesirable in policy terms. Policy justifications for removing sites from the capacity estimates include retention of land for employment purposes, retention of open space, particularly in areas of open space deficiency, and retention of land and buildings performing a community function. This was done on the basis of site visits, discussions with Council Officers and professional judgement.

210 sites were rejected as unsuitable for further analysis at this stage, accounting for 50% of the total number of sites identified.

This initial stocktaking of the sites was restricted to tests of acceptability and desirability, ensuring that it did not overlap with questions about viability and other development constraints which occurs during the discounting process (see Task 8 below). The discounting stage either knocks out or puts back in time those sites where

¹² Ped-shed describes the 800m, ten minute walking distance from the edge of the town centre

housing is acceptable but where its delivery is impeded by the market or other site based constraints¹³.

Reasons for accepting or rejecting the sites are set out in the schedules contained in Volume 3. The accepted sites are mapped and presented in Volume 4.

3.2.2 Stage 2

Task 5: Design Analysis

In conjunction with Council Officers, the study team selected eleven sites to provide examples of a range of different types of development opportunities in a range of locations across the study area. Design exercises were carried out for the selected sites, taking a “design-led” approach to generating different development options, site capacities and densities.

Two scenarios were developed on each of the case study sites. In accordance with the brief for the study, one scenario (A) reflects current planning policies and design standards as set out in the Development Plan¹⁴, with the second scenario (B) looking to design to unlock higher densities and attractive living environments. The two scenarios are sufficiently distinct in order to illustrate the policy choices in terms of developing design standards and in indicating the lower and upper ends of housing potential.

The design exercises have been produced in two-dimensional plan form. In order to make these accessible to all, four of the case study sites have also been produced in three-dimensional sketch form. This helps to convey the development forms implied by the design work and the density assumptions adopted by the study.

Further details of the approach taken to design analysis are set out in the next Section.

Task 6: Estimates of Site Capacities

Using the densities achieved through the design case study sites the capacity of the other sites identified by the study was estimated. This was achieved by matching each of the sites to the most similar case study design analysis.

A midpoint between the Scenario A and B estimates for each site is then taken to provide an ‘unconstrained’ estimate of capacity. The purpose of taking a midpoint is not to be constrained by a particular scenario, recognising that some of the sites may come forward at higher densities and, equally, others at a lower density. The midpoint allows for this balance. The ‘unconstrained’ level of capacity is estimated to be **16,018** dwellings.

Task 7: Research other Sources of Housing Capacity

In addition to estimating the sites that have been highlighted through the survey work it is also critical to examine the hidden potential that may exist in other sources which cannot be readily identified through site surveys. *Tapping the Potential* underlines the significance of these other sources, when the intention is to assess an authority's total urban housing capacity – as PPG 3 requires – then it is important to ensure that all potential sources of housing capacity are examined.

Therefore, in parallel with the survey work described above we have, in discussion with Council Officers, reviewed data on other sources of housing capacity which is not identified by the surveys, i.e.: the non-physically identifiable sources. This has included information on empty homes, data on past rates of conversion of houses into flats and small scale residential infilling. This review has provided the basis for making assumptions about the degree to which these sources can add to the capacity identified by the surveys.

¹³ Although, as the UDC publish their studies and findings over time, sites that were considered unacceptable or indeed unviable at this stage might come forward.

¹⁴ The Borough Local Plan was adopted prior to the publication of revised PPG3 in March 2000. Therefore, not all of the standards contained in the Local Plan are compliant with PPG3. The Deposit UDP was published in March 2003 but is now on hold and will be replaced by new Development Plan Documents required under the Planning and Compulsory Purchase Act 2004. The Scenario A exercises are compliant with the objectives of and guidance contained within PPG3.

These estimates and the assumptions underlying the calculations are presented in section 6. In short, it is estimated that the potential from these sources amounts to **102** dwellings.

3.2.3 Stage 3 Task 8: Discounting

The application of the design exercises to the physically identifiable sites and the use of other data to identify potential sources of dwelling capacity enabled an 'unconstrained' housing capacity figure to be estimated. This was then subjected to market analysis and viability assessment in line with the discounting process as set out in *Tapping the Potential*.

Tapping the Potential recognises that discounting is one of the most problematic areas of urban capacity studies as it is an inherently judgmental process. The approach we have used to discounting is in line with the guidance given in *Tapping the Potential* and we would agree that the process should not be limited by expectations based on past performance. In particular, discounting should reflect the objectives set out in PPG 3, specifically, the need to maximise the re-use of previously developed land and empty properties and the conversion of non-residential buildings for housing. In summary, the underlying aim of the discounting process is to identify the level of capacity that is likely to be realistically achievable within the new framework set by PPG 3.

This exercise formed the basis for phasing the identified sites into periods of deliverability and enabling a 'constrained' capacity figure to be estimated, reflecting a realistic level of dwelling potential within the urban areas surveyed. This process removed sites considered unviable and unattractive in market terms. It also removed those sites where the capacity was estimated to be fewer than five dwellings to avoid double counting (see Task 9 below). A second stocktaking session was held with Council Officers at this stage to review the assumptions¹⁵ and to move sites into different periods of deliverability as appropriate based on more detailed site knowledge.

Tapping the Potential notes that those studies that have involved a thorough survey approach and assessed capacity through design-led exercises are likely to be discounted less than those using a TUA or density multiplier approach. In our assessment, **17** sites were discounted at this stage. This predominantly accounts for the removal of the smaller sites (i.e.: those estimated to yield fewer than five units) to avoid double counting later in the process (see Task 9 below and Section 6.4). Through the viability exercise it is considered that few of the sites are so unviable that they are unattractive to the market. Indeed, the more unattractive sites may come forward in the longer-term (i.e.: 2016-2021). An allowance has also been made at this stage for the provision of other facilities on some of the larger sites, with site areas and resulting capacities being reduced accordingly.

Further details of the approach taken to the viability exercise and discounting process are set out in Section 5.

Task 9: 'Constrained' Capacity Estimate

Following the discounting and phasing process the capacity estimates can be calculated. These are presented in four phases, each of five years, covering the period to 2021. This approach follows the expectation in PPG3 which states that local authorities:

'should manage the release of sites over the plan period in order to control the pattern and speed of urban growth, ensure that the new infrastructure is co-ordinated with new housing development and deliver the local authority's recycling target' (PPG3, paragraph 33).

Based on a mid-point between the two case-study scenarios the constrained estimate of capacity is calculated to be **15,401** dwellings. This is broken down by phasing period in Table 3.1 below:

¹⁵ utilising the viability exercise undertaken by ATIS REAL Weatheralls – see section 5

Table 3.1: Summary of 'constrained' capacity estimates

Phasing Period	Dwelling Potential
2004 – 2006	1,802
2006 – 2011	8,240
2011 – 2016	2,822
2016 – 2021	2,537
Total	15,401

NB: Numbers may not add due to rounding

It is interesting to note that after the level of potential is estimated to be lower in the later time periods. This could point to urban capacity diminishing over time due to a strong housing market. Equally, it could be because it is easier to identify redundant sites which may have the potential to come forward in the earlier stages, where as the intentions of land owners on other active but potential sites are more difficult to determine. Either way, this highlights that urban capacity is a snap-shot in time and the importance that should be attached to on-going monitoring of the sites and the assumptions underlying these.

The first period in the capacity study runs from 2004 – 2006. The earlier part of this period (2001 – 2004) is made up of completions achieved in Thurrock prior to the capacity study commencing. These total **2,344** dwellings.

The capacity estimates for the period 2004 – 2021 exclude all of those sites where the potential capacity is estimated to be less than five dwellings. The purpose of this is to avoid 'double-counting'; an estimate of the potential from these smaller sites has been derived from analysis of recent completions. This provides for a total of **255** dwellings over the remainder of the period (2004 – 2021), equating to an annual average of 15 dwellings.

To this figure can be added the potential from the non-physically identifiable source types. The potential from these sources is calculated to be **102** dwellings, equating to an annual average of 6 dwellings.

These figures are broken down in more detail in Section 6, which sets out the capacity estimates for the study area.

Adding these figures together we arrive at the capacity estimates for Thurrock. Phased by periods of deliverability, these are:

Table 3.2: Summary of capacity estimates by phasing period

	Potential
2001 - 2004 (completions)	2,344
2004 - 2006	1,844
2006 - 2011	8,345
2011 - 2016	2,927
2016 - 2021	2,642
Total	18,102

NB: Numbers may not add due to rounding

Task 10: Monitoring Framework

In line with Government guidance set out in PPG3 and its daughter documents, options for monitoring and updating the Urban Capacity study have been researched. It is recommended that a development pipeline model be established showing the status of the identified sites; those sites currently under construction or with planning permission should appear at the top of the pipeline, those sites where no progress has been made and which are phased in later time periods appearing at the bottom of the pipeline. As the status of a site changes its movement through the pipeline model can be tracked. This can then be used to track completions against housing requirements.

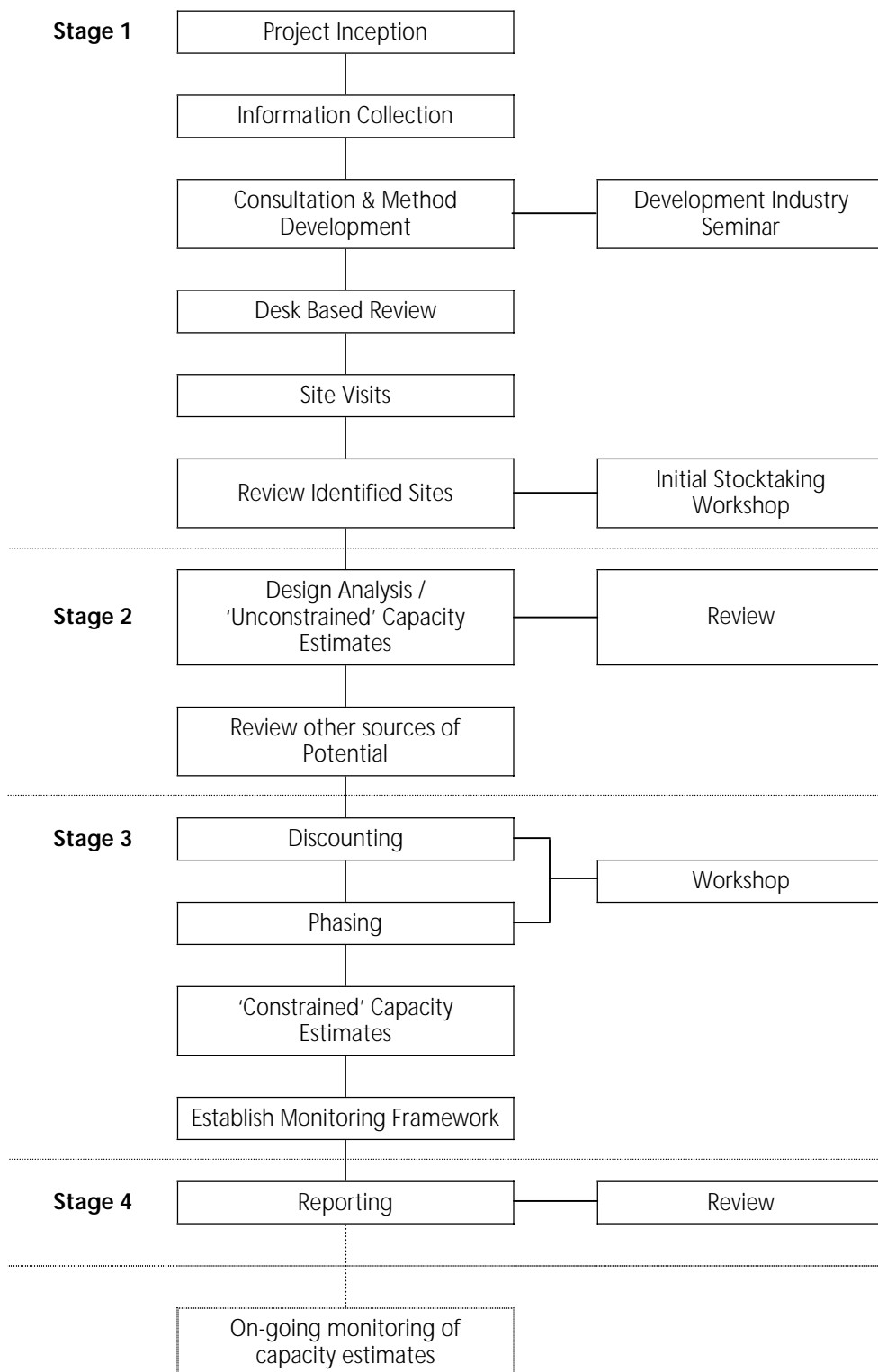
This is presented in more detail in Section 7.

3.2.4 Stage 4

Task 11: Reporting

The last stage in the process is the reporting of the study findings, as presented within this document and the associated volumes containing the site schedules, mapping and design exercises.

Figure 3.1: Study Method / Flow Chart



4 Exploring Potential Through Design

4.1 Introduction

This Section sets out the design approach which the Study took towards the development of residential and mixed use schemes. It explores the potential of the built-up areas through indicative solutions prepared for a selection of sites.

The purpose of the work was to explore the types of design solution which could lead to the creation of sustainable, high quality residential, town centre and local centre environments. The densities achieved by these schemes were used later in the study to inform estimates of the potential of other opportunities.

It should be made clear that the sites illustrated were selected to provide a cross section of the sites identified by the study. They are not intended to imply that the Council favours these sites over others. The analysis is merely intended to illustrate how a design-led approach might be applied in the study settlements, providing a meaningful basis for assessing urban potential.

4.2 Site Selection

In selecting sites, the study team sought to choose sites which were representative in terms of:

- **site location:** the selection included sites within the ped-sheds (the ten minute walk-in catchments) of the town centres in the study area as well as sites in less accessible locations;
- **site typology and size:** the sites selected range from small infill plots to large sites with a range of previous and neighbouring uses; and
- **design issues:** each site provided an example of how to address particular challenges in terms of urban design.

4.3 Design Approach

As set out in section 3.2.2 above, two scenarios were developed on each of the case study sites. In accordance with the brief for the study, one scenario (A) reflects current planning policies and design standards as set out in the Development Plan (but ensuring the exercises are PPG3 compliant¹⁶), with the second scenario (B) looking to design to unlock higher densities and attractive living environments. The two scenarios are sufficiently distinct in order to illustrate the policy choices in terms of developing design standards and in indicating the lower and upper ends of housing potential.

The design principles for the study of urban potential for housing are set out below. These build upon the principles contained in the series of Sustainable Residential Quality (SRQ) documents¹⁷. SRQ is an approach used to assess the potential for residential development. It was pioneered by Llewelyn Davies through the work undertaken for a client group comprising the DETR (now the ODPM), LPAC (London Planning Advisory Committee – now subsumed within the GLA), the Housing Corporation, London Transport, GOL (Government Office for London) and GOSE (Government Office for the South East) between 1997 and 2000. This work is endorsed both in PPG3 and Tapping the Potential. In summary there are six key principles of SRQ:

- 1 Intensifying the use of urban land and buildings while maintaining and enhancing environmental quality;
- 2 Encouraging long term quality in new housing design;
- 3 Maximising the contribution of new housing development to meeting urban regeneration objectives;
- 4 Creating the greatest possible opportunity for pedestrian access to facilities and transport;

¹⁶ See Section 3.2.2 and Footnote 13 above.

¹⁷ Sustainable Residential Quality: New Approaches to Urban living (1997), Sustainable Residential Quality: An Approach and Method Statement (1999) and Sustainable Residential Quality: Exploring the Housing Potential of Large Sites (2000)

- 5 Encouraging forms of housing which seek to reduce peoples propensity to own cars; and
- 6 Enhancing the quality of the urban environment and community and social facilities.

The principles also build upon the raft of good practice guidance published by the ODPM and CABE. These include 'By Design: Better Places to Live (a companion guide to PPG3)' and the recently published guide to 'Safer Places: The Planning System and Crime Prevention'.

The case study design exercises follow the principles set out below. However, it must be noted that they do not specifically show the detailed aspects of the schemes such as public art, street furniture, lighting, fenestration of buildings, water butts and recycling facilities and the materials used.

4.3.1 Creating quality spaces: streets, squares and parks

Perimeter block development is the preferred form for most individual sites. This development form provides a clear public frontage onto streets with defensible backs. Streets, squares and spaces are designed to provide an appropriate level of enclosure with a positive attitude taken to the design of all public spaces including roads.

4.3.2 Ease of movement

Links into (and where appropriate through) sites are crucial in integrating new development with its surroundings, building on the Councils Green Grid network. Routes seek to prioritise the needs of pedestrians, cyclists and public transport users as well as those with mobility impairments ahead of private motor vehicle users. Schemes seek to provide access for all, including careful siting of seating and public transport infrastructure to provide for people who are unable to walk long distances. Scheme design seeks to create streets and places focusing on the form and function of spaces, buildings and people's movement patterns. Development is designed on a permeable grid layout (rather than a cul-de-sac layout) to allow maximum accessibility through the site and make the most of links to the areas surrounding the site. Connections to existing green spaces are made where possible.

4.3.3 Density and diversity

The density of site development should reflect the location, accessibility, size, topography and surroundings of the site. Schemes provide a mixture of dwelling types and a variety of non-residential uses are incorporated where appropriate.

4.3.4 Security and comfort

Site design should allow residents to see activities taking place on the street, footpaths and in adjacent parks and other open spaces. This natural surveillance helps make residents and people using public areas feel safer.

Buildings and open spaces are arranged to provide a clear definition of public fronts and private backs to provide security and privacy.

Streets are designed to encourage motorists to drive at safe speeds and to provide a comfortable environment for all, including those with disabilities.

Public spaces are appropriately lit to encourage safe 24-hour use.

4.4 Case Studies

The case studies are presented within Volume 2 of the Study. The densities achieved under these exercises are summarised in Table 4.1 below.

Table 4.1: Densities obtained through case study design analysis (in du/ha)

No.	Site Ref.	Address	Density*	
			Scenario A	Scenario B
1.	AVE 01	Rear of 77 – 83 Shannon Way, Aveley	33	50
2.	CSM 17	11 – 17 Brentwood Road, Chadwell St Mary	32	55
3.	GRI 40	Land east of Askew Farm Road, Grays	31	57
4.	GTH 03	William Street Car Park (Between nos. 26 – 48)	40	80
5.	GTH 18	Corner of Ward Avenue and Hathaway Road, Grays	30	60
6.	LTB 01	Rear of 68 – 82 Victoria Avenue, Grays	30	53
7.	OCK 13	Woodacre School, Erriff Drive, South Ockendon	19**	55
8.	STW 03	Victoria Road / Baryta Close Employment Area, Stanford-le-Hope	48	76
9.	WTS 55	Corner of West Thurrock Way and London Road, West Thurrock	85	110
10.	WTS 62	Williams / Drapers Transport Depot, London Road, South Stifford	81	102
11.	GRI 52	59 – 65 High Street, Grays	69	150

Notes to table:

* Densities are expressed as the number of dwellings units per hectare (du/ha)

** The study identified a number of sensitive sites, where the development potential is limited by a range of factors, including, amongst others, Tree Preservation orders and the need to retain community facilities on site. A Case study of such was undertaken on one of these sites (OCK 13), allowing densities generated to be applied back to other similar sites identified through the study process. In this example, development in Scenario A is limited by the retention of the school playing fields. The net developable site area is that part of the site where potential exists for development. Case study work, at a density of 30 du/ha or greater has been produced for these areas. This is the net developable site density (see Llewelyn Davies & The Bartlett School of Planning for the DETR, 1998, The Use of Density in Urban Planning), discounting elements such as play areas, streams, mature tree groups and contamination, leaving only that area which will accommodate residential units (and thus be of particular interest to the housebuilder). However, in order to apply these case studies to other similar sites we have generated densities for the net site area, so that the potential of these sensitive sites is not over estimated.

4.5 Three-dimensional studies

Four of the case study sites have been taken forward and presented in three-dimensional sketch form in order to help convey the development forms implied by the design work and the density assumptions adopted by the study. This has been undertaken for the following sites:

- LTB 01: Rear of 68 – 82 Victoria Avenue, Grays
- OCK 13: Woodacre School, Erriff Drive, South Ockendon
- WTS 55: Corner of West Thurrock Way and London Road, West Thurrock
- WTS 62: Williams / Drapers Transport Depot, London Road, South Stifford

These are presented within Volume 2.

5 Viability

5.1 Introduction

The unconstrained estimate of capacity generated during Task 6 of the study is based on a number of assumptions, including:

- 1 All of the identified sites will be developed for housing;
- 2 All sites are equally viable; and
- 3 All of the surveyed areas are likely to see uniform levels of implementation and development, i.e.; it does not take into account the affect of regeneration schemes or higher land values that exist around town centres where development may be more likely to occur.

Having obtained the unconstrained estimate of capacity it is necessary to discount this, taking into account the affect of viability.

A viability exercise was therefore undertaken on all of the sites identified and accepted through the initial stocktaking stage of the study. This process utilises a 'Values and Costs Matrix', focussing on the fundamental relationship between the costs of developing a site and the likely values of a completed scheme.

The matrix is used to show those sites which are unlikely to be developed due to a combination of high development costs and low values. At the same time it highlights those sites with low development costs and high values which are likely to be brought forward through the normal workings of the market. Between these two extremes are sites where development may be considered marginal, or where funding support or a pro-active approach to development by the Council may be needed to bring them forward.

It should be noted that the Thurrock UDC are in the process of developing a number of regeneration strategies and spatial plans for the area. However, at the time of writing, these are either at very early stages or yet to commence. The implications of these plans on the development potential of the sites identified is thus difficult to determine. Until these plans and the associated level of funding that will be made available to bring land forward is known we have based our assessments on the situation as it is at present. The approach taken is set out in the following sections:

5.2 Value Mapping

HM Land Registry is responsible for keeping and maintaining the Land Register of England and Wales. The database contains value data for every residential transaction in the country since January 1996. As well as recording the transaction price and date, the database identifies the unit postcode into which the transaction falls, and the type of property that was sold.

The postcode is often used to support geographical analysis since many different datasets include a postcode reference. The full unit postcode (for example WC2A 1LT) is an alpha-numeric reference which can be broken down into a number of different components. The transaction values that are publicly available from the Land Registry are published at four-digit postcode.

Having established a value map across the borough we developed a clear understanding of those areas that were traditionally high value areas and those of lower value. In parallel we have developed a schedule illustrating new build developments which are under construction or have recently been completed in Thurrock; this has proved beneficial in understanding the type of development occurring in separate locations (e.g. a trend towards flats, mews housing or detached housing) and the anticipated future development of the appraisal sites¹⁸.

¹⁸ See Annexes B and C

Project title:
Thurrock UCS

Value Mapping for Thurrock

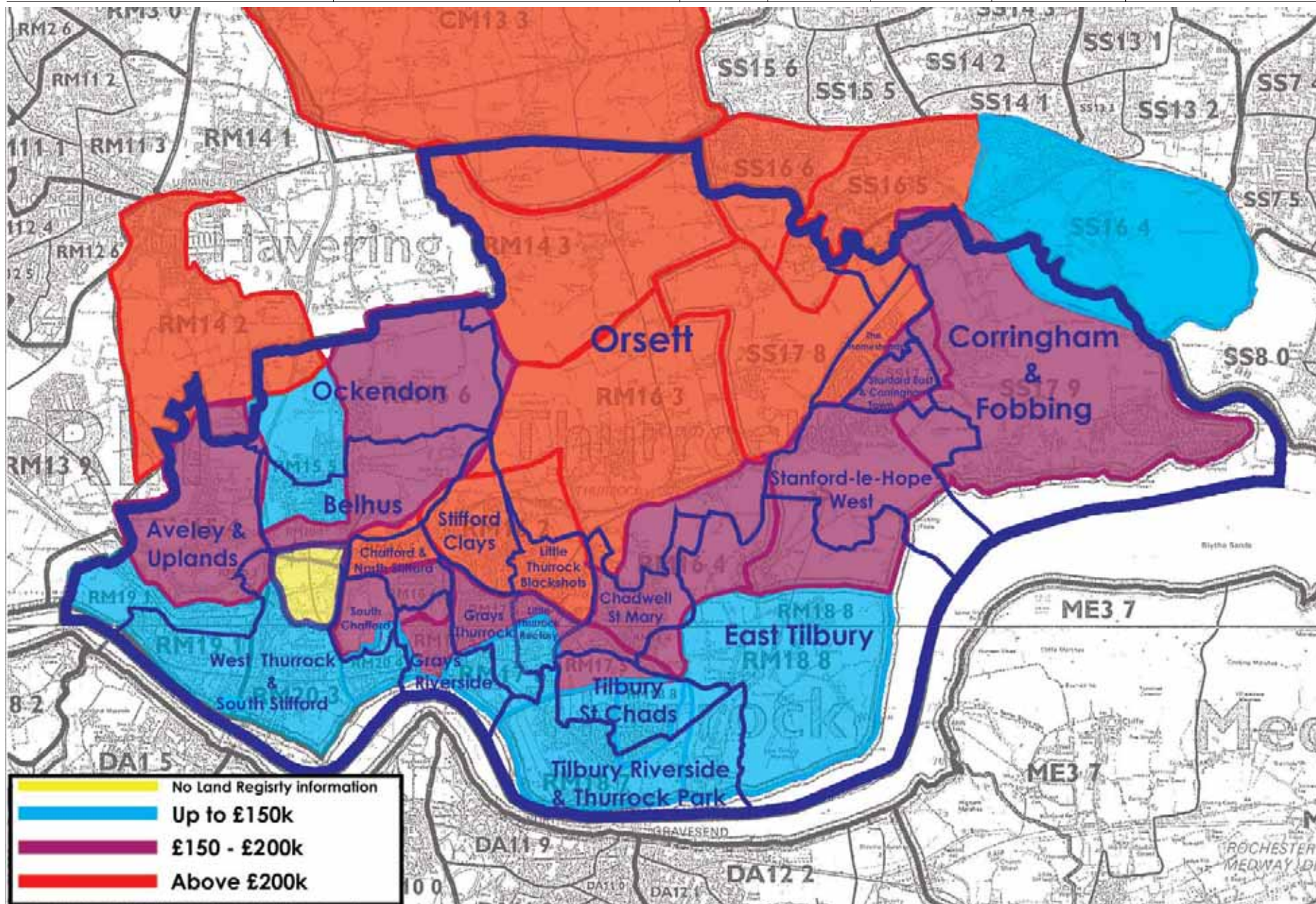


Project number:
33897

Drawing number:
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Revision:
001

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5.3 Site Appraisals

In order to appraise the discounted sites and collate the individual sites as high, medium or low value and high, medium or low cost we visited each site in turn. Whilst it was possible to view the majority of the sites we did not inspect those hidden behind large permanent structures or where access was difficult.

In appraising the sites a number of key assumptions were made:

Factors affecting cost

Site Uses

- High costs were generally applied where there were heavy, dirty or industrial uses on site, or where there was evidence to suggest there may have been in the past, due to the likely costs involved in remediating such sites to a residential standard.
- Medium costs were generally applied to any site with evidence of fuel pumps or previous petrol station uses due to higher potential costs for cleaning the site.
- Low costs were generally applied to any cleared sites, and those being used for relatively benign uses such as for car parking, open/green spaces or allotments.

Ownerships

- Medium costs were generally given where there were active interests on site which would require relocating or potentially compensating, or where there were a number of different likely property ownerships which would need resources to assemble. In some cases where sites identified were large this was increased to a high cost rating.
- Medium costs were applied if there were difficulties with access routes, such as being too narrow, unsurfaced or likely to be unsuitable for residential traffic in their current condition, or where they might require land or property acquisitions to improve. The same cost rating was also applied in instances where sharing of access ways might be necessary, such as over existing service yards.
- It was assumed sites such as garage courts and allotments are in single ownership and that they are leased to the occupants. If this is not the case, cost of developing the site may increase, as resources have to be put into land assembly.

Site Specific Factors

- Sites with sloping profiles or uneven topography were generally given at least a medium cost rating due to the higher costs involved in either levelling or using construction equipment on uneven sites.
- Sites with overhead power cabling were generally given at least a medium cost rating, if not high, due to the difficulties of using construction equipment under and around high voltage power lines.
- Sites which were already under construction were given a low cost rating as the sites have already been packaged through the development process.

Factors affecting value

Location and surroundings

- High values were generally given for waterfront sites on account of residential units generally being easier to market and attracting a premium in these locations.
- Higher values were also generally given in areas where there was a significant amount of new development which improved the residential nature of the area.

- Higher values were also given if sites had a good outlook to or close proximity to good quality recreational open space (both formal and informal, such as edge of greenbelt locations).
- Lower values were generally applied in areas where there was a significant amount of local authority housing.

Transportation

- Sites close to public transportation links were generally given a higher value rating than the likely values generated by existing property, due to the potential for doing higher density developments.

Site-specific factors

- Where there was evidence of the potential for relatively high density development, either through evidence from existing adjacent sites, or from the site itself, again the value rating was generally increased.
- Sites with overhead power cables were not generally given a high value rating due to the limiting effect on development height and the blighting effect on residential sale values of living under overhead wires.
- Lower values were generally given if sites adjoined particularly noise-generating land uses, such as adjacent to a railway line.

5.4 Phasing

Following the appraisals the sites were plotted on the values and costs matrix (Table 5.1). The plotting of sites onto the matrix forms the basis of the discounting and phasing process. As the study is looking forward over a long period (to 2021) and is in an area where there is high demand for new housing we have discounted only those sites where the costs of development significantly exceed the assumed values (those sites falling in box D of the matrix).

The remainder of the sites were accepted through this process and phased according to the costs and values, with those sites where the values exceed costs being phased in earlier time periods, as set out in Table 5.2 below. However, more detailed site information can over-ride these assumptions. The second stocktaking session with Council Officers considered each of the sites to determine whether there were any factors over-riding the assumptions which could move them into different phasing periods¹⁹.

The phasing patterns are set out on a site-by-site basis on the schedules contained in Volume 3.

Table 5.1: Values and Costs Matrix

		VALUE		
		Low	Medium	High
COSTS	High	D	C	B
	Medium	C	B	A
	Low	B	A	A

¹⁹ This has been undertaken prior to the UDCs plans for the area being known. Strategies and funding from the UDC may bring some of the sites forward for development before others, or indeed, move some sites back in time. The situation will need to be monitored and the assessment of Urban Capacity amended accordingly.

Table 5.2: Phasing Periods

Period	Sites
2001 – 2006	Those sites either under construction at the time of the study, or which are well advanced in the planning process i.e.: application approved, site cleared and ready for development
2006 – 2011	Those sites falling in box 'A', where values are assumed to be higher than costs and where development may come forward through the normal workings of the market
2011 – 2016	Those sites falling in box 'B', where values and costs are similar
2016 – 2021	Those sites falling in box 'C', where costs are higher than values and which may involve a pro-active approach to bring them forward
Discount	Those sites falling in box 'D', where costs are much higher than values and thus where sites are assumed to be unattractive.

6 Capacity Estimates

6.1 Introduction

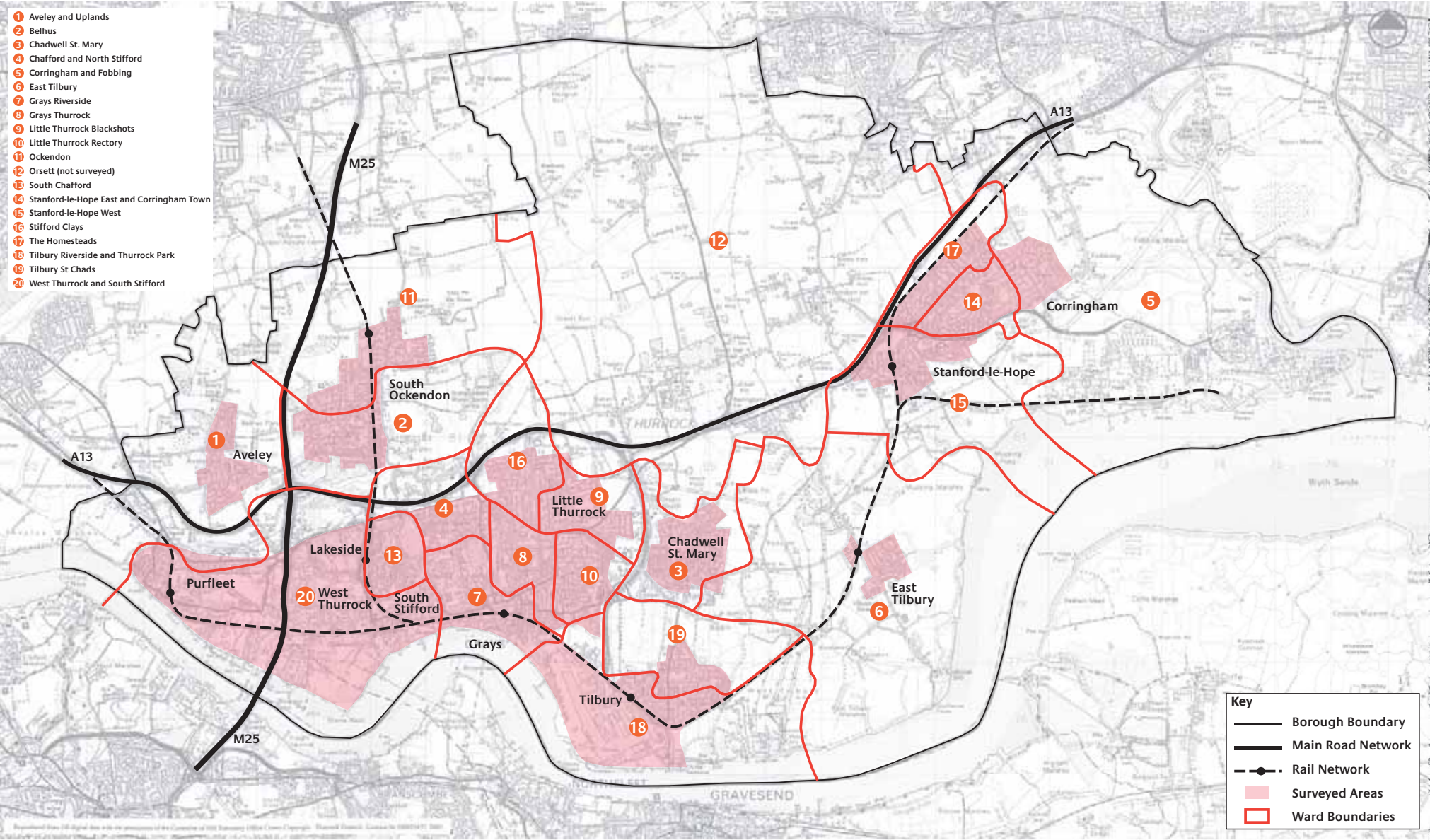
This section of the report presents the capacity estimates for Thurrock. It provides an overview of the settlements and wards surveyed, the 'unconstrained' and 'constrained' estimates of capacity. It breaks the capacity down by the physically and non-physically identifiable source types and by phasing periods, showing capacity to 2021.

The Study Area

The main area of search within Thurrock has been the built-up area stretching from Purfleet, though Grays to Tilbury. However, we have also assessed the potential from the smaller towns and larger villages in the authority area (as set out in Figure 1.1). For the purposes of managing the survey work and estimates of capacity we have broken the borough into its constituent ward boundaries. The capacity estimates are therefore presented on a ward basis, as set out in Table 6.1 and Figure 6.1.

Table 6.1: Surveyed Wards

Wards	Ward References
Aveley & Uplands	AVE
Belhus	BEL
Chafford & North Stifford	CNS
Corringham & Fobbing	COF
Chadwell St Mary	CSM
East Tilbury	EAT
Grays Riverside	GRI
Grays Thurrock	GTH
The Homesteads	HOM
Little Thurrock Blackshots	LTB
Little Thurrock Rectory	LTR
Ockendon	OCK
South Chafford	SCH
Stanford-le-Hope East & Corringham Town	SEC
Stifford Clays	STC
Stanford-le-Hope West	STW
Tilbury Riverside & Thurrock Park	TRV
Tilbury St Chads	TSC
West Thurrock & South Stifford	WTS



6.2 'Unconstrained' Capacity of Physically Identified Sites

The study physically identified **420** potential sites. Of these, 210 were rejected at the stocktaking stage either because the sites were unsuitable for development or because they were considered unacceptable for housing in policy terms. This left **210** sites which were acceptable in principle. The 'unconstrained capacity' is the capacity of these sites.

Through the application of a design-led approach and applying the policy scenarios utilised for the case studies, this Study suggests that the 'unconstrained' dwelling capacity figure could be between **13,663** and **18,344** dwellings, as shown in the table below.

Table 6.2: 'Unconstrained' dwelling capacity by settlement / area / ward

Wards	Dwelling Capacity	
	Scenario A	Scenario B
Aveley & Uplands	307	516
Belhus	215	304
Chafford & North Stifford	194	194
Corringham & Fobbing	23	36
Chadwell St Mary	88	146
East Tilbury	359	642
Grays Riverside	2,959	3,711
Grays Thurrock	1,064	1,547
The Homesteads	32	52
Little Thurrock Blackshots	81	118
Little Thurrock Rectory	923	1,257
Ockendon	1,160	1,869
South Chafford	84	109
Stanford-le-Hope East & Corringham Town	12	19
Stifford Clays	93	132
Stanford-le-Hope West	170	277
Tilbury Riverside & Thurrock Park	261	423
Tilbury St Chads	100	233
West Thurrock & South Stifford	5,538	6,759
Total	13,663	18,344

6.3 Discounting and Phasing the Physically Identifiable Sites

Once a theoretical figure has been calculated for a source of potential it is important to estimate how much of this capacity can be brought forward within the time horizon being considered. *Tapping the Potential* recognises that discounting is one of the most problematic areas of urban capacity studies as it is an inherently judgmental process.

Following the approach set out in Section 5 above the physically identifiable sites were discounted and phased into periods of deliverability.

17 sites were discounted at this stage; table 6.3 below breaks these figures down by ward. The results of this analysis are shown on a site-by-site basis in the schedules presented in Volume 3. In order to avoid double counting the discounting process also removed all of those sites where the capacity was estimated to be less than five dwellings. An allowance for these smaller sites has been made based on analysis of recent development patterns. 4 site areas were also reduced to allow for the provision of other uses (as set out in the schedules contained in Volume 3).

Table 6.3: Number of sites discounted

Wards	Total Sites Identified	Sites Rejected ^A	Sites Discounted ^B
Aveley & Uplands	27	15	3
Belhus	10	5	-
Chafford & North Stifford	12	9	-
Corringham & Fobbing	7	2	2
Chadwell St Mary	19	10	1
East Tilbury	14	6	-
Grays Riverside	55	20	2
Grays Thurrock	25	10	4
The Homesteads	6	3	-
Little Thurrock Blackshots	3	-	-
Little Thurrock Rectory	24	5	1
Ockendon	23	5	1 ^D
South Chafford	15	13	-
Stanford-le-Hope East & Corringham Town	6	4	-
Stifford Clays	7	1	-
Stanford-le-Hope West	22	9	-
Tilbury Riverside & Thurrock Park	33	18	2
Tilbury St Chads	8	3	1
West Thurrock & South Stifford	104 ^C	72	- ^E
Total	420	210	17

Notes to Table

- A. Sites rejected during initial stocktake session
- B. Sites discounted following viability exercise and second stocktake session
- C. Ward includes Lakeside Basin. The scale of this area is beyond the scope of the UCS and has thus been rejected. However, it may be suitable for further analysis, particularly as part of forthcoming work by the UDC
- D. In addition, the area of one site has been reduced to allow for the provision of alternative uses
- E. The areas of three sites have been reduced to allow provision of other uses

The sites were then phased according to the following time periods:

- 2001 – 2006;
- 2006 – 2011;
- 2011 – 2016; and
- 2016 – 2021.

The phasing was undertaken following the approach set out in Section 5. Due to the short time remaining in the first of these phasing periods (2001 – 2006) only those sites currently under construction or at an advanced stage in the planning process were placed into this period. Completions already achieved and recorded in Thurrock's monitoring reports contribute to the remainder of the supply in this first phasing period. Between April 2001 and March 2004 **2,344** units were delivered.

The phasing of sites identified in the urban capacity is presented by ward in the table below and on a site-by-site basis in Volume 3. In summary, the potential by phasing period (based on taking a mid point between Scenario's A and B) is:

2001 – 2006:	2,344 dwellings	(completed units 2001 – 2004)
	1,802 dwellings	(on sites identified by the capacity study)
2006 – 2011:	8,240 dwellings	
2011 – 2016:	2,822 dwellings	
2016 – 2021:	2,537 dwellings	

Table 6.4: Dwelling potential of the physically identifiable sites by phasing period

Wards	2004 - 2006		2006 - 2011		2011 - 2016		2016 - 2021		Total		
	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Mid-point
Aveley & Uplands	56	56	110	202	10	19	124	228	301	505	403
Belhus	13	13	202	291					215	304	259
Chafford & North Stifford	194	194							194	194	194
Corringham & Fobbing	9	9			10	18			19	27	23
Chadwell St Mary	15	15	46	84	27	47			88	146	117
East Tilbury	35	35	92	182	108	198	124	228	359	642	501
Grays Riverside	445	445	1,918	2,400	227	370	362	487	2,952	3,702	3,327
Grays Thurrock			997	1,445	19	35	40	52	1,056	1,532	1,294
The Homesteads			32	52					32	52	42
Little Thurrock Blackshots					27	48	54	69	81	118	99
Little Thurrock Rectory	15	15	137	249	6	13	764	979	922	1,255	1,089
Ockendon	5	5	895	1,441	38	69	8	15	945	1,530	1,238
South Chafford	59	59			25	50			84	109	96
Stanford-le-Hope East & Corringham Town			6	9	6	10			12	19	15
Stifford Clays	43	43	27	50	17	30	6	9	93	132	112
Stanford-le-Hope West	5	5	133	212	26	48	6	13	170	277	224
Tilbury Riverside & Thurrock Park	78	78	13	16	28	51	136	268	255	412	334
Tilbury St Chads	22	22	71	195			5	10	98	227	162
West Thurrock & South Stifford	808	808	2,119	2,854	1,930	2,133	477	610	5,334	6,405	5,870
Total	1,802	1,802	6,798	9,682	2,504	3,139	2,106	2,968	13,210	17,588	15,401
Mid-Point		1,802		8,240		2,822		2,537			

NB: Numbers may not add due to rounding

6.4 Small Sites

For the purposes of this study, small sites are defined as those with a capacity of less than five units¹. As it is not possible to identify all of these sites we have based our assessment of potential from this supply on recent completion rates. To avoid double counting we have removed those sites identified through the site surveys calculated to have a potential dwelling capacity below five from our estimates.

This analysis has looked at completion rates over the period 1998 - 2004. During this period, 90 units were built on sites totalling less than 5 units. This equates to an annual average over this period of 15 units. Using this information it is estimated that **255** dwellings will be provided on small sites over the period 2004 - 2021.

6.5 Other Sources of Potential

As set out under Task 7 in section 3.2.2 above, the study has attempted to assess the housing potential from all of the capacity sources listed in *Tapping the Potential*. This includes both the physically identifiable sources of land and buildings (as contained within the site schedules in Volume 3) as well as the 'hidden' sources, i.e.: the non-physically identifiable sources.

The sections below therefore present the approach to estimating the potential from the following sources:

- Empty homes;
- Subdivision of existing housing;
- Flats above shops; and
- Empty office space.

With regard to empty homes, the 2004 Housing Investment Programme (HIP) Returns², show that the vacancy level in Thurrock is 3.47%, accounting for 2,119 homes in total. Although this is the highest figure amongst the authorities in Essex, it is within the Government's acceptable maximum threshold for the level of empty properties to accommodate usual turnover in the market, which is indicated to be between 3 - 4%. As such, we do not expect that empty homes will present any capacity opportunities during the timeframe to 2021.

In terms of the other source types an assessment of dwelling completions achieved during the period 1998 – 2004 shows that 54 units (net) were provided from these sources. This equates to nine units per annum, reflecting longer-term patterns. Indeed, the previous UCS for Thurrock notes, with particular regard to the subdivision of existing housing, and residential units in shopping areas:

'Historically, the general condition of housing in the Borough has been relatively satisfactory and there has been little opportunity for demolition or clearance and higher density development on any scale. The form, tenure and suburban nature of the bulk of Thurrock's housing stock has not led to a great deal of sub-division into smaller dwellings either, while the number of conversions to residential use in town centres and elsewhere has been historically very low. Some of Thurrock's housing stock will, in the next twenty years, reach an age at which a proportion could be eligible for clearance and redevelopment. However, the pattern of property ownership in the Borough, being one of extensive owner-occupation, would make land assembly difficult and thus limit the scope for further residential conversions on any scale. An average of only six dwellings per annum would seem, from historical records, to be more realistic'.

Furthermore, although the Borough does have empty or under utilised office units, it is envisaged that, where appropriate, these units will be part of comprehensive redevelopment schemes rather than conversion to residential. The residential capacity from these schemes is assessed in the physically identifiable source total.

These sources are thus only likely to make a small contribution to the total capacity estimates for the Borough. Using the allowance for six dwellings per annum (as based on the previous UCS), we therefore estimate that the potential exists to provide **102** units from these sources over the period 2004 – 2021. In line with the phasing periods

¹ This is different to the Councils standard definition which refers to small sites as those yielding fewer than ten units.

² Based on information collected by the ODPM from local authorities and other Government departments and bodies.

set out for the physically identifiable source types, these estimates are broken down into periods of deliverability:

2004 - 2006:	12 dwellings
2006 - 2011:	30 dwellings
2011 - 2016:	30 dwellings
2016 - 2021:	30 dwellings

These calculations involve a number of underlying assumptions and will therefore need to be monitored over time.

6.6 Summary of 'Constrained' Capacity

Finally, in pulling together the estimates from the various sources a range of available capacities are given. These are based taking a mid-point between the capacity estimates generated through application of the case study design work.

In total, 420 sites were identified through the survey work. From these 210 were 'Accepted' following the stocktaking exercise and were taken forward for detailed assessment through the design-led approach.

Following a site being 'Accepted' through the initial stocktaking process the densities derived from the case study design work were applied to the 210 sites. This enabled the unconstrained estimate of capacity on the identified sites to be calculated. This ranges from 13,663 dwellings for Scenario A and 18,344 dwellings for Scenario B.

Having obtained the 'unconstrained' figures of capacity it is then necessary to apply a discount to these totals to take into account the affect of viability. Following the application of the discounting process outlined above the capacity of the physically identifiable sites ranges from 13,210 dwellings for Scenario A and 17,591 dwellings for Scenario B.

Taking a mid-point between the Scenario A and Scenario B capacity estimates the potential is thus calculated to be 15,401 dwellings. The potential from small site allowances is calculated to be 255 dwellings. The potential from the non-physically identifiable sources is estimated to be 102 dwellings.

Adding these three figures together the potential capacity of Thurrock is therefore estimated to be 15,768 dwellings.

Completions for the period 2001 – 2004 amount to 2,344 dwellings. Adding this to the capacity estimates outlined above it is therefore assumed that there exists the potential to provide **18,102** dwellings in Thurrock over the period 2001 – 2021. This is summarised in Tables 6.5 and 6.6 below:

Table 6.5: Summary of Capacity estimates

Sources	Phasing Period	Potential Dwellings
All completions	2001 – 2004	2,344
Physically identifiable sources	2004 – 2006	1,802
	2006 – 2011	8,240
	2011 – 2016	2,822
	2016 – 2021	2,537
Small site allowances (15 per annum)	2004 – 2006	30
	2006 – 2011	75
	2011 – 2016	75
	2016 – 2021	75
Non-Physically identifiable sources (6 per annum)	2004 – 2006	12
	2006 – 2011	30
	2011 – 2016	30
	2016 – 2021	30
Total		18,102

NB: Numbers may not add due to rounding

Table 6.6: Summary of Capacity estimates by Phasing Periods

Phasing period	Potential Dwellings
2001 – 2004 (Completions)	2,344
2004 – 2006	1,844
2006 – 2011	8,345
2011 – 2016	2,927
2016 – 2021	2,642
Total	18,102

NB: Numbers may not add due to rounding

6.7 Major Developed Sites in the Green Belt

A number of sites in the Green belt also have planning permission. Although these do not form part of the assessment of urban capacity, the yield from these sites will contribute to the supply of housing over the planning period to 2021. As of March 31st 2004 the outstanding number of units on these sites amounted to **102** dwellings.

In addition to those sites in the Green Belt with outstanding planning permissions there are three further major developed sites identified in the Borough Local Plan and deposit UDP which also have the potential for redevelopment for residential development during the period up to 2021. However, assessment of the potential dwelling capacity from these sites has not been included as part of the Urban Capacity Study

It should also be noted that potential may also exist for development in those villages not surveyed as part of the study, although the yields from these areas will be quite small relative to the potential in the larger areas surveyed. However, these should be monitored over time as part of the approach recommended in the following section.

7 Towards a Monitoring Framework

7.1 Introduction

As stated in the foreword to this report, urban capacity assessment is, by definition, a snap shot in time. The findings and assumptions underlying the assessment should therefore be monitored over time, tracking the progress of sites and numbers of completions against housing requirements.

This Section sets out an approach to monitoring which can be established by the Council.

7.2 Good Practice Guidance: Monitoring

There is no specific Government or other good practice guidance regarding the monitoring of sites in an UCS. However, it is useful to refer to other monitoring guidance in the tracking of the urban capacity sites.

Monitoring Provision of Housing Through the Planning System

Published in October 2000 by the DETR (now ODPM), this guide establishes good practice in monitoring the provision of housing through the planning system. This forms part of the 'Plan, Monitor and Manage' approach advocated by PPG3. The focus of the guide is Paragraph 77 of PPG3, which lists the features of housing supply and the characteristics of new residential development which should be central to monitoring activity.

Those characteristics of new development to be monitored include, amongst others, the numbers of dwellings provided in a plan area, the proportion of dwellings provided on previously developed land, the density of new development and the mix and type of housing units being provided.

The guide states that *'monitoring should be integral to policy development and review'*. The guide is therefore aimed at helping *'local planning authorities draft precise and measurable policies'* for the update and review of development plans. Monitoring will identify whether policies are being applied in the correct circumstances and what the effect of the policy is. This, rather than the monitoring of housing supply through a UCS, is the principal focus of the guidance and it is therefore of limited value in the development of an approach to the monitoring of a UCS.

Planning to Deliver: The Managed Release of Housing Sites

This daughter document to PPG3 states that local authorities should manage the release of suitable sites for housing, ensuring that they are released in a manner supportive of the objectives of PPG3: previously-developed land in urban areas should come forward before greenfield releases and ensuring that everyone has the opportunity to a decent home. Guidance states that:

'the aim should be to deliver in sustainable locations sufficient housing completions to meet housing requirements'.

7.3 Approach to Monitoring

Guidance regarding the monitoring of sites identified through an urban capacity study is thus limited. The guidance on Monitoring that does exist builds upon Paragraph 77 of PPG3, which lists the features of housing supply and the characteristics of new residential development which should be central to monitoring activity.

With regard to housing supply, those aspects which local authorities are required to monitor include:

- Dwelling completions;
- Planning permissions; and
- Delivery rates.

However, monitoring just these aspects excludes the potential from sites that have entered the development pipeline and which may account for a significant number of

units. This includes all of those sites that are currently subject to some form of planning application but which are yet to be determined.

Based upon this we recommend that the sites identified within the urban capacity study be monitored against a range of categories, thus forming a development pipeline model. The 'status' of the identified sites should therefore be ordered according to the following categories:

Those Sites in the Development Pipeline³

- Completed Sites/Units
- Sites/Units under construction;
- Sites granted full consent;
- Sites granted outline consent;
- Sites where consent has been granted for part of the land area, but part not (or which is currently subject to a planning application);
- Sites subject to Planning Applications;
- Sites where only part of the identified land area is subject to a planning application;
- Sites where planning applications have either been refused, withdrawn or are subject to appeal.

Sites Entering the Development Pipeline

- Sites subject to developer interest;
- Other sites allocated for housing within the Local Plan;

Other Identified UCS Sites

- Other sites, which comprises the remaining sites identified by the urban capacity study, as phased in the periods up to 2006-2011, 2011-2016 and 2016-2021.

Sites no longer part of the Supply

- Identified sites where consent has been granted for uses other than residential and thus where the potential for housing development no longer exists.

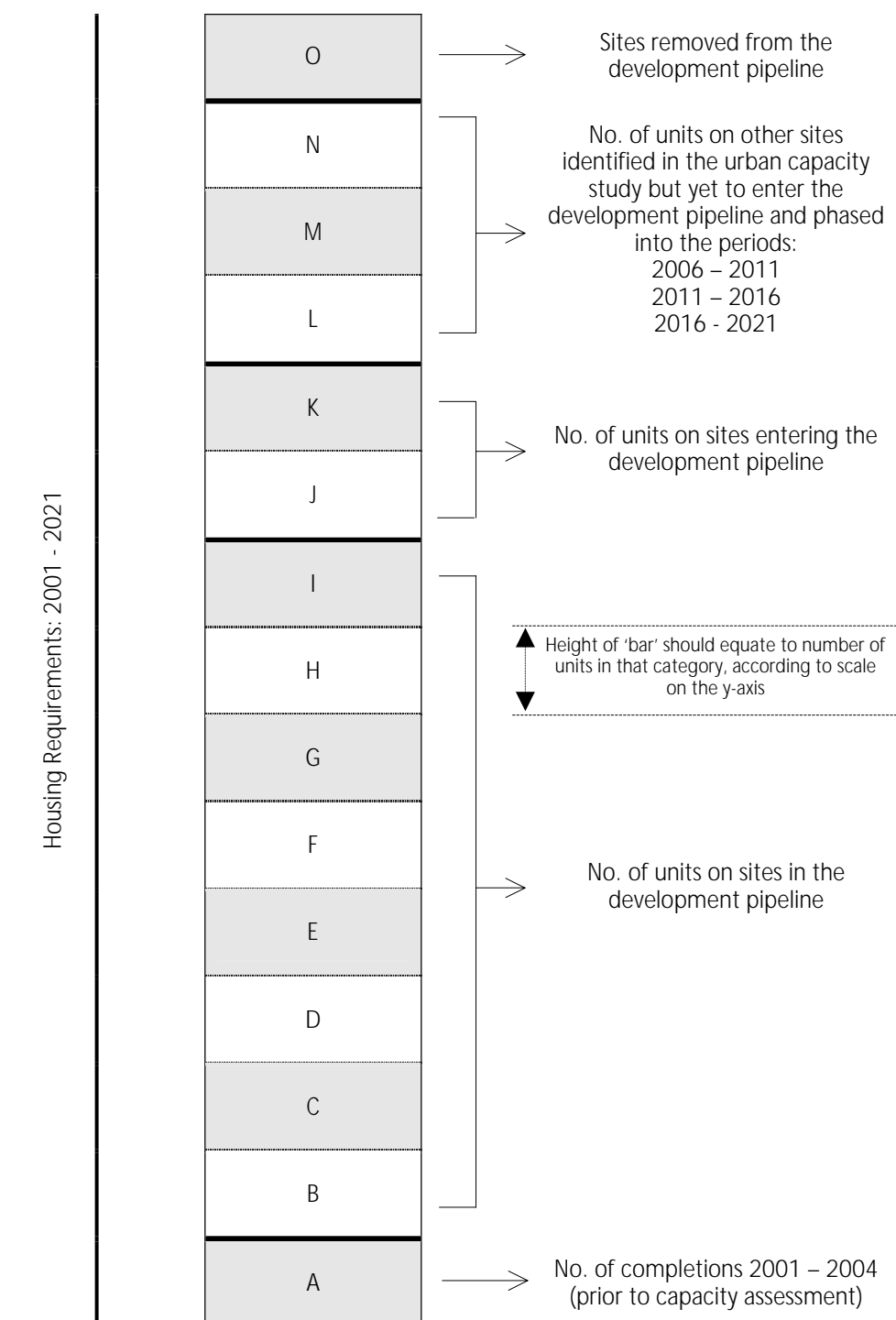
Through this framework it is thus possible to track the progress of sites (and buildings) from identification in the urban capacity study through the development pipeline, from the initial decision to permit development through to completion of dwellings. Adding the number of units in each step of the pipeline will enable progress to be monitored against housing requirements.

Into this pipeline should also be added sites previously unidentified by the urban capacity study but which may enter the development pipeline as live applications or pre-application discussions. Equally, the use of the pipeline model allows those sites that no longer have potential to be recorded and removed. Sites that are taken longer to come forward than anticipated, or those which have come forward earlier than expected can also be moved into different phasing periods, allowing potential to be tracked against requirements for both the period to 2021 but also against interim targets (i.e.: up to 2011 and 2016).

The chart overleaf (figure 7.1) shows how this can be graphically represented. This tracks completions and the status of the physically identifiable source types. Equally, the status of the other sources of potential and the assumptions underlying these calculations need to be monitored, particularly if the number of units coming forward from these sources differs from the annual average derived from the recent completions.

³ This should also include sites in the smaller settlements not surveyed as part of the UCS as these can also contribute to the overall housing requirement.

Figure 7.1: Graphical representation of monitoring framework



8 **Annex A: Consultation Letter**

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E info@ldavies.com
www.ldavies.com



Address Details

20/10/2004

Our ref: 33897/1/JH/VS/

Dear Sir / Madam

URBAN CAPACITY STUDY FOR THURROCK COUNCIL

Consultants Llewelyn Davies in association with ATIS REAL Weatheralls has been commissioned by Thurrock Council to undertake an urban capacity study.

The purpose of this study is to assess the potential to accommodate new housing development within defined urban areas by reusing previously developed land and making better use of existing land and buildings. The study methodology follows recent government best practice guidance outlined in '*Tapping the Potential: Assessing Urban Housing Capacity; Towards Better Practice*'.

This letter is intended to inform you of the study, to welcome comment on methodological aspects and to provide you with an opportunity to identify any land and buildings which you consider may have potential for housing development up to 2021 within the urban areas of the following towns:

- Grays
- Tilbury
- East Tilbury
- Stanford-le-Hope and Corringham
- South Ockendon
- Aveley
- Little Thurrock

We will also be assessing the potential from a number of regeneration areas in the borough and, again, would welcome comment on these:

- Purfleet

20/10/2004

Our ref: 33897/1/JH/VS/

- West Thurrock
- South Stifford and Grays West
- Lakeside Basin

A summary of our method statement is attached. If you are interested we can provide you with a more detailed note setting out our approach. Should you have any comments or suggestions please reply by Friday November 19th so that the information can be fed into the study timetable. I look forward to receiving any comments that you may have to make.

We will also be holding a seminar during the week commencing November 22nd at the Tilbury Resource Centre to discuss some of these aspects in greater detail. Please could you indicate whether you would be interested in attending such an event by filling in the attached form so that we can confirm arrangements.

Yours faithfully
For Llewelyn Davies on behalf of Thurrock Council

A handwritten signature in black ink, appearing to read 'J. Herbert', is positioned above the printed name.

Jon Herbert
Associate

Encs.

20/10/2004

Our ref: 33897/1/JH/VS/

SUMMARY METHOD STATEMENT

Using a common methodology, the studies will provide supporting technical work to inform the preparation of Development Plan Documents as required under the review of the planning system.

Our method comprises four key stages following the approach advocated in *Tapping the Potential*.

Stage 1: Method development and consultation

This will see the method refined in the light of discussions with the officers and comments received from Council Members, the 'development industry' and others. This letter forms part of this process.

Stage 2: Surveying the capacity

This will involve both a desk-based review of mapping and documentation in addition to site surveys to identify as many future housing opportunities as possible. This will involve detailed surveys on a street-by-street basis of the town and district centres, the principal public transport corridors and their 'ped-sheds'. We will also visit each of the sites and areas identified from the desk review of mapping together with a general examination of other areas.

Stage 3: Assessing the yield

Case study design analysis will provide the basis for estimating the housing capacity of the individual sites identified through the survey work. A number of sites representative of all of those identified will be selected for analysis, applying the achieved densities under different design scenarios to the remaining sites on the basis of closest similarity to one of the case studies.

Two scenarios will be produced for each exercise:

- Scenario A will be based upon local plan standards (subject to them being compatible with guidance set out in PPG3); and
- Scenario B aims to optimise the potential of each site based on the principles of sustainable residential quality.

As set out above, the potential from non-site and building specific sources (e.g.: sub-division of houses to flats, living over the shop, reduction in empty homes) will be assessed. The general approach will be to utilise information

20/10/2004

Our ref: 33897/1/JH/VS/

and analysis undertaken as part of earlier studies for the Councils and to draw upon monitoring work.

Stage 4: Discounting

Following the assessment of capacity this figure will then be discounted to give an informed assessment of the amount of housing that can be brought forward in the time horizon being considered.

General

This study will only consider those sites that are located within the existing built up areas of the study settlements. In addition, any insights, which you may be able to provide on housing market conditions in different parts of the district would be appreciated.

The study will look at physically identifiable sites and non-site specific sources, such as the potential for living over the shop, the re-use and subdivision of existing housing, and conversions. Empty or underused office space is just one of the different types of urban housing potential and I invite you to put forward office premises which are vacant or are likely to be so in the period to 2021. Should you know of any other vacant premises, or those that are likely to become available during the plan period please suggest these as well. This invitation is made without prejudice to the objectives of either party; at this stage it is not possible to foresee the outcome of the Development Plan.

20/10/2004

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THURROCK COUNCIL UCS: SEMINAR

Please delete as appropriate:

- Yes, I would like to attend the seminar
- A colleague would like to attend in my absence
- Neither I nor a colleague will attend

Please enter your details so that we can confirm final arrangements with you:






Name:
Company / Position:
Address:
Phone:
Fax:
E-Mail:


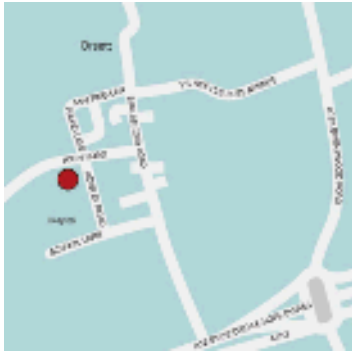





Please return to:





Jon Herbert
Associate
Llewelyn Davies
2-16 Brook House
Torrington Place
London WC1E 7HN

Thank you.

9 Annex B: Schedule of new build developments

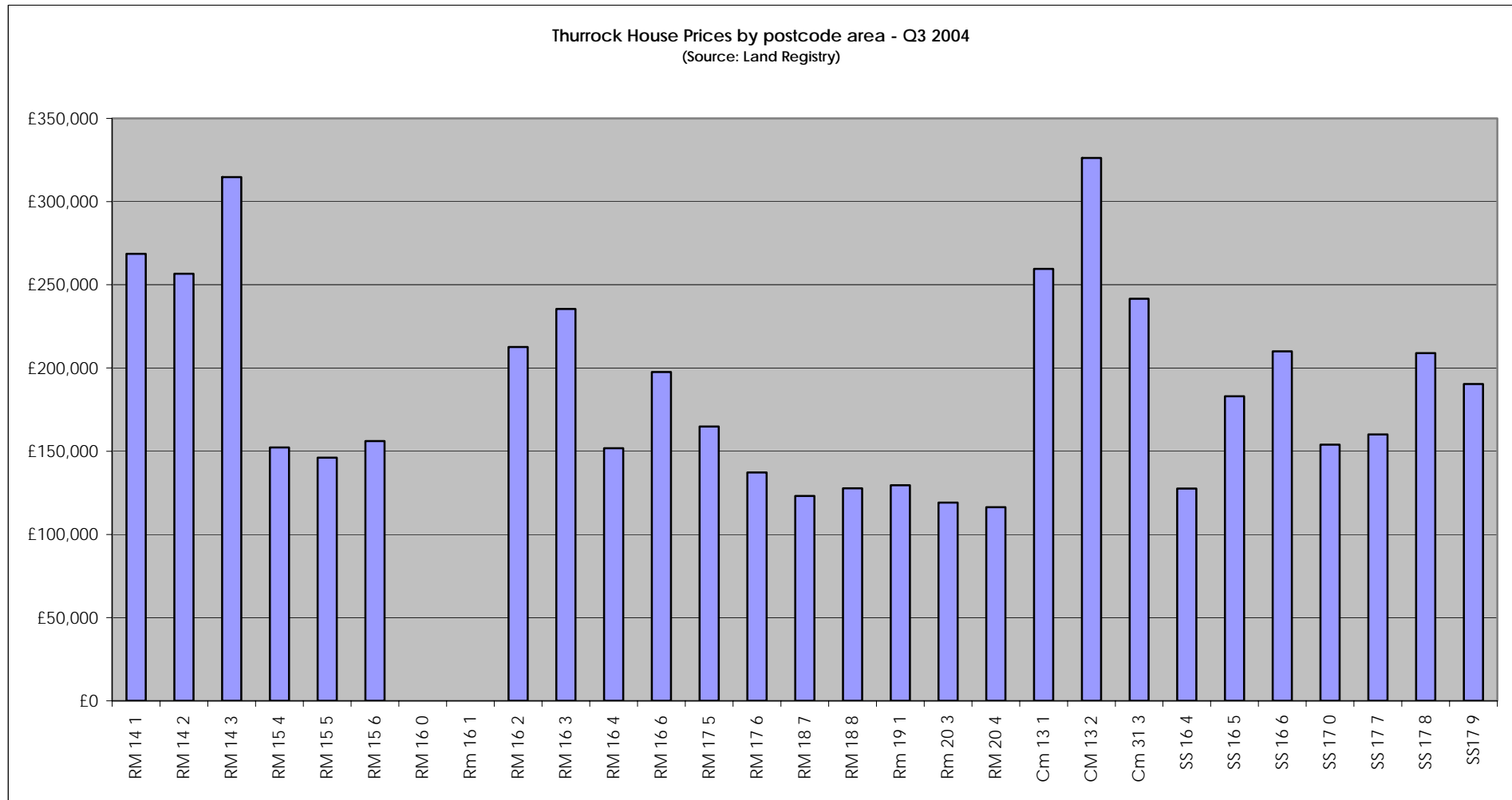
New developments							
Developer and name of scheme	Name of scheme and Address	Nearest rail/tube link	Description	Prices	Other information on locality	Agent/Contact	Source
Bovis Homes www.bovishomes.co.uk 	Cumberland Rise Cumberland Rise, Cumberland Road, Chafford Hundred Essex RM16 6EU	Chafford Hundred Station Thurrock Lakeside 1.6 miles (Fenchurch Street)	2 – 5 bedroom apartments, houses and cottages	Guide Price of £172,950 -£364,950		Bovis Homes - South East 0845 230 3331 Opening times: Thurs- Mon, 1000- 1700	www.primelocation.com
Fairview New Homes www.fairview.co.uk 	Fleming Court / Howard Place Howard Place, Fleming Road, Chafford Hundred	Chafford Hundred Station (Fenchurch Street)	Fleming Court / Howard Place consists of a block of 1 and 2 bedroom apartments with a selection of duplex apartments	Prices start from c£163,250		Fairview New Homes Ltd	www.primelocation.com
Westbury www.westbury-homes.co.uk 	San Marcos Philip Sydney Road, Chafford Hundred Essex RM16 6LS	Chafford Hundred Station (Fenchurch Street)	A range of 1 and 2 bedroom apartments			Westbury Sales Office - 01375 651086, Open 1100 - 1700	www.New-homes.co.uk
Unicorn Homes	Viewpoint Viewpoint West Street Grays Essex	Grays Station – 100 m (Fenchurch Street)	1 to 2 bedrooms, £150,000 to £167,500 Leasehold. 125 year(s) remaining. Each apartment has its own balcony or terrace together with landscaped gardens.	£150,000 to £167,500	Located within the very heart of this community. Viewpoint is just off the southern end of the High Street.	Hawksley Pearce	www.primelocation.com

<p>Bryant Homes www.bryant.co.uk</p> 	<p>Orsett Village</p> <p>High Road Orsett Grays Essex RM16 3ES</p>	<p>Stanford Le Hope station – 4.7miles</p> <p>25-minute trip by tube from Upminster, train from Grays to Fenchurch Street in less than 40 minutes</p>	<p>1 – 5 bedroom housing development in Orsett village</p>	<p>1 – 5 bedrooms. Asking prices of £154,950 - £624,950</p>		<p>Savills – Chelmsford (agents)</p> <p>Bryant Homes sales - 01375 892278</p>	<p>www.primelocation.com</p>
<p>Barratt Homes www.barratthomes.co.uk</p> 	<p>River Heights -The Haven</p> <p>London Road Purfleet Grays Essex RM19 1</p>	<p>Purfleet Station – 300 metres</p>	<p>1, 2, 3 and 4 bedroom houses and apartments</p>	<p>Price range: £139,995 to £299,995</p>	<p>Within easy access of Thurrock and less than a mile from junction 31 of the M25, sports and leisure facilities not far away, with two golf courses and the river just a short walk</p> 	<p>Barratt Homes Sales 01708 252 253 Thurs to Sun 10am to 6pm (Mon 2pm to 6pm)</p> <p>Central Sales 020 8773 2728</p>	<p>www.New-homes.co.uk</p>
<p>McCarthy & Stone</p> 	<p>Collier Court</p> <p>Collier Court, Stifford Clays Fairway, Stifford Clays, RM16 2AD</p>		<p>A development of one & two bedroom retirement apartments, exclusively for the over 60's</p>	<p>1 Bedroom Flats From £158950 2 Bedroom Flats From £190950</p>		<p>McCarthy & Stone</p>	<p>www.New-homes.co.uk</p>
<p>Persimmon Homes www.persimmonhomes.com</p> 	<p>Stifford Green</p> <p>Clockhouse Lane North Stifford Grays Essex RM16 5UN</p>	<p>Chafford Hundred Station – 1.7miles (Fenchurch Street)</p> <p>Grays Station (Fenchurch Street)</p>	<p>Contemporary homes, some with integrated conservatories and extra sized gardens. 3,4 and 5 bedroom houses.</p>	<p>£249,950 to £499,950</p> <p>3 bedroom Houses from £249,950 4 bedroom Houses from £269,995 5 bedroom Houses from £347,950</p>		<p>Persimmon Homes Tel: 01375 399082 Opening Hours: 7 days a week 10AM TO 5PM</p>	<p>www.New-homes.co.uk</p>

<p>Bellway www.bellway.co.uk</p> 	<p>Town Wharf Argent Street Grays Essex RM17</p>	<p>Grays Station – 200 metres (Fenchurch Street)</p>	<p>Town Wharf is a new development of 1 & 2 bedroom and studio apartments, set in landscaped grounds. Many of the apartments enjoy views of the River Thames and surrounding area.</p> 	<p>1,2 Bedrooms, from £151,000 to £174,000</p>		<p>Bellway Tel: 01375 372715</p>	<p>www.New-homes.co.uk</p>
<p>Marden Homes www.mardenhomes.plc.uk</p> 	<p>Thames Haven Road Corringham SS17 7</p>	<p>Stanford Le Hope Station – 1.5 miles</p>	<p>New build bungalow consisting of 3 or 4 bedrooms on a large plot of land close to all major amenities</p>	<p>3, 4 Bedrooms, from £300,000 to £400,000</p>		<p>Marden Homes Sales: 01702 437100</p>	<p>www.New-homes.co.uk</p>

10 Annex C: Thurrock House Prices

Thurrock House Prices by Postcode Area



Source: ATIS REAL / HM Land Registry

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Thurrock Council Urban Capacity Study

Final Report: Volume 2 (Design Exercises)

May 2005

Llewelyn Davies
in association with
ATIS REAL



Thurrock Council

Urban Capacity Study

Final Report: Volume 2 (Design Exercises)

May 2005

Llewelyn Davies
in association with ATIS REAL

Our Ref.: 33897/1



1 Introduction

1.1 This volume

This document represents Volume 2 of the Urban Capacity Study, presenting the design case studies undertaken to inform the capacity estimates.

The document contains eleven design case studies on a variety of selected sites across the study area. It also contains four 'design exemplars' of sites within Thurrock, illustrating the potential in three-dimensional form.

The case study sites presented in this Volume of the report are:

Design Case Studies

AVE 01:	Rear of 77 – 83 Shannon Way, Aveley
CSM 17:	11 – 17 Brentwood Road, Chadwell St Mary
GRI 40:	Land east of Askew Farm Road, Grays
GTH 03:	William Street Car Park (between nos. 26 – 48)
GTH 18:	Corner of Ward Avenue and Hathaway Road, Grays
LTB 01:	Rear of 68 – 82 Victoria Avenue, Grays
OCK 13:	Woodacre School, Erriff Drive, South Ockendon
STW 03:	Victoria Road / Baryta Close Employment Area, Stanford-le-Hope
WTS 55:	Corner of West Thurrock Way and London Road, West Thurrock
WTS 62:	Williams / Drapers Transport Deport, London Road, South Stifford
GRI 52:	59 – 65 High Street, Grays

The densities generated from these case studies are:

Site	Density*	
	Scenario A	Scenario B
AVE 01	33	50
CSM 17	32	55
GRI 40	31	57
GTH 03	40	80
GTH 18	30	60
LTB 01	30	53
OCK 13	19	55
STW 03	48	76
WTS 55	85	110
WTS 62	81	102
GRI 52	69	150

* Density expressed as dwelling units per hectare (du/ha)

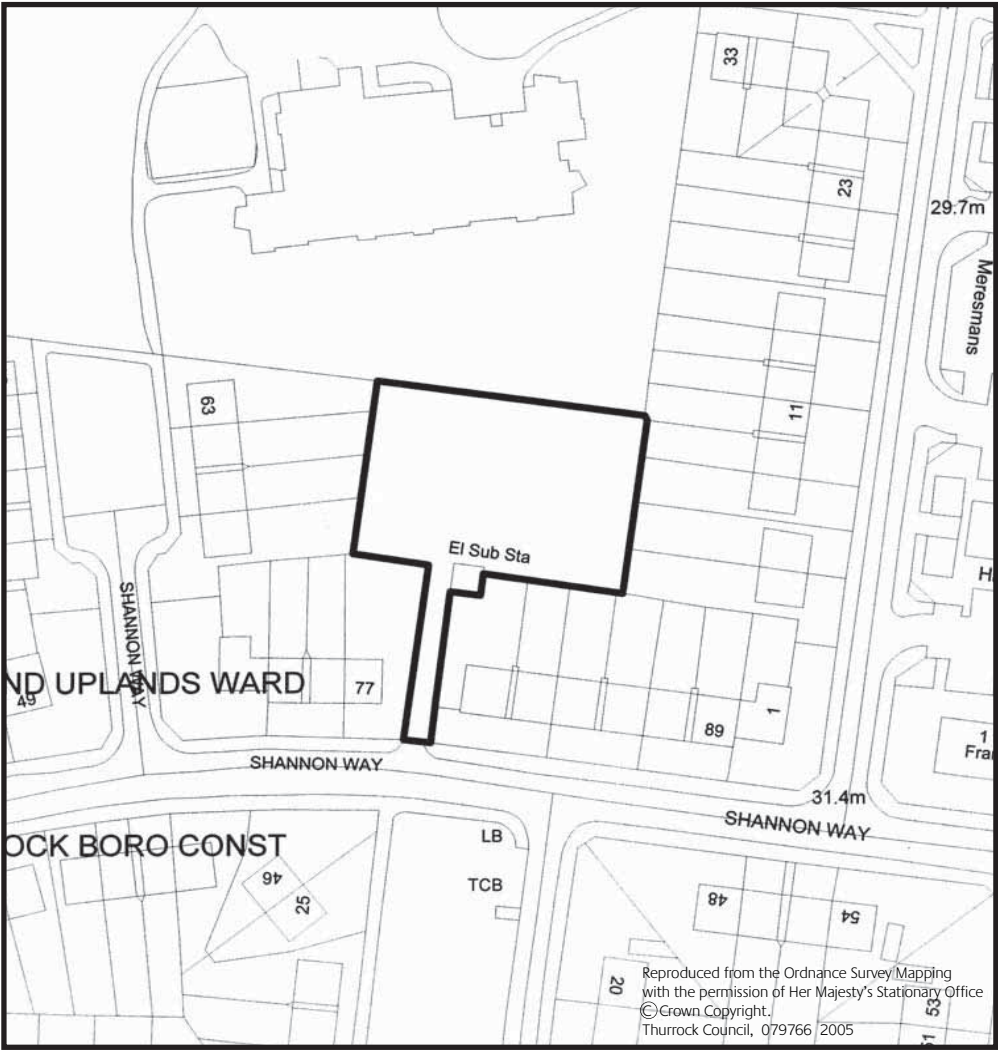
3D Visualisations

LTB 01:	Rear of 68 – 82 Victoria Avenue, Grays
OCK 13:	Woodacre School, Erriff Drive, South Ockendon
WTS 55:	Corner of West Thurrock Way and London Road, West Thurrock
WTS 62:	Williams / Drapers Transport Deport, London Road, South Stifford

Our approach to the design work and the densities achieved are set out in Section 4 of the main report (Volume 1).

The following pages contain the design case studies produced.

Design Exercises



Scenario A

4 units
8 parking spaces
2 spaces per unit

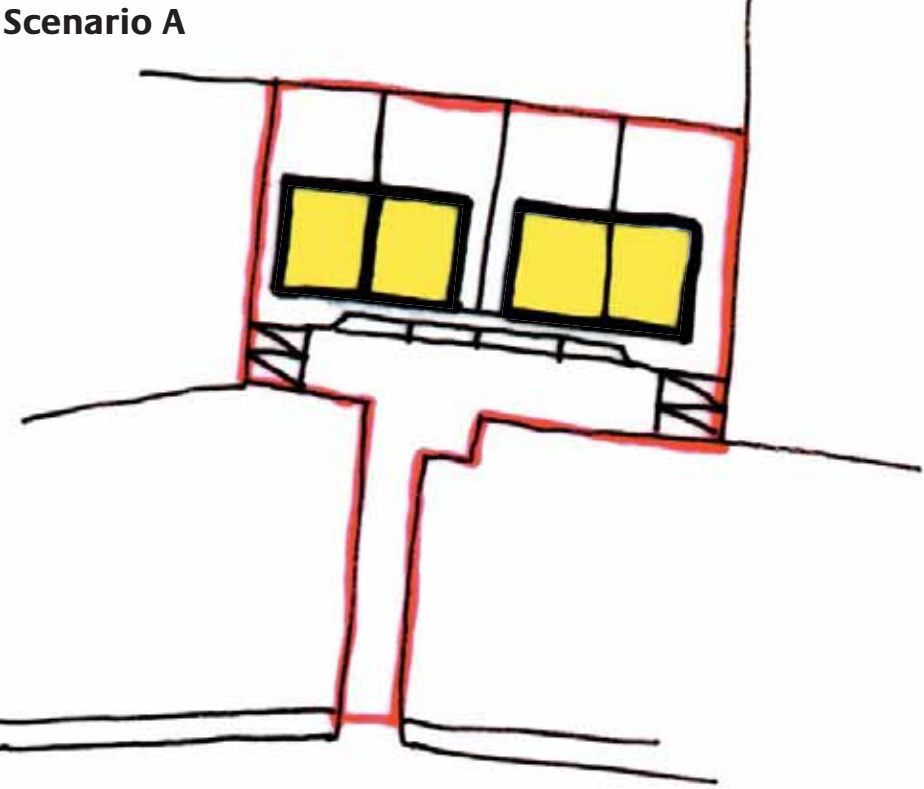
= 33 dph

Scenario B

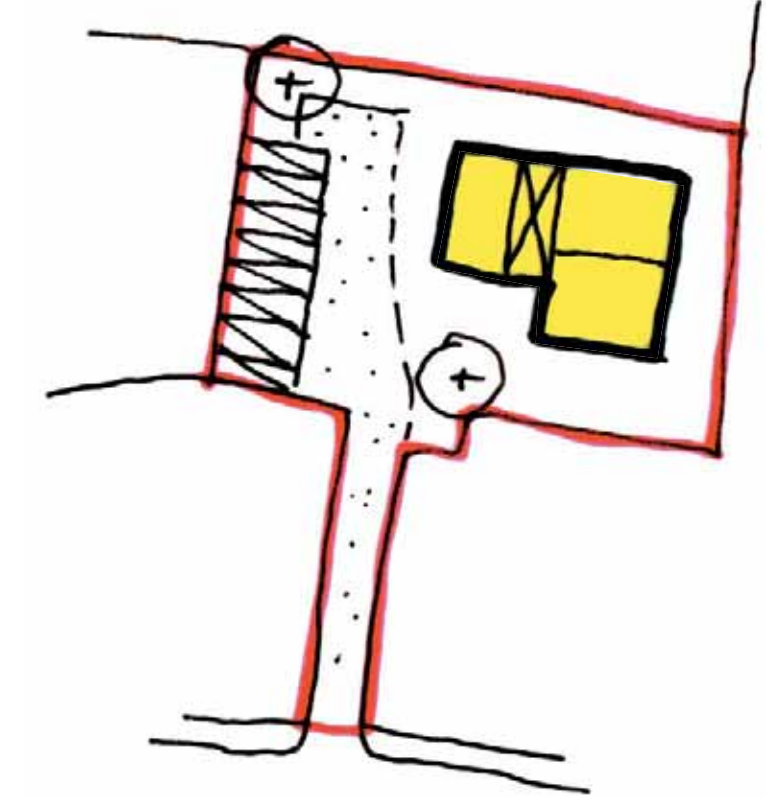
6 units (flats)
8 parking spaces
1.3 spaces per unit

= 50 dph

Scenario A

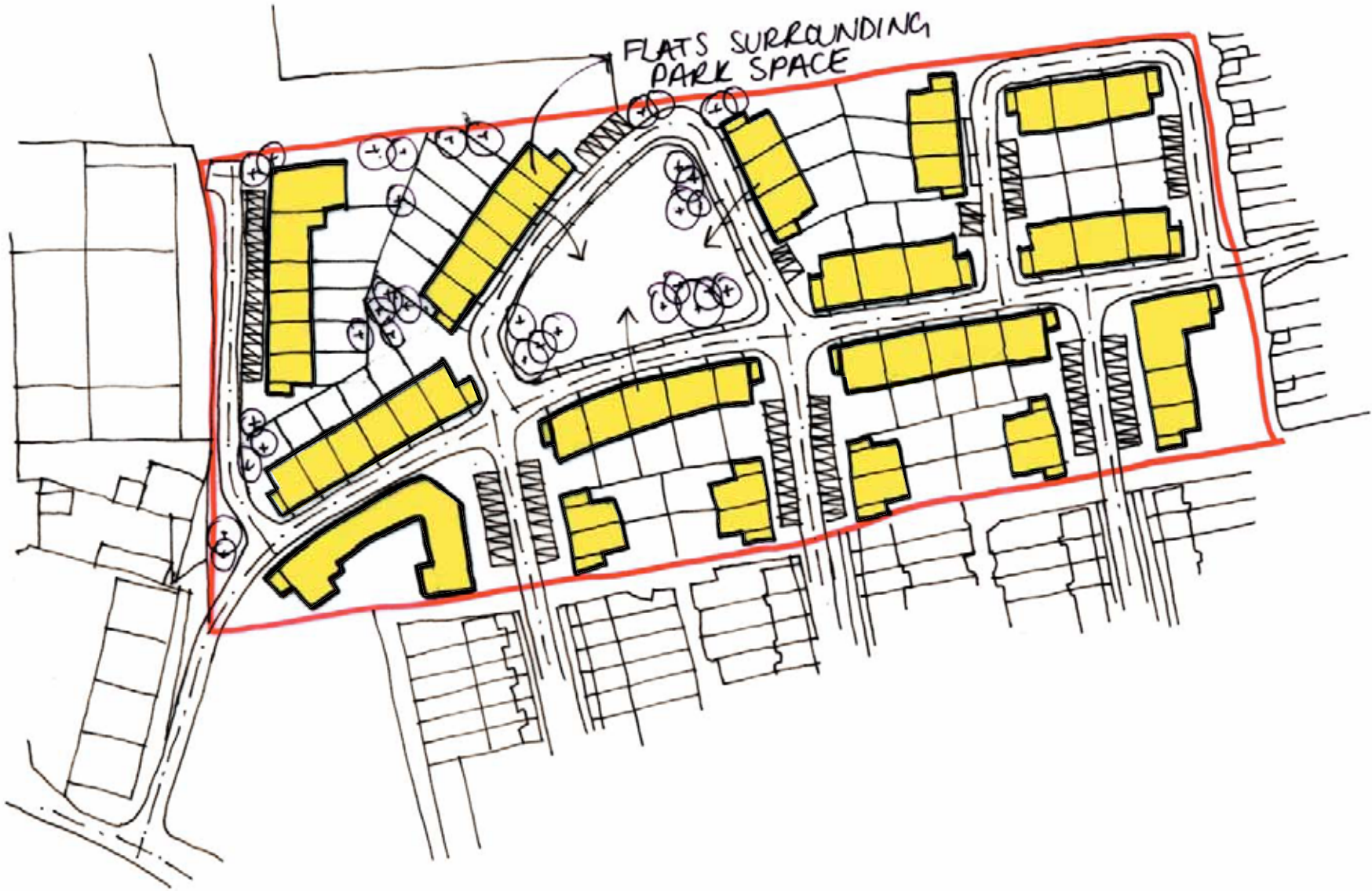
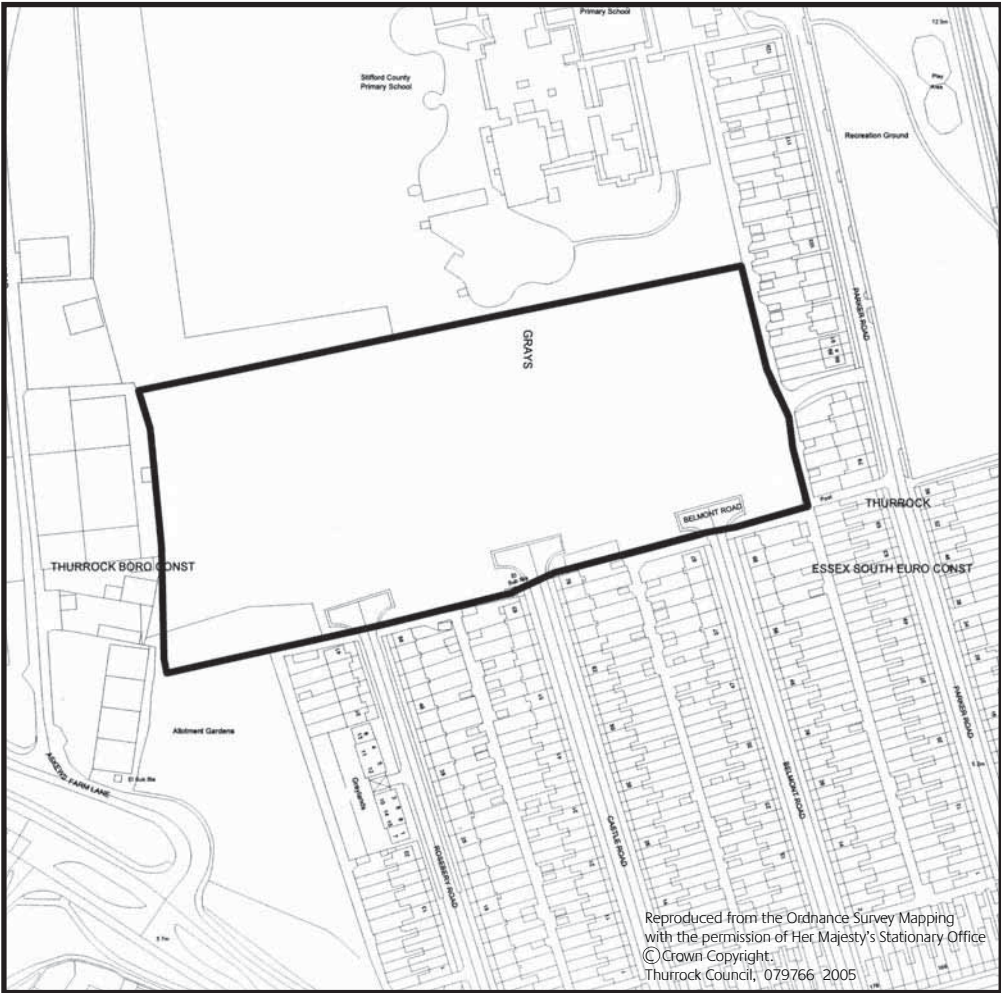


Scenario B



Key to Building Heights

- | | |
|---|--------------------------------|
|  | 2 Storey (houses & flats) |
|  | 3 Storey (houses & flats) |
|  | 4 Storey (flats) |
|  | 5/6 Storey (flats / mixed-use) |







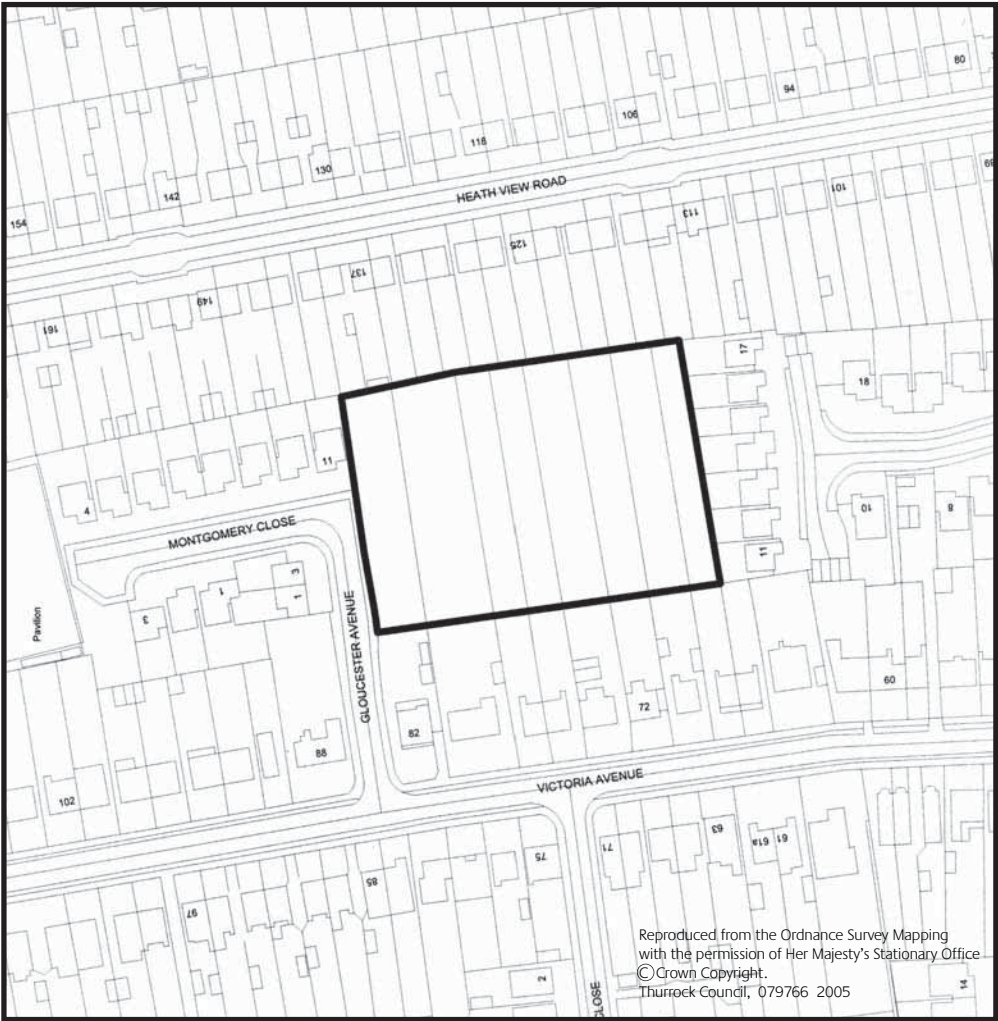
Scenario A

79 units
196 parking spaces
including: 30 garages
166 on street
2.5 spaces per unit

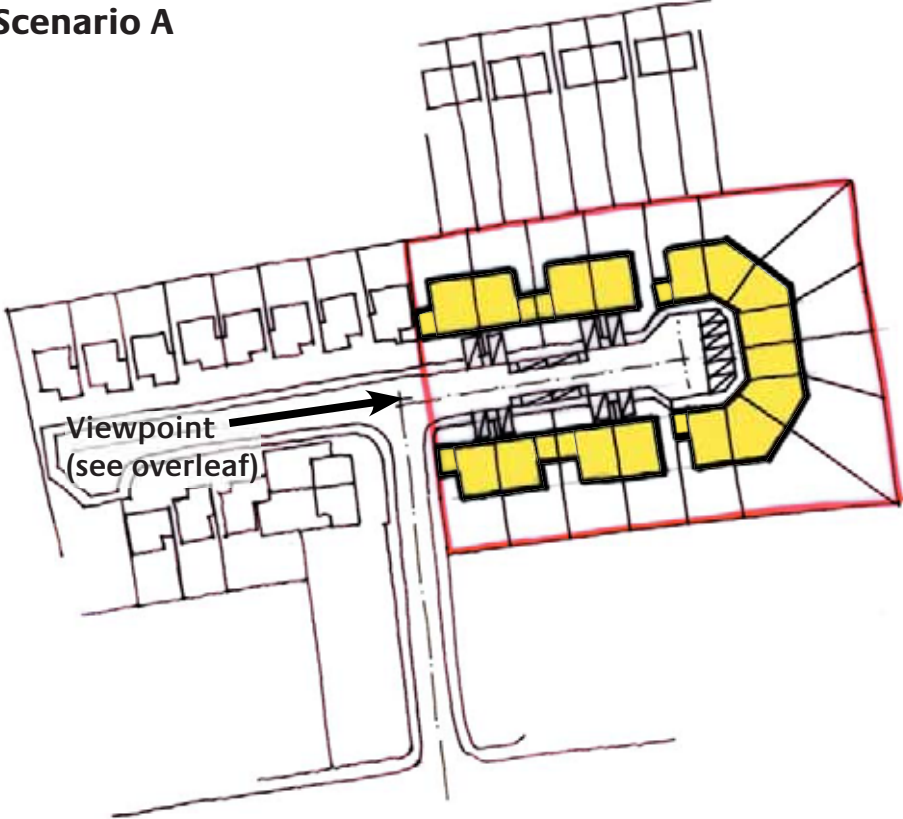
= 31 dph

Key to Building Heights

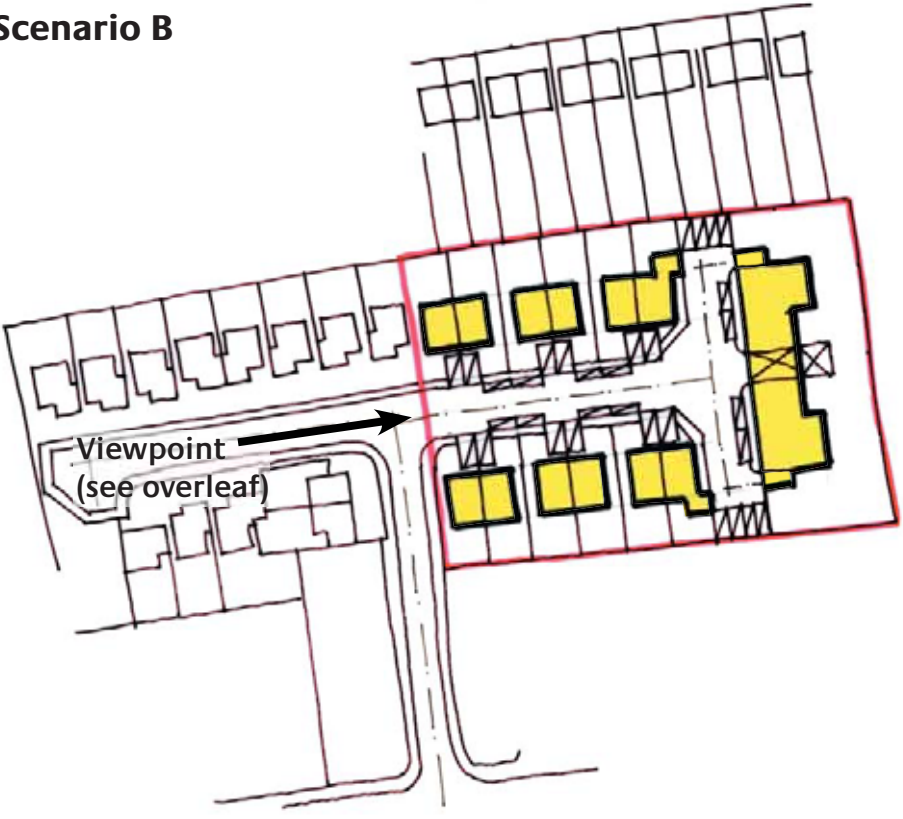
	2 Storey (houses & flats)
	3 Storey (houses & flats)
	4 Storey (flats)
	5/6 Storey (flats / mixed-use)



Scenario A



Scenario B



Scenario A

16 units
26 parking spaces including:
- 8 individual garages
- 8 in curtilage
- 10 on-street

1.6 spaces per unit

= 30 dph

NOTE: See 3-D visualisation overleaf

Scenario B


28 units
34 parking spaces including:
- 4 individual garages
- 12 in curtilage
- 18 on-street

1.2 spaces per unit

= 53 dph

Key to Building Heights

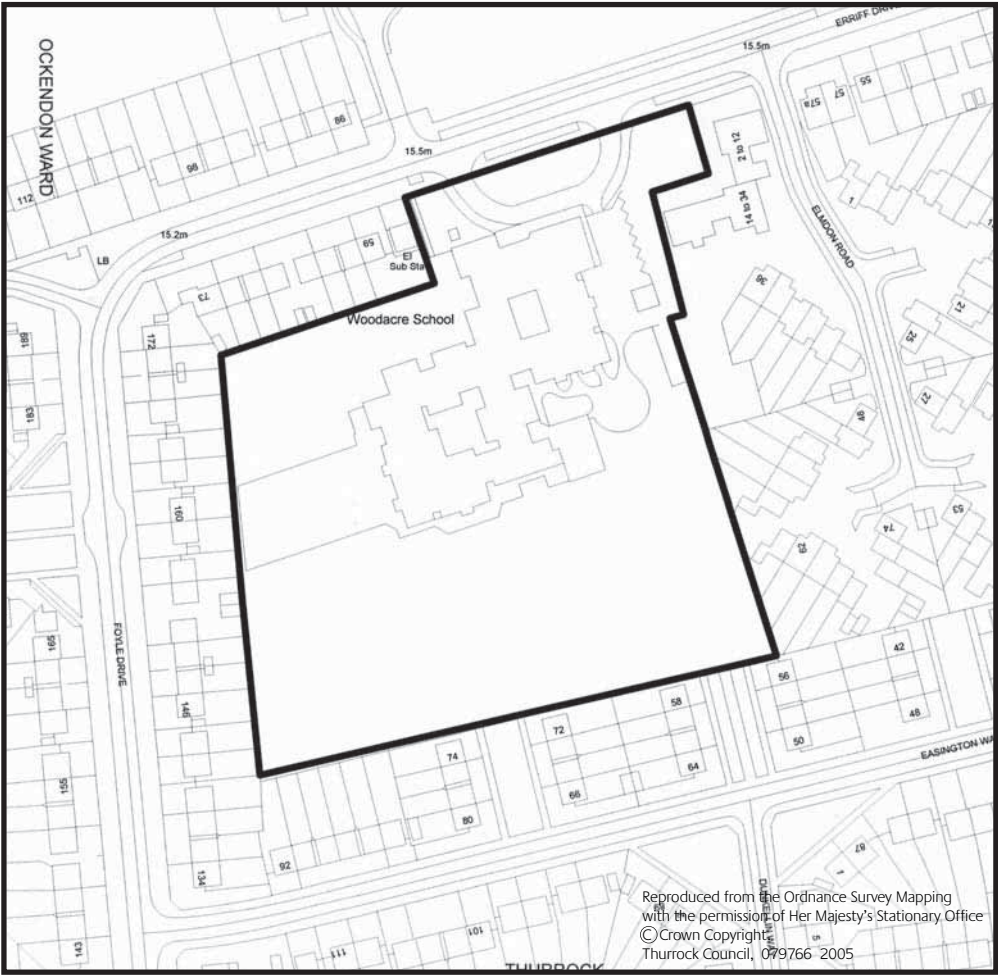
	2 Storey (houses & flats)
	3 Storey (houses & flats)
	4 Storey (flats)
	5/6 Storey (flats / mixed-use)

Client: Thurrock Council	Drawing title: Case Study 6: LTB 07		Date: 11-02-05	Scale: N.T.S.	Llewelyn Davies Brook House Torrington Place London WC1E 7HN UK	T 020 7637 0181 F 020 7637 8740 E info@ldavies.com www.ldavies.com	
Project title: Urban Capacity Study	Scenario A, 3D Visualisation		Project number: 33897	Drawing number: 001			



Client: Thurrock Council	Drawing title: Case Study 6: LTB 07		Date: 11-02-05	Scale: N.T.S.	Llewelyn Davies	T 020 7637 0181
Project title: Urban Capacity Study	Scenario B, 3D Visualisation		Project number: 33897	Drawing number: 001	Brook House Torrington Place London WC1E 7HN UK	F 020 7637 8740 E info@ldavies.com www.ldavies.com



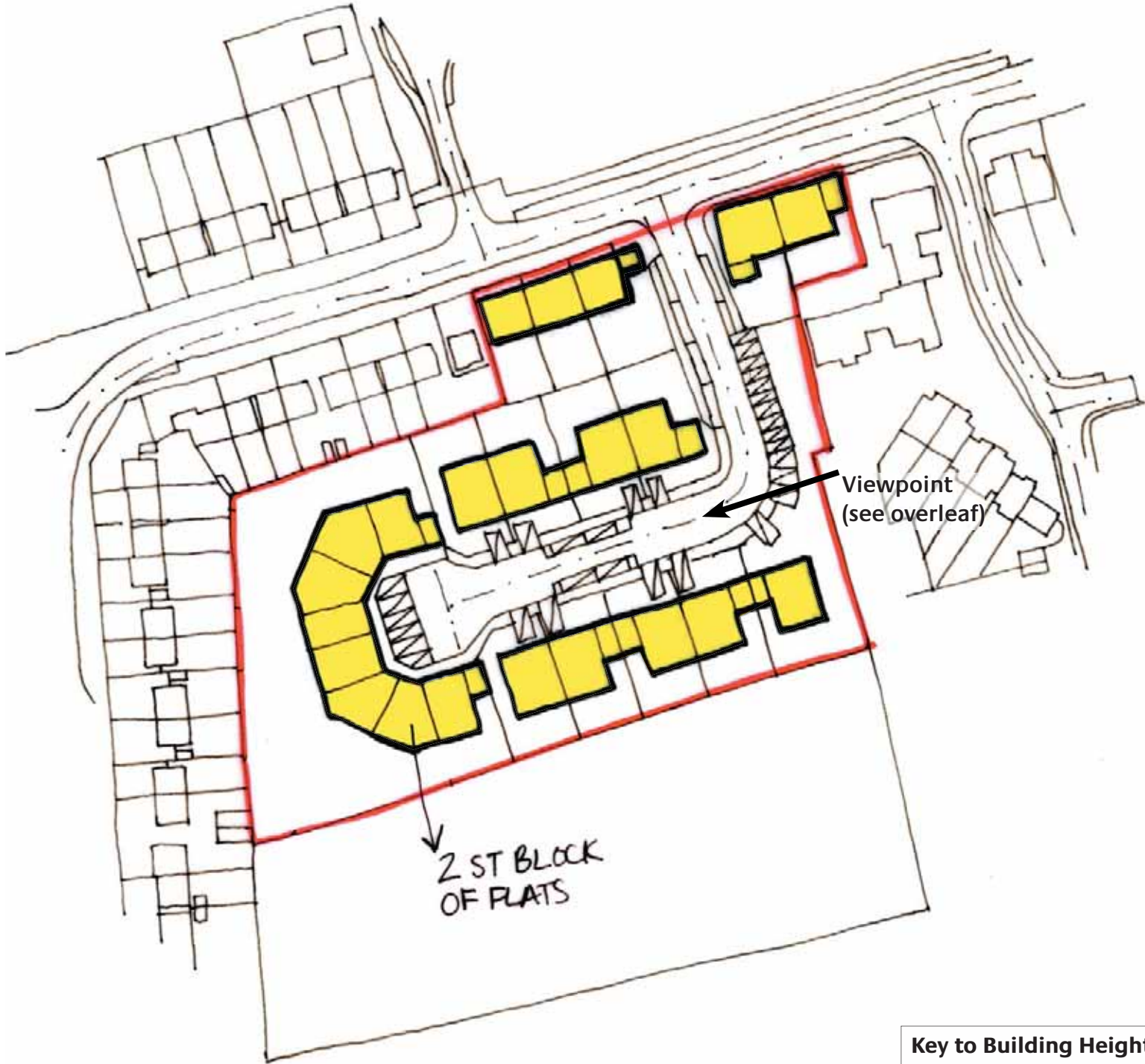


Scenario A





30 units
55 parking spaces including:
- 12 individual garages
- 43 on-street
1.8 spaces per unit


= 31 dph

NOTE: See 3-D visualisation overleaf




Key to Building Heights

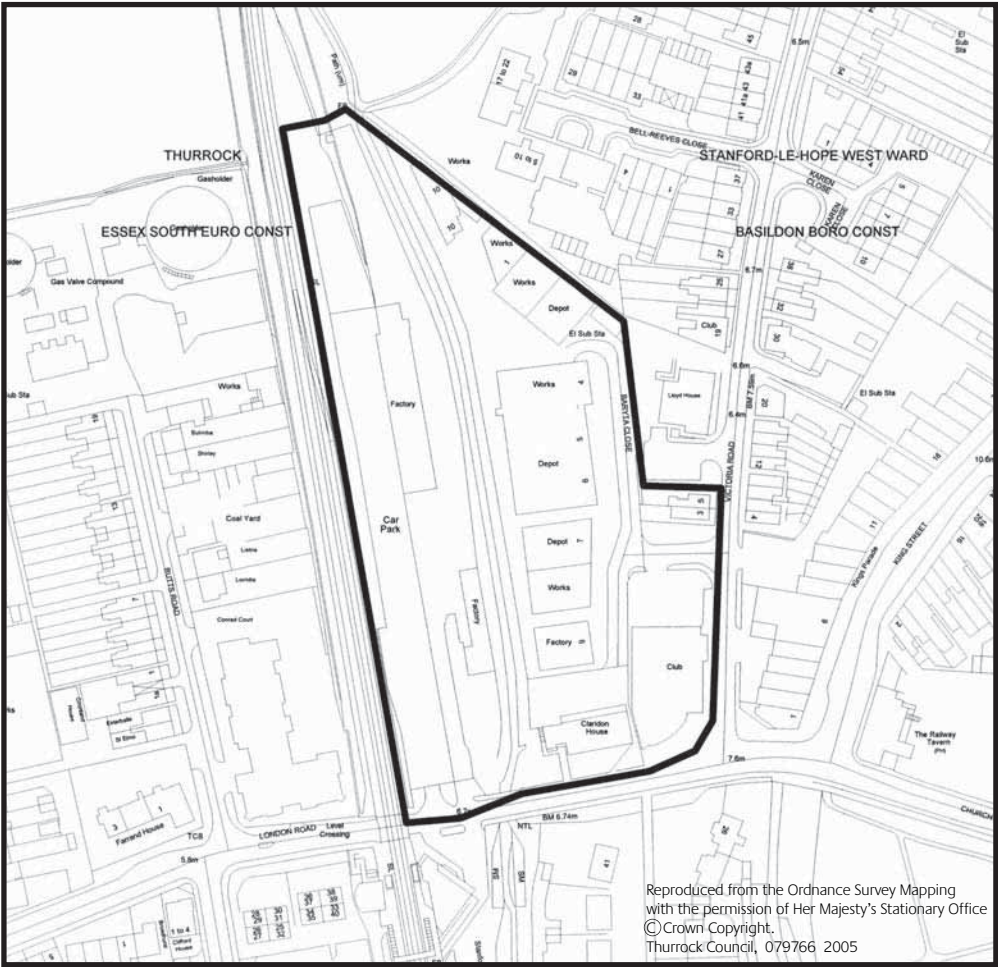
	2 Storey (houses & flats)
	3 Storey (houses & flats)
	4 Storey (flats)
	5/6 Storey (flats / mixed-use)

Client: Thurrock Council	Drawing title: Case Study 7: OCK 13 Scenario A, 3D Visualisation	Date: 11-02-05		Scale: N.T.S.	Llewelyn Davies Brook House Torrington Place London WC1E 7HN UK	T 020 7637 0181 F 020 7637 8740 E info@ldavies.com www.ldavies.com	
Project title: Urban Capacity Study		Project number: 33897	Drawing number: 001				



Client: Thurrock Council	Drawing title: Case Study 7: OCK 13		Date: 11-02-05	Scale: N.T.S.	Llewelyn Davies Brook House Torrington Place London WC1E 7HN UK	T 020 7637 0181 F 020 7637 8740 E info@ldavies.com www.ldavies.com	
Project title: Urban Capacity Study	Scenario B, 3D Visualisation		Project number: 33897	Drawing number: 001			

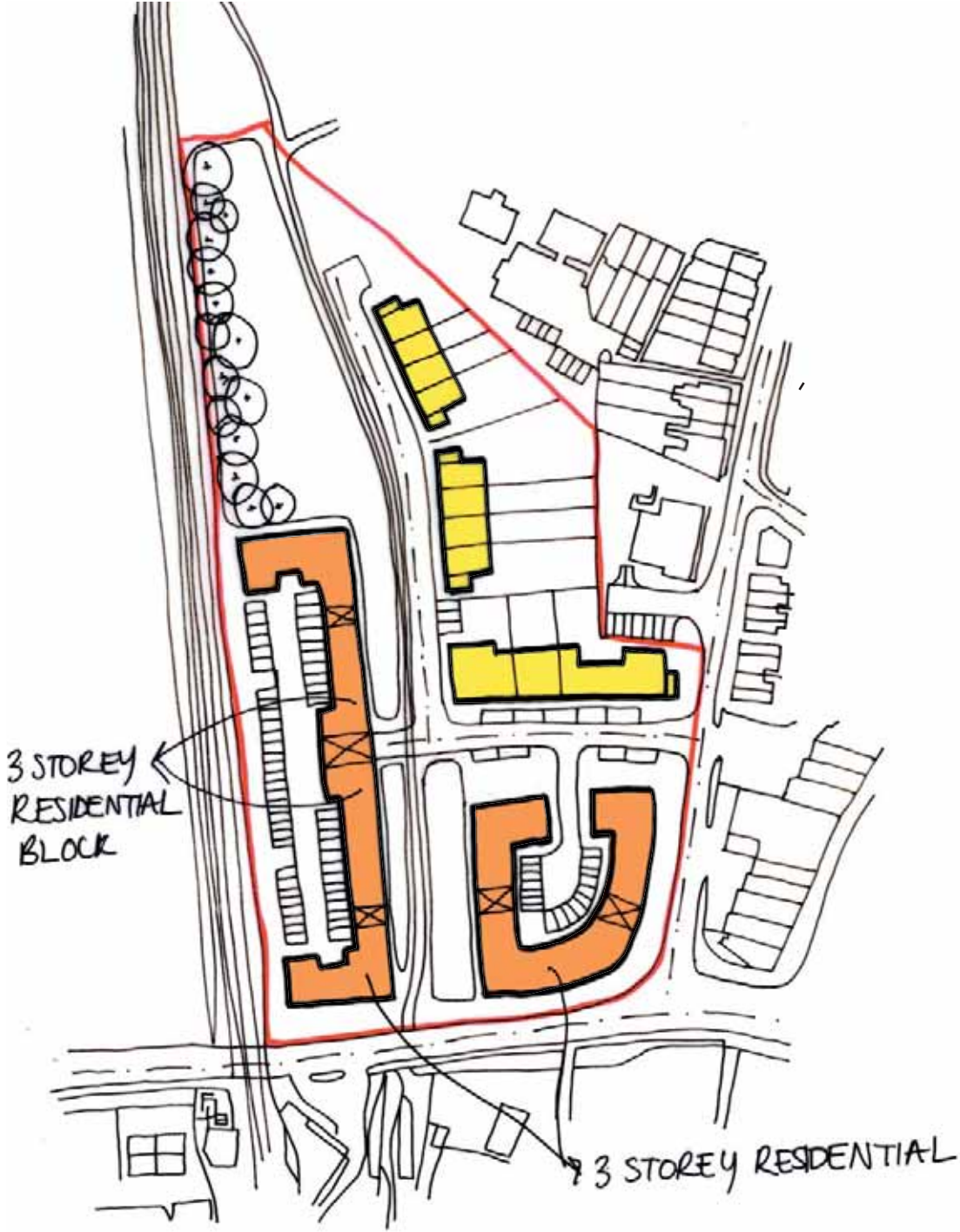








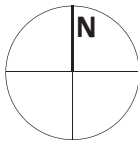

Scenario A

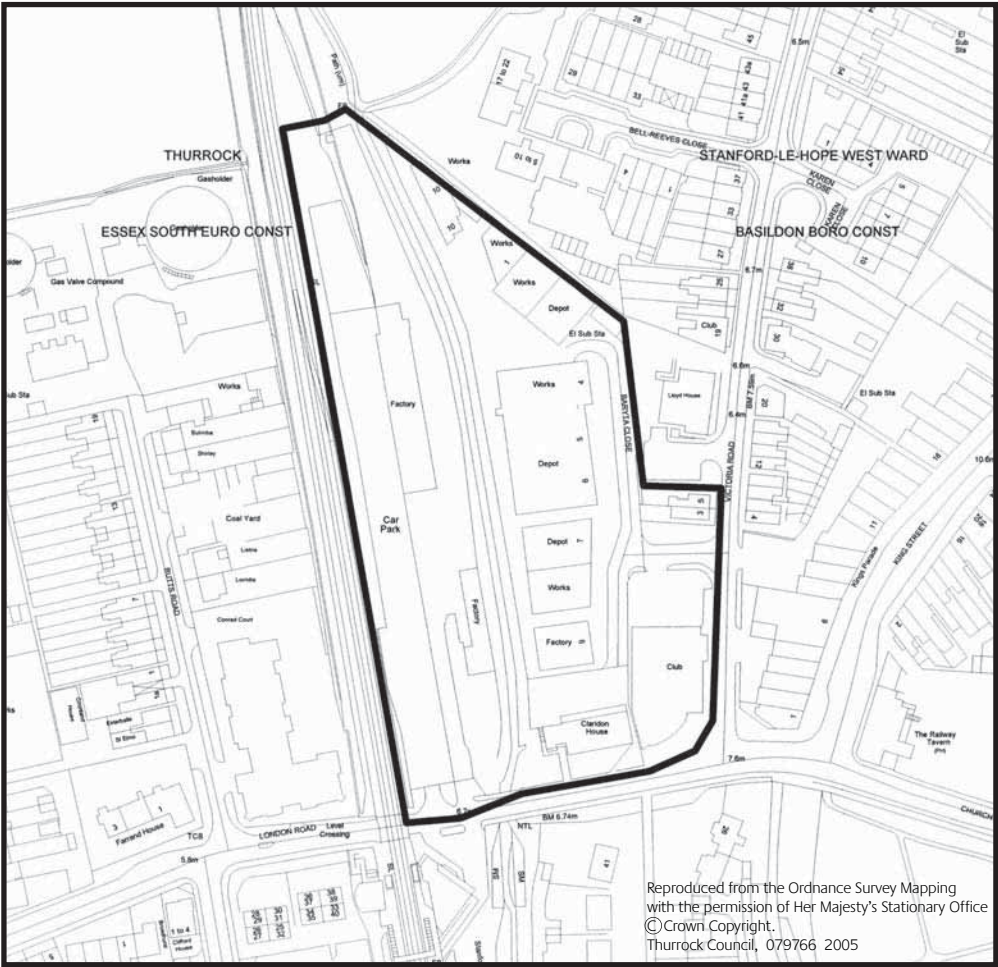
96 units including:
- 11 houses
85 flats

= 48 dph



Key to Building Heights	
	2 Storey (houses & flats)
	3 Storey (houses & flats)
	4 Storey (flats)
	5/6 Storey (flats / mixed-use)

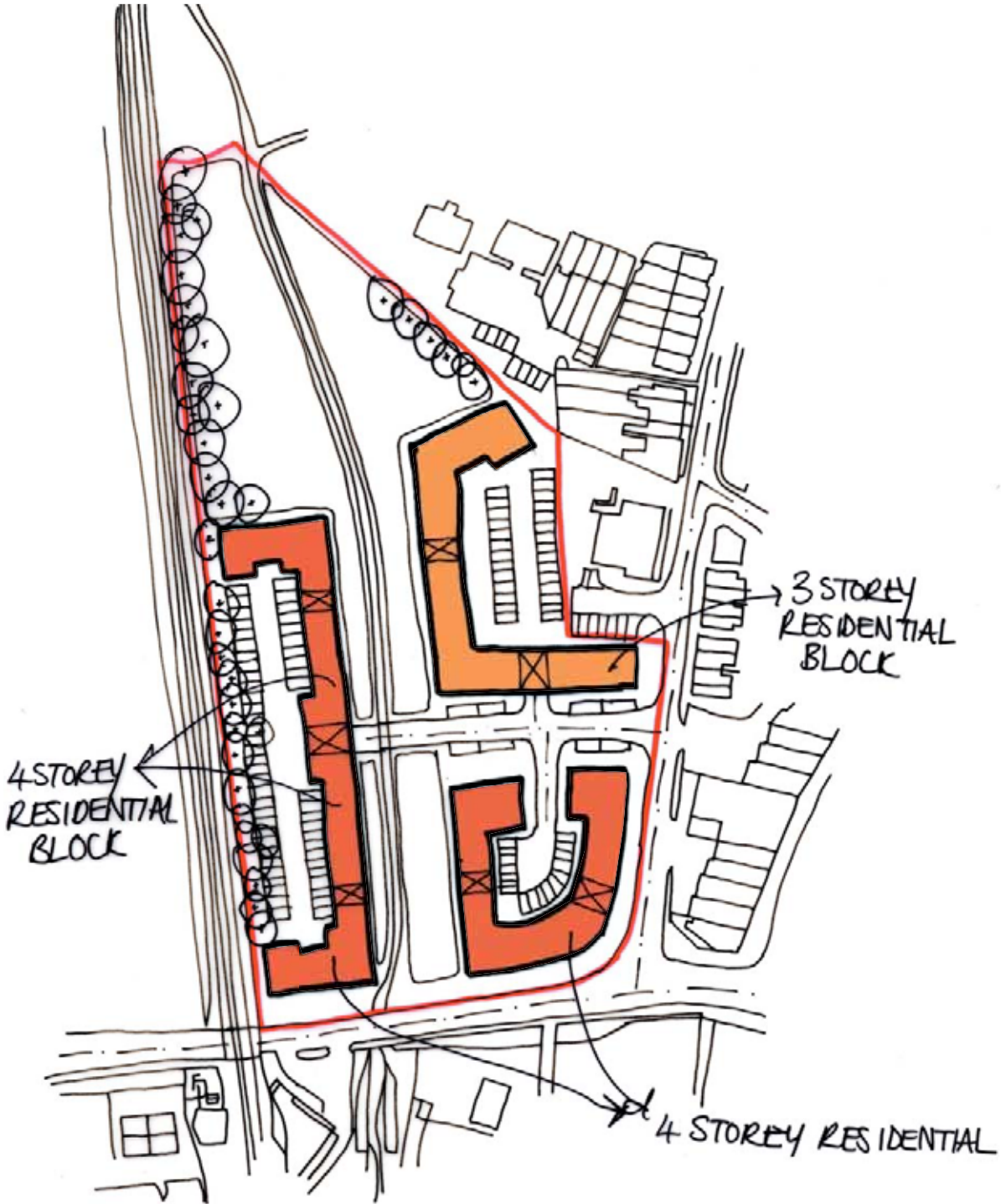
Client: Thurrock Council	Drawing title: Case Study 8: STW 03 Victoria Road/Baryta Close Emp. Area, Stanford-le-Hope		Date: 11-02-05	Scale: N.T.S.	Llewelyn Davies Brook House Torrington Place London WC1E 7HN UK T 020 7637 0181 F 020 7637 8740 E info@ldavies.com www.ldavies.com 
Project title: Urban Capacity Study			Project number: 33897	Drawing number: 001	








Scenario B

153 flats
1 parking space per unit

= 76 dph



Key to Building Heights	
	2 Storey (houses & flats)
	3 Storey (houses & flats)
	4 Storey (flats)
	5/6 Storey (flats / mixed-use)

Client: Thurrock Council	Drawing title: Case Study 9: WTS 55	Date: 11-02-05	Scale: N.T.S.	Llewelyn Davies Brook House Torrington Place London WC1E 7HN UK	T 020 7637 0181 F 020 7637 8740 E info@ldavies.com www.ldavies.com	
Project title: Urban Capacity Study	Scenario A, 3D Visualisation	Project number: 33897	Drawing number: 001			





Scenario B

237 flats
1 parking spaces per unit


= 110 dph

NOTE: See 3-D visualisation overleaf




Key to Building Heights

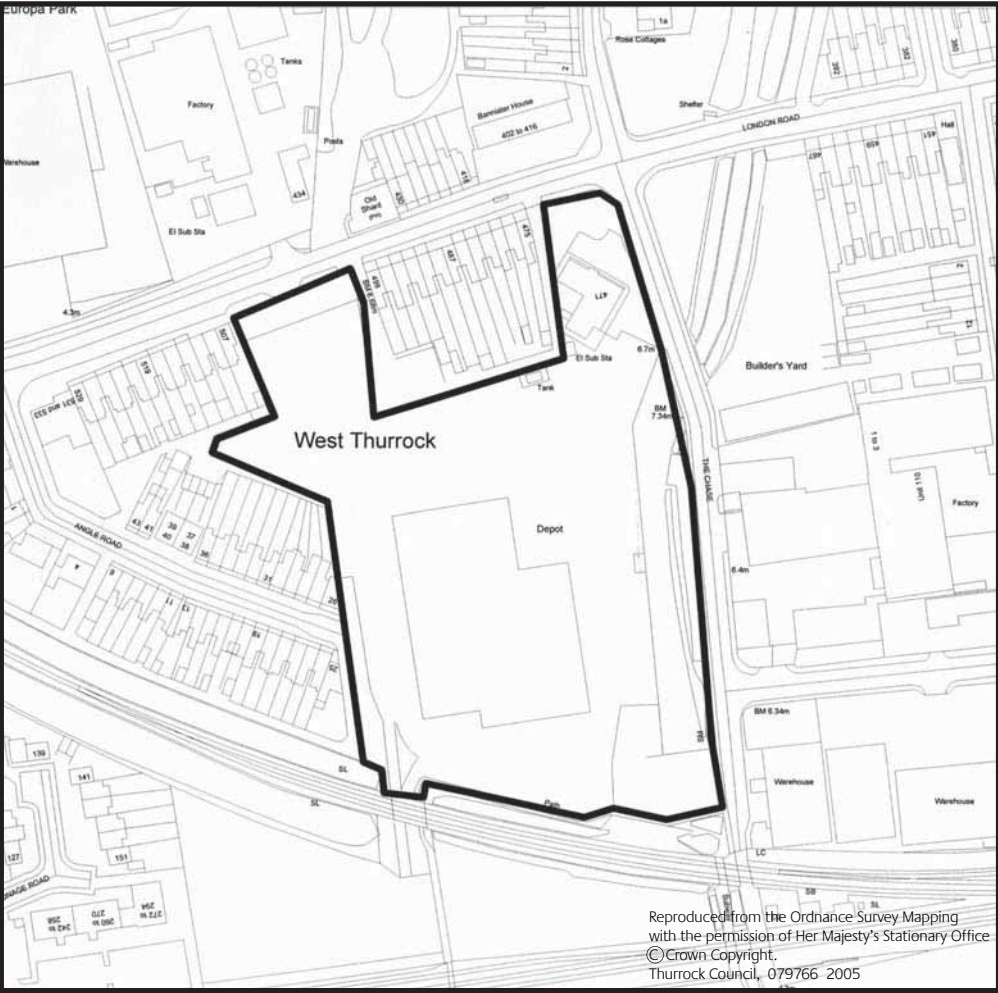
	2 Storey (houses & flats)
	3 Storey (houses & flats)
	4 Storey (flats)
	5/6 Storey (flats / mixed-use)

Client: Thurrock Council	Drawing title: Case Study 9: WTS 55	Date: 11-02-05	Scale: N.T.S.	Llewelyn Davies Brook House Torrington Place London WC1E 7HN UK	T 020 7637 0181 F 020 7637 8740 E info@ldavies.com www.ldavies.com	
Project title: Urban Capacity Study	Scenario B, 3D Visualisation	Project number: 33897	Drawing number: 001			



Client: Thurrock Council	Drawing title: Case Study 10: WTS 62	Date: 11-02-05	Scale: N.T.S.	Llewelyn Davies Brook House Torrington Place London WC1E 7HN UK	T 020 7637 0181 F 020 7637 8740 E info@ldavies.com www.ldavies.com	
Project title: Urban Capacity Study	Scenario A, 3D Visualisation	Project number: 33897	Drawing number: 001			



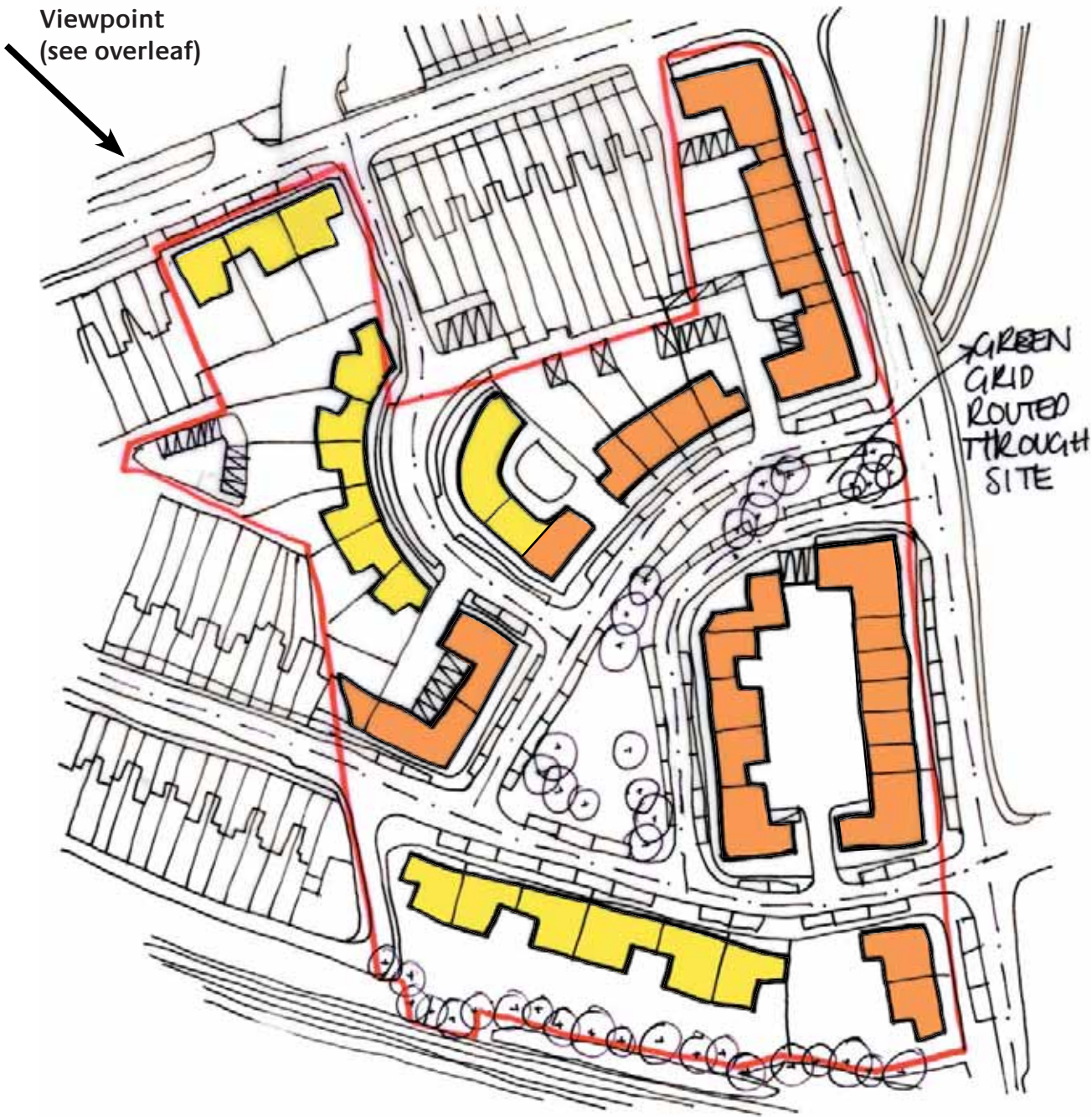






Scenario B


196 flats
1 parking space per unit

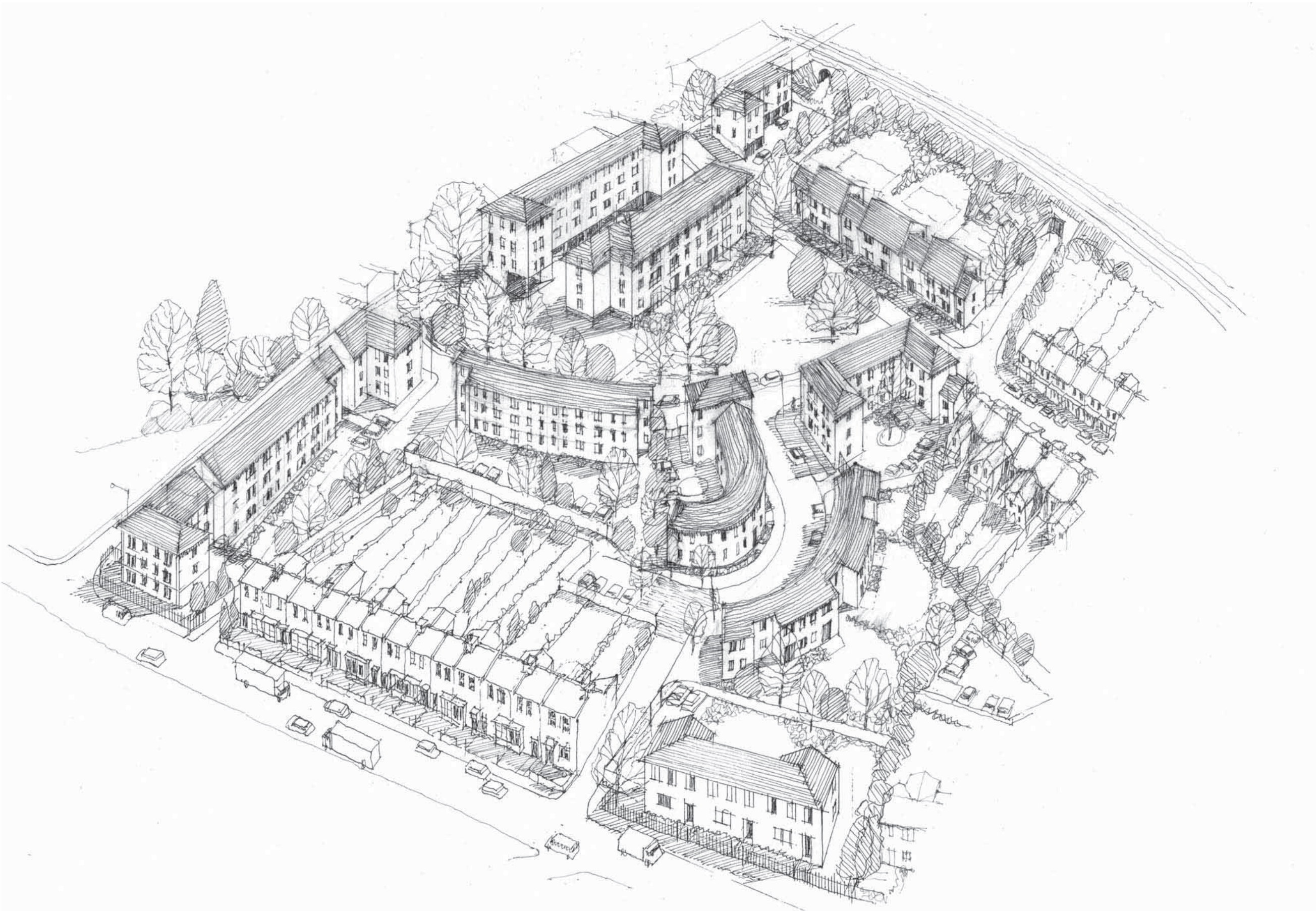
= 102 dph

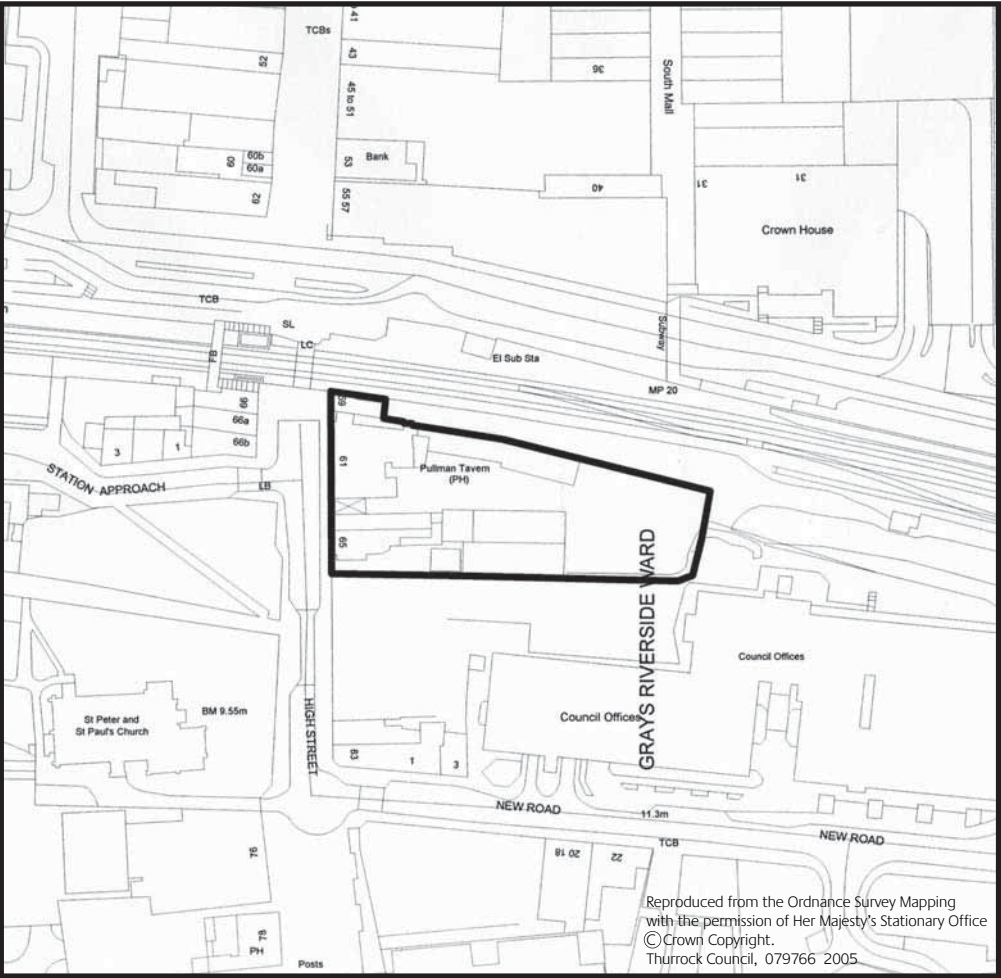
NOTE: See 3-D visualisation overleaf



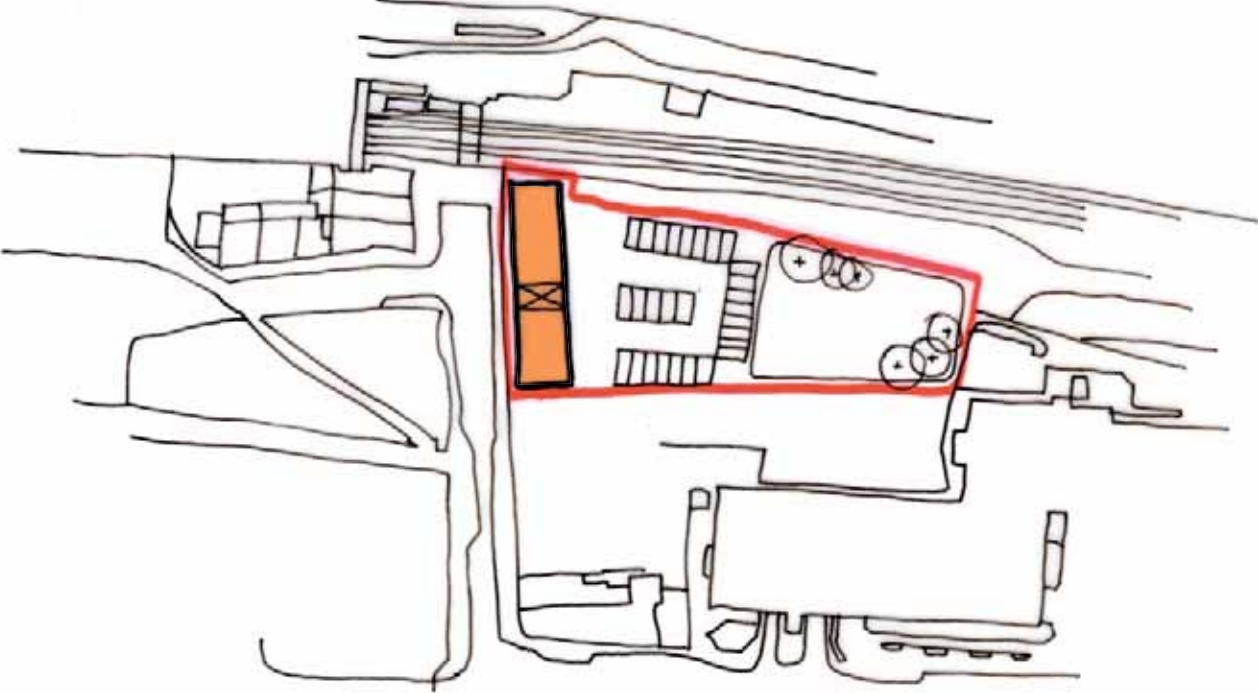
Key to Building Heights	
	2 Storey (houses & flats)
	3 Storey (houses & flats)
	4 Storey (flats)
	5/6 Storey (flats / mixed-use)

Client: Thurrock Council	Drawing title: Case Study 10: WTS 62	Date: 11-02-05	Scale: N.T.S.	Llewelyn Davies Brook House Torrington Place London WC1E 7HN UK	T 020 7637 0181 F 020 7637 8740 E info@ldavies.com www.ldavies.com	
Project title: Urban Capacity Study	Scenario B, 3D Visualisation	Project number: 33897	Drawing number: 001			

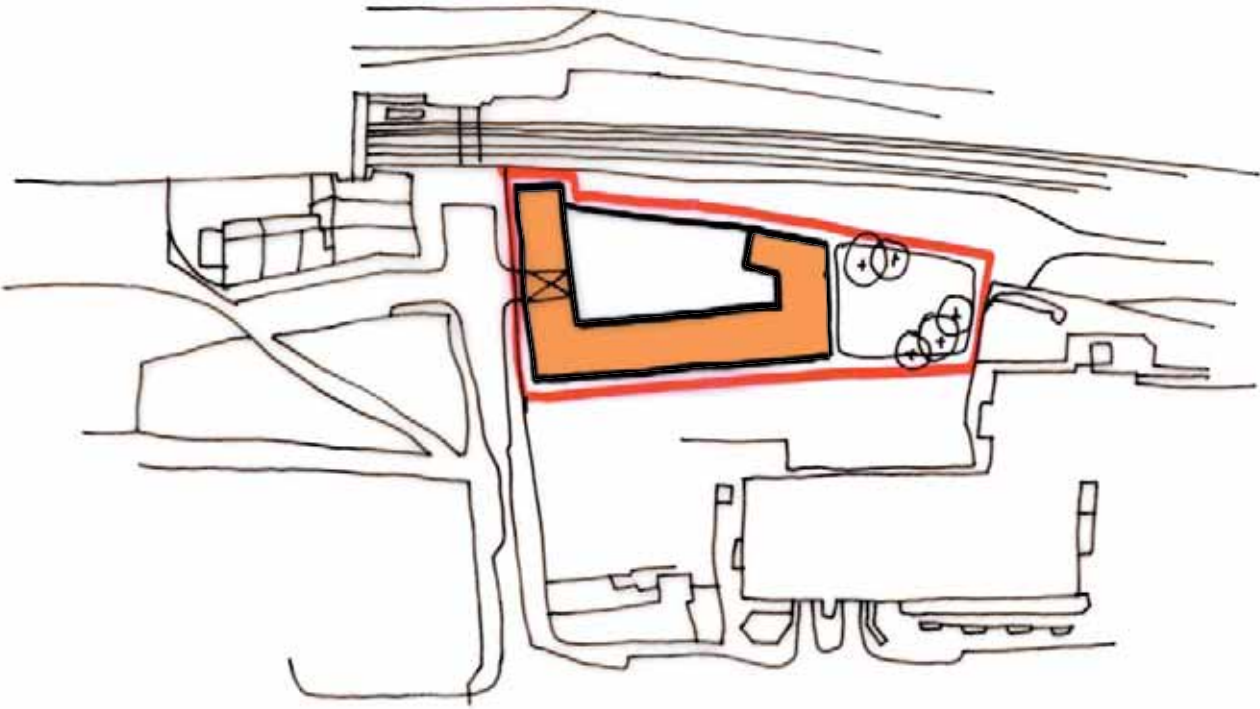




Scenario A



Scenario B







Scenario A

18 flats over 3 storey block
1.6 Parking spaces per unit
= 69 dph

Scenario B

39 flats over 3 storey block
1 parking space per unit
= 150 dph

Key to Building Heights

	2 Storey (houses & flats)
	3 Storey (houses & flats)
	4 Storey (flats)
	5/6 Storey (flats / mixed-use)



Thurrock Council

Urban Capacity Study

Final Report: Volume 3 (Site Schedules)

May 2005

Llewelyn Davies
in association with
ATIS REAL



Thurrock Council

Urban Capacity Study

Final Report: Volume 3 (Site Schedules)

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Our Ref.: 33897/1



1 Introduction

1.1 This volume

This document represents Volume 3 of the Urban Capacity Study, containing the schedule of all sites identified through the study process.

The document is presented on a ward-by-ward basis, of which there are nineteen covered by the study for Thurrock.

For each Ward there are four schedules, presenting the progress from site identification through to the final capacity estimates:

- 1 Initial long list of sites;
- 2 Unconstrained Estimates of Capacity;
- 3 Discounting; and
- 4 Final Constrained Capacity Estimates.

The site schedules are ordered alphabetically:

- 1 Aveley & Uplands (AVE)
- 2 Belhus (BEL)
- 3 Chafford & North Stifford (CNS)
- 4 Corringham & Fobbing (COF)
- 5 Chadwell St Mary (CSM)
- 6 East Tilbury (EAT)
- 7 Grays Riverside (GRI)
- 8 Grays Thurrock (GTH)
- 9 The Homesteads (HOM)
- 10 Little Thurrock Blackshots (LTB)
- 11 Little Thurrock Rectory (LTR)
- 12 Ockendon (OCK)
- 13 South Chafford (SCH)
- 14 Stanford-le-Hope East & Corringham Town (SEC)
- 15 Stifford Clays (STC)
- 16 Stanford-le-Hope West (STW)
- 17 Tilbury Riverside & Thurrock Park (TRV)
- 18 Tilbury St Chads (TSC)
- 19 West Thurrock & South Stifford (WTS)

Aveley & Uplands

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
AVE 01	Land R/O 77 - 87 Shannon Way	Concrete car parking area. Adjacent to school and two-storey residential. Some evidence of use. Narrow access.	0.12	A	Access may restrict number of units. If private drive - maximum of 5 units	AVE 01
AVE 02	Land South of Nethan Drive	Green SLOAP. Residential two-storey area. Adjacent to main road. Some frontage from existing residential.		R	Overlooking issues and amenity space	AVE 02
AVE 03	Aveley Football Ground, Mill Road	Aveley FC ground. Adjacent to main road, existing residential and greenfield. Active use in average condition (externally), good condition (pitch)	2.49	A	Accept in principle but discount at later stage - issue of moving and finding allotted site	AVE 03
AVE 04	St Paul's Close	SLOAP on edge of modern residential street. Adjacent to main road and football ground. Two-storey residential area. Some trees. Buffer land		R	Amenity open space	AVE 04
AVE 05	Rowan Grove	Built out - housing site. Check date of construction.		R	Built out	AVE 05
AVE 06	Springfields, Mill Road	UCS 98 site - two large detached properties. On main road adjacent to new residential. Intensification?	0.46	A	May have tree issue	AVE 06
AVE 07	Amenity Green off St Michael's Close	Private residential green in new residential road. Well kept. Small site. Amenity space. Overlooking issues.		R	Amenity open space	AVE 07
AVE 08	Amenity Green off St Michael's Close	Private residential green in new residential road. Well kept. Side window issues. Green amenity space.		R	Amenity open space	AVE 08
AVE 09	34-44 Purfleet Road	TBC block of flats. Two-storey and grounds. UCS 98 site. Active residential on main road.		R	No net gain if redeveloped	AVE 09
AVE 10	The Old Police House Purfleet Road	Old Police House. Converted to residential.		R	Already converted	AVE 10
AVE 11	Thurrock Technical College site Love Lane	College Green'. 1-3 bed homes and 2 bed apartments. Under construction for Croudace. Some built. Completion expected May 2005. See brochure. In residential area with adjacent greenfield.	1.03	A	51 houses under construction. None completed pre March 2004.	AVE 11
AVE 12	The Orchard Crescent Way	Built out site - 7 modern terraces and garages. Check date of construction.		R	Built out	AVE 12

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
AVE 13	Car Repair Centre Ship Lane	Michelin car repair centre. On main road. Residential and rear of retail surrounds. Active and in good condition. Long term potential	0.05	A	Long term potential	AVE 13
AVE 14	Garage 9 High Street	Aveley Garage/centre. In village centre with surrounding residential uses as well. On main road. Active facility. Long term potential. Adjacent to recent development	0.09	A	Previous history of planning applications not implemented	AVE 14
AVE 15	Rear of Crescent Way	Allotment. Active and in good condition. Surrounded by two storey residential		R	Retain in allotment use	AVE 15
AVE 16	Off 1a & 1b Park Lane	M&R Motor Co. Scrap car site. In residential area. Poor condition. Noisy neighbour?	0.17	A		AVE 16
AVE 17	Land Dacre Crescent	SLOAP/play area. Overlooking from 3 storey flats and 2 storey semis issues. Amenity issues. Medium sized space		R	Amenity open space with overlooking issues	AVE 17
AVE 18	Land Mill Road	Under construction - 3 detached houses fronting main road.		R	Small site windfall	AVE 18
AVE 19	St Michaels Church Hall	Church hall and scout hut and adjoining land. In poor condition with little evidence of use. Narrow site at entrance to football ground.		R	Retain community facilities - lottery funding upgrade	AVE 19
AVE 20	26 Purfleet Road	Discount spares warehouse. One storey. Some evidence of use. Possibly undergoing refurbishment. On main road. Opposite new residential.	0.05	A	History of applications for retaining ground floor space with flats above. Could be demolished and redeveloped	AVE 20
AVE 21	Petrol Station Purfleet Road	Total petrol station. Corner site on busy road. Well used - but long term potential? Residential uses surround.	0.16	A	Long term potential	AVE 21
AVE 22	Mar Dyke Magazine site	Former munitions depot. Some potential but sensitive site.	4	A	Previous application for approximately 130 units but RSPB nature reserve - would need to be exemplar sustainable development site.	AVE 22
AVE 23	Circus Tavern	Circus Tavern (home of darts), garage, petrol station, London Borough of Havering bus depot on prominent corner site on main road network.		R	Consent granted for extension of Circus Tavern. LB Havering upgraded current facility.	AVE 23
AVE 24a	Mardale House Purfleet Road	Subject to history of planning applications	0.36	A		AVE 24a

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
AVE 24b	R/O Mardale House Purfleet Road	Under construction. Residential in residential area adjacent to main road network.	0.12	A	5 units under construction	AVE 24b
AVE 25	Bluelands West Purfleet Road	Lake and designated employment site on main road network.		R	Lake and retain for employment purposes. Also environmentally sensitive/nature conservation issues	AVE 25
AVE 26	Stonehouse Lane	Hotel/services at junction to M25.		R	Retain hotel and services	AVE 26

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
AVE 01	Land R/O 77 - 87 Shannon Way	0.12	1	4	6	5	Design Exercise Site	AVE 01
AVE 02	Land South of Nethan Drive							AVE 02
AVE 03	Aveley Football Ground, Mill Road	2.49	3	77	142	110		AVE 03
AVE 04	St Paul's Close							AVE 04
AVE 05	Rowan Grove							AVE 05
AVE 06	Springfields, Mill Road	0.46	2	15	25	20		AVE 06
AVE 07	Amenity Green off St Michael's Close							AVE 07
AVE 08	Amenity Green off St Michael's Close							AVE 08
AVE 09	34-44 Purfleet Road							AVE 09
AVE 10	The Old Police House Purfleet Road							AVE 10
AVE 11	Thurrock Technical College site Love Lane	1.03	N/A	51	51	51	U/C - 51 units	AVE 11
AVE 12	The Orchard Crescent Way							AVE 12
AVE 13	Car Repair Centre Ship Lane	0.05	4	2	4	3		AVE 13
AVE 14	Garage 9 High Street	0.09	2	3	5	4		AVE 14
AVE 15	Rear of Crescent Way							AVE 15
AVE 16	Off 1a & 1b Park Lane	0.17	2	5	9	7		AVE 16
AVE 17	Land Dacre Crescent							AVE 17
AVE 18	Land Mill Road							AVE 18
AVE 19	St Michaels Church Hall							AVE 19
AVE 20	26 Purfleet Road	0.05	1	2	3	2		AVE 20
AVE 21	Petrol Station Purfleet Road	0.16	5	5	10	7	Provides ground floor retail space	AVE 21
AVE 22	Mar Dyke Magazine site	4	3	124	228	176		AVE 22
AVE 23	Circus Tavern							AVE 23
AVE 24a	Mardale House Purfleet Road	0.36	4	14	29	22		AVE 24a
AVE 24b	R/O Mardale House Purfleet Road	0.12	N/A	5	5	5	U/C - 5 units	AVE 24b
AVE 25	Bluelands West Purfleet Road							AVE 25
AVE 26	Stonehouse Lane							AVE 26
			TOTAL	307	516	412		

Note: figures may not add due to rounding

AVE - Unconstrained Estimates

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
AVE 01	Land R/O 77 - 87 Shannon Way	0.12	1	4	6	5	M	L	A	Low value area but good size site so M val	AVE 01
AVE 02	Land South of Nethan Drive										AVE 02
AVE 03	Aveley Football Ground, Mill Road	2.49	3	77	142	110	M	L	A	L cost - sports ground	AVE 03
AVE 04	St Paul's Close										AVE 04
AVE 05	Rowan Grove										AVE 05
AVE 06	Springfields, Mill Road	0.46	2	15	25	20	M	L	A	New development on adjacent site, local developer. For sale Ellison Kaye.co.uk 01708 854444	AVE 06
AVE 07	Amenity Green off St Michael's Close										AVE 07
AVE 08	Amenity Green off St Michael's Close										AVE 08
AVE 09	34-44 Purfleet Road										AVE 09
AVE 10	The Old Police House Purfleet Road										AVE 10
AVE 11	Thurrock Technical College site Love Lane	1.03	N/A	51	51	51	M	L	A	Under construction at time of survey	AVE 11
AVE 12	The Orchard Crescent Way										AVE 12
AVE 13	Car Repair Centre Ship Lane	0.05	4	2	4	3	M	M	D	M cost - garage. Yield less than five. Discounted to avoid double counting	AVE 13
AVE 14	Garage 9 High Street	0.09	2	3	5	4	M	M	D	M val - village centre. M cost - petrol station. Yield less than five. Discounted to avoid double counting	AVE 14
AVE 15	Rear of Crescent Way										AVE 15
AVE 16	Off 1a & 1b Park Lane	0.17	2	5	9	7	M	M	A	M cost as car works. Metal bashers	AVE 16
AVE 17	Land Dacre Crescent										AVE 17
AVE 18	Land Mill Road										AVE 18
AVE 19	St Michaels Church Hall										AVE 19
AVE 20	26 Purfleet Road	0.05	1	2	3	2	M	L	D	Out shop/outlet. Yield less than five. Discounted to avoid double counting	AVE 20
AVE 21	Petrol Station Purfleet Road	0.16	5	5	10	7	M	M	A	M cost as active petrol station	AVE 21
AVE 22	Mar Dyke Magazine site	4	3	124	228	176	M	H	A	H cost because of underground reservoir & MoD history	AVE 22

AVE - Viability

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
AVE 23	Circus Tavern										AVE 23
AVE 24a	Mardale House Purfleet Road	0.36	4	14	29	22	M	L	A		AVE 24a
AVE 24b	R/O Mardale House Purfleet Road	0.12	N/A	5	5	5	M	L	A	L cost as being built - John Connell builders (local)	AVE 24b
AVE 25	Bluelands West Purfleet Road										AVE 25
AVE 26	Stonehouse Lane										AVE 26
TOTAL				307	516	412					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
AVE 01	Land R/O 77 - 87 Shannon Way	0.12	1			4	6						AVE 01
AVE 02	Land South of Nethan Drive												AVE 02
AVE 03	Aveley Football Ground, Mill Road	2.49	3			77	142						AVE 03
AVE 04	St Paul's Close												AVE 04
AVE 05	Rowan Grove												AVE 05
AVE 06	Springfields, Mill Road	0.46	2			15	25						AVE 06
AVE 07	Amenity Green off St Michael's Close												AVE 07
AVE 08	Amenity Green off St Michael's Close												AVE 08
AVE 09	34-44 Purfleet Road												AVE 09
AVE 10	The Old Police House Purfleet Road												AVE 10
AVE 11	Thurrock Technical College site Love Lane	1.03	N/A	51	51							Under construction at time of survey	AVE 11
AVE 12	The Orchard Crescent Way												AVE 12
AVE 13	Car Repair Centre Ship Lane	0.05	4										AVE 13
AVE 14	Garage 9 High Street	0.09	2										AVE 14
AVE 15	Rear of Crescent Way												AVE 15
AVE 16	Off 1a & 1b Park Lane	0.17	2					5	9				AVE 16
AVE 17	Land Dacre Crescent												AVE 17
AVE 18	Land Mill Road												AVE 18
AVE 19	St Michaels Church Hall												AVE 19
AVE 20	26 Purfleet Road	0.05	1										AVE 20
AVE 21	Petrol Station Purfleet Road	0.16	5					5	10				AVE 21
AVE 22	Mar Dyke Magazine site	4	3							124	228		AVE 22
AVE 23	Circus Tavern												AVE 23
AVE 24a	Mardale House Purfleet Road	0.36	4			14	29						AVE 24a
AVE 24b	R/O Mardale House Purfleet Road	0.12	N/A	5	5							Under construction at time of survey	AVE 24b
AVE 25	Bluelands West Purfleet Road												AVE 25
AVE 26	Stonehouse Lane												AVE 26

Note: figures may not add due to rounding

TOTAL	56	56	110	202	10	19	124	228
Mid Point	56		156		15		176	
Total	Scenario A	301						
	Scenario B	505						

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
				Mid Point	403								

Belhus

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
BEL 01	Groves Close	Built out. Modern residential terraces.		R	Built out	BEL 01
BEL 02	Land adj B1335 Stifford Road	Caravan park/showroom. On main road in residential area. Active.	0.47	A		BEL 02
BEL 03	Cherwell Grove	Allocated housing site. Built out. Adjacent to main road.		R	Built out	BEL 03
BEL 04	Site Corran Way	TBC meals on wheels depot and Anglian Water treatment works. On edge of residential area. Adjacent to green belt. Active facilities. Developability issues.		R	Retain use	BEL 04
BEL 05	Whiteacre Daiglen Drive	Derelict/boarded up building. Former residential home or similar. Adjacent to new residential. On main road.	0.35	A		BEL 05
BEL 06	Knightsmead School Fortin Close	Special needs school.	0.54	A	Possible disposal of site by TBC	BEL 06
BEL 07	Fulbrook Lane	Amenity space - surplus of such space in Ockendon		R	Retain as open space	BEL 07
BEL 08	Callan Grove	Amenity space. Owned by TBC. Considered to be surplus to open space requirements		R	Greenfield site	BEL 08
BEL 09	The Culver Centre	Active teacher training centre close to centre of Ockendon	2	A	May come forward for disposal	BEL 09
BEL 10	Garage court to rear of Broxburn Parade	Permission for 13 dwellings - 5x4 bed houses and 8x1 bed flats and 18 parking spaces	0.2	A	Permission for 13 units	BEL 10

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
BEL 01	Groves Close							BEL 01
BEL 02	Land adj B1335 Stifford Road	0.47	4	19	38	28		BEL 02
BEL 03	Cherwell Grove							BEL 03
BEL 04	Site Corran Way							BEL 04
BEL 05	Whiteacre Daiglen Drive	0.35	2	11	19	15		BEL 05
BEL 06	Knightsmead School Fortin Close	0.54	7	10	30	20		BEL 06
BEL 07	Fulbrook Lane							BEL 07
BEL 08	Callan Grove							BEL 08
BEL 09	The Culver Centre	2	10	162	204	183		BEL 09
BEL 10	Garage court to rear of Broxburn Parade	0.2	N/A	13	13	13	Permission for 13 units	BEL 10
			TOTAL	215	304	259		

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
BEL 01	Groves Close										BEL 01
BEL 02	Land adj B1335 Stifford Road	0.47	4	19	38	28	M	L	A		BEL 02
BEL 03	Cherwell Grove										BEL 03
BEL 04	Site Corran Way										BEL 04
BEL 05	Whiteacre Daiglen Drive	0.35	2	11	19	15	M	L	A		BEL 05
BEL 06	Knightsmead School Fortin Close	0.54	7	10	30	20	M	L	A	L cost - prefab buildings	BEL 06
BEL 07	Fulbrook Lane										BEL 07
BEL 08	Callan Grove										BEL 08
BEL 09	The Culver Centre	2	10	162	204	183	M	L	A		BEL 09
BEL 10	Garage court to rear of Broxburn Parade	0.2	N/A	13	13	13			A	Permission for 13 units	BEL 10
TOTAL				215	304	259					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
BEL 01	Groves Close												BEL 01
BEL 02	Land adj B1335 Stifford Road	0.47	4			19	38						BEL 02
BEL 03	Cherwell Grove												BEL 03
BEL 04	Site Corran Way												BEL 04
BEL 05	Whiteacre Daiglen Drive	0.35	2			11	19						BEL 05
BEL 06	Knightsmead School Fortin Close	0.54	7			10	30						BEL 06
BEL 07	Fulbrook Lane												BEL 07
BEL 08	Callan Grove												BEL 08
BEL 09	The Culver Centre	2	10			162	204						BEL 09
BEL 10	Garage court to rear of Broxburn Parade	0.2	N/A	13	13								BEL 10
TOTAL				13	13	202	291	0	0	0	0		
Mid point				13		246		0		0			

Note: figures may not add due to rounding

Total	Scenario A	215
	Scenario B	304
	Mid Point	259

Chafford & North Stifford

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
CNS 01	Edmund Road etc	Chafford Hundred housing - built out.		R	Built out	CNS 01
CNS 02	Merlin Close	Chafford Hundred housing - built out.		R	Built out	CNS 02
CNS 03	Gas Valve Compound Rear of Edmund Road	British Gas - active site with access issues. Residential surrounds		R	British Gas site	CNS 03
CNS 04	Drake Mews	Chafford Hundred housing - built out.		R	Built out	CNS 04
CNS 05	Land at Armada Centre, West of Drake Road	Under construction by Mowlem for 'The Beacon' café/youth centre/ community centre in neighbourhood centre		R	Community facility	CNS 05
CNS 06	Plot 70 Chafford Hundred	Chafford Hundred housing - built out.		R	Built out	CNS 06
CNS 07	Plot 76 & 77 Chafford Hundred	Chafford Hundred Housing - largely built out. Southern portion remains under construction for Bovis Homes - Frobisher Gardens. 2 be apartments, 2,3,4,5 bed houses.	1.84	A	Under construction, 68 units outstanding as of 1 April 2004	CNS 07
CNS 08	Plot 78 Chafford Hundred	Isabella Place. Western element complete. Eastern element under construction. Wimpey Homes development of 2 bed apartments, 2,3,4,5 bed houses.	2.88	A	Under construction, 91 units outstanding as of 1 April 2004	CNS 08
CNS 09	Catherine Close	Steep buffer. Not suitable		R	Amenity open space	CNS 09
CNS 10	Catalina Avenue	Steep buffer. Not suitable		R	Steep - unpractical	CNS 10
CNS 11	Elizabeth Road	Chafford Hundred showhome room	0.6	A	P/P granted for 35 units	CNS 11
CNS 12	Devonshire Road	Quarry buffer. Not suitable.		R	Protected cliff face	CNS 12

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
CNS 01	Edmund Road etc							CNS 01
CNS 02	Merlin Close							CNS 02
CNS 03	Gas Valve Compound Rear of Edmund Road							CNS 03
CNS 04	Drake Mews							CNS 04
CNS 05	Land at Armada Centre, West of Drake Road							CNS 05
CNS 06	Plot 70 Chafford Hundred							CNS 06
CNS 07	Plot 76 & 77 Chafford Hundred	1.84	N/A	68	68	68	Under construction. 68 units outstanding as of 1 April 2004	CNS 07
CNS 08	Plot 78 Chafford Hundred	2.88	N/A	91	91	91	Under construction. 91 units outstanding as of 1 April 2004	CNS 08
CNS 09	Catherine Close							CNS 09
CNS 10	Catalina Avenue							CNS 10
CNS 11	Elizabeth Road	0.6	N/A	35	35	35	P/P granted for 35 units	CNS 11
CNS 12	Devonshire Road							CNS 12
TOTAL				194	194	194		

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
CNS 01	Edmund Road etc										CNS 01
CNS 02	Merlin Close										CNS 02
CNS 03	Gas Valve Compound Rear of Edmund Road										CNS 03
CNS 04	Drake Mews										CNS 04
CNS 05	Land at Armada Centre, West of Drake Road										CNS 05
CNS 06	Plot 70 Chafford Hundred										CNS 06
CNS 07	Plot 76 & 77 Chafford Hundred	1.84	N/A	68	68	68	H	L	A	L cost as under construction	CNS 07
CNS 08	Plot 78 Chafford Hundred	2.88	N/A	91	91	91	H	L	A	L cost as under construction	CNS 08
CNS 09	Catherine Close										CNS 09
CNS 10	Catalina Avenue										CNS 10
CNS 11	Elizabeth Road	0.6	N/A	35	35	35	H	L	A		CNS 11
CNS 12	Devonshire Road										CNS 12
			TOTAL	194	194	194					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
CNS 01	Edmund Road etc												CNS 01
CNS 02	Merlin Close												CNS 02
CNS 03	Gas Valve Compound Rear of Edmund Road												CNS 03
CNS 04	Drake Mews												CNS 04
CNS 05	Land at Armada Centre, West of Drake Road												CNS 05
CNS 06	Plot 70 Chafford Hundred												CNS 06
CNS 07	Plot 76 & 77 Chafford Hundred	1.84	N/A	68	68							Under construction. 68 units outstanding as of 1 April 2004	CNS 07
CNS 08	Plot 78 Chafford Hundred	2.88	N/A	91	91							Under construction. 91 units outstanding as of 1 April 2004	CNS 08
CNS 09	Catherine Close												CNS 09
CNS 10	Catalina Avenue												CNS 10
CNS 11	Elizabeth Road	0.6	N/A	35	35							P/P granted for 35 units	CNS 11
CNS 12	Devonshire Road												CNS 12
TOTAL				194	194	0	0	0	0	0	0		
Mid point				194		0		0		0			

Note: figures may not add due to rounding

Total	Scenario A	194
	Scenario B	194
	Mid Point	194

Corringham & Fobbing

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
COF 01	83 - 85 Lampits Hill	Surgery and house on allocated site. Well used surgery.	0.16	A	Allocated Site	COF 01
COF 02	Car Park Church Road	Car park. Well used. Corner site. Serving local parade		R	Well used - serves parade	COF 02
COF 03	Rear of Larkswood Road	UCS 98 site. Allotments/open space. Well used		R	Well used	COF 03
COF 04	Petrol Station Lampits Hill	Petrol station and showroom on main road. Well used. Long term potential?	0.16	A		COF 04
COF 05	Corringham Tyre Services Giffords Cross Road	Corringham Tyre Services. Well used and in good condition. Long term potential?	0.06	A		COF 05
COF 06	Petrol Station Church Road	Total petrol station and coach parking area. Active corner site. Small petrol station.	0.07	A		COF 06
COF 07	Corringham Coach Company Church Road	Previous coach park site	0.11	A	Resolved to grant planning permission for 9 units	COF 07

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
COF 01	83 - 85 Lampits Hill	0.16	5	5	10	7		COF 01
COF 02	Car Park Church Road							COF 02
COF 03	Rear of Larkswood Road							COF 03
COF 04	Petrol Station Lampits Hill	0.16	2	5	9	7		COF 04
COF 05	Corringham Tyre Services Giffords Cross Road	0.06	4	2	5	4		COF 05
COF 06	Petrol Station Church Road	0.07	5	2	4	3		COF 06
COF 07	Corringham Coach Company Church Road	0.11	N/A	9	9	9	P/P granted for 9 units	COF 07
Note: figures may not add due to rounding			TOTAL	23	36	30		

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
COF 01	83 - 85 Lampits Hill	0.16	5	5	10	7	M	M	A		COF 01
COF 02	Car Park Church Road										COF 02
COF 03	Rear of Larkwood Road										COF 03
COF 04	Petrol Station Lampits Hill	0.16	2	5	9	7	M	M	A	Active petrol station	COF 04
COF 05	Corringham Tyre Services Giffords Cross Road	0.06	4	2	5	4	M	M	D	Old petrol station. Yield less than five units. Discounted to avoid double counting	COF 05
COF 06	Petrol Station Church Road	0.07	5	2	4	3	M	M	D	Old petrol station. Yield less than five units. Discounted to avoid double counting	COF 06
COF 07	Corringham Coach Company Church Road	0.11	N/A	9	9	9	M	M	A		COF 07
TOTAL				23	36	30					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
COF 01	83 - 85 Lampits Hill	0.16	5					5	10				COF 01
COF 02	Car Park Church Road												COF 02
COF 03	Rear of Larkwood Road												COF 03
COF 04	Petrol Station Lampits Hill	0.16	2					5	9				COF 04
COF 05	Corringham Tyre Services Giffords Cross Road	0.06	4										COF 05
COF 06	Petrol Station Church Road	0.07	5										COF 06
COF 07	Corringham Coach Company Church Road	0.11	N/A	9	9							P/P granted for 9 units	COF 07
TOTAL				9	9	0	0	10	18	0	0		
Mid point				9		0		14		0			

Note: figures may not add due to rounding

Total	Scenario A	19
	Scenario B	27
	Mid Point	23

Chadwell St Mary

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
CSM 01	Garages Chilton Road	Garage block. Average condition. Large corner site.		R	Well uses	CSM 01
CSM 02	Land Adjacent 1 Loewen Road	Community building and garage - 'All Lower Court'. Garages in average condition.		R	Retain community facility	CSM 02
CSM 03	Garages Off Godman Road	Resident parking and garages for 3 substantial residential tower blocks. Well used.		R	Retain parking for flats	CSM 03
CSM 04	Land at St John's Church Brentwood Road	St John's church and substantial land surrounding. Close to neighbourhood centre.	0.29	A	Previous history - but retain Church - restrictive covenants	CSM 04
CSM 05	Land at Delargy Close	Cygnat HT and Housing Corporation - 15 rental flats. Under construction.	0.15	A	U/C - 15 flats	CSM 05
CSM 06	Land Adjoining Sabina Road and St Francis Way	UCS 98 site. Built out terraces/semis		R	Built out	CSM 06
CSM 07	Land R/O Sabina Road	UCS 98 site. Built out terraces/semis		R	Built out	CSM 07
CSM 08	Garages Sabina Road	Garages of varying quality at rear of residential. Large blocks. Access?		R	In use	CSM 08
CSM 09	Garages Sabina Road	Garages of varying quality at rear of residential. Large blocks. Access?		R	In use	CSM 09
CSM 10	Land at Cole Avenue	Green space/sloap/buffer - substantial		R	Amenity space	CSM 10
CSM 11	Rear of St Johns Road	Vacant/overgrown land - edge of residential and works units.	1.01	A		CSM 11
CSM 12	Land at St Johns Road	Underused green space in residential area.		R	Retain as amenity space	CSM 12
CSM 13	Sleepers Farm Chadwell Hill	Riverview MOT. Prominent corner site. Lorry storage active.	0.32	A	Subject to discussion	CSM 13
CSM 14	Rear of River View	Vacant land behind residential. Poor access	0.14	A	Subject to access	CSM 14
CSM 15	Rear of River View	Allotments. Evidence of use. Access may be issue. But possible route from Merton Place		R	Retain in use - allots rationalised on to this site	CSM 15
CSM 16	St Mary's Hall Longhouse Road	Kickboxing club. Large site. Secure but low quality. Building undergoing refurbishment? Community use	0.21	A	Access issues	CSM 16
CSM 17	Petrol Station Brentwood Road	Esso/Tesco petrol station on main road. Large and active. Long term potential?	0.22	A	Subject to inquires	CSM 17
CSM 18	R/O 33-55 Vigerons Way	Garage court owned by TBC	0.15	A		CSM 18
CSM 19	R/O 7&9 Brentwood Road	Space to rear of existing properties	0.03	A		CSM 19

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
CSM 01	Garages Chilton Road							CSM 01
CSM 02	Land Adjacent 1 Loewen Road							CSM 02
CSM 03	Garages Off Godman Road							CSM 03
CSM 04	Land at St John's Church Brentwood Road	0.29	5	9	17	13	Design Exercise applied includes a small retail element. Likely that development will come forward for residential only. However, densities generated considered appropriate for this site	CSM 04
CSM 05	Land at Delargy Close	0.15	N/A	15	15	15	U/C - 15 units	CSM 05
CSM 06	Land Adjoining Sabina Road and St Francis Way							CSM 06
CSM 07	Land R/O Sabina Road							CSM 07
CSM 08	Garages Sabina Road							CSM 08
CSM 09	Garages Sabina Road							CSM 09
CSM 10	Land at Cole Avenue							CSM 10
CSM 11	Rear of St Johns Road	1.01	3	31	58	44		CSM 11
CSM 12	Land at St Johns Road							CSM 12
CSM 13	Sleepers Farm Chadwell Hill	0.32	5	10	19	14		CSM 13
CSM 14	Rear of River View	0.14	1	5	7	6		CSM 14
CSM 15	Rear of River View							CSM 15
CSM 16	St Mary's Hall Longhouse Road	0.21	1	7	11	9		CSM 16
CSM 17	Petrol Station Brentwood Road	0.22	2	7	12	10		CSM 17
CSM 18	R/O 33-55 Vigerons Way	0.15	1	5	8	6		CSM 18
CSM 19	R/O 7&9 Brentwood Road	0.03	1	1	2	1		CSM 19
TOTAL				88	146	117		

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
CSM 01	Garages Chilton Road										CSM 01
CSM 02	Land Adjacent 1 Loewen Road										CSM 02
CSM 03	Garages Off Godman Road										CSM 03
CSM 04	Land at St John's Church Brentwood Road	0.29	5	9	17	13	L	L	A	L val - back of service yard for local shops	CSM 04
CSM 05	Land at Delargy Close	0.15	N/A	15	15	15	L	L	A	L cost - already developed (as Housing Association flats for rent)	CSM 05
CSM 06	Land Adjoining Sabina Road and St Francis Way										CSM 06
CSM 07	Land R/O Sabina Road										CSM 07
CSM 08	Garages Sabina Road										CSM 08
CSM 09	Garages Sabina Road										CSM 09
CSM 10	Land at Cole Avenue										CSM 10
CSM 11	Rear of St Johns Road	1.01	3	31	58	44	M	L	A		CSM 11
CSM 12	Land at St Johns Road										CSM 12
CSM 13	Sleepers Farm Chadwell Hill	0.32	5	10	19	14	M	H	A	H cost because difficulties of retaining existing thatched buildings plus sloping site and dirty old garage at the back, plus corner site is opposite attractive church and adjoining listed building - design issues	CSM 13
CSM 14	Rear of River View	0.14	1	5	7	6	M	M	A	M cost because access is poor (very narrow), no visibility splays and single carriageway access constrained by adjacent houses	CSM 14
CSM 15	Rear of River View										CSM 15
CSM 16	St Mary's Hall Longhouse Road	0.21	1	7	11	9	L	L	A		CSM 16
CSM 17	Petrol Station Brentwood Road	0.22	2	7	12	10	M	M	A	M cost - petrol station	CSM 17
CSM 18	R/O 33-55 Vigerons Way	0.15	1	5	8	6	M	M	A		CSM 18
CSM 19	R/O 7&9 Brentwood Road	0.03	1	1	2	1	M	M	D	Yield less than five. Discounted to avoid double counting	CSM 19
TOTAL				88	146	117					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
CSM 01	Garages Chilton Road												CSM 01
CSM 02	Land Adjacent 1 Loewen Road												CSM 02
CSM 03	Garages Off Godman Road												CSM 03
CSM 04	Land at St John's Church Brentwood Road	0.29	5					9	17				CSM 04
CSM 05	Land at Delargy Close	0.15	N/A	15	15							Under construction at time of survey	CSM 05
CSM 06	Land Adjoining Sabina Road and St Francis Way												CSM 06
CSM 07	Land R/O Sabina Road												CSM 07
CSM 08	Garages Sabina Road												CSM 08
CSM 09	Garages Sabina Road												CSM 09
CSM 10	Land at Cole Avenue												CSM 10
CSM 11	Rear of St Johns Road	1.01	3			31	58						CSM 11
CSM 12	Land at St Johns Road												CSM 12
CSM 13	Sleepers Farm Chadwell Hill	0.32	5			10	19					Moved forward to 2006-2011. Subject to dev't interest	CSM 13
CSM 14	Rear of River View	0.14	1					5	7				CSM 14
CSM 15	Rear of River View												CSM 15
CSM 16	St Mary's Hall Longhouse Road	0.21	1					7	11				CSM 16
CSM 17	Petrol Station Brentwood Road	0.22	2					7	12				CSM 17
CSM 18	R/O 33-55 Vigerons Way	0.15	1			5	8					Moved forward to 2006-2011. Subject to dev't interest	CSM 18
CSM 19	R/O 7&9 Brentwood Road	0.03	1										CSM 19
TOTAL				15	15	46	84	27	47	0	0		
Mid point				15		65		37		0			

Note: figures may not add due to rounding

Total	Scenario A	88
	Scenario B	146
	Mid Point	117

East Tilbury

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
EAT 01	Thames Industrial Park	Offices, workshops, warehouses, distribution. Some evidence of dereliction, but some active uses. Opposite village centre and adjacent to greenfield. Some offices and workshops to let	3.47	A	Consent for industrial at rear. Possible conversion of large office buildings for mixed use. Remainder of site should be retained for employment use. Site is in an "Industrial" conservation area. Un-Implemented permission for a factory at front of site could have potential.	EAT 01
EAT 02	Princess Margaret Road	Overgrown land on edge of greenfield/residential area. Includes derelict garage block. Access and usage issues. Narrow site.		R	Would affect amenity of neighbours - potential on frontage	EAT 02
EAT 03	Bata Avenue	Former East Tilbury Youth Centre. Derelict. Residential/surgery and works units adjacent.	0.16	A	P/P for flats - 5 Units. Conversion of youth club	EAT 03
EAT 04	Alexandra Way	30 flats and houses under construction for Swan and TBC	0.45	A	U/C - 30 Units	EAT 04
EAT 05	Coronation Avenue	Kensington Gardens. UCS 98 site. 2 storey residential units - new. Close to parade		R	Built out	EAT 05
EAT 06	Severn	UCS 98 site. Green amenity space in residential area. Adjacent to greenfield. Rear of existing residential. Access issue		R	Part of open space and character of area	EAT 06
EAT 07	Land off Colne	UCS 98 site. Large green amenity space adjacent to 3 storey block of flats and 2 storey residential. Only fronts overlooking	0.18	A	Potential if were to come forward for disposal by the Council	EAT 07
EAT 08	Rear of Colne	UCS 98 site. Play area in average condition and green amenity space. Fronted by 2 storey dwellings and 3 storey flats. Garage block adjacent. Access issue.		R	Amenity open space	EAT 08
EAT 09	Princess Margaret Road	Direct Flooring Warehouse - wood and laminate distribution centre. Active one storey unit. Average condition. Adjacent to Thames Industrial Park. Opposite town centre parade.		R	Would affect character of industrial conservation area	EAT 09
EAT 10	Coronation Avenue	Car parking area at rear of village parade and residential. Little activity and major car park to front of parade.	0.19	A		EAT 10
EAT 11	Sandy Lane	In use units. Some new. Poor access. Light industrial on edge of residential	2.27	A		EAT 11

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
EAT 12	Hillhouse Drive	New residential - built out.		R	Built out	EAT 12
EAT 13	St Johns Road	Industrial units. Active large distribution units and smaller less well kept units. Edge of residential area. Adjacent to greenfield. Long term potential	4	A		EAT 13
EAT 14	Waterworks Site, Lower Crescent, Linford	Allocated housing site in Deposit UDP and a 1998 UCS Site	0.48	A	Not part of East Tilbury but in adjacent village. Principle of development accepted through Deposit UDP and previous UCS	EAT 14

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
EAT 01	Thames Industrial Park	3.47	3	108	198	153	Based on application of design exercise to site area. However, buildings may need retaining. More detailed studies of conversion potential required	EAT 01
EAT 02	Princess Margaret Road							EAT 02
EAT 03	Bata Avenue	0.16	N/A	5	5	5	Has p/p for 5 units. Conversion of youth club. Therefore not recorded in other conversion figures	EAT 03
EAT 04	Alexandra Way	0.45	N/A	30	30	30	U/C - 30 units	EAT 04
EAT 05	Coronation Avenue							EAT 05
EAT 06	Severn							EAT 06
EAT 07	Land off Colne	0.18	4	7	14	11		EAT 07
EAT 08	Rear of Colne							EAT 08
EAT 09	Princess Margaret Road							EAT 09
EAT 10	Coronation Avenue	0.19	5	6	11	9		EAT 10
EAT 11	Sandy Lane	2.27	3	70	129	100		EAT 11
EAT 12	Hillhouse Drive							EAT 12
EAT 13	St Johns Road	4	3	124	228	176	Same design exercise used on CSM 11 as sites are adjoining	EAT 13
EAT 14	Waterworks Site, Lower Crescent, Linford	0.48	7	9	26	18	Scenario A allows for open space buffer to open countryside on village edge	EAT 14
TOTAL				359	642	501		

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
EAT 01	Thames Industrial Park	3.47	3	108	198	153	M	M	A	M cost - large amount of site clearance required	EAT 01
EAT 02	Princess Margaret Road										EAT 02
EAT 03	Bata Avenue	0.16	N/A	5	5	5	M	L	A	Conversion of youth club. Therefore, not recorded in other conversion figures	EAT 03
EAT 04	Alexandra Way	0.45	N/A	30	30	30	M	L	A	M val given as close to train station and edge of settlement so outlook to fields, but units unimaginative and settlement not great - few facilities. L cost - already built out	EAT 04
EAT 05	Coronation Avenue										EAT 05
EAT 06	Severn										EAT 06
EAT 07	Land off Colne	0.18	4	7	14	11	M	L	A		EAT 07
EAT 08	Rear of Colne										EAT 08
EAT 09	Princess Margaret Road										EAT 09
EAT 10	Coronation Avenue	0.19	5	6	11	9	M	L	A		EAT 10
EAT 11	Sandy Lane	2.27	3	70	129	100	M	L	A	M val (poss H because greenbelt facing village feel location on edge of town - check new development values). L cost (scrub - cleared site)	EAT 11
EAT 12	Hillhouse Drive										EAT 12
EAT 13	St Johns Road	4	3	124	228	176	M	H	A	M val (poss H because edge of town attractive location). H cost - industrial estate, quite clean, new sheds but fuel pumps on site and asbestos removal firm operating - previous uses unknown.	EAT 13
EAT 14	Waterworks Site, Lower Crescent, Linford	0.48	7	9	26	18	M	L	A		EAT 14
TOTAL				359	642	501					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
EAT 01	Thames Industrial Park	3.47	3					108	198				EAT 01
EAT 02	Princess Margaret Road												EAT 02
EAT 03	Bata Avenue	0.16	N/A	5	5								EAT 03
EAT 04	Alexandra Way	0.45	N/A	30	30							Under construction at time of survey	EAT 04
EAT 05	Coronation Avenue												EAT 05
EAT 06	Severn												EAT 06
EAT 07	Land off Colne	0.18	4			7	14						EAT 07
EAT 08	Rear of Colne												EAT 08
EAT 09	Princess Margaret Road												EAT 09
EAT 10	Coronation Avenue	0.19	5			6	11						EAT 10
EAT 11	Sandy Lane	2.27	3			70	129						EAT 11
EAT 12	Hillhouse Drive												EAT 12
EAT 13	St Johns Road	4	3							124	228		EAT 13
EAT 14	Waterworks Site, Lower Crescent, Linford	0.48	7			9	26						EAT 14
TOTAL				35	35	92	182	108	198	124	228		
Mid point				35		137		153		176			

Note: figures may not add due to rounding

Total	Scenario A	359
	Scenario B	642
	Mid Point	501

Grays Riverside

Site Ref.	Name / Address	Notes	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
GRI1	Crown Road Car Park	Council owned surface P&D. Busy at time of survey. Are there spaces in the adjacent multi-storey, allowing rationalisation? Adjacent to raised road and resi areas		R	Well used car park	GRI1
GRI2	Car Park Derby Road	Private car park. Part of new Job Centre building. Fronts busy road. Close to retail centre		R	Adjacent site proposal for nightclub. Split ownerships	GRI2
GRI3a	Stanley Road Depot	Council Depot (Transport & Cleansing). Vacant. Housing allocation site. May have contamination issues? Backs on to park	0.55	A	Has planning permission for an 80-bed nursing home and 10 houses	GRI3a
GRI3b	Honda Garage Orsett Road	Honda Garage. Fronts busy road. Good corner site next to Housing allocation.	0.23	A	Thriving but long term potential	GRI3b
GRI4	R/O Bedford Road & Orsett Road	Parking and garages to rear of properties on Bedford Rd and Orsett Road. Includes Lakeside & Purfleet Taxis (single storey unit). Ownership issues		R	Multiple ownership and rights of access	GRI4
GRI5	Former Cash and Carry Warehouse Grange Road	Former Cash & Carry warehouse. Now vacant. Old building in resid area	0.03	A	Granted consent to replace with flats (4 units)	GRI5
GRI6	Land at Prospect Place	Hard standing. Used for Parking? Next to railway line. In resid area	0.08	A	In principle	GRI6
GRI7	Land East of Bridge Road	Heavily wooded area retained as part of recent housing development		R	Woodland area	GRI7
GRI8	Land At Argent St Opp Exmouth Road	Site under construction - 'Trinity House' - 23 x 2-bed flats	0.22	A		GRI8
GRI9	Argent Street - 'Tops Club'	Bar/Club - single storey buildings and adjacent parking / open space. Opposite new 'Trinity House' development	0.2	A	Cleared site - adjoining land owned by TBC	GRI9
GRI10	Pumping Station Site, Manor Way	Housing Allocation Site. Adjacent to 3-4 storey flats, light indust area and Grays Beach Riverside Park.	0.62	A		GRI10
GRI11	Curzon Drive	Light Indust estate of mixed quality - most units in use. Next to housing allocation site and new flats		R	Retain employment use	GRI11
GRI12a	DWS Body Works / Thames Rd	Housing allocation site. Part being cleared and subject to development by Barratts. Rest of site suggested by Heritage Planning	0.29	A	Planning permission for 61 flats (04/00795/FUL)	GRI12a

Site Ref.	Name / Address	Notes	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
GRI12b	Argent Street / Thames Rd	Housing allocation site. Part being cleared and subject to development by Barratts. Rest of site suggested by Heritage Planning	0.74	A	Land owned by TBC - Rippleside Metals	GRI12b
GRI13	Pier Lodge Day Nursery	Rear of site now being developed as part of neighbouring scheme. Adjacent to Park		R	Nursery/community facility	GRI13
GRI14	Argent Street / 'Tower Wharf'	Housing Allocations Site. Under construction by Bellway Homes	1.9	A	Under construction - 261 flats. None completed pre March 2004.	GRI14
GRI15	Argent Street Car Park	Council owned surface P&D. Opposite new housing scheme (Tower Wharf). Well used at time of survey	0.12	A		GRI15
GRI16	Land West of King Street	Under construction - new Voluntary Resource Centre		R	Community use under construction	GRI16
GRI17	Land to rear of Rising Sun PH High Street	Site under construction - 'Viewpoint' - 8 units	0.05	A		GRI17
GRI18	Site Butler House Car Park	Residential parking - associated with large blocks of flats		R	Residential parking and offices	GRI18
GRI19	Car Park New Road	Council owned surface P&D. Very busy - opportunities to rationalise / deck? Opposite Council offices. Fronts on to green space		R	Civic and public buildings. If redeveloped will not be residential.	GRI19
GRI20	Garages Seabrook Rise	Garage court and parking area. Associated with flats. In good condition		R	Retain uses	GRI20
GRI21	Visitors Car Park New Road	Visitors Car Park - associated with Council Offices. Corner Plot. Close to station		R	Retain for other use	GRI21
GRI22	High Street - 'Changes' Health & Fitness Club	Building appears vacant. 'Dominos' Adjacent to new 'Viewpoint' dev't. Overlooks setting of church	0.07	A	Subject to discussions for development	GRI22
GRI23	Crown Road - Morrisons Car Park	Large surface car park associated with new superstore. Very Busy		R	Associated with Morrisons Store	GRI23
GRI24	Former State Cinema George Street	Former Cinema Building. Now appears vacant. A good mixed-use opportunity in the town centre?		R	Listed - interiors and exterior	GRI24
GRI25	Car Park R/O State Cinema	Parking to rear of Cinema. Also service area to rear of shops on High Street		R	Service vehicle area and car park	GRI25
GRI26	Former Ritz Cinema Quarry Hill	Bingo Hall and parking to rear. Large building. Opposite police station. Otherwise surrounded by resid		R	Grade 2 listed building - no potential for residential conversion	GRI26
GRI27	Car Park Brooke Road	Surface Car Park on corner. Next to Police Station & resid. Car Park private?	0.06	A		GRI27

Site Ref.	Name / Address	Notes	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
GRI28	Land at Former Bus Garage Junction of Eastern Way/Hogg Lane	Car Park. Adjacent to Morrisons Car Park and new housing scheme. Surface of car park not-established - temporary use?	0.39	A	Residential application for 86 units previously refused as no affordable units. But housing is acceptable on this site	GRI28
GRI29	Land at Former Bus Garage Eastern Way	Travis Perkins - new build		R	Built out recently	GRI29
GRI30	Lion Garage Thurrock Enterprise Park	Light indust estate. Fiat showroom fronts main road. Buildings of mixed quality	0.72	A		GRI30
GRI31	Aldi Store, London Road	Superstore and associated car park	0.79	A	Potential mixed use site removing Aldi	GRI31
GRI32	Gas Works Site London Road	Transco run site - in operation? Future status?	2.5	A	Long term in principle	GRI32
GRI33	London Road - 'Cavetracenter'	Car showroom. Good corner site. Backs on to railway. Adjacent to new housing scheme and Gas works site	0.2	A		GRI33
GRI34	Plot of Land Argent Street	Narrow site. Suggested by Network Rail. Trees being grown to act as a noise barrier to railway line. Site is sloping		R	Not feasible - sloping buffer/ verge	GRI34
GRI35	Land East of Meesons Lane	Vacant / Shrubland. Former Sports Ground? Fenced off - no public access. To rear of Gasworks site	1.02	A	Owned by gas works. Issues re: safety zone around gas holders - could come forward with time	GRI35
GRI36	Roseberry Road	Allotments to rear of Roseberry Road. Appear well used		R	Active open space/ community use	GRI36
GRI37	Land off London Road South Of Askew Farm	Narrow overgrown strip between road and allotments. Fronts very busy road and next to busy light indust park	0.16	A		GRI37
GRI38	Askew Farm Road	Industrial estate. Site suggested by Barton Willmore. Is active and busy	5.69	A	Beyond safety zone. But access issue for commercial. Possibly requires alternative residential access. Phasing issue. Outline planning application (residential only) for 300 units (these are provisional figures: they are not formally agreed)	GRI38
GRI39	Vehicle Depot, Wouldham Road	'Premier Freight Bros Ltd'. Distribution uses. Next to railway line	0.56	A		GRI39

Site Ref.	Name / Address	Notes	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
GRI40	Land East of Askew Farm	Suggested by Barton Willmore. Vacant land / shrubland to south of school. Askew farm industrial estate to west, resid surrounds on other sides	2.59	A	See GRI 38 - same issues	GRI40
GRI41	MOT Centre Eastern Way / London Road	MOT Centre. New building. On island site in busy road junction	0.19	A		GRI41
GRI42	Eastern Way / Hogg Lane	Site under construction - 'The Courtyard' - Fairview Homes	0.9	A	92 units under construction - none completed before 1 April 2004	GRI42
GRI43	Grays Sorting Office Hogg Lane	Royal Mail Sorting Office. Adjacent to new Fairview scheme. Corner site on Gateway to town centre	0.84	A		GRI43
GRI44	TA Centre Brooke Road	TA Centre	0.61	A		GRI44
GRI45	RT Rates Garage Hogg Lane	Ford Dealership. Suggested by King Sturge. Fronts busy road out of town centre	0.77	A		GRI45
GRI46	Petrol Station and Land West of Hogg Lane	Site comprises Esso Garage, Car Centre and Flooring retailer. Next to new Fairview Housing Scheme	0.43	A		GRI46
GRI47	Meesons Lane	Site suggested by Barton Willmore. North of school and adjacent to housing allocation. Is protected open space		R	Slope/trees	GRI47
GRI48a	Former Murco Oil Depot, Askew Farm Road	Housing Allocation site. Will have contamination issues	6.52	A	Oil storage - safety margin prevents residential around site as long as remains.	GRI48a
GRI48b	Former GATX (STS) Terminal, Askew Farm Road	Housing Allocation site. Will have contamination issues	9.69	A	Oil storage - safety margin prevents residential around site as long as remains.	GRI48b
GRI49	Devonshire Road / Hogg Lane	Disused Pit		R	SSSI	GRI49
GRI50	Grays Athletic FC Bridge Road	Grays Athletic FC	1.3	A	Only if club can be relocated elsewhere - discount if means losing team from area	GRI50
GRI51	66 High Street	Shoppers Luck' retail units. Adjacent to station	0.07	A		GRI51
GRI52	59-65 High Street	Pullman Tavern and neighbouring retail units. Adjacent to station	0.26	A		GRI52

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
GRI1	Crown Road Car Park							GRI1
GRI2	Car Park Derby Road							GRI2
GRI3a	Stanley Road Depot	0.55	N/A	10	10	10	p/p for 80-bed nursing home and 10 houses	GRI3a
GRI3b	Honda Garage Orsett Road	0.23	5	7	14	10		GRI3b
GRI4	R/O Bedford Road & Orsett Road							GRI4
GRI5	Former Cash and Carry Warehouse Grange Road	0.03	N/A	4	4	4	Consent granted for flats	GRI5
GRI6	Land at Prospect Place	0.08	4	3	6	5		GRI6
GRI7	Land East of Bridge Road							GRI7
GRI8	Land At Argent St Opp Exmouth Road	0.22	N/A	23	23	23	Under construction at time of survey for 23 x 2-bed flats	GRI8
GRI9	Argent Street - 'Tops Club'	0.2	4	8	16	12		GRI9
GRI10	Pumping Station Site, Manor Way	0.62	10	50	63	57		GRI10
GRI11	Curzon Drive							GRI11
GRI12a	DWS Body Works / Thames Rd	0.29	N/A	61	61	61	p/p for 61 units	GRI12a
GRI12b	Argent Street / Thames Rd	0.74	6	22	39	31		GRI12b
GRI13	Pier Lodge Day Nursery							GRI13
GRI14	Argent Street / 'Tower Wharf'	1.9	N/A	261	261	261	Under construction at time of survey	GRI14
GRI15	Argent Street Car Park	0.12	5	4	7	5		GRI15
GRI16	Land West of King Street							GRI16
GRI17	Land to rear of Rising Sun PH High Street	0.05	N/A	8	8	8	Under construction at time of survey	GRI17
GRI18	Site Butler House Car Park							GRI18
GRI19	Car Park New Road							GRI19
GRI20	Garages Seabrook Rise							GRI20
GRI21	Visitors Car Park New Road							GRI21
GRI22	High Street - 'Changes' Health & Fitness Club	0.07	11	5	11	8	Subject to Development Interest	GRI22
GRI23	Crown Road - Morrisons Car Park							GRI23
GRI24	Former State Cinema George Street							GRI24

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
GRI25	Car Park R/O State Cinema							GRI25
GRI26	Former Ritz Cinema Quarry Hill							GRI26
GRI27	Car Park Brooke Road	0.06	4	2	5	4		GRI27
GRI28	Land at Former Bus Garage Junction of Eastern Way/Hogg Lane	0.39	N/A	86	86	86	Capacity based on figures from previous application - note this considered acceptable subject to provision of affordable housing	GRI28
GRI29	Land at Former Bus Garage Eastern Way							GRI29
GRI30	Lion Garage Thurrock Enterprise Park	0.72	9	61	79	70		GRI30
GRI31	Aldi Store, London Road	0.79	9	67	87	77		GRI31
GRI32	Gas Works Site London Road	2.5	10	203	255	229		GRI32
GRI33	London Road - 'Cavetracenter'	0.2	5	6	12	9		GRI33
GRI34	Plot of Land Argent Street							GRI34
GRI35	Land East of Meesons Lane	1.02	7	19	56	38		GRI35
GRI36	Roseberry Road							GRI36
GRI37	Land off London Road South Of Askew Farm	0.16	4	6	13	10		GRI37
GRI38	Askew Farm Road	5.69	N/A	300	300	300	Outline planning application (residential only) for 300 units (These are provisional figures: they are not formally agreed)	GRI38
GRI39	Vehicle Depot, Wouldham Road	0.56	6	17	30	23		GRI39
GRI40	Land East of Askew Farm	2.59	3	80	148	114	Design Exercise Site	GRI40
GRI41	MOT Centre Eastern Way / London Road	0.19	4	8	15	11		GRI41
GRI42	Eastern Way / Hogg Lane	0.9	N/A	92	92	92	92 units under construction - none complete before 1 April 2004	GRI42
GRI43	Grays Sorting Office Hogg Lane	0.84	9	71	92	82		GRI43
GRI44	TA Centre Brooke Road	0.61	6	18	32	25		GRI44
GRI45	RT Rates Garage Hogg Lane	0.77	9	65	85	75		GRI45

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
GRI46	Petrol Station and Land West of Hogg Lane	0.43	2	14	24	19		GRI46
GRI47	Meesons Lane							GRI47
GRI48a	Former Murco Oil Depot, Askew Farm Road	6.52	10	528	665	597		GRI48a
GRI48b	Former GATX (STS) Terminal, Askew Farm Road	9.69	10	785	988	887		GRI48b
GRI49	Devonshire Road / Hogg Lane							GRI49
GRI50	Grays Athletic FC Bridge Road	1.3	3	40	74	57		GRI50
GRI51	66 High Street	0.07	11	5	11	8		GRI51
GRI52	59-65 High Street	0.26	11	18	39	28		GRI52
TOTAL				2959	3711	3335		

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
GRI1	Crown Road Car Park	0									GRI1
GRI2	Car Park Derby Road	0									GRI2
GRI3a	Stanley Road Depot	0.55	N/A	10	10	10	M	M	A	M cost (poss contamination with council waste depot - poss H)	GRI3a
GRI3b	Honda Garage Orsett Road	0.23	5	7	14	10	M	L	A		GRI3b
GRI4	R/O Bedford Road & Orsett Road										GRI4
GRI5	Former Cash and Carry Warehouse Grange Road	0.03	N/A	4	4	4	M	L	D	Yield less than five units. Discounted to avoid double counting	GRI5
GRI6	Land at Prospect Place	0.08	4	3	6	5	M	M	A	M cost because access difficult	GRI6
GRI7	Land East of Bridge Road										GRI7
GRI8	Land At Argent St Opp Exmouth Road	0.22	N/A	23	23	23	M	L	A	Under construction at time of survey	GRI8
GRI9	Argent Street - 'Tops Club'	0.2	4	8	16	12	M	L	A		GRI9
GRI10	Pumping Station Site, Manor Way	0.62	10	50	63	57	L	M	A	M cost because electricity substation. L value because in middle of industrial and chemical works	GRI10
GRI11	Curzon Drive										GRI11
GRI12a	DWS Body Works / Thames Rd	0.29	N/A	61	61	61	M	L	A	L cost - under construction - Barratt, 1 & 2 bed apartments. 01245 232222. M val - river views, not H val applied as right adjacent to LA housing estate	GRI12a
GRI12b	Argent Street / Thames Rd	0.74	6	22	39	31	M	L	A	Assuming no remediation costs	GRI12b
GRI13	Pier Lodge Day Nursery										GRI13
GRI14	Argent Street / 'Tower Wharf'	1.9	N/A	261	261	261	H	L	A	Under construction at time of survey	GRI14
GRI15	Argent Street Car Park	0.12	5	4	7	5	M	L	A	L cost - car park	GRI15
GRI16	Land West of King Street										GRI16
GRI17	Land to rear of Rising Sun PH High Street	0.05	N/A	8	8	8	M	L	A	Under construction at time of survey	GRI17
GRI18	Site Butler House Car Park										GRI18
GRI19	Car Park New Road										GRI19
GRI20	Garages Seabrook Rise										GRI20
GRI21	Visitors Car Park New Road										GRI21
GRI22	High Street - 'Changes' Health & Fitness Club	0.07	11	5	11	8	M	L	A	M val - town centre, very close to station	GRI22

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
GRI23	Crown Road - Morrisons Car Park										GRI23
GRI24	Former State Cinema George Street										GRI24
GRI25	Car Park R/O State Cinema										GRI25
GRI26	Former Ritz Cinema Quarry Hill										GRI26
GRI27	Car Park Brooke Road	0.06	4	2	5	4	M	L	D	Central location. Yield less than five units. Discounted to avoid double counting	GRI27
GRI28	Land at Former Bus Garage Junction of Eastern Way/Hogg Lane	0.39	N/A	86	86	86	M	L	A	L cost as open space & car park. Fairview have new development of 2-bed apts on site opposite.	GRI28
GRI29	Land at Former Bus Garage Eastern Way										GRI29
GRI30	Lion Garage Thurrock Enterprise Park	0.72	9	61	79	70	M	H	A	M cost - electricity substation.	GRI30
GRI31	Aldi Store, London Road	0.79	9	67	87	77	M	M	A	M cost - interests to assemble	GRI31
GRI32	Gas Works Site London Road	2.5	10	203	255	229	M	H	A	H cost as gas works	GRI32
GRI33	London Road - 'Cavetracenter'	0.2	5	6	12	9	M	M	A	M cost - car uses	GRI33
GRI34	Plot of Land Argent Street										GRI34
GRI35	Land East of Meesons Lane	1.02	7	19	56	38	M	L	A		GRI35
GRI36	Roseberry Road										GRI36
GRI37	Land off London Road South Of Askew Farm	0.16	4	6	13	10	M	L	A	L cost - allotments	GRI37
GRI38	Askew Farm Road	5.69	N/A	300	300	300	M	M	A	Outline planning application (residential only) for 300 units (These are provisional figures: they are not formally agreed).	GRI38
GRI39	Vehicle Depot, Wouldham Road	0.56	6	17	30	23	M	M	A	M val despite proximity to river as surrounding housing low density - may restrict density. M cost as garage/MoT testing on site	GRI39
GRI40	Land East of Askew Farm	2.59	3	80	148	114	M	L	A	L cost as cleared site	GRI40
GRI41	MOT Centre Eastern Way / London Road	0.19	4	8	15	11	L	M	A	L val as middle of roundabout. M cost - difficult site access for construction due to location.	GRI41

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
GRI42	Eastern Way / Hogg Lane	0.9	N/A	92	92	92	M	L	A	Under construction at time of survey	GRI42
GRI43	Grays Sorting Office Hogg Lane	0.84	9	71	92	82	M	M	A	M cost as possibly some land assembly required	GRI43
GRI44	TA Centre Brooke Road	0.61	6	18	32	25	M	L	A		GRI44
GRI45	RT Rates Garage Hogg Lane	0.77	9	65	85	75	M	M	A	M cost as garage and petrol station	GRI45
GRI46	Petrol Station and Land West of Hogg Lane	0.43	2	14	24	19	M	M	A	M cost as some land assembly likely to be required. Also possibly previous carworks shop.	GRI46
GRI47	Meesons Lane										GRI47
GRI48a	Former Murco Oil Depot, Askew Farm Road	6.52	10	528	665	597	M	H	A	V. Large site. M val applied as further away from Chafford Hundred but in same area and could be self-contained community with own identity. Large development opposite by George Wimpey "Isabella Place". H cost as oil depot and lots of storage tanks - issues of site clearance and remediation costs	GRI48a
GRI48b	Former GATX (STS) Terminal, Askew Farm Road	9.69	10	785	988	887	M	H	A	V. Large site. M val applied as further away from Chafford Hundred but in same area and could be self-contained community with own identity. Large development opposite by George Wimpey "Isabella Place". H cost as oil depot and lots of storage tanks - issues of site clearance and remediation costs	GRI48b
GRI49	Devonshire Road / Hogg Lane										GRI49
GRI50	Grays Athletic FC Bridge Road	1.3	3	40	74	57	M	L	A		GRI50
GRI51	66 High Street	0.07	11	5	11	8	M	M	A	M cost to buy up existing businesses. Potential high value site but M val applied due to proximity to railway line	GRI51

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
GRI52	59-65 High Street	0.26	11	18	39	28	M	M	A	M cost to buy up existing businesses. Potential high value site but M val applied due to proximity to railway line	GRI52
			TOTAL	2959	3711	3335					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
GRI1	Crown Road Car Park												GRI1
GRI2	Car Park Derby Road												GRI2
GRI3a	Stanley Road Depot	0.55	N/A			10	10					Moved forward to 2006-2011. Has p/p for 80-bed nursing home and 10 houses	GRI3a
GRI3b	Honda Garage Orsett Road	0.23	5					7	14			Moved back to 2011-2016	GRI3b
GRI4	R/O Bedford Road & Orsett Road												GRI4
GRI5	Former Cash and Carry Warehouse Grange Road	0.03	N/A										GRI5
GRI6	Land at Prospect Place	0.08	4					3	6				GRI6
GRI7	Land East of Bridge Road												GRI7
GRI8	Land At Argent St Opp Exmouth Road	0.22	N/A	23	23							Under construction at time of survey	GRI8
GRI9	Argent Street - 'Tops Club'	0.2	4			8	16						GRI9
GRI10	Pumping Station Site, Manor Way	0.62	10							50	63		GRI10
GRI11	Curzon Drive												GRI11
GRI12a	DWS Body Works / Thames Rd	0.29	N/A	61	61							Under construction at time of survey	GRI12a
GRI12b	Argent Street / Thames Rd	0.74	6			22	39						
GRI13	Pier Lodge Day Nursery												GRI13
GRI14	Argent Street / 'Tower Wharf'	1.9	N/A	261	261							Under construction at time of survey	GRI14
GRI15	Argent Street Car Park	0.12	5			4	7						GRI15
GRI16	Land West of King Street												GRI16
GRI17	Land to rear of Rising Sun PH High Street	0.05	N/A	8	8							Under construction at time of survey	GRI17
GRI18	Site Butler House Car Park												GRI18
GRI19	Car Park New Road												GRI19
GRI20	Garages Seabrook Rise												GRI20
GRI21	Visitors Car Park New Road												GRI21
GRI22	High Street - 'Changes' Health & Fitness Club	0.07	11			5	11					Subject to development interest	GRI22
GRI23	Crown Road - Morrisons Car Park												GRI23
GRI24	Former State Cinema George Street												GRI24
GRI25	Car Park R/O State Cinema												GRI25
GRI26	Former Ritz Cinema Quarry Hill												GRI26
GRI27	Car Park Brooke Road	0.06	4										GRI27

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
GRI28	Land at Former Bus Garage Junction of Eastern Way/Hogg Lane	0.39	N/A			86	86					Subject to development interest. Scheme for 86 units considered acceptable subject to provision of affordable housing	GRI28
GRI29	Land at Former Bus Garage Eastern Way												GRI29
GRI30	Lion Garage Thurrock Enterprise Park	0.72	9							61	79		GRI30
GRI31	Aldi Store, London Road	0.79	9					67	87				GRI31
GRI32	Gas Works Site London Road	2.5	10							203	255		GRI32
GRI33	London Road - 'Cavetracenter'	0.2	5					6	12				GRI33
GRI34	Plot of Land Argent Street												GRI34
GRI35	Land East of Meesons Lane	1.02	7					19	56			Moved back to 2011-2016	GRI35
GRI36	Roseberry Road												GRI36
GRI37	Land off London Road South Of Askew Farm	0.16	4			6	13						GRI37
GRI38	Askew Farm Road	5.69	N/A			300	300					Outline planning application (residential only) for 300 units (These are provisional figures: they are not formally agreed)	GRI38
GRI39	Vehicle Depot, Wouldham Road	0.56	6					17	30				GRI39
GRI40	Land East of Askew Farm	2.59	3			80	148						GRI40
GRI41	MOT Centre Eastern Way / London Road	0.19	4							8	15		GRI41
GRI42	Eastern Way / Hogg Lane	0.9	N/A	92	92							Under construction at time of survey	GRI42
GRI43	Grays Sorting Office Hogg Lane	0.84	9					71	92				GRI43
GRI44	TA Centre Brooke Road	0.61	6			18	32						GRI44
GRI45	RT Rates Garage Hogg Lane	0.77	9			65	85					Moved forward to 2006-2011. Subject to dev't interest	GRI45
GRI46	Petrol Station and Land West of Hogg Lane	0.43	2					14	24				GRI46
GRI47	Meesons Lane												GRI47
GRI48a	Former Murco Oil Depot, Askew Farm Road	6.52	10			528	665						GRI48a

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
GRI48b	Former GATX (STS) Terminal, Askew Farm Road	9.69	10			785	988						GRI48b
GRI49	Devonshire Road / Hogg Lane												GRI49
GRI50	Grays Athletic FC Bridge Road	1.3	3							40	74	Moved back to 2016-2021. Long term potential. Only likely to come forward if alternative premises can be found for the football club in the borough	GRI50
GRI51	66 High Street	0.07	11					5	11				GRI51
GRI52	59-65 High Street	0.26	11					18	39				GRI52
Note: figures may not add due to rounding				TOTAL	445	445	1918	2400	227	370	362	487	
				Mid point	445		2159		299		424		

Total	Scenario A	2952
	Scenario B	3702
	Mid Point	3327

Grays Thurrock

Site Ref.	Name / Address	Notes	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
GTH1	72 Bridge Road	Single storey motor vehicle related outlet. Opposite football ground. Next to resid corner block	0.06	A		GTH1
GTH2	Car Park Bridge Road	Council owned surface car park. Well used. Below road level	0.08	A	Site may come forward for disposal by TBC	GTH2
GTH3	Car Park William Street	Car Park in resid area - terraces	0.1	A	Site potential for disposal by TBC	GTH3
GTH4	Car Park Grove Road	Car Park in resid area - terraces	0.05	A		GTH4
GTH5	Grove Road / Oak Road	Open space on corner plot. Opportunity to continue building line, but provide local amenity space		R	Shortage of amenity space - retain	GTH5
GTH6	Car Park Church Street	Car Park in resid area - terraces - is fenced. Private?		R	For school use	GTH6
GTH7	Scrapyard Manor Road	Scrap Yard. Opposite school and resid. Heavy lorries serve use. Bad neighbour?	0.23	A		GTH7
GTH8	Car Park William Street	Car park in resid area - unmade surface	0.05	A	Site potential for disposal by TBC	GTH8
GTH9	Car Park Charles Street	Car park in resid area. Overlooks Church and open space	0.03	A	Site potential for disposal by TBC	GTH9
GTH10	Hewden Hire Centre Kent Road / East Thurrock Road	'Henden Hire Centre'. Site below level of main road	0.11	A		GTH10
GTH11	Allotments Whitehall Lane	Allotment Gardens - some in use. Surrounded by resid		R	Likely retention	GTH11
GTH12	Adult Education Centre Richmond Road	Adult Education Centre. In use - important community / institutional use. Recently extended		R	Retain community use	GTH12
GTH13	Scout Hut & Function Hall Richmond Road	Scout Hut and Function Hall. Does not appear to be well maintained	0.36	A	Accept social club but retain scout hut	GTH13
GTH14	Allotments Orsett Road / Dell Road	Vacant / Shrubland. Fronts main road out of town. Next to resid and NHS centre		R		GTH14
GTH15	Car Park Cromwell Road	Council owned surface car park and Martial Arts school. Car Park well used. Next to Library / Museum. In resid street		R	Well used car park	GTH15
GTH16	Telephone Exchange Bradleigh Avenue	BT Telephone Exchange - Currently active: Future plans? On corner site. Next to school.	0.47	A		GTH16
GTH17	Allotments Pym Place	Allotment Gardens - some in use. Next to Titan Works. Narrow Access		R	Well used facility	GTH17

Site Ref.	Name / Address	Notes	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
GTH18	131a -c Hathaway Road	Funeral Parlour and former Bakery with derelict land behind. Corner Plot in small neighbourhood centre. Surrounded by resid	0.27	A		GTH18
GTH19	Allotments Ward Avenue	Allotment Gardens. In good use. Narrow Access		R	Well used	GTH19
GTH20	Allotments Wallace Road	Allotment Gardens. Narrow Access. Some usage		R	Access issue	GTH20
GTH21	Thurrock Masonic Hall Ltd Lenthall Avenue	Masonic Hall. Next to small neighbourhood centre. Surrounded by resid. Site below main road level (of Hogg Lane)	0.34	A		GTH21
GTH22	2 Orchard Drive	Bungalow with large grounds. Potential for intensification? Slope issue	0.19	A		GTH22
GTH23	Allotments Hogg Lane	Allotment Gardens. In use. Housing Allocation		R	Well used	GTH23
GTH24	Titan Works - Hogg Lane	Site suggested by Heritage Planning. Part of site a Housing Allocation. Currently active.	13.78	A	Densities need to take account of safety margins for cliff faces	GTH24
GTH25	Treetops School Dell Road	Special needs school.	1.97	A	Potential to redevelop part of site for housing. Some TPOs/open space/quarry issues	GTH25

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
GTH1	72 Bridge Road	0.06	4	2	5	4		GTH1
GTH2	Car Park Bridge Road	0.08	4	3	6	5		GTH2
GTH3	Car Park William Street	0.1	4	4	8	6	Design Exercise Site	GTH3
GTH4	Car Park Grove Road	0.05	4	2	4	3		GTH4
GTH5	Grove Road / Oak Road							GTH5
GTH6	Car Park Church Street							GTH6
GTH7	Scrapyard Manor Road	0.23	2	7	13	10		GTH7
GTH8	Car Park William Street	0.05	4	2	4	3		GTH8
GTH9	Car Park Charles Street	0.03	4	1	2	2		GTH9
GTH10	Hewden Hire Centre Kent Road / East Thurrock Road	0.11	2	4	6	5		GTH10
GTH11	Allotments Whitehall Lane							GTH11
GTH12	Adult Education Centre Richmond Road							GTH12
GTH13	Scout Hut & Function Hall Richmond Road	0.36	6	11	19	15		GTH13
GTH14	Allotments Orsett Road / Dell Road							GTH14
GTH15	Car Park Cromwell Road							GTH15
GTH16	Telephone Exchange Bradleigh Avenue	0.47	9	40	52	46	Design Exercise applied includes a small retail element. Likely that development will come forward for residential only. However, densities generated considered appropriate for this site	GTH16
GTH17	Allotments Pym Place							GTH17
GTH18	131a -c Hathaway Road	0.27	5	8	16	12	Design Exercise Site	GTH18
GTH19	Allotments Ward Avenue							GTH19
GTH20	Allotments Wallace Road							GTH20
GTH21	Thurrock Masonic Hall Ltd Lenthall Avenue	0.34	6	10	18	14		GTH21
GTH22	2 Orchard Drive	0.19	2	6	10	8		GTH22
GTH23	Allotments Hogg Lane							GTH23

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
GTH24	Titan Works - Hogg Lane	9.23	9	785	1016	900	Site split in two parts. Different exercises applied to each to take account of potential for high density next to cliff faces and lower elsewhere. Also a Large Site. Consideration will need to be given to requirement for social and community infrastructure	GTH24
		4.55	3	141	259	200	(lower density section of GTH24)	
GTH25	Treetops School Dell Road	1.97	7	37	108	73	Site Area 3.08ha but reduced to 1.97 ha to take account of constraints imposed by TPO, nature conservation, open space and quarry. Scenario A retains part of site as open space	GTH25
TOTAL				1064	1547	1305		

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
GTH1	72 Bridge Road	0.06	4	2	5	4	M	L	D	Nr small park. Yield less than five units. Discounted to avoid double counting	GTH1
GTH2	Car Park Bridge Road	0.08	4	3	6	5	M	L	A		GTH2
GTH3	Car Park William Street	0.1	4	4	8	6	M	L	A		GTH3
GTH4	Car Park Grove Road	0.05	4	2	4	3	M	L	D	Yield less than five units. Discounted to avoid double counting	GTH4
GTH5	Grove Road / Oak Road										GTH5
GTH6	Car Park Church Street										GTH6
GTH7	Scrapyard Manor Road	0.23	2	7	13	10	M	M	A	M cost because scrap metal yard - heavy clearance & poss contamination	GTH7
GTH8	Car Park William Street	0.05	4	2	4	3	M	L	D	Yield less than five units. Discounted to avoid double counting	GTH8
GTH9	Car Park Charles Street	0.03	4	1	2	2	M	L	D	Nr small park. Yield less than five units. Discounted to avoid double counting	GTH9
GTH10	Hewden Hire Centre Kent Road / East Thurrock Road	0.11	2	4	6	5	M	M	A	M cost as gas cylinders on site	GTH10
GTH11	Allotments Whitehall Lane										GTH11
GTH12	Adult Education Centre Richmond Road										GTH12
GTH13	Scout Hut & Function Hall Richmond Road	0.36	6	11	19	15	M	L	A		GTH13
GTH14	Allotments Orsett Road / Dell Road										GTH14
GTH15	Car Park Cromwell Road										GTH15
GTH16	Telephone Exchange Bradleigh Avenue	0.47	9	40	52	46	M	M	A	M cost applied for BT (switching equipment potentially costly to redevt)	GTH16
GTH17	Allotments Pym Place										GTH17
GTH18	131a -c Hathaway Road	0.27	5	8	16	12	L	L	A	L val applied as LA housing area but ok (poss M). L cost	GTH18
GTH19	Allotments Ward Avenue										GTH19
GTH20	Allotments Wallace Road										GTH20
GTH21	Thurrock Masonic Hall Ltd Lenthall Avenue	0.34	6	10	18	14	M	L	A	New development nearby	GTH21

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
GTH22	2 Orchard Drive	0.19	2	6	10	8	M	L	A		GTH22
GTH23	Allotments Hogg Lane										GTH23
GTH24	Titan Works - Hogg Lane	13.78	9 / 3	926	1275	1100	H	H	A	M val to south of site but H val applied because of proximity to Chafford Hundred & size of site. H cost because chemicals, also site topography is complicated	GTH24
GTH25	Treetops School Dell Road	1.97	7	37	108	73	M	M	A	M val - nice grounds & self-contained landscaping potential. M cost because of topography of site (sloping)	GTH25
TOTAL				1064	1547	1305					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment		
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B			
GTH1	72 Bridge Road	0.06	4											
GTH2	Car Park Bridge Road	0.08	4			3	6							
GTH3	Car Park William Street	0.1	4			4	8							
GTH4	Car Park Grove Road	0.05	4											
GTH5	Grove Road / Oak Road													
GTH6	Car Park Church Street													
GTH7	Scrapyard Manor Road	0.23	2					7	13					
GTH8	Car Park William Street	0.05	4											
GTH9	Car Park Charles Street	0.03	4											
GTH10	Hewden Hire Centre Kent Road / East Thurrock Road	0.11	2					4	6					
GTH11	Allotments Whitehall Lane													
GTH12	Adult Education Centre Richmond Road													
GTH13	Scout Hut & Function Hall Richmond Road	0.36	6			11	19							
GTH14	Allotments Orsett Road / Dell Road													
GTH15	Car Park Cromwell Road													
GTH16	Telephone Exchange Bradleigh Avenue	0.47	9							40	52	Moved back to 2016-2021. Dependent upon future of Telephone Exchange		
GTH17	Allotments Pym Place													
GTH18	131a -c Hathaway Road	0.27	5					8	16					
GTH19	Allotments Ward Avenue													
GTH20	Allotments Wallace Road													
GTH21	Thurrock Masonic Hall Ltd Lenthall Avenue	0.34	6			10	18							
GTH22	2 Orchard Drive	0.19	2			6	10							
GTH23	Allotments Hogg Lane													
GTH24	Titan Works - Hogg Lane	13.78	9 / 3			926	1275					Need to consider requirement for social and community infrastructure. Moved forward to 2006-2011. Subject to dev't interest.		
GTH25	Treetops School Dell Road	1.97	7			37	108					Moved forward to 2006-2011. Subject to dev't interest		
Note: figures may not add due to rounding			TOTAL	0	0	997	1445	19	35	40	52			
			Mid point	0		1221		27		46				
			Total	Scenario A	1056									
				Scenario B	1532									

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	
				Mid Point	1294							

The Homesteads

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
HOM 01	Garages R/O 154-180 Boyce Road	Garage block at rear of residential. Usage, access and overlooking issues		R	Well used	HOM 01
HOM 02	91 Branksome Ave	Built out. New development of 15 terraces. Branksome Mews. Check completion date.		R	Built out	HOM 02
HOM 03	Kia Ora, 128 and r/o 130 Branksome Avenue	Cleared site. Not yet under construction. Residential area	0.3	A	Permission for 7 dwellings - 5x4 bed houses and 2x3 bed semis. Net gain of 6 units	HOM 03
HOM 04	Allotments Aldria Road	Very well kept allotments in residential area.		R	Retain allotment use	HOM 04
HOM 05	Land West of Morley Hill	Allocation site. Bungalow with large garden. Overgrown. Residential area with rail line	0.6	A		HOM 05
HOM 06	Land East Of Morley Hill	Allocation site. Bungalow with large garden. Well kept.	0.27	A		HOM 06

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
HOM 01	Garages R/O 154-180 Boyce Road							HOM 01
HOM 02	91 Branksome Ave							HOM 02
HOM 03	Kia Ora, 128 and r/o 130 Branksome Avenue	0.3	N/A	6	6	6	Permission for 7 units. Net gain of 6 units	HOM 03
HOM 04	Allotments Aldria Road							HOM 04
HOM 05	Land West of Morley Hill	0.6	6	18	32	25		HOM 05
HOM 06	Land East Of Morley Hill	0.27	6	8	14	11		HOM 06
			TOTAL	32	52	42		

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
HOM 01	Garages R/O 154-180 Boyce Road										HOM 01
HOM 02	91 Branksome Ave										HOM 02
HOM 03	Kia Ora, 128 and r/o 130 Branksome Avenue	0.3	N/A	6	6	6	H	L	A	Comp - site nearby has been developed, "Branksome Mews" by Great Homes Ltd (local?) luxury homes - 3 bed semi and 4-bed houses, last 2 remaining. Agent = Fisks 07973 146080 www.fisks.co.uk	HOM 03
HOM 04	Allotments Aldria Road										HOM 04
HOM 05	Land West of Morley Hill	0.6	6	18	32	25	M	L	A	M val applied but possibly H	HOM 05
HOM 06	Land East Of Morley Hill	0.27	6	8	14	11	M	L	A		HOM 06
TOTAL				32	52	42					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
HOM 01	Garages R/O 154-180 Boyce Road												HOM 01
HOM 02	91 Branksome Ave												HOM 02
HOM 03	Kia Ora, 128 and r/o 130 Branksome Avenue	0.3	N/A			6	6					Permission for 7 units. Net gain 6 units	HOM 03
HOM 04	Allotments Aldria Road												HOM 04
HOM 05	Land West of Morley Hill	0.6	6			18	32						HOM 05
HOM 06	Land East Of Morley Hill	0.27	6			8	14						HOM 06
TOTAL				0	0	32	52	0	0	0	0		
Mid point				0		42		0		0			

Note: figures may not add due to rounding

Total	Scenario A	32
	Scenario B	52
	Mid Point	42

Little Thurrock Blackshots

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
LTB 01	Site off Gloucester Avenue	Possible extension of existing infill close continuing into existing mature gardens.	0.53	A	Long time period	LTB 01
LTB 02	Claremont Close	Possible extension of existing infill close continuing into existing mature gardens.	0.38	A	Long time period	LTB 02
LTB 03	Petrol Station, Garage and Offices, Daneholes Roundabout Stanford Road	Texaco petrol station - active. Kwik fit MOT centre active. Offices to let (above car businesses) in four storey building. Corner site on main roundabout. Residential to east. Current uses suitable for location. Long term potential?	0.63	A		LTB 03

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
LTB 01	Site off Gloucester Avenue	0.53	6	16	28	22	Design Exercise Site	LTB 01
LTB 02	Claremont Close	0.38	6	11	20	16		LTB 02
LTB 03	Petrol Station, Garage and Offices, Daneholes Roundabout Stanford Road	0.63	9	54	69	61	Gateway site	LTB 03
			TOTAL	81	118	99		

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
LTB 01	Site off Gloucester Avenue	0.53	6	16	28	22	M	M	A	M cost - no access road and land assembly required	LTB 01
LTB 02	Claremont Close	0.38	6	11	20	16	M	M	A	M cost - land assembly	LTB 02
LTB 03	Petrol Station, Garage and Offices, Daneholes Roundabout Stanford Road	0.63	9	54	69	61	M	M	A	M cost - petrol station	LTB 03
TOTAL				81	118	99					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
LTB 01	Site off Gloucester Avenue	0.53	6					16	28				LTB 01
LTB 02	Claremont Close	0.38	6					11	20				LTB 02
LTB 03	Petrol Station, Garage and Offices, Daneholes Roundabout Stanford Road	0.63	9							54	69	Moved back to 2016-2021.	LTB 03
TOTAL				0	0	0	0	27	48	54	69		
Mid point				0		0		38		61			

Note: figures may not add due to rounding

Total	Scenario A	81
	Scenario B	118
	Mid Point	99

Little Thurrock Rectory

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
LTR 01	Car Park Socketts Heath	Car park for Socketts Heath parade of shops. Active corner site on main road roundabout.		R	Retain as part of neighbourhood centre	LTR 01
LTR 02	Garden Centre Chadwell Road	Operational garden centre occupying large site. Well kept. Main road. Residential and cemetery surrounds. Long term potential?	0.84	A		LTR 02
LTR 03	Rear of Maycroft Gardens	Allotments. Well kept and active. Steep gradient. Access issues. Adjacent to cemetery		R	Retain allotment use	LTR 03
LTR 04	Combine Pallet Site Globe Works	Allocated site. Active industrial uses in quarry. Access through industrial estate. Long term potential?	1.53	A		LTR 04
LTR 05	Globe Works	Built out for Wimpey Homes		R	Built out	LTR 05
LTR 06a	Globe Works Industrial Site Towers Road	Petrol station. Active at entrance to industrial estate. Residential to east. Long term potential?	0.27	A	Consider relocation of employment uses - long term?	LTR 06a
LTR 06b	Globe Works Industrial Site Towers Road	Thurrock scrap. Well kept and active industrial uses. Long term potential?	0.57	A	Consider relocation of employment uses - long term?	LTR 06b
LTR 06c	Globe Works Industrial Site Towers Road	Car related/metal work. Active but low quality.	1.29	A	Consider relocation of employment uses - long term?	LTR 06c
LTR 06d	Globe Works Industrial Site Towers Road	Car related businesses. Active but low quality	0.34	A	Consider relocation of employment uses - long term?	LTR 06d
LTR 06e	Globe Works Industrial Site Towers Road	Walsham Enterprise Centre. Active employment usage. Long term potential?	0.52	A	Consider relocation of employment uses - long term?	LTR 06e
LTR 06f	Globe Works Industrial Site Towers Road	Lower quality industrial estate uses	1.34	A	Consider relocation of employment uses - long term?	LTR 06f
LTR 06g	Globe Works Industrial Site Towers Road	Industrial estate warehouses	1.94	A	Consider relocation of employment uses - long term?	LTR 06g
LTR 06h	Globe Works Industrial Site Towers Road	Industrial estate warehouses	1.66	A	Consider relocation of employment uses - long term?	LTR 06h
LTR 07	Site West of Block House Road	Scrap yard and associated land. Active but in residential area with industrial estate to east.	0.42	A		LTR 07
LTR 08	Land North of Cement Block Cottages Towers Road	Car related and metal businesses. Active but low quality	0.12	A	As per 6 - long term?	LTR 08
LTR 09	Site East of Scrapworks Towers Road	Thurrock scrap. Active and well kept	0.18	A	As per 6 - long term?	LTR 09
LTR 10	Site 1 Globe Works Industrial Estate Towers Road	Light industrial uses and car lot. Active but low quality. Adjacent to new residential.	0.1	A	Awkward shape/size	LTR 10

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
LTR 11	Tyre Depot Junction of Rectory Road/Dock Road	Built out - 3 storey flats.		R	Built out	LTR 11
LTR 12	60 -62 Dock Road	UCS 98 site. Light industrial unit - Page Roofing and Building Services. Active and in good condition. Residential surrounds. Long term potential?		R	Part of site required for access to LTR 13	LTR 12
LTR 13	Rear of 60 -62 Dock Road	UCS 98 site. Overgrown space at rear of residential. Access issues.	0.29	A	Planning Application for 32 units under consideration (04/00277/FUL)	LTR 13
LTR 14	Land adjacent to Ship Inn, Dock Road	Skip Hire Services. Some sign of activity. Narrow but large plot. Adjacent to pub car park and residential.	0.16	A	Development dependent on whether LTR 06 comes forward for housing, otherwise road link proposal to be retained. Cycle link as alternative if road proposal dropped.	LTR 14
LTR 15	157 Southend Road	Corner site, cleared	0.18	A	Application for 15x2 bed flats. Subject to legal agreements	LTR 15
LTR 16	Land between Cement Block Cottages and Broadway	Small parcel of land between residential on main road	0.02	A		LTR 16
LTR 17	Land adjacent Combine Pallet Site, Towers Road	Land was part of former Celcon Works site. Being infilled to make land suitable for development. Interest from developers. Access issues.	1.15	A		LTR 17

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
LTR 01	Car Park Socketts Heath							LTR 01
LTR 02	Garden Centre Chadwell Road	0.84	6	25	45	35		LTR 02
LTR 03	Rear of Maycroft Gardens							LTR 03
LTR 04	Combine Pallet Site Globe Works	1.53	10	124	156	140		LTR 04
LTR 05	Globe Works							LTR 05
LTR 06a	Globe Works Industrial Site Towers Road	7.59	10	615	774	694	All of site LTR 06 considered as one site.	LTR 06a
LTR 06b	Globe Works Industrial Site Towers Road						See comment above	LTR 06b
LTR 06c	Globe Works Industrial Site Towers Road						See comment above	LTR 06c
LTR 06d	Globe Works Industrial Site Towers Road						See comment above	LTR 06d
LTR 06e	Globe Works Industrial Site Towers Road						See comment above	LTR 06e
LTR 06f	Globe Works Industrial Site Towers Road						See comment above	LTR 06f
LTR 06g	Globe Works Industrial Site Towers Road						See comment above	LTR 06g
LTR 06h	Globe Works Industrial Site Towers Road						See comment above	LTR 06h
LTR 07	Site West of Block House Road	0.42	6	13	22	17		LTR 07
LTR 08	Land North of Cement Block Cottages Towers Road	0.12	5	4	7	5	Provides ground floor retail space	LTR 08
LTR 09	Site East of Scrapworks Towers Road	0.18	5	5	11	8	Provides ground floor retail space	LTR 09
LTR 10	Site 1 Globe Works Industrial Estate Towers Road	0.1	4	4	8	6		LTR 10
LTR 11	Tyre Depot Junction of Rectory Road/Dock Road							LTR 11
LTR 12	60 -62 Dock Road							LTR 12
LTR 13	Rear of 60 -62 Dock Road	0.29	N/A	32	32	32	Application for 32 units under consideration	LTR 13

LTR - Unconstrained Estimates

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
LTR 14	Land adjacent to Ship Inn, Dock Road	0.16	4	6	13	10		LTR 14
LTR 15	157 Southend Road	0.18	N/A	15	15	15	Application for 15 units. Subject to legal	LTR 15
LTR 16	Land between Cement Block Cottages and Broadway	0.02	4	1	2	1		LTR 16
LTR 17	Land adjacent Combine Pallet Site, Towers Road	1.15	11	79	173	126		LTR 17
TOTAL				923	1257	1090		

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
LTR 01	Car Park Socketts Heath										LTR 01
LTR 02	Garden Centre Chadwell Road	0.84	6	25	45	35	M	L	A	L cost applied as appears single ownership	LTR 02
LTR 03	Rear of Maycroft Gardens										LTR 03
LTR 04	Combine Pallet Site Globe Works	1.53	10	124	156	140	M	H	A	M val as large site - would be able to create own identity but reliant on whole site (4 + 6a-10) coming forward at similar time as some of existing uses fairly heavy/dirty. H cost applied as nature of previous industrial uses unknown.	LTR 04
LTR 05	Globe Works										LTR 05
LTR 06	Globe Works Industrial Site Towers Road	7.59	10	615	774	694	M	H	A	M val as large site - would be able to create own identity but reliant on whole site (4 + 6a-10) coming forward at similar time as some of existing uses fairly heavy/dirty. H cost applied as nature of previous industrial uses unknown.	LTR 06
LTR 07	Site West of Block House Road	0.42	6	13	22	17	M	H	A	M val as large site - would be able to create own identity but reliant on whole site (4 + 6a-10) coming forward at similar time as some of existing uses fairly heavy/dirty. H cost applied as nature of previous industrial uses unknown.	LTR 07
LTR 08	Land North of Cement Block Cottages Towers Road	0.12	5	4	7	5	M	H	A	M val as large site - would be able to create own identity but reliant on whole site (4 + 6a-10) coming forward at similar time as some of existing uses fairly heavy/dirty. H cost applied as nature of previous industrial uses unknown.	LTR 08

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
LTR 09	Site East of Scrapworks Towers Road	0.18	5	5	11	8	M	H	A	M val as large site - would be able to create own identity but reliant on whole site (4 + 6a-10) coming forward at similar time as some of existing uses fairly heavy/dirty. H cost applied as nature of previous industrial uses unknown.	LTR 09
LTR 10	Site 1 Globe Works Industrial Estate Towers Road	0.1	4	4	8	6	M	H	A	Assumptions as per LTR 10	LTR 10
LTR 11	Tyre Depot Junction of Rectory Road/Dock Road										LTR 11
LTR 12	60 -62 Dock Road										LTR 12
LTR 13	Rear of 60 -62 Dock Road	0.29	N/A	32	32	32	M	L	A	Application for 32 units under consideration. L cost - allotments	LTR 13
LTR 14	Land adjacent to Ship Inn, Dock Road	0.16	4	6	13	10	L	L	A	L cost - but proximity to industrial and previous uses may increase costs to M or H	LTR 14
LTR 15	157 Southend Road	0.18	N/A	15	15	15	M	L	A	L cost - cleared site. Site sold by Bairstow Eves with planning consent for 15 x 2-bed flats	LTR 15
LTR 16	Land between Cement Block Cottages and Broadway	0.02	4	1	2	1	L	L	D	L cost - but proximity to industrial and previous uses may increase costs to M or H. Yield less than five units. Discounted to avoid double counting	LTR 16
LTR 17	Land adjacent Combine Pallet Site, Towers Road	1.15	11	79	173	126			A		LTR 17
TOTAL				923	1257	1090					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
LTR 01	Car Park Socketts Heath												LTR 01
LTR 02	Garden Centre Chadwell Road	0.84	6			25	45						LTR 02
LTR 03	Rear of Maycroft Gardens												LTR 03
LTR 04	Combine Pallet Site Globe Works	1.53	10							124	156		LTR 04
LTR 05	Globe Works												LTR 05
LTR 06	Globe Works Industrial Site Towers Road	7.59	10							615	774		LTR 06
LTR 07	Site West of Block House Road	0.42	6							13	22		LTR 07
LTR 08	Land North of Cement Block Cottages Towers Road	0.12	5							4	7		LTR 08
LTR 09	Site East of Scrapworks Towers Road	0.18	5							5	11		LTR 09
LTR 10	Site 1 Globe Works Industrial Estate Towers Road	0.1	4							4	8		LTR 10
LTR 11	Tyre Depot Junction of Rectory Road/Dock Road												LTR 11
LTR 12	60 -62 Dock Road												LTR 12
LTR 13	Rear of 60 -62 Dock Road	0.29	N/A			32	32					Application for 32 units under consideration	LTR 13
LTR 14	Land adjacent to Ship Inn, Dock Road	0.16	4					6	13				LTR 14
LTR 15	157 Southend Road	0.18	N/A	15	15								LTR 15
LTR 16	Land between Cement Block Cottages and Broadway	0.02	4										LTR 16
LTR 17	Land adjacent Combine Pallet Site, Towers Road	1.15	11			79	173						LTR 17
TOTAL				15	15	137	249	6	13	764	979		
Mid point				15		193		10		871			

Note: figures may not add due to rounding

Total	Scenario A	922
	Scenario B	1255
	Mid Point	1089

Ockendon

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
OCK 01	Former Petrol Station and Car Park, Derry Avenue	Derelict site adjacent to sorting office. Former car valeting service. Opposite town centre parade.	0.45	A	Possible retail/mixed use scheme	OCK 01
OCK 02	Sorting Office Derry Avenue	Sorting office. Opposite town centre parade and derelict site (OCK 01). Active one storey building. Employment use. Potential dependent on rationalisation of post office functions.	0.27	A	Long term potential. Unlikely to see out full length of lease	OCK 02
OCK 03	Telephone Exchange Darenth Lane	Telephone exchange. Poor condition. Little evidence of use. Adjacent to town centre parade, pub, health centre and nursery.	0.25	A		OCK 03
OCK 04	Lidl Store Daiglen Drive	Lidl store and car park. Part of town centre uses. Active supermarket.		R	Retain retail use	OCK 04
OCK 05	Enborne Green	Green space in residential area. Well kept and in use.		R	Retain in current use	OCK 05
OCK 06a	Aveley Industrial Estate Arisdale Avenue	Derelict/boarded light industrial units. Employment land on edge of residential area.	0.5	A	Substantial residential potential with some mixed use	OCK 06a
OCK 06b	Aveley Industrial Estate Arisdale Avenue	Solectron etc units in use. Western units are newer. Active employment use.	1.05	A	See OCK 06a	OCK 06b
OCK 06c	Aveley Industrial Estate Arisdale Avenue	Average quality industrial units. Some evidence of use. Some derelict.	3.1	A	See OCK 06a	OCK 06c
OCK 06d	Aveley Industrial Estate Arisdale Avenue	Car park area (for Ford?) well maintained. But empty (at time of survey)	1.97	A	See OCK 06a	OCK 06d
OCK 06e	Aveley Industrial Estate Arisdale Avenue	Warehouse units. Average quality but active.	1.36	A	See OCK 06a	OCK 06e
OCK 06f	Aveley Industrial Estate Arisdale Avenue	Ford Motor Plant. Active factories and car parking space.	10.44	A	See OCK 06a	OCK 06f
OCK 06g	Aveley Industrial Estate Arisdale Avenue	Hays Distribution facility. Active	3.68	A	See OCK 06a	OCK 06g
OCK 07	Rear of Araglen Avenue	Allotments. Adjacent to railway line in residential area. Electricity sub station. Active and in good condition.		R	Well kept/used allotments	OCK 07
OCK 08	Tamarisk Road	Parking/turning area at pedestrian railway crossing to Ford plant. Adjacent to railway line and Ford plant in residential area.	0.15	A		OCK 08
OCK 09	Car Park Canterbury Parade	Car park, amenity space and garages. Serves Canterbury Parade. Active.		R	Retain for employment and commuter usage	OCK 09

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
OCK 10	Petrol Station North Road	Esso garage and Tesco Express. Long term potential? On main road. Active and in good condition.	0.2	A	Long term potential.	OCK 10
OCK 11	Deveron Gardens	Large amenity green space. Close to town centre. In residential area.Overlooking issues.		R	Amenity space/contributing to character of area	OCK 11
OCK 12a	Former Congregational Church North Road	Morbin Partners Ltd - derelict to let	0.11	A	Consent granted for 5 units	OCK 12a
OCK 12b	14 North Road	HW Wilson Contractors - in use but average condition. On main road.	0.06	A		OCK 12b
OCK 13	Woodacre School Erriff Drive	Special Needs School. Relocating elsewhere	1.03	A		OCK 13
OCK 14	R/O 93-111 Araglen Avenue	Garage court. Owned by TBC	0.12	A		OCK 14
OCK 15	R/O 32/42 Anton Road	Garage court. Owned by TBC	0.2	A		OCK 15
OCK 16	Health Centre, South Road	Health Centre	0.07	A	Subject to informal discussions with developers for 5 or 6 units	OCK 16

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
OCK 01	Former Petrol Station and Car Park, Derry Avenue	0.45	8	22	34	28	Sites OCK 01 and 02 utilise same design exercise as they are adjacent to each other	OCK 01
OCK 02	Sorting Office Derry Avenue	0.27	8	13	21	17	see comment above	OCK 02
OCK 03	Telephone Exchange Darenth Lane	0.25	5	8	15	11	Provides mix of uses on ground floor	OCK 03
OCK 04	Lidl Store Daiglen Drive							OCK 04
OCK 05	Enborne Green							OCK 05
OCK 06a	Aveley Industrial Estate Arisdale Avenue	22.1	8	1061	1680	1370	All of site OCK 06 considered as one site. Large Site. Consideration will need to be made for requirement for mixed uses, employment, social and community infrastructure	OCK 06a
OCK 07	Rear of Araglen Avenue							OCK 07
OCK 08	Tamarisk Road	0.15	4	6	12	9		OCK 08
OCK 09	Car Park Canterbury Parade							OCK 09
OCK 10	Petrol Station North Road	0.2	2	6	11	9		OCK 10
OCK 11	Deveron Gardens							OCK 11
OCK 12a	Former Congregational Church North Road	0.11	N/A	5	5	5	Consent granted for five units	OCK 12a
OCK 12b	14 North Road	0.06	2	2	3	3		OCK 12b
OCK 13	Woodacre School Erriff Drive	1.03	7	20	57	38	Scenario A retains playing fields - Scenario B develops whole of site	OCK 13
OCK 14	R/O 93-111 Araglen Avenue	0.12	4	5	10	7		OCK 14
OCK 15	R/O 32/42 Anton Road	0.2	4	8	16	12		OCK 15
OCK 16	Health Centre, South Road	0.07	N/A	5	6	6	Subject to informal discussions with developers for 5 or 6 units	OCK 16
TOTAL				1160	1869	1514		

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
OCK 01	Former Petrol Station and Car Park, Derry Avenue	0.45	8	22	34	28	M	M	A	L val area but M val given as large site in conjunction with OCK02 and close to local shopping facilities. M cost as old petrol station. 60's shopping area opposite	OCK 01
OCK 02	Sorting Office Derry Avenue	0.27	8	13	21	17	L	L	A	L val area but M val given as large site in conjunction with OCK02 and close to local shopping facilities. Public toilet right on site frontage - may affect potential resi values to L. Large site. 60's shopping area	OCK 02
OCK 03	Telephone Exchange Darenth Lane	0.25	5	8	15	11	L	M	A	M cost due to potential cabling issues associated with BT use. L val backs onto service yards and access roads for 60's shopping centre	OCK 03
OCK 04	Lidl Store Daiglen Drive										OCK 04
OCK 05	Enborne Green										OCK 05
OCK 06a	Aveley Industrial Estate Arisdale Avenue	22.1	8	1061	1680	1370	M	M	A	Mix of likely site values & costs. Adjoins green belt land/edge of town along C/F & G/. A-E = M val, M cost - land assembly costs to consider partic C = industrial area, some active interests, some empty. F & G = M value H cost as looks heavier industrial & poss contamination issues, some tanks on site.	OCK 06a
OCK 07	Rear of Araglen Avenue										OCK 07
OCK 08	Tamarisk Road	0.15	4	6	12	9	L	L	A	L val adjacent railway line and edge of LA estate	OCK 08
OCK 09	Car Park Canterbury Parade										OCK 09
OCK 10	Petrol Station North Road	0.2	2	6	11	9	M	M	A	M cost - petrol station	OCK 10
OCK 11	Deveron Gardens										OCK 11
OCK 12a	Former Congregational Church North Road	0.11	N/A	5	5	5	M	L	A	Consent granted for five units	OCK 12a
OCK 12b	14 North Road	0.06	2	2	3	3	M	M	D	M cost as poss refurb. Yield less than five units. Discounted to avoid double counting	OCK 12b

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
OCK 13	Woodacre School Erriff Drive	1.03	7	20	57	38	M	L	A	M val - new build adjacent. Large site. Prefab housing in surrounding area. L cost - minor site clearance	OCK 13
OCK 14	R/O 93-111 Araglen Avenue	0.12	4	5	10	7	M	M	A		OCK 14
OCK 15	R/O 32/42 Anton Road	0.2	4	8	16	12	M	M	A		OCK 15
OCK 16	Health Centre, South Road	0.07	N/A	5	6	6	L	L	A	Subject to informal discussions with developers for 5 or 6 units	OCK 16
TOTAL				1160	1869	1514					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
OCK 01	Former Petrol Station and Car Park, Derry Avenue	0.45	8			22	34					Moved forward to 2006-2011. Subject to dev't interest	OCK 01
OCK 02	Sorting Office Derry Avenue	0.27	8					13	21				OCK 02
OCK 03	Telephone Exchange Darenth Lane	0.25	5							8	15		OCK 03
OCK 04	Lidl Store Daiglen Drive												OCK 04
OCK 05	Enborne Green												OCK 05
OCK 06a	Aveley Industrial Estate Arisdale Avenue	17.68	8			849	1344					All of site OCK 06 considered as one site. Area reduced by 20% to allow for employment/mixed-uses. Design exercise applied to remainder of aite. Moved forward to 2006-2011. Subject to dev't interest.	OCK 06a
OCK 07	Rear of Araglen Avenue												OCK 07
OCK 08	Tamarisk Road	0.15	4					6	12				OCK 08
OCK 09	Car Park Canterbury Parade												OCK 09
OCK 10	Petrol Station North Road	0.2	2					6	11				OCK 10
OCK 11	Deveron Gardens												OCK 11
OCK 12a	Former Congregational Church North Road	0.11	N/A	5	5							Consent granted for five units	OCK 12a
OCK 12b	14 North Road	0.06	2										OCK 12b
OCK 13	Woodacre School Erriff Drive	1.03	7			20	57						OCK 13
OCK 14	R/O 93-111 Araglen Avenue	0.12	4					5	10				OCK 14
OCK 15	R/O 32/42 Anton Road	0.2	4					8	16				OCK 15
OCK 16	Health Centre, South Road	0.07	N/A			5	6					Subject to informal discussions with developers for 5 or 6 units	OCK 16
TOTAL				5	5	895	1441	38	69	8	15		
Mid Point				5		1168		54		11			

Note: figures may not add due to rounding

Total	Scenario A	945
	Scenario B	1530
	Mid Point	1238

South Chafford

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
SCH 01a	Land North Of Chafford Hundred Pub Howard Road	Residential - flats - 3 storey built out. Trelawny Place.		R	Built out	SCH 01a
SCH 01b	Car Park Bannatynes Health Spa Howard Road	Overflow car park for health club to south. Little daytime use		R	Retain for leisure/community uses	SCH 01b
SCH 02a	Land South Of Chafford Hundred Pub Fleming Road	210 BC' Oriental Restaurant and Nightingale Court - 3 storey residential.		R	Built	SCH 02a
SCH 02b	Land Parcel F Fleming Road	To let offices. Narrow site sandwiched between two main roads. Electricity pylons.		R	Built	SCH 02b
SCH 02c	Land Parcel F Fleming Road	Gower Place - 3 storey residential built out		R	Built	SCH 02c
SCH 03	Land Parcels 66 - 67 Chafford Hundred Fleming Road	Built out		R	Built	SCH 03
SCH 04	Land Parcels 30 - 37 Chafford Hundred Grifon Road	Built out		R	Built	SCH 04
SCH 05	Former Warren Outdoor Pursuits Centre Warren Lane	Vacant land adjacent to new residential and large quarry - Warren Gorge	0.62	A		SCH 05
SCH 06	Former Warren Outdoor Pursuits Centre Warren Lane	Green allocated space. Semi overgrown. Adjacent to new residential. On main loop road.		R	Retain open space	SCH 06
SCH 07	Land Parcels 60-60a Chafford Hundred Maunder Close	Built out		R	Built out	SCH 07
SCH 08	Land Parcels 61-62 Chafford Hundred Lancaster Road	Built out		R	Built out	SCH 08
SCH 09	Land Parcel 63 Chafford Hundred Rear of Palmerston Road	Under construction for Bellwinch Homes. On top of ridge. Check number of units	1.47	A	P/P for 59 units (houses/flats). Ground works under way at time of survey	SCH 09
SCH 10	Land Parcels 57-59 Chafford Hundred Hatfield Road	Built out		R	Built out	SCH 10
SCH 11	Land Parcels 45 -53 Chafford Hundred Hedingham Road	Built out		R	Built out	SCH 11
SCH 12	Playing Field Mayflower Road	Green amenity space/buffer between residential and depot. Large area.		R	School playing field	SCH 12

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
SCH 01a	Land North Of Chafford Hundred Pub Howard Road							SCH 01a
SCH 01b	Car Park Bannatynes Health Spa Howard Road							SCH 01b
SCH 02a	Land South Of Chafford Hundred Pub Fleming Road							SCH 02a
SCH 02b	Land Parcel F Fleming Road							SCH 02b
SCH 02c	Land Parcel F Fleming Road							SCH 02c
SCH 03	Land Parcels 66 - 67 Chafford Hundred Fleming Road							SCH 03
SCH 04	Land Parcels 30 - 37 Chafford Hundred Grifon Road							SCH 04
SCH 05	Former Warren Outdoor Pursuits Centre Warren Lane	0.62	4	25	50	37		SCH 05
SCH 06	Former Warren Outdoor Pursuits Centre Warren Lane							SCH 06
SCH 07	Land Parcels 60-60a Chafford Hundred Maunder Close							SCH 07
SCH 08	Land Parcels 61-62 Chafford Hundred Lancaster Road							SCH 08
SCH 09	Land Parcel 63 Chafford Hundred Rear of Palmerston Road	1.47	N/A	59	59	59	P/P for 59 units. Ground works under way at time of survey	SCH 09
SCH 10	Land Parcels 57-59 Chafford Hundred Hatfield Road							SCH 10
SCH 11	Land Parcels 45 -53 Chafford Hundred Hedingham Road							SCH 11
SCH 12	Playing Field Mayflower Road							SCH 12
Note: figures may not add due to rounding			TOTAL	84	109	96		

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
SCH 01a	Land North Of Chafford Hundred Pub Howard Road										SCH 01a
SCH 01b	Car Park Bannatynes Health Spa Howard Road										SCH 01b
SCH 02a	Land South Of Chafford Hundred Pub Fleming Road										SCH 02a
SCH 02b	Land Parcel F Fleming Road										SCH 02b
SCH 02c	Land Parcel F Fleming Road										SCH 02c
SCH 03	Land Parcels 66 - 67 Chafford Hundred Fleming Road										SCH 03
SCH 04	Land Parcels 30 - 37 Chafford Hundred Grifon Road										SCH 04
SCH 05	Former Warren Outdoor Pursuits Centre Warren Lane	0.62	4	25	50	37	M	M	A		SCH 05
SCH 06	Former Warren Outdoor Pursuits Centre Warren Lane										SCH 06
SCH 07	Land Parcels 60-60a Chafford Hundred Maunder Close										SCH 07
SCH 08	Land Parcels 61-62 Chafford Hundred Lancaster Road										SCH 08
SCH 09	Land Parcel 63 Chafford Hundred Rear of Palmerston Road	1.47	N/A	59	59	59			A	P/P for 59 units. Ground works under way at time of survey	SCH 09
SCH 10	Land Parcels 57-59 Chafford Hundred Hatfield Road										SCH 10
SCH 11	Land Parcels 45 -53 Chafford Hundred Hedingham Road										SCH 11
SCH 12	Playing Field Mayflower Road										SCH 12
TOTAL				84	109	96					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
SCH 01a	Land North Of Chafford Hundred Pub Howard Road												SCH 01a
SCH 01b	Car Park Bannatynes Health Spa Howard Road												SCH 01b
SCH 02a	Land South Of Chafford Hundred Pub Fleming Road												SCH 02a
SCH 02b	Land Parcel F Fleming Road												SCH 02b
SCH 02c	Land Parcel F Fleming Road												SCH 02c
SCH 03	Land Parcels 66 - 67 Chafford Hundred Fleming Road												SCH 03
SCH 04	Land Parcels 30 - 37 Chafford Hundred Grifon Road												SCH 04
SCH 05	Former Warren Outdoor Pursuits Centre Warren Lane	0.62						25	50				SCH 05
SCH 06	Former Warren Outdoor Pursuits Centre Warren Lane												SCH 06
SCH 07	Land Parcels 60-60a Chafford Hundred Maunday Close												SCH 07
SCH 08	Land Parcels 61-62 Chafford Hundred Lancaster Road												SCH 08
SCH 09	Land Parcel 63 Chafford Hundred Rear of Palmerston Road	1.47	N/A	59	59							P/P for 59 units. Ground works under way at time of survey	SCH 09
SCH 10	Land Parcels 57-59 Chafford Hundred Hatfield Road												SCH 10
SCH 11	Land Parcels 45 -53 Chafford Hundred Hedingham Road												SCH 11
SCH 12	Playing Field Mayflower Road												SCH 12
TOTAL				59	59	0	0	25	50	0	0		
Mid Point				59		0		37		0			

Note: figures may not add due to rounding

Total	Scenario A	84
	Scenario B	109
	Mid Point	96

Stanford-le-Hope East & Corringham Town

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
SEC 01	Car Park Adjacent Police Station Rear of Gordon Road	Corringham town centre car park and loading area. Well used. Rationalisation?		R	Retain use	SEC 01
SEC 02	Car Park Off Of Gordon Road	Car park. Well used for town centre Rationalisation?		R	Retain use	SEC 02
SEC 03	Motor Garage Gordon Road	MOT/showroom. Active and well kept. Close to town centre and residential. Long term potential?	0.18	A		SEC 03
SEC 04	Car Park R/O Somerfield St Johns Way	Somerfield car park. Well used and linked to store. Town centre usage. Rationalisation?		R	Retain use	SEC 04
SEC 05	Open Space Rear of Springhouse Road	Green space to rear of Shell Club. UCS 98 site. Designated green space with playing fields etc. Well kept.		R	Retain as open space	SEC 05
SEC 06	Graham James, Infants School	Council disposing land, Clinic may go on site - if not potential for housing	0.17	A		SEC 06

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
SEC 01	Car Park Adjacent Police Station Rear of Gordon Road							SEC 01
SEC 02	Car Park Off Of Gordon Road							SEC 02
SEC 03	Motor Garage Gordon Road	0.18	2	6	10	8		SEC 03
SEC 04	Car Park R/O Somerfield St Johns Way							SEC 04
SEC 05	Open Space Rear of Springhouse Road							SEC 05
SEC 06	Graham James, Infants School	0.17	1	6	9	7		SEC 06
TOTAL				12	19	15		

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
SEC 01	Car Park Adjacent Police Station Rear of Gordon Road										SEC 01
SEC 02	Car Park Off Of Gordon Road										SEC 02
SEC 03	Motor Garage Gordon Road	0.18	2	6	10	8	M	M	A	M cost - old petrol station	SEC 03
SEC 04	Car Park R/O Somerfield St Johns Way										SEC 04
SEC 05	Open Space Rear of Springhouse Road										SEC 05
SEC 06	Graham James, Infants School	0.17	1	6	9	7	M	L	A		SEC 06
TOTAL				12	19	15					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
SEC 01	Car Park Adjacent Police Station Rear of Gordon Road												SEC 01
SEC 02	Car Park Off Of Gordon Road												SEC 02
SEC 03	Motor Garage Gordon Road	0.18	2					6	10				SEC 03
SEC 04	Car Park R/O Somerfield St Johns Way												SEC 04
SEC 05	Open Space Rear of Springhouse Road												SEC 05
SEC 06	Graham James, Infants School	0.17	1			6	9						SEC 06
TOTAL				0	0	6	9	6	10	0	0		
Mid point				0		7		8		0			

Note: figures may not add due to rounding

Total	Scenario A	12
	Scenario B	19
	Mid Point	15

Stifford Clays

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
STC 01	Land At Stifford Clays Baptist Church Fleethall Grove	Empty parking area at rear of properties. Some usage. Access issues. Adjacent to residential and including baptist church	0.45	A	Subject to current discussions	STC 01
STC 02	Garages R/O 117 - 133 Crammavill Street	Large garage block at rear of residential. In poor condition. Access and overlooking issues	0.29	A	Not in use, but may have access issues	STC 02
STC 03	Garages Rear of Chafford Way	Garage blocks. Some evidence of use. Poor condition. Access issues past scout hut. At rear of residential.	0.18	A	Not in use, but may have access issues	STC 03
STC 04	Motor Garage Crammavill Street	MOT and car wash. Reasonable condition. Active use adjacent to local parade and residential. Long term potential?	0.25	A		STC 04
STC 05	Former Acorn Pub Crammavill Street	Built out - McCarthy & Stone 1 and 2 bed flats.	0.23	A	43 flats none completed pre March 2004. Built out at time of survey	STC 05
STC 06	Depot Site Connaught Avenue	Built out		R	Built out	STC 06
STC 07	Elizabeth House Long Lane	Currently elderly persons home.	0.44	A	Potential if were to come forward for disposal by the Council	STC 07

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
STC 01	Land At Stifford Clays Baptist Church Fleethall Grove	0.45	6	14	24	19		STC 01
STC 02	Garages R/O 117 - 133 Crammavill Street	0.29	1	10	15	12		STC 02
STC 03	Garages Rear of Chafford Way	0.18	1	6	9	7		STC 03
STC 04	Motor Garage Crammavill Street	0.25	5	8	15	11		STC 04
STC 05	Former Acorn Pub Crammavill Street	0.23	N/A	43	43	43	Built out post March 2004	STC 05
STC 06	Depot Site Connaught Avenue							STC 06
STC 07	Elizabeth House Long Lane	0.44	5	13	26	20	Design Exercise applied includes a small retail element. Likely that development will come forward for residential only. However, densities generated considered appropriate for this site	STC 07
TOTAL				93	132	112		

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
STC 01	Land At Stifford Clays Baptist Church Fleethall Grove	0.45	6	14	24	19	L	L	A	L val - large site but LA area	STC 01
STC 02	Garages R/O 117 - 133 Crammavill Street	0.29	1	10	15	12	L	L	A	L cost, although some widening of access needed	STC 02
STC 03	Garages Rear of Chafford Way	0.18	1	6	9	7	L	M	A	M cost - access very narrow and blocked up	STC 03
STC 04	Motor Garage Crammavill Street	0.25	5	8	15	11	M	M	A	M cost - car repair	STC 04
STC 05	Former Acorn Pub Crammavill Street	0.23	N/A	43	43	43	M	L	A	Built out post March 2004	STC 05
STC 06	Depot Site Connaught Avenue										STC 06
STC 07	Elizabeth House Long Lane	0.44	5	13	26	20	M	L	A	M val applied but possibly H value	STC 07
TOTAL				93	132	112					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
STC 01	Land At Stifford Clays Baptist Church Fleethall Grove	0.45	6			14	24					Moved forward to 2006-2011. Subject to dev't interest	STC 01
STC 02	Garages R/O 117 - 133 Crammavill Street	0.29	1					10	15				STC 02
STC 03	Garages Rear of Chafford Way	0.18	1							6	9		STC 03
STC 04	Motor Garage Crammavill Street	0.25	5					8	15				STC 04
STC 05	Former Acorn Pub Crammavill Street	0.23	N/A	43	43							Built out post March 2004	STC 05
STC 06	Depot Site Connaught Avenue												STC 06
STC 07	Elizabeth House Long Lane	0.44	5			13	26						STC 07
TOTAL				43	43	27	50	17	30	6	9		
Mid Point				43		38		23		7			

Note: figures may not add due to rounding

Total	Scenario A	93
	Scenario B	132
	Mid Point	112

Stanford-le-Hope West

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
STW 01	Workshops Poley Road	Euro Windows. Light manufacturing. Active and well used. In residential area. Long term potential.	0.19	A		STW 01
STW 02a	Former Motor Garage London Road	McCarthy & Stone. Recent construction of retirement flats. 3 storey beside railway line. Check construction date		R	Built out	STW 02a
STW 02b	Coal/Wood Yard Butts Road	Coal related business and four house. Adjacent to railway line.	0.32	A		STW 02b
STW 02c	Gas PRS Site Butts Road	Transco depot. Adjacent to railway line. Active	0.63	A		STW 02c
STW 03a	Baryta Close	Warehouses. Reasonably well used and kept	0.61	A		STW 03a
STW 03b	Baryta Close	Offices to let	0.12	A		STW 03b
STW 03c	Baryta Close	Welcome Club - in reasonable condition	0.24	A		STW 03c
STW 03d	Baryta Close	Further industrial units in use	0.64	A		STW 03d
STW 03e	Baryta Close	Station car park. Active	0.41	A		STW 03e
STW 04	Off Victoria Road	Flats and houses. Built out.		R	Built out	STW 04
STW 05	Car Park King Street	Well used car park. Serving town centre area.	0.42	A	Mixed use potential - subject to previous discussions	STW 05
STW 06	Victoria Road	Lloyd House. Residential. Built out.		R	Built out	STW 06
STW 07	Telephone Exchange Fetherston Road	Telephone Exchange. In good condition. In residential area. Active. Close to town centre. Long term potential?	0.24	A		STW 07
STW 08	St Margarets Avenue	Rear gardens. Overgrown in part. Adjacent to recent new build. On corner - likely access issue. Relatively steep site.		R	Sloping Site	STW 08
STW 09	Whitwell Court	Quite steep over grown gardens and disused garage block.		R	Sloping Site	STW 09
STW 10	Hassenbrook Road	Community centre car park. Active and linked to community use.		R	Retain for community use	STW 10
STW 11	Garages R/O Abbotts Hall Chase	Garage blocks at rear of properties. Active but in varying condition. Rationalisation? Usage?		R	In use	STW 11
STW 12	Allotments Adams Road	Unused allotments - not in use - access very difficult		R	Retain in current use	STW 12
STW 13	R/O 42 King Street	Car wash and boarded building	SEE STW 05	A	Include as part of STW 05	STW 13
STW 14	2 High Street	Commercial/office use on main high street. Grated and little evidence of use.		R	Retain use	STW 14

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
STW 15	Land Adjoining Church Hall Central Road	Under construction. 3 storey residential.	0.076	A	Under construction for 5 units at time of survey. None completed pre March 2004	STW 15
STW 16	King Street - 'The Precinct'	Residential with some flats above	0.21	A	In use for residential	STW 16

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
STW 01	Workshops Poley Road	0.19	1	6	10	8		STW 01
STW 02a	Former Motor Garage London Road							STW 02a
STW 02b	Coal/Wood Yard Butts Road	0.32	6	10	17	13		STW 02b
STW 02c	Gas PRS Site Butts Road	0.63	6	19	33	26		STW 02c
STW 03a	Baryta Close	2.02	8	97	154	125	Design Exercise Site - All of STW 03 considered as one site	STW 03a
STW 03b	Baryta Close						All of STW 03 considered as one site	STW 03b
STW 03c	Baryta Close						All of STW 03 considered as one site	STW 03c
STW 03d	Baryta Close						All of STW 03 considered as one site	STW 03d
STW 03e	Baryta Close						All of STW 03 considered as one site	STW 03e
STW 04	Off Victoria Road							STW 04
STW 05	Car Park King Street	0.42	8	20	32	26	Combined as one site with STW 13	STW 05
STW 06	Victoria Road							STW 06
STW 07	Telephone Exchange Fetherston Road	0.24	5	7	14	11	Design Exercise applied includes a small retail element. Likely that development will come forward for residential only. However, densities generated considered appropriate for this site	STW 07
STW 08	St Margarets Avenue							STW 08
STW 09	Whitwell Court							STW 09
STW 10	Hassenbrook Road							STW 10
STW 11	Garages R/O Abbotts Hall Chase							STW 11
STW 12	Allotments Adams Road							STW 12
STW 13	R/O 42 King Street	SEE STW 05					Combined as one site with STW 05	STW 13
STW 14	2 High Street							STW 14
STW 15	Land Adjoining Church Hall Central Road	0.076	N/A	5	5	5	Under construction at time of survey	STW 15
STW 16	King Street - 'The Precinct'	0.21	5	6	13	9	Provides ground floor retail space	STW 16
			TOTAL	170	277	224		

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
STW 01	Workshops Poley Road	0.19	1	6	10	8	M	L	A	M val because lower density residential area so less likely to benefit from proximity to rail station	STW 01
STW 02a	Former Motor Garage London Road										STW 02a
STW 02b	Coal/Wood Yard Butts Road	0.32	6	10	17	13	H	M	A	M cost - coal yard and gas cylinder storage (not permanent)	STW 02b
STW 02c	Gas PRS Site Butts Road	0.63	6	19	33	26	H	H	A	H cost - transco site. H val - close to station	STW 02c
STW 03a	Baryta Close	2.02	8	97	154	125	H	M	A	M cost - previous industrial use. Comp - new development at "Brookfield" nearby	STW 03a
STW 04	Off Victoria Road										STW 04
STW 05	Car Park King Street	0.42	8	20	32	26	M/H	L	A	M val (poss H) as close to train station and central	STW 05
STW 06	Victoria Road										STW 06
STW 07	Telephone Exchange Fetherston Road	0.24	5	7	14	11	M/H	M	A	M val (poss H). M cost as telephone exchange and may be cabling issues	STW 07
STW 08	St Margarets Avenue										STW 08
STW 09	Whitwell Court										STW 09
STW 10	Hassenbrook Road										STW 10
STW 11	Garages R/O Abbotts Hall Chase										STW 11
STW 12	Allotments Adams Road										STW 12
STW 13	R/O 42 King Street	SEE STW 05					See STW 05	See STW 05		See STW 05	STW 13
STW 14	2 High Street										STW 14
STW 15	Land Adjoining Church Hall Central Road	0.076	N/A	5	5	5	M	L	A	Under construction at time of survey	STW 15
STW 16	King Street - 'The Precinct'	0.21	5	6	13	9	M/H	H	A	M val (poss H as close to train station). H cost as land assembly and acquisition of active interests	STW 16
			TOTAL	170	277	224					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
STW 01	Workshops Poley Road	0.19	1			6	10						STW 01
STW 02a	Former Motor Garage London Road												STW 02a
STW 02b	Coal/Wood Yard Butts Road	0.32	6			10	17						STW 02b
STW 02c	Gas PRS Site Butts Road	0.63	6					19	33				STW 02c
STW 03a	Baryta Close	2.02	8			97	154						STW 03a
STW 04	Off Victoria Road												STW 04
STW 05	Car Park King Street	0.42	8			20	32						STW 05
STW 06	Victoria Road												STW 06
STW 07	Telephone Exchange Fetherston Road	0.24	5					7	14				STW 07
STW 08	St Margarets Avenue												STW 08
STW 09	Whitwell Court												STW 09
STW 10	Hassenbrook Road												STW 10
STW 11	Garages R/O Abbots Hall Chase												STW 11
STW 12	Allotments Adams Road												STW 12
STW 13	R/O 42 King Street	SEE STW 05											STW 13
STW 14	2 High Street												STW 14
STW 15	Land Adjoining Church Hall Central Road	0.076	N/A	5	5							Under construction at time of survey	STW 15
STW 16	King Street - 'The Precinct'	0.21	5							6	13		STW 16
Note: figures may not add due to rounding				TOTAL	5	5	133	212	26	48	6	13	
				Mid Point	5		172		37		9		

Total	Scenario A	170
	Scenario B	277
	Mid Point	224

Tilbury Riverside & Thurrock Park

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
TRV 01	Car Park R/O 156 - 164 Dock Road	Very well used car park at rear of residential. Opposite station - commuter car park. Overlooking issues		R	Well used right of way across site and access issues	TRV 01
TRV 02	Car Park Dunlop Road	Built out - 4 storey flats		R	Built out	TRV 02
TRV 03	Car Park Selwyn Road	Car park. Well used. Adjacent to new residential and near station. Also vacant land/sub station. Access issues.	0.39	A	Check (potential on vacant land)	TRV 03
TRV 04	201-211 Dock Road	Built out - 3 storey flats.		R	Built out	TRV 04
TRV 05	Rourkes Yard Dock Road	O'Rourke's Yard adjacent to guesthouse owned by same people. Low quality but active scrap/timber/metalyard	0.16	A	Subject to outline application but no indication of potential dwelling numbers	TRV 05
TRV 06	Land Adjacent 20 Alexandra Road	New Essex HA housing/flats. Under construction. 2 storey in residential area.	0.16	A	Under construction at time of survey for 68 flats. None completed pre March 2004	TRV 06
TRV 07	Works Lansdowne Road	Works units. Active. Low quality.	0.57	A		TRV 07
TRV 08	Tilbury Market Place Calcutta Road	Car park. Large with some evidence of use. Serves parade. Rationalisation?	0.31	A	Used for market, only used once a week - otherwise under used	TRV 08
TRV 09	Telephone Exchange Calcutta Road	Telephone exchange. Prominent building. Boarded up. Close to rail station. Adjacent to schools/residential.	0.14	A	Previous apps for residential not implemented	TRV 09
TRV 10	Hume Avenue Industrial Area	Car related firms, metal businesses, fridges, freight. Active but low quality. Adjacent to rail and new good quality residential.	2.39	A	Mid to late term due to leases	TRV 10
TRV 11	Hume Close	Parking/amenity buffer for new residential. Little evidence of use (but time of day). Becoming overgrown. Few overlooking windows.		R	Amenity space and residents parking	TRV 11
TRV 12	Land Adjacent Dunroaming Sandhurst Road	Corrugated light industrial units at rear of residential. Access issues.	0.14	A	P/P granted for 8 units (04/00714/FUL)	TRV 12
TRV 13	Sandhurst Fort Road	Houses/flats under construction. Edge of Tilbury residential area.	0.25	A	Under construction at time of survey for 10 units. None completed pre March 2004	TRV 13
TRV 14	Sandhurst Fort Road	Works unit at edge of residential area. 'Gothard'. Active but low quality.	0.17	A		TRV 14
TRV 15	Tilbury Railway Station and land	Suggested by Network Rail.		R	Narrow site - buffer land	TRV 15
TRV 16	Thurrock Parkway	Allport. Employment use.		R	Retain employment use	TRV 16
TRV 17	Thurrock Parkway	Large Frans Maas depot/offices		R	Retain employment use	TRV 17

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
TRV 18	Thurrock Parkway	Small light industrial units.		R	Retain employment use	TRV 18
TRV 19	Thurrock Parkway	Bernard' Industrial/warehouse		R	Retain employment use	TRV 19
TRV 20	Thurrock Parkway	DHL distribution centre		R	Retain employment use	TRV 20
TRV 21	Thurrock Parkway	London Mega Terminal/Uniserve Group		R	Retain employment use	TRV 21
TRV 22	Fort Road	Container units. Active site.		R	Retain employment use	TRV 22
TRV 23	Fort Road	Employment land. Some under construction for employment uses - enterprise workshop. Some vacant 'green' land.		R	Retain employment use	TRV 23
TRV 24	Off Fort Road	Employment land. No access. Bad neighbours.		R	Retain employment use	TRV 24
TRV 25	Off Fort Road	Green' land. Employment allocation. Adjacent to private nature reserve. Bad neighbours		R	Retain employment use	TRV 25
TRV 26	Off Fort Road	No access. Employment uses		R	Retain employment use	TRV 26
TRV 27	Tilbury Power Station Fort Road	Active power station. No access		R	Retain employment use	TRV 27
TRV 28	Sewage Works Fort Road	Aggregates plant/Sewage Works. Active.		R	Retain employment use	TRV 28
TRV 29	Former Working Mens Club Calcutta Road	Former working mens CIU club. Boarded up. Opposite telephone exchange and school.	0.21	A		TRV 29
TRV 30	Former Petrol Station Dock Road	Hand car wash/valet centre. Active and in reasonable condition. Busy road. Adjacent to rail station. Long term potential?	0.07	A		TRV 30
TRV 31	St Andrews Church and Hall Calcutta Road	Church and hall. Boarded up. On main road near town centre. Residential block to rear.	0.14	A		TRV 31
TRV 32	Stella Maris Hostel Dock Road		0.24	A	Inquiries re: development	TRV 32
TRV 33	79-81 Dock Road		0.07	A		TRV 33

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
TRV 01	Car Park R/O 156 - 164 Dock Road							TRV 01
TRV 02	Car Park Dunlop Road							TRV 02
TRV 03	Car Park Selwyn Road	0.39	6	12	21	16		TRV 03
TRV 04	201-211 Dock Road							TRV 04
TRV 05	Rourkes Yard Dock Road	0.16	1	5	8	7	Subject to outline application but no indication of potential dwelling numbers	TRV 05
TRV 06	Land Adjacent 20 Alexandra Road	0.16	N/A	68	68	68	Under construction at time of survey	TRV 06
TRV 07	Works Lansdowne Road	0.57	5	17	34	26	Design Exercise applied includes a small retail element. Likely that development will come forward for residential only. However, densities generated considered appropriate for this site	TRV 07
TRV 08	Tilbury Market Place Calcutta Road	0.31	2	10	17	13		TRV 08
TRV 09	Telephone Exchange Calcutta Road	0.14	5	4	8	6		TRV 09
TRV 10	Hume Avenue Industrial Area	2.39	4	96	191	143		TRV 10
TRV 11	Hume Close							TRV 11
TRV 12	Land Adjacent Dunroaming Sandhurst Road	0.14	N/A	8	8	8	P/P granted for 8 units	TRV 12
TRV 13	Sandhurst Fort Road	0.25	N/A	10	10	10	Under construction at time of survey	TRV 13
TRV 14	Sandhurst Fort Road	0.17	4	7	14	10		TRV 14
TRV 15	Tilbury Railway Station and land							TRV 15
TRV 16	Thurrock Parkway							TRV 16
TRV 17	Thurrock Parkway							TRV 17
TRV 18	Thurrock Parkway							TRV 18
TRV 19	Thurrock Parkway							TRV 19
TRV 20	Thurrock Parkway							TRV 20
TRV 21	Thurrock Parkway							TRV 21
TRV 22	Fort Road							TRV 22
TRV 23	Fort Road							TRV 23

TRV - Unconstrained Estimates

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
TRV 24	Off Fort Road							TRV 24
TRV 25	Off Fort Road							TRV 25
TRV 26	Off Fort Road							TRV 26
TRV 27	Tilbury Power Station Fort Road							TRV 27
TRV 28	Sewage Works Fort Road							TRV 28
TRV 29	Former Working Mens Club Calcutta Road	0.21	2	7	12	9		TRV 29
TRV 30	Former Petrol Station Dock Road	0.07	4	3	6	4		TRV 30
TRV 31	St Andrews Church and Hall Calcutta Road	0.14	5	4	8	6		TRV 31
TRV 32	Stella Maris Hostel Dock Road	0.24	2	8	13	10		TRV 32
TRV 33	79-81 Dock Road	0.07	4	3	6	4		TRV 33
TOTAL				261	423	342		

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
TRV 01	Car Park R/O 156 - 164 Dock Road										TRV 01
TRV 02	Car Park Dunlop Road										TRV 02
TRV 03	Car Park Selwyn Road	0.39	6	12	21	16	L	M	A	M cost - large electricity substation on one side. Could build around but very large and affects development layout and likely to affect sale values (hence L)	TRV 03
TRV 04	201-211 Dock Road										TRV 04
TRV 05	Rourkes Yard Dock Road	0.16	1	5	8	7	L	M	A	Adjacent to electric rail line and used currently.	TRV 05
TRV 06	Land Adjacent 20 Alexandra Road	0.16	N/A	68	68	68	L	L	A	Under construction at time of survey	TRV 06
TRV 07	Works Lansdowne Road	0.57	5	17	34	26	L	M	A	M cost - interests to acquire and land assembly	TRV 07
TRV 08	Tilbury Market Place Calcutta Road	0.31	2	10	17	13	L	L	A	Car park	TRV 08
TRV 09	Telephone Exchange Calcutta Road	0.14	5	4	8	6	L	M	A	M cost - telephone exchange, potential cabling issues	TRV 09
TRV 10	Hume Avenue Industrial Area	2.39	4	96	191	143	M	H	A	M val - adjacent to railway line and large shed outlook brings down value. Doesn't benefit from proximity to river as rail line blocks. H cost - heavy industrial uses need clearing.	TRV 10
TRV 11	Hume Close										TRV 11
TRV 12	Land Adjacent Dunroaming Sandhurst Road	0.14	N/A	8	8	8	L	M	A	M cost as access difficult	TRV 12
TRV 13	Sandhurst Fort Road	0.25	N/A	10	10	10	L	L	A	Under construction at time of survey	TRV 13
TRV 14	Sandhurst Fort Road	0.17	4	7	14	10	L	L	A	L val - No views to river to enhance because of rail embankment	TRV 14
TRV 15	Tilbury Railway Station and land										TRV 15
TRV 16	Thurrock Parkway										TRV 16
TRV 17	Thurrock Parkway										TRV 17
TRV 18	Thurrock Parkway										TRV 18
TRV 19	Thurrock Parkway										TRV 19

TRV - Viability

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
TRV 20	Thurrock Parkway										TRV 20
TRV 21	Thurrock Parkway										TRV 21
TRV 22	Fort Road										TRV 22
TRV 23	Fort Road										TRV 23
TRV 24	Off Fort Road										TRV 24
TRV 25	Off Fort Road										TRV 25
TRV 26	Off Fort Road										TRV 26
TRV 27	Tilbury Power Station Fort Road										TRV 27
TRV 28	Sewage Works Fort Road										TRV 28
TRV 29	Former Working Mens Club Calcutta Road	0.21	2	7	12	9	L	L	A	Between sites 7 and 8. Fronts high street but not great area	TRV 29
TRV 30	Former Petrol Station Dock Road	0.07	4	3	6	4	L	M	D	M cost - old petrol station. Yield less than five units. Discounted to avoid double counting	TRV 30
TRV 31	St Andrews Church and Hall Calcutta Road	0.14	5	4	8	6	L	L	A	Site for sale. Michael Keenan.co.uk 01206 851555 0.35 acres for sale	TRV 31
TRV 32	Stella Maris Hostel Dock Road	0.24	2	8	13	10	L	M	A	M cost - large amount of demolition would be required on restricted site (existing development fills site)	TRV 32
TRV 33	79-81 Dock Road	0.07	4	3	6	4	L	L	D	L val - LA housing. Yield less than five units. Discounted to avoid double counting	TRV 33
TOTAL				261	423	342					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
TRV 01	Car Park R/O 156 - 164 Dock Road												TRV 01
TRV 02	Car Park Dunlop Road												TRV 02
TRV 03	Car Park Selwyn Road	0.39	6							12	21		TRV 03
TRV 04	201-211 Dock Road												TRV 04
TRV 05	Rourkes Yard Dock Road	0.16	1			5	8					Moved forward to 2006 - 2011. Subject to outline application but no indication of potential dwelling numbers	TRV 05
TRV 06	Land Adjacent 20 Alexandra Road	0.16	N/A	68	68							Under construction at time of survey	TRV 06
TRV 07	Works Lansdowne Road	0.57	5							17	34		TRV 07
TRV 08	Tilbury Market Place Calcutta Road	0.31	2					10	17				TRV 08
TRV 09	Telephone Exchange Calcutta Road	0.14	5							4	8		TRV 09
TRV 10	Hume Avenue Industrial Area	2.39	4							96	191		TRV 10
TRV 11	Hume Close												TRV 11
TRV 12	Land Adjacent Dunroaming Sandhurst Road	0.14	N/A			8	8					Moved forward to 2006-2011. P/P granted for 8 units	TRV 12
TRV 13	Sandhurst Fort Road	0.25	N/A	10	10							Under construction at time of survey	TRV 13
TRV 14	Sandhurst Fort Road	0.17	4					7	14				TRV 14
TRV 15	Tilbury Railway Station and land												TRV 15
TRV 16	Thurrock Parkway												TRV 16
TRV 17	Thurrock Parkway												TRV 17
TRV 18	Thurrock Parkway												TRV 18
TRV 19	Thurrock Parkway												TRV 19
TRV 20	Thurrock Parkway												TRV 20
TRV 21	Thurrock Parkway												TRV 21
TRV 22	Fort Road												TRV 22
TRV 23	Fort Road												TRV 23
TRV 24	Off Fort Road												TRV 24
TRV 25	Off Fort Road												TRV 25
TRV 26	Off Fort Road												TRV 26
TRV 27	Tilbury Power Station Fort Road												TRV 27
TRV 28	Sewage Works Fort Road												TRV 28
TRV 29	Former Working Mens Club Calcutta Road	0.21	2					7	12				TRV 29

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
TRV 30	Former Petrol Station Dock Road	0.07	4										TRV 30
TRV 31	St Andrews Church and Hall Calcutta Road	0.14	5					4	8				TRV 31
TRV 32	Stella Maris Hostel Dock Road	0.24	2							8	13		TRV 32
TRV 33	79-81 Dock Road	0.07	4										TRV 33
TOTAL				78	78	13	16	28	51	136	268		
Mid Point				78		15		39		202			

Note: figures may not add due to rounding

Total	Scenario A	255
	Scenario B	412
	Mid Point	334

Tilbury St Chads

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
TSC 01	Site at Lansdowne Primary School	UCS 98 site. Built out - 20 modern terraces		R	Built out	TSC 01
TSC 02	Car Park Quebec Road	Car park. Partially active. Close to retail centre. Residential area. Consolidation?	0.07	A	Check with Council - subject to deal with Doctors surgery	TSC 02
TSC 03	Land At Thackeray Avenue	Under construction. Residential area. Former sloap?	0.2	A	Under construction at time of survey for 22 flats. None completed pre March 2004	TSC 03
TSC 04	Kipling Avenue	Green amenity space fronted by residential. Well maintained. Residential area.		R	Amenity open space	TSC 04
TSC 05	Travellers Site Chadfields	Travellers site. Adjacent to greenfield. Residential and school and football ground adjacent.		R	Retain as a Travellers site	TSC 05
TSC 06	Calcutta Club Calcutta Road	Calcutta Club. On main road in town centre. Residential to rear.	0.16	A		TSC 06
TSC 07	St Chads School	Potential, rationalisation and relocaiton - with a small community facility	3.46	A	Suitable for residential development	TSC 07
TSC 08	Land between 163/165 St Chads Road	Small site on main road	0.04	A	P/P granted for 5 units	TSC 08

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
TSC 01	Site at Lansdowne Primary School							TSC 01
TSC 02	Car Park Quebec Road	0.07	4	3	6	4		TSC 02
TSC 03	Land At Thackeray Avenue	0.2	N/A	22	22	22	Under construction at time of survey	TSC 03
TSC 04	Kipling Avenue							TSC 04
TSC 05	Travellers Site Chadfields							TSC 05
TSC 06	Calcutta Club Calcutta Road	0.16	5	5	10	7	Provides ground floor retail space	TSC 06
TSC 07	St Chads School	3.46	7	66	190	128	Scenario A retains playing fields	TSC 07
TSC 08	Land between 163/165 St Chads Road	0.04	N/A	5	5	5	P/P granted for 5 units	TSC 08
			TOTAL	100	233	166		

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
TSC 01	Site at Lansdowne Primary School										TSC 01
TSC 02	Car Park Quebec Road	0.07	4	3	6	4	L	L	D	L cost - car park. Yield less than five units. Discounted to avoid double counting	TSC 02
TSC 03	Land At Thackeray Avenue	0.2	N/A	22	22	22	L	L	A	Under construction at time of survey	TSC 03
TSC 04	Kipling Avenue										TSC 04
TSC 05	Travellers Site Chadfields										TSC 05
TSC 06	Calcutta Club Calcutta Road	0.16	5	5	10	7	L	M	A	M cost - interests to deal with	TSC 06
TSC 07	St Chads School	3.46	7	66	190	128	M	L	A	L val area but M val given as large site so potential to create own identify	TSC 07
TSC 08	Land between 163/165 St Chads Road	0.04	N/A	5	5	5	M	L	A		TSC 08
TOTAL				100	233	166					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment	Site Ref.
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B		
TSC 01	Site at Lansdowne Primary School												TSC 01
TSC 02	Car Park Quebec Road	0.07	4										TSC 02
TSC 03	Land At Thackeray Avenue	0.2	N/A	22	22							Under construction at time of survey	TSC 03
TSC 04	Kipling Avenue												TSC 04
TSC 05	Travellers Site Chadfields												TSC 05
TSC 06	Calcutta Club Calcutta Road	0.16	5							5	10		TSC 06
TSC 07	St Chads School	3.46	7			66	190						TSC 07
TSC 08	Land between 163/165 St Chads Road	0.04	N/A			5	5					P/P granted for 5 units	TSC 08
TOTAL				22	22	71	195	0	0	5	10		
Mid Point				22		133		0		7			

Note: figures may not add due to rounding

Total	Scenario A	98
	Scenario B	227
	Mid Point	162

West Thurrock & South Stifford

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
WTS 01	MOT Centre Tank Hill Road	Lorry cleaning facility. Active. On main road network. Adjacent to residential area. Long term potential?	1.65	A	Representations to UDP in support of residential	WTS 01
WTS 02	Centurion Way	Wooded buffer/amenity space		R	Amenity green space	WTS 02
WTS 03	Chieftain Drive	Green sloap/amenity. Trees		R	Amenity green space	WTS 03
WTS 04	Chieftain Drive	Green sloap/amenity. Trees		R	Amenity green space	WTS 04
WTS 05	Tank Hill Road	Green sloap/amenity. Trees		R	Amenity green space	WTS 05
WTS 06	Tank Hill Road	Green sloap/amenity. Trees		R	Amenity green space	WTS 06
WTS 07	North Of Tank Lane	Housing allocation site. Overgrown land in residential area with school/rail adjacent. Access issues. Need to retain trees along southern boundary	0.87	A		WTS 07
WTS 08	McKellars/Ensign Site Tank Lane	Depot adjacent to main road/rail network.		R	Route of CTRL through Site	WTS 08
WTS 09	Land Adjacent McKellars Yard	Vacant land adjacent to depot		R	Route of CTRL through Site	WTS 09
WTS 10a	The Dipping Site	Under construction for Bellways residential. Former quarry in residential area with some industrial. Close to railway. Check number of units.	5.59	A	Under construction at time of survey for 365 units. None completed pre March 2004	WTS 10a
WTS 10b	Cornwall House Site	Hydrogas/enviro business and railtrack uses. Active adjacent to railway line. Long term potential	2.66	A	Possible mixed use for community uses	WTS 10b
WTS 11	Harrisons Wharf	Church Hollow - Bellways. Built out. 1,2,3 apartments and 2,3,4 houses.		R		WTS 11
WTS 12	BOC Upstream Site	Hydrogas industrial use. Active and container facility	1.07	A	Long term relocation	WTS 12
WTS 13	Woodland London Road	Buffer to railway. Wooded		R	TPOs	WTS 13
WTS 14	Cornwall/Foreshore Site	Vacant waterfront site. Overgrown land with blocked access road. In residential area. on main road.	3.63	A	Application under consideration for 504 units, subject to discussions, with inclusion of some commercial uses	WTS 14
WTS 15	Coalyard/Elmhurst Site	See WTS 14	2.96	A	See WTS 14	WTS 15
WTS 16a	Botany Way	Industrial site for sale - King Sturge. Former oil/gas related. EEDA involved		R	Retain employment use - lots of bad neighbour uses - suitable location	WTS 16a

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
WTS 16b	Botany Way	Crusely trailer engineering ltd/. Active trailer facility		R	Retain employment use - lots of bad neighbour uses - suitable location	WTS 16b
WTS 16c	Botany Way	Lorry cleaning service. Active		R	Retain employment use - lots of bad neighbour uses - suitable location	WTS 16c
WTS 16d	Botany Way	Chalk pit - active use.		R	Retain employment use - lots of bad neighbour uses - suitable location	WTS 16d
WTS 16e	Botany Way	Works/pit		R	Retain employment use - lots of bad neighbour uses - suitable location	WTS 16e
WTS 16f	Botany Way	Concrete plant/depot		R	Retain employment use - lots of bad neighbour uses - suitable location	WTS 16f
WTS 16g	Botany Way	Transport depots		R	Retain employment use - lots of bad neighbour uses - suitable location	WTS 16g
WTS 17	Eurolink (Esso North Site)	Distribution/shed on northern part of site. Active		R	New employment development	WTS 17
WTS 18	Land Purfleet By Pass	CTRL land		R	CTRL land	WTS 18
WTS 19	Land Purfleet By Pass	CTRL land		R	CTRL land and SSSI	WTS 19
WTS 20	BPB Papermill London Road	BPB Paper Mill. Disused/derelict.	11.91	A	In discussion for predominantly residential	WTS 20
WTS 21	Esso Depot London Road	Esso depot and entrance to oil/gas facility		R	Retain Esso facility	WTS 21
WTS 22	Former Thames Board Mills Site	Former Thames Board Mills Site		R	Safety zone around storage	WTS 22
WTS 23	Esso Terminal	No access - Esso		R	Safety zone around storage	WTS 23
WTS 24	London Road	Van storage facility adjacent to Esso oil/gas facility		R	Retain for ferry terminal	WTS 24
WTS 25	Purfleet Thames Terminal	Car/van depot for shipping at Purfleet Thames Terminal		R	As above	WTS 25
WTS 26a	Part Esso North Site London Road	Southern half of WTS 17 site. Under construction for Barratts 'The Haven'.	3.8	A	Under construction at time of survey. Planning permission for 319 units and current application for additional 124 units. None completed pre March 2004	WTS 26a
WTS 26b	Land at High House Farm	East of 'The Haven' development		R	Site required for new school	WTS 26b

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
WTS 27	Land at High House Farm	CTRL land		R	CTRL land	WTS 27
WTS 28	Greenlands Quarry	QED park including Tesco Distribution Centre. Very new. Some vacant. Large warehouses. On main road network		R	Retain employment use	WTS 28
WTS 29	Danzas Site Stonehouse Lane	DFDS transport office/depot. On main road network		R	Retain employment use	WTS 29
WTS 30	Dolphin Way	Distribution/Pro Logis Park/warehouses/works. Prime employment land. on main road network		R	Retain employment use	WTS 30
WTS 31	Dolphin Way	Distribution/Pro Logis Park/warehouses/works. Prime employment land. on main road network		R	Retain employment use	WTS 31
WTS 32	Van Der Berghs Land	CTRL/vacant land		R	CTRL land	WTS 32
WTS 33	901 London Road	Underneath M25 and adjacent to CTRL		R	CTRL land	WTS 33
WTS 34	Van Der Berghs Land	No access - Esso and Purfleet Terminal		R	Retain for ferry terminal	WTS 34
WTS 35	LaFarge Jetty Site	No access - Esso and Purfleet Terminal		R	Retain for ferry terminal	WTS 35
WTS 36	Castle Cement Oliver Close	Castle cement facility. Adjacent to M25 and oil refinery		R	Active facility adjacent to M25	WTS 36
WTS 37	Oliver Close	Lorry related businesses, CTRL and new road link		R	New road link through site and CTRL	WTS 37
WTS 38a	Oliver Road	Container depot		R	Retain employment uses	WTS 38a
WTS 38b	Oliver Road	Vacant/ depot due to construction of new road and CTRL		R	Retain employment uses	WTS 38b
WTS 39a	Truckworld Oliver Road	Truckworld, Bridge Hotel and warehouse to let.		R	Retain employment uses	WTS 39a
WTS 39b	Oliver Road	Distribution facility in operation		R	Retain employment uses	WTS 39b
WTS 40	Oliver Road	Portakabin business. Active		R	Retain employment uses	WTS 40
WTS 41	Former Ford Tractor Spares Plant	Former depot being demolished. Large site		R	Retain employment uses	WTS 41
WTS 42a	Site Of Former West Thurrock Power Station	Electricity sub station, huge riverside plant with pylons. Decommissioned?		R	Retain employment uses - recent discussion re: B8 uses	WTS 42a
WTS 42b	Site Of Former West Thurrock Power Station	SSSI. Trees/pond. No access		R	SSSI	WTS 42b
WTS 43	Site Of Former West Thurrock Power Station	Largely vacant land linked to the power station		R	Retain bad neighbour use	WTS 43
WTS 44	London Road	Durrance' warehouse/depot and new road access adjacent to M25		R	New road link through site and acts as buffer to M25	WTS 44
WTS 45	853 London Road	Warehouse uses		R	recently upgraded employment site	WTS 45

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
WTS 46	Thurrock Business Centre London Road	Thurrock Business Centre - active light industrial uses		R	Retain employment uses	WTS 46
WTS 47	Bridge View Industrial Estate London Road	Bridge View Industrial Estate		R	Retain employment uses	WTS 47
WTS 48	Queenbridge Industrial Park London Road	Queenbridge light industrial uses. In good condition.		R	Retain employment uses	WTS 48
WTS 49	Land West and South Of Schoolfield Road	Works units including scrap yard	4.93	A	See WTS 50	WTS 49
WTS 50	Land North Of Schoolfield Road	Works units	1.48	A	Site subject to pre-app discussions regarding the potential for residential development at time of survey. No confirmed numbers	WTS 50
WTS 51	Essex Road Allotments	Allotments. UCS 98 site	0.37	A	See WTS 50	WTS 51
WTS 52a	Lyndale Estate	Lyndale Estate. Active but includes derelict building on eastern edge	6.02	A	See WTS 50	WTS 52a
WTS 52b	Flint Street Working Mens Club	Lyndale Estate. Active but includes derelict building on eastern edge	0.38	A	Very long term potential	WTS 52b
WTS 53	Land North Of London Road West Thurrock	Allocated site. School. Active	0.95	A	No confirmed numbers	WTS 53
WTS 54	West of Sandy Lane	Lorry related businesses	0.2	A	Regeneration area - mixed use site	WTS 54
WTS 55	East of Sandy Lane	Lorry related businesses on prominent corner site on main road network	1.24	A	Regeneration area - mixed use site	WTS 55
WTS 56	Former Burma Oil Depot London Road	Van centre. Prominent corner site	0.64	A	Regeneration area - mixed use site	WTS 56
WTS 57	Site West Of Manor Road London Road	Car related businesses. Prominent corner site	0.88	A	Regeneration area - mixed use site	WTS 57
WTS 58	Peaceful Row Lorry Park	Lorry car park, partially includes new church and hall and café	0.68	A	Regeneration area - mixed uses with community uses	WTS 58
WTS 59	Land Off Of Manor Road	Depot/light industrial units	1.78	A	Regeneration area - mixed uses with community uses	WTS 59
WTS 60	Anchor Field	Allocated site. Allotments not in use and green space. Residential to south and railway to north		R	Retain allotments, open space. Pylons through site.	WTS 60
WTS 61a	Magnet Road	Europa Park - vacant unit at entrance. Remainder active		R	Retain employment uses. Contamination issues	WTS 61a

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
WTS 61b	Magnet Road	Container facility		R	Retain employment uses. Contamination issues	WTS 61b
WTS 61c	Magnet Road	Bus cleaning facility		R	Retain employment uses. Contamination issues	WTS 61c
WTS 61d	Magnet Road	Works unit - carbon firm		R	Retain employment uses. Contamination issues	WTS 61d
WTS 61e	Magnet Road	Vacant/rail related land		R	Retain employment uses. Contamination issues	WTS 61e
WTS 62	Williams/Drapers Depot	William Ball kitchen production and distribution. Active and in reasonable condition	1.91	A		WTS 62
WTS 63a	William Ball Site	William Ball kitchen production and distribution. Active and in reasonable condition	2.6	A		WTS 63a
WTS 63b	Gumley Road	Global - large unit	0.31	A		WTS 63b
WTS 64	Gumley Road	Works units. Active (face railway). Residential to north	0.8	A	Combined as one site with WTS 65. Application pending legal agreement for 200 units	WTS 64
WTS 65	Commodore Kitchens Gumley Road	Commodore distribution facility	1.47	A	See WTS 64	WTS 65
WTS 66	Land At Hillside Club	Suggested by Heritage Planning	4.2	A	Allowance for retention of green space to be made	WTS 66
WTS 67	Wouldham Works	Incorporate with WTS 68	See WTS 68	A	See WTS 68	WTS 67
WTS 68	Wouldham Works	No access. Major industrial buildings.	6.51	A	Combined as one site with WTS 67. Outline permission for this site. Potential for 1,200 units. Ongoing discussions with developers.	WTS 68
WTS 69	Hedley Avenue	Lorry/depot and vacant land		R	Retain employment uses	WTS 69
WTS 70	Hedley Avenue	P&G, lorry and other uses		R	Retain employment uses	WTS 70
WTS 71	Hedley Avenue	P&G Car Park		R	Retain employment uses	WTS 71
WTS 72	Private Sports Field Site Of Former West Thurrock Power Station	Vacant/overgrown land in industrial setting		R	Retain employment uses	WTS 72
WTS 73	Retail/distribution/light industrial uses south west of Lakeside	Weston Road industrial/employment area		R	Retain employment/retail uses	WTS 73

Site Ref.	Name / Address	Description	Site Area (ha)	Accept / Reject	Reason / Comment	Site Ref.
WTS 74	Frogmore Industrial Estate	Frogmore Industrial Estate and Ikea etc		R	Retain employment/retail uses	WTS 74
WTS 75	Lakeside Regional Shopping Centre And Retail Park	retail - regional shopping centre		R	Potential to turn Lakeside into a 'town centre'. Has very long term potential, but outside scope of UCS	WTS 75
WTS 76	Cowdray Hall London Road	Cowdray Hall. Community facility and car park. Residential to north industrial to south		R	Retain community facility	WTS 76
WTS 77	R/O Mill Lane/London Road	Vacant land at rear of residential. Large area. partly designated open space/Travellers Site.	1.13	A	Adjacent to neighbouring uses	WTS 77
WTS 78	Car Park Fox And Goose	Pub car park - Fox and Goose. Large car park		R	Retain current use.	WTS 78
WTS 79	Mill Tyre Services London Road	Mill Tyre services. Little activity		R	Retain - council recently won on appeal	WTS 79
WTS 80	London Road	Large warehouse/distribution units		R	Retain employment uses	WTS 80
WTS 81	London Road	Large warehouse/distribution units		R	Retain employment uses	WTS 81
WTS 82	Esso Sports Ground Purfleet	UCS 98 site. Protected green space. Overgrown land adjacent to bypass. Marketed as industrial or distribution land	3.32	A	History of residential applications on site - keep some open space?	WTS 82
WTS 83	Former Baptist Church London Road Purfleet	Former baptist church surrounded by new residential development		R	Retain community use	WTS 83
WTS 84	Purfleet Working Mens Club	Club - undergoing refurbishment		R	Retain for ferry terminal	WTS 84
WTS 85	No.5 Magazine	Brick building on waterfront in use as Museum in residential area with river views.		R	Scheduled Ancient Monument	WTS 85
WTS 86	Barrel Store/Proofing House	Derelict brick building in residential area with river views. - conversion?		R	To be used for community purposes	WTS 86
WTS 87	London Road	Youth Services Centre, West Thurrock	0.27	A		WTS 87

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
WTS 01	MOT Centre Tank Hill Road	1.65	10	134	168	151		WTS 01
WTS 02	Centurion Way							WTS 02
WTS 03	Chieftain Drive							WTS 03
WTS 04	Chieftain Drive							WTS 04
WTS 05	Tank Hill Road							WTS 05
WTS 06	Tank Hill Road							WTS 06
WTS 07	North Of Tank Lane	0.87	6	26	46	36		WTS 07
WTS 08	McKellars/Ensign Site Tank Lane							WTS 08
WTS 09	Land Adjacent McKellars Yard							WTS 09
WTS 10a	The Dipping Site	5.59	N/A	365	365	365	Under construction at time of survey	WTS 10a
WTS 10b	Cornwall House Site	2.66	8	128	202	165		WTS 10b
WTS 11	Harrisons Wharf							WTS 11
WTS 12	BOC Upstream Site	1.07	9	91	118	104		WTS 12
WTS 13	Woodland London Road							WTS 13
WTS 14	Cornwall/Foreshore Site	3.63	N/A	504	504	504	Application under consideration for 504 units	WTS 14
WTS 15	Coalyard/Elmhurst Site	2.96					See Site WTS 14	WTS 15
WTS 16a	Botany Way							WTS 16a
WTS 16b	Botany Way							WTS 16b
WTS 16c	Botany Way							WTS 16c
WTS 16d	Botany Way							WTS 16d
WTS 16e	Botany Way							WTS 16e
WTS 16f	Botany Way							WTS 16f
WTS 16g	Botany Way							WTS 16g
WTS 17	Eurolink (Esso North Site)							WTS 17
WTS 18	Land Purfleet By Pass							WTS 18
WTS 19	Land Purfleet By Pass							WTS 19
WTS 20	BPB Papermill London Road	11.91	8	572	905	738	Currently subject to discussions. Could potentially yield 800 units	WTS 20
WTS 21	Esso Depot London Road							WTS 21
WTS 22	Former Thames Board Mills Site							WTS 22
WTS 23	Esso Terminal							WTS 23
WTS 24	London Road							WTS 24

WTS - Unconstrained Estimates

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
WTS 25	Purfleet Thames Terminal							WTS 25
WTS 26a	Part Esso North Site London Road	3.8	N/A	443	443	443	Under construction at time of survey. Planning permission for 319 units and current application for additional 124 units.	WTS 26a
WTS 26b	Land at High House Farm							WTS 26b
WTS 27	Land at High House Farm							WTS 27
WTS 28	Greenlands Quarry							WTS 28
WTS 29	Danzas Site Stonehouse Lane							WTS 29
WTS 30	Dolphin Way							WTS 30
WTS 31	Dolphin Way							WTS 31
WTS 32	Van Der Berghs Land							WTS 32
WTS 33	901 London Road							WTS 33
WTS 34	Van Der Berghs Land							WTS 34
WTS 35	LaFarge Jetty Site							WTS 35
WTS 36	Castle Cement Oliver Close							WTS 36
WTS 37	Oliver Close							WTS 37
WTS 38a	Oliver Road							WTS 38a
WTS 38b	Oliver Road							WTS 38b
WTS 39a	Truckworld Oliver Road							WTS 39a
WTS 39b	Oliver Road							WTS 39b
WTS 40	Oliver Road							WTS 40
WTS 41	Former Ford Tractor Spares Plant							WTS 41
WTS 42a	Site Of Former West Thurrock Power Station							WTS 42a
WTS 42b	Site Of Former West Thurrock Power Station							WTS 42b
WTS 43	Site Of Former West Thurrock Power Station							WTS 43
WTS 44	London Road							WTS 44
WTS 45	853 London Road							WTS 45
WTS 46	Thurrock Business Centre London Road							WTS 46
WTS 47	Bridge View Industrial Estate London Road							WTS 47

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
WTS 48	Queenbridge Industrial Park London Road							WTS 48
WTS 49	Land West and South Of Schoolfield Road	4.93	3	153	281	217		WTS 49
WTS 50	Land North Of Schoolfield Road	1.48	3	46	84	65		WTS 50
WTS 51	Essex Road Allotments	0.37	3	11	21	16		WTS 51
WTS 52a	Lyndale Estate	6.02	10	488	614	551		WTS 52a
WTS 52b	Flint Street Working Mens Club	0.38	2	12	21	17		WTS 52b
WTS 53	Land North Of London Road West Thurrock	0.95	6	29	50	39		WTS 53
WTS 54	West of Sandy Lane	0.2	5	6	12	9		WTS 54
WTS 55	East of Sandy Lane	1.24	9	105	136	121	Design Exercise Site	WTS 55
WTS 56	Former Burma Oil Depot London Road	0.64	9	54	70	62		WTS 56
WTS 57	Site West Of Manor Road London Road	0.88	9	75	97	86		WTS 57
WTS 58	Peaceful Row Lorry Park	0.68	10	55	69	62		WTS 58
WTS 59	Land Off Of Manor Road	1.78	9	151	196	174		WTS 59
WTS 60	Anchor Field							WTS 60
WTS 61a	Magnet Road							WTS 61a
WTS 61b	Magnet Road							WTS 61b
WTS 61c	Magnet Road							WTS 61c
WTS 61d	Magnet Road							WTS 61d
WTS 61e	Magnet Road							WTS 61e
WTS 62	Williams/Drapers Depot	1.91	10	155	195	175	Design Exercise Site	WTS 62
WTS 63a	William Ball Site	2.6	10	211	265	238		WTS 63a
WTS 63b	Gumley Road	0.31	2	10	17	13		WTS 63b
WTS 64	Gumley Road	0.8	N/A	200	200	200	Application pending legal agreement for 200 units. Combined with WTS 65	WTS 64
WTS 65	Commodore Kitchens Gumley Road	1.47	N/A				See WTS 64	WTS 65
WTS 66	Land At Hillside Club	2.1	10	170	214	192	Half of site retained as open space - design exercise applied to remaining half	WTS 66

WTS - Unconstrained Estimates

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point		
WTS 67	Wouldham Works	See WTS 68					Incorporate with site WTS 68. See below	WTS 67
WTS 68	Wouldham Works	6.51	N/A	1200	1200	1200	Combined as one site with WTS 67. Outline permission for this site. Potential for 1,200 units. Ongoing discussions with developers.	WTS 68
WTS 69	Hedley Avenue							WTS 69
WTS 70	Hedley Avenue							WTS 70
WTS 71	Hedley Avenue							WTS 71
WTS 72	Private Sports Field Site Of Former West Thurrock Power Station							WTS 72
WTS 73	Retail/distribution/light industrial uses south west of Lakeside							WTS 73
WTS 74	Frogmore Industrial Estate							WTS 74
WTS 75	Lakeside Regional Shopping Centre And Retail Park	0					Scale of site and regeneration potential beyond scope of UCS	WTS 75
WTS 76	Cowdray Hall London Road							WTS 76
WTS 77	R/O Mill Lane/London Road	1.13	6	34	60	47		WTS 77
WTS 78	Car Park Fox And Goose							WTS 78
WTS 79	Mill Tyre Services London Road							WTS 79
WTS 80	London Road							WTS 80
WTS 81	London Road							WTS 81
WTS 82	Esso Sports Ground Purfleet	3.32	3	103	189	146		WTS 82
WTS 83	Former Baptist Church London Road Purfleet							WTS 83
WTS 84	Purfleet Working Mens Club							WTS 84
WTS 85	No.5 Magazine							WTS 85
WTS 86	Barrel Store/Proofing House							WTS 86
WTS 87	London Road	0.27	2	9	15	12		WTS 87
			TOTAL	5538	6759	6149		

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
WTS 01	MOT Centre Tank Hill Road	1.65	10	134	168	151	M	M	A	M val - public transport link	WTS 01
WTS 02	Centurion Way										WTS 02
WTS 03	Chieftain Drive										WTS 03
WTS 04	Chieftain Drive										WTS 04
WTS 05	Tank Hill Road										WTS 05
WTS 06	Tank Hill Road										WTS 06
WTS 07	North Of Tank Lane	0.87	6	26	46	36	M	L	A	M val because not so high density possible as adjacent 10a	WTS 07
WTS 08	McKellars/Ensign Site Tank Lane										WTS 08
WTS 09	Land Adjacent McKellars Yard										WTS 09
WTS 10a	The Dipping Site	5.59	N/A	365	365	365	H	H	A	Under construction at time of survey	WTS 10a
WTS 10b	Cornwall House Site	2.66	8	128	202	165	H	H	A	H val because close to the rail station. Area large so development flexible. Oil and gas services on site so high cost.	WTS 10b
WTS 11	Harrisons Wharf										WTS 11
WTS 12	BOC Upstream Site	1.07	9	90.95	117.7	104.325	H	H	A	H val - river front. H cost - hydrogas - large tanks on site	WTS 12
WTS 13	Woodland London Road										WTS 13
WTS 14	Cornwall/Foreshore Site	3.63	N/A	504	504	504	H	H	A	H val because riverside location and large site	WTS 14
WTS 15	Coalyard/Elmhurst Site	2.96	See WTS 14							See Site WTS 14	WTS 15
WTS 16a	Botany Way										WTS 16a
WTS 16b	Botany Way										WTS 16b
WTS 16c	Botany Way										WTS 16c
WTS 16d	Botany Way										WTS 16d
WTS 16e	Botany Way										WTS 16e
WTS 16f	Botany Way										WTS 16f
WTS 16g	Botany Way										WTS 16g
WTS 17	Eurolink (Esso North Site)										WTS 17
WTS 18	Land Purfleet By Pass										WTS 18
WTS 19	Land Purfleet By Pass										WTS 19

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
WTS 20	BPB Papermill London Road	11.91	8	572	905	738	H	H	A	Esso adjacent to site. Values prob comp to The Haven development on other side of road - similar size of site but closer to river and rail.	WTS 20
WTS 21	Esso Depot London Road										WTS 21
WTS 22	Former Thames Board Mills Site										WTS 22
WTS 23	Esso Terminal										WTS 23
WTS 24	London Road										WTS 24
WTS 25	Purfleet Thames Terminal										WTS 25
WTS 26a	Part Esso North Site London Road	3.8	N/A	443	443	443	H	L	A	Under construction at time of survey. Planning permission for 319 units and current application for additional 124 units.	WTS 26a
WTS 26b	Land at High House Farm										WTS 26b
WTS 27	Land at High House Farm										WTS 27
WTS 28	Greenlands Quarry										WTS 28
WTS 29	Danzas Site Stonehouse Lane										WTS 29
WTS 30	Dolphin Way										WTS 30
WTS 31	Dolphin Way										WTS 31
WTS 32	Van Der Berghs Land										WTS 32
WTS 33	901 London Road										WTS 33
WTS 34	Van Der Berghs Land										WTS 34
WTS 35	LaFarge Jetty Site										WTS 35
WTS 36	Castle Cement Oliver Close										WTS 36
WTS 37	Oliver Close										WTS 37
WTS 38a	Oliver Road										WTS 38a
WTS 38b	Oliver Road										WTS 38b
WTS 39a	Truckworld Oliver Road										WTS 39a
WTS 39b	Oliver Road										WTS 39b
WTS 40	Oliver Road										WTS 40
WTS 41	Former Ford Tractor Spares Plant										WTS 41
WTS 42a	Site Of Former West Thurrock Power Station										WTS 42a
WTS 42b	Site Of Former West Thurrock Power Station										WTS 42b

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
WTS 43	Site Of Former West Thurrock Power Station										WTS 43
WTS 44	London Road										WTS 44
WTS 45	853 London Road										WTS 45
WTS 46	Thurrock Business Centre London Road										WTS 46
WTS 47	Bridge View Industrial Estate London Road										WTS 47
WTS 48	Queenbridge Industrial Park London Road										WTS 48
WTS 49	Land West and South Of Schoolfield Road	4.93	3	153	281	217	H	H	A	H cost because nature of industry unknown - remediation. H val because large sites (but on assumption of a rise in PTA that high density development would bring)	WTS 49
WTS 50	Land North Of Schoolfield Road	1.48	3	46	84	65	H	H	A	H cost because nature of industry unknown - remediation. H val because large sites (but on assumption of a rise in PTA that high density development would bring)	WTS 50
WTS 51	Essex Road Allotments	0.37	3	11	21	16	H	H	A	H cost because nature of industry unknown - remediation. H val because large sites (but on assumption of a rise in PTA that high density development would bring)	WTS 51
WTS 52a	Lyndale Estate	6.02	10	488	614	551	H	H	A	H cost because nature of industry unknown - remediation. H val because large sites (but on assumption of a rise in PTA that high density development would bring)	WTS 52a
WTS 52b	Flint Street Working Mens Club	0.38	2	12	21	17	H	H	A		WTS 52b

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
WTS 53	Land North Of London Road West Thurrock	0.95	6	29	50	39	M	L	A	M val as smaller sites than 49-50 and may not generate PT improvements to justify H val density	WTS 53
WTS 54	West of Sandy Lane	0.2	5	6	12	9	M	M	A	M cost - poss asbestos sheeting?	WTS 54
WTS 55	East of Sandy Lane	1.24	9	105	136	121	H	M	A	M cost because interests to assemble. H val because of size but dependent on a rise in PTA	WTS 55
WTS 56	Former Burma Oil Depot London Road	0.64	9	54	70	62	M	H	A	M value because height limited - overhead power cables	WTS 56
WTS 57	Site West Of Manor Road London Road	0.88	9	75	97	86	M	H	A	M value because height limited - overhead power cables	WTS 57
WTS 58	Peaceful Row Lorry Park	0.68	10	55	69	62	M	H	A	H cost because previous use of sites unknown and potentially remediation required.	WTS 58
WTS 59	Land Off Of Manor Road	1.78	9	151	196	174	M	H	A	H cost because previous use of sites unknown and potentially remediation required.	WTS 59
WTS 60	Anchor Field										WTS 60
WTS 61a	Magnet Road										WTS 61a
WTS 61b	Magnet Road										WTS 61b
WTS 61c	Magnet Road										WTS 61c
WTS 61d	Magnet Road										WTS 61d
WTS 61e	Magnet Road										WTS 61e
WTS 62	Williams/Drapers Depot	1.91	10	155	195	175	M	H	A	Lacking in public transport but large site	WTS 62
WTS 63a	William Ball Site	2.6	10	211	265	238	M	H	A	Underground petrol tanks and unknown history	WTS 63a
WTS 63b	Gumley Road	0.31	2	10	17	13	M	M	A	Small, single site	WTS 63b
WTS 64	Gumley Road	0.8	N/A	200	200	200	M	H	A	Application pending legal agreement for 200 units. Combined with WTS 65	WTS 64
WTS 65	Commodore Kitchens Gumley Road	1.47	N/A	0	0	0	M	H	A	See WTS 64	WTS 65
WTS 66	Land At Hillside Club	2.1	10	170	214	192	H	L	A	H value because Chafford Hundred station close	WTS 66
WTS 67	Wouldham Works	See WTS 68									WTS 67

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	Dwelling Capacity			Values	Costs	Accept / Discount	Comment	Site Ref.
				Scenario A	Scenario B	Mid-Point					
WTS 68	Wouldham Works	6.51	N/A	1200	1200	1200	H	H	A	H val as large site and on waterfront/river views. Lacking good public transport on site but potential for new station	WTS 68
WTS 69	Hedley Avenue										WTS 69
WTS 70	Hedley Avenue										WTS 70
WTS 71	Hedley Avenue										WTS 71
WTS 72	Private Sports Field Site Of Former West Thurrock Power Station										WTS 72
WTS 73	Retail/distribution/light industrial uses south west of Lakeside										WTS 73
WTS 74	Frogmore Industrial Estate										WTS 74
WTS 75	Lakeside Regional Shopping Centre And Retail Park	0							D		WTS 75
WTS 76	Cowdray Hall London Road										WTS 76
WTS 77	R/O Mill Lane/London Road	1.13	6	34	60	47	M	L	A	L cost - public open space. Has some lorry units storage stacked on site but not permanent so M cost not applied.	WTS 77
WTS 78	Car Park Fox And Goose										WTS 78
WTS 79	Mill Tyre Services London Road										WTS 79
WTS 80	London Road										WTS 80
WTS 81	London Road										WTS 81
WTS 82	Esso Sports Ground Purfleet	3.32	3	103	189	146	M	H	A	M val because large site and housing adjacent is ok, but overhead power lines close by might bring down val. H cost because overhead power lines	WTS 82
WTS 83	Former Baptist Church London Road Purfleet										WTS 83
WTS 84	Purfleet Working Mens Club										WTS 84
WTS 85	No.5 Magazine										WTS 85
WTS 86	Barrel Store/Proofing House										WTS 86
WTS 87	London Road	0.27	2	9	15	12	M	L	A		WTS 87
TOTAL				5538	6759	6149					

Note: figures may not add due to rounding

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	
WTS 01	MOT Centre Tank Hill Road	1.65	10					134	168			
WTS 02	Centurion Way											
WTS 03	Chieftain Drive											
WTS 04	Chieftain Drive											
WTS 05	Tank Hill Road											
WTS 06	Tank Hill Road											
WTS 07	North Of Tank Lane	0.87	6			26	46					
WTS 08	McKellars/Ensign Site Tank Lane											
WTS 09	Land Adjacent McKellars Yard											
WTS 10a	The Dipping Site	5.59	N/A	365	365							Under construction at time of survey
WTS 10b	Cornwall House Site	1.596	8			77	121					Moved forward to 2006-2011. Site allocated in deposit UDP and adjacent to current Church Hollow dev't. Area reduced by 40% to allow for mixture of uses. Design exercise applied to remainder of site area.
WTS 11	Harrisons Wharf											
WTS 12	BOC Upstream Site	1.07	9					91	118			
WTS 13	Woodland London Road											
WTS 14	Cornwall/Foreshore Site	3.63	N/A			504	504					Moved forward to 2006-2011. Application currently under consideration
WTS 15	Coalyard/Elmhurst Site	2.96	See WTS 14									
WTS 16a	Botany Way											
WTS 16b	Botany Way											
WTS 16c	Botany Way											
WTS 16d	Botany Way											
WTS 16e	Botany Way											
WTS 16f	Botany Way											
WTS 16g	Botany Way											
WTS 17	Eurolink (Esso North Site)											
WTS 18	Land Purfleet By Pass											
WTS 19	Land Purfleet By Pass											
WTS 20	BPB Papermill London Road	11.91	8			572	905					Moved forward to 2006-2021. Subject to dev't interest
WTS 21	Esso Depot London Road											

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	
WTS 22	Former Thames Board Mills Site											
WTS 23	Esso Terminal											
WTS 24	London Road											
WTS 25	Purfleet Thames Terminal											
WTS 26a	Part Esso North Site London Road	3.8	N/A	443	443							Under construction at time of survey. Planning permission for 319 units and current application for additional 124 units.
WTS 26b	Land at High House Farm											
WTS 27	Land at High House Farm											
WTS 28	Greenlands Quarry											
WTS 29	Danzas Site Stonehouse Lane											
WTS 30	Dolphin Way											
WTS 31	Dolphin Way											
WTS 32	Van Der Berghs Land											
WTS 33	901 London Road											
WTS 34	Van Der Berghs Land											
WTS 35	LaFarge Jetty Site											
WTS 36	Castle Cement Oliver Close											
WTS 37	Oliver Close											
WTS 38a	Oliver Road											
WTS 38b	Oliver Road											
WTS 39a	Truckworld Oliver Road											
WTS 39b	Oliver Road											
WTS 40	Oliver Road											
WTS 41	Former Ford Tractor Spares Plant											
WTS 42a	Site Of Former West Thurrock Power Station											
WTS 42b	Site Of Former West Thurrock Power Station											
WTS 43	Site Of Former West Thurrock Power Station											
WTS 44	London Road											
WTS 45	853 London Road											
WTS 46	Thurrock Business Centre London Road											
WTS 47	Bridge View Industrial Estate London Road											

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	
WTS 48	Queenbridge Industrial Park London Road											
WTS 49	Land West and South Of Schoolfield Road	2.93	3			91	167					Site area reduced by 2 hectares as part required for a new school. Moved forward to 2006-2011. Subject to dev't interest
WTS 50	Land North Of Schoolfield Road	1.48	3			46	84					Moved forward to 2006-2011. Subject to dev't interest
WTS 51	Essex Road Allotments	0.37	3			11	21					Moved forward to 2006-2011. Subject to dev't interest
WTS 52a	Lyndale Estate	6.02	10					488	614			
WTS 52b	Flint Street Working Mens Club	0.38	2					12	21			
WTS 53	Land North Of London Road West Thurrock	0.95	6			29	50					
WTS 54	West of Sandy Lane	0.2	5					6	12			
WTS 55	East of Sandy Lane	1.24	9			105	136					
WTS 56	Former Burma Oil Depot London Road	0.64	9							54	70	
WTS 57	Site West Of Manor Road London Road	0.88	9							75	97	
WTS 58	Peaceful Row Lorry Park	0.51	10							41	52	Site area reduced by 25% to allow for provision of community uses. Design exercise applied to remaining site area
WTS 59	Land Off Of Manor Road	1.78	9							151	196	
WTS 60	Anchor Field											
WTS 61a	Magnet Road											
WTS 61b	Magnet Road											
WTS 61c	Magnet Road											
WTS 61d	Magnet Road											
WTS 61e	Magnet Road											
WTS 62	Williams/Drapers Depot	1.91	10							155	195	
WTS 63a	William Ball Site	2.6	10			211	265					Moved forward to 2006-2011. Subject to dev't interest
WTS 63b	Gumley Road	0.31	2			10	17					Moved forward to 2006-2011. Subject to dev't interest
WTS 64	Gumley Road	0.8	N/A			200	200					Application pending legal agreement for 200 units. Combined with WTS 65
WTS 65	Commodore Kitchens Gumley Road	1.47	N/A									See WTS 64

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	
WTS 66	Land At Hillside Club	2.1	10			170	214					
WTS 67	Wouldham Works	See WTS 68										
WTS 68	Wouldham Works	6.51	N/A					1200	1200			
WTS 69	Hedley Avenue											
WTS 70	Hedley Avenue											
WTS 71	Hedley Avenue											
WTS 72	Private Sports Field Site Of Former West Thurrock Power Station											
WTS 73	Retail/distribution/light industrial uses south west of Lakeside											
WTS 74	Frogmore Industrial Estate											
WTS 75	Lakeside Regional Shopping Centre And Retail Park											
WTS 76	Cowdray Hall London Road											
WTS 77	R/O Mill Lane/London Road	1.13	6			34	60					
WTS 78	Car Park Fox And Goose											
WTS 79	Mill Tyre Services London Road											
WTS 80	London Road											
WTS 81	London Road											
WTS 82	Esso Sports Ground Purfleet	0.83	3			26	47					Site area reduced by 75% retaining protected open space. Design exercise applied to remaining site area. Moved forward to 2006-2011. Subject to dev't interest
WTS 83	Former Baptist Church London Road Purfleet											
WTS 84	Purfleet Working Mens Club											
WTS 85	No.5 Magazine											
WTS 86	Barrel Store/Proofing House											
WTS 87	London Road	0.27	2			9	15					

Note: figures may not add due to rounding

TOTAL	808	808	2119	2854	1930	2133	477	610
Mid Point	808		2487		2032		543	
Total	Scenario A	5334						
	Scenario B	6405						

Site Ref.	Name / Address	Site Area (ha)	Case Study Applied	To 2006		2006-2011		2011-2016		2016-2021		Comment
				Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B	
				Mid Point	5870							

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Thurrock Council Urban Capacity Study

Final Report: Volume 4 (Mapping)

May 2005

Llewelyn Davies
in association with
ATIS REAL



Thurrock Council

Urban Capacity Study

Final Report: Volume 4 (Mapping)

May 2005

Llewelyn Davies
in association with ATIS REAL

Our Ref.: 33897/1



1 Introduction

1.1 This volume

This document represents Volume 4 of the Urban Capacity Study, presenting the mapping of the sites accepted through the initial stocktaking session for consideration through the design and viability processes. It does not include those sites rejected at the initial stocktaking session.

The sites are mapped and referenced according to the ward in which they are located. The wards shown, and the references associated with these throughout the report are:

Thurrock wards and references

Aveley & Uplands:	AVE
Belhus:	BEL
Chafford & North Stifford:	CNS
Corringham & Fobbing:	COF
Chadwell St Mary:	CSM
East Tilbury:	EAT
Grays Riverside:	GRI
Grays Thurrock:	GTH
The Homesteads:	HOM
Little Thurrock Blackshots:	LTB
Little Thurrock Rectory:	LTR
Ockendon:	OCK
South Chafford:	SCH
Stanford-le-Hope East & Corringham Town:	SEC
Stifford Clays:	STC
Stanford-le-Hope West:	STW
Tilbury Riverside & Tilbury Park:	TRV
Tilbury St Chads:	TSC
West Thurrock & South Stifford:	WTS

Mapping



Aveley & Uplands

(Note: sites AVE 22 & 24a/b are featured on the West Thurrock & South Stifford Part 1 map)

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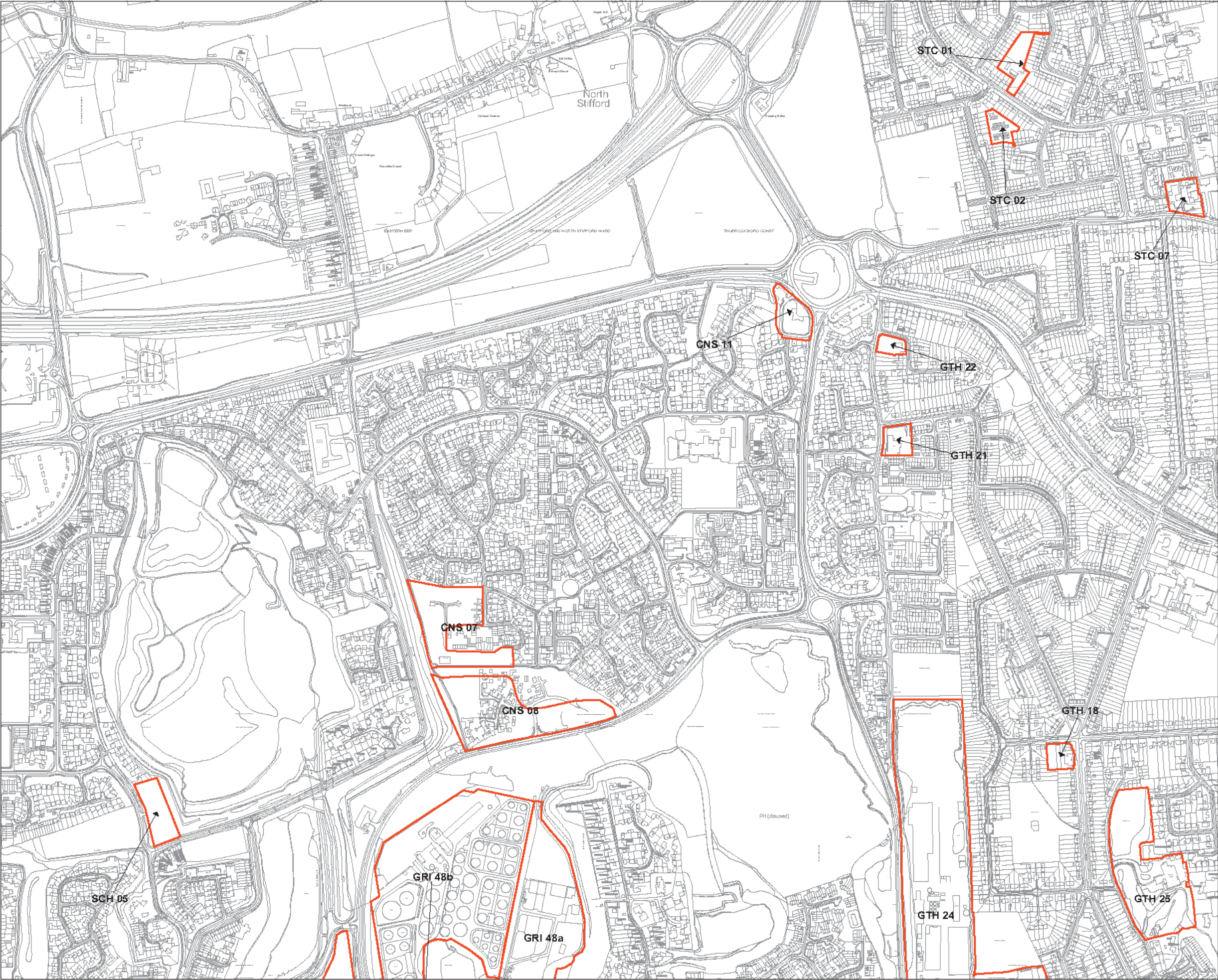
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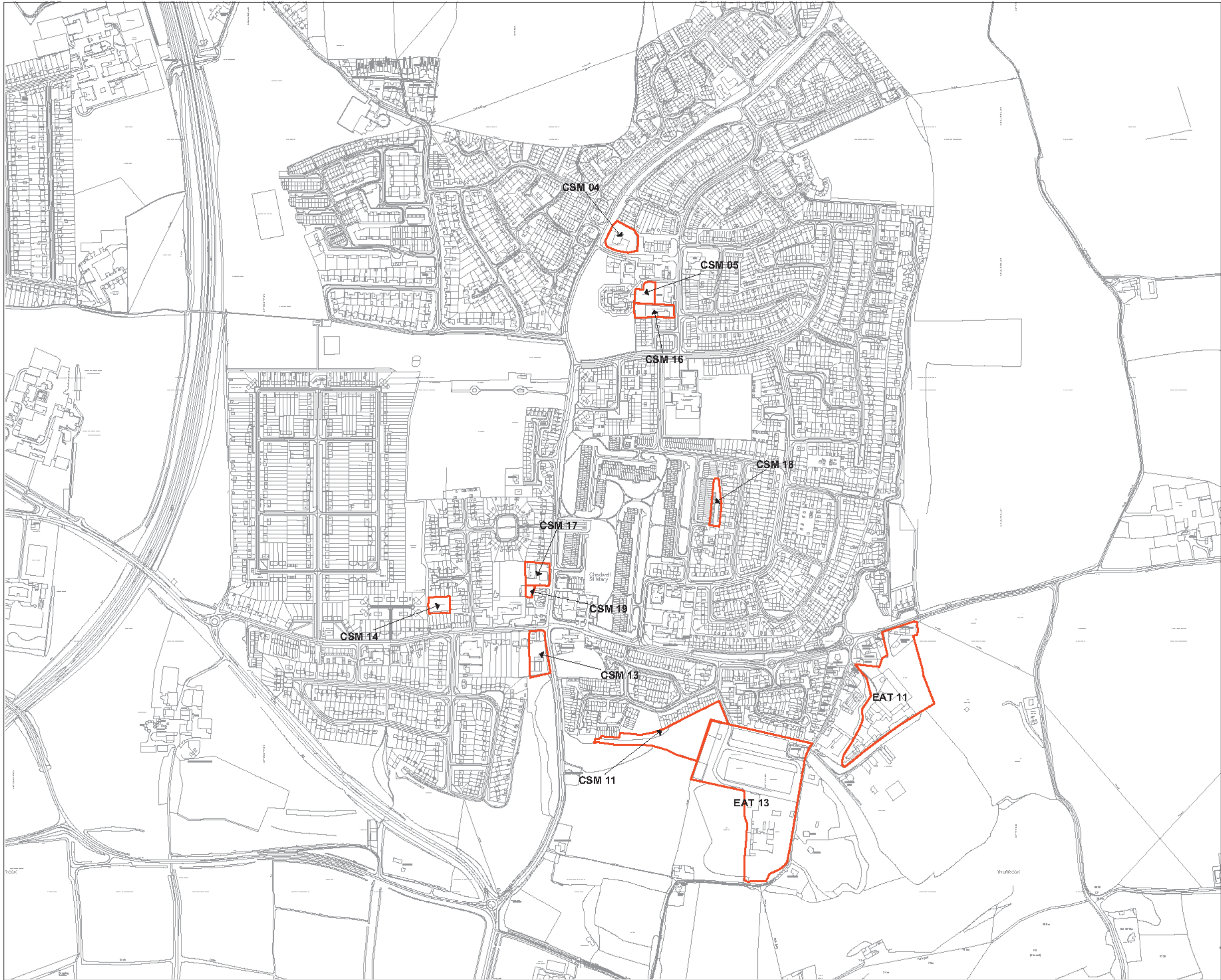
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Chadwell St. Mary
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East Tilbury
(Note: sites EAT 11 & EAT 13 are featured on the Chadwell St. Mary map)

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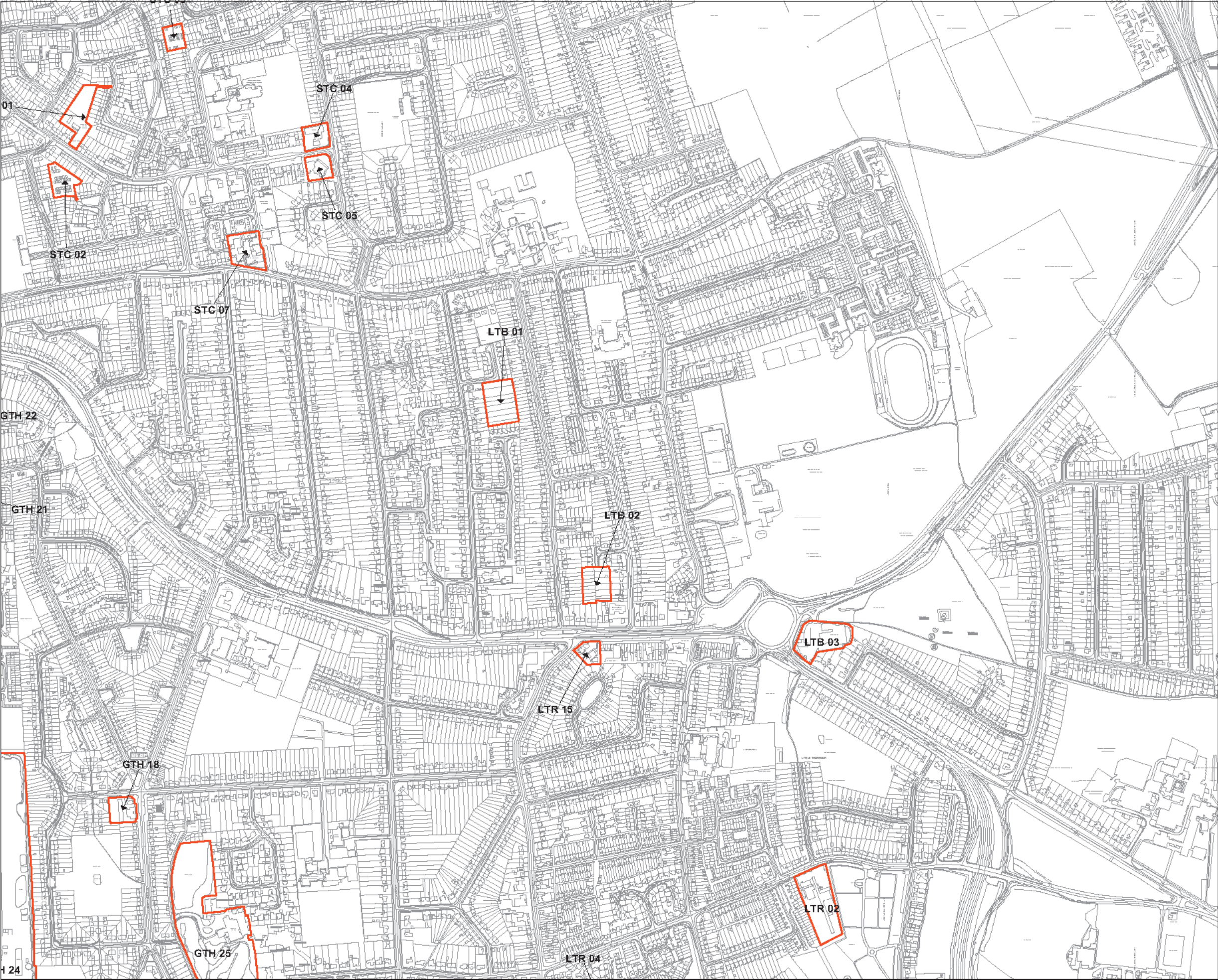
The Homesteads



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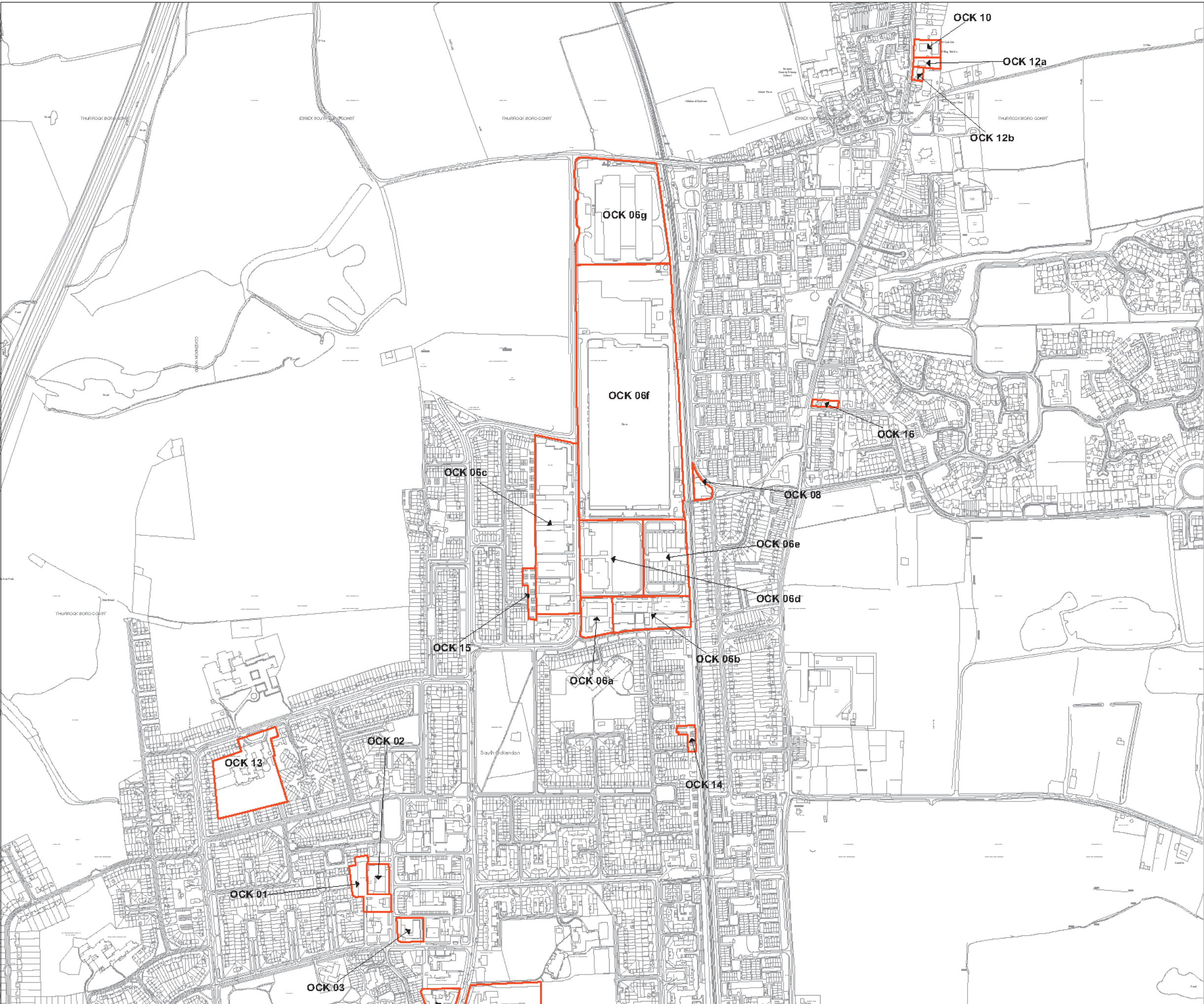


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This map illustrates the Little Thurrock Marshes area, with various land parcels outlined in red. The parcels are labeled with codes: GTH 01 through GTH 25, LTR 02 through LTR 17, and GRI 01 through GRI 52. Arrows point from these labels to specific parcels. The map also shows roads, water bodies, and other geographical features. A scale bar is located in the bottom right corner.



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Stanford-le-Hope East & Corringham Town



STW 05/13

STW 16

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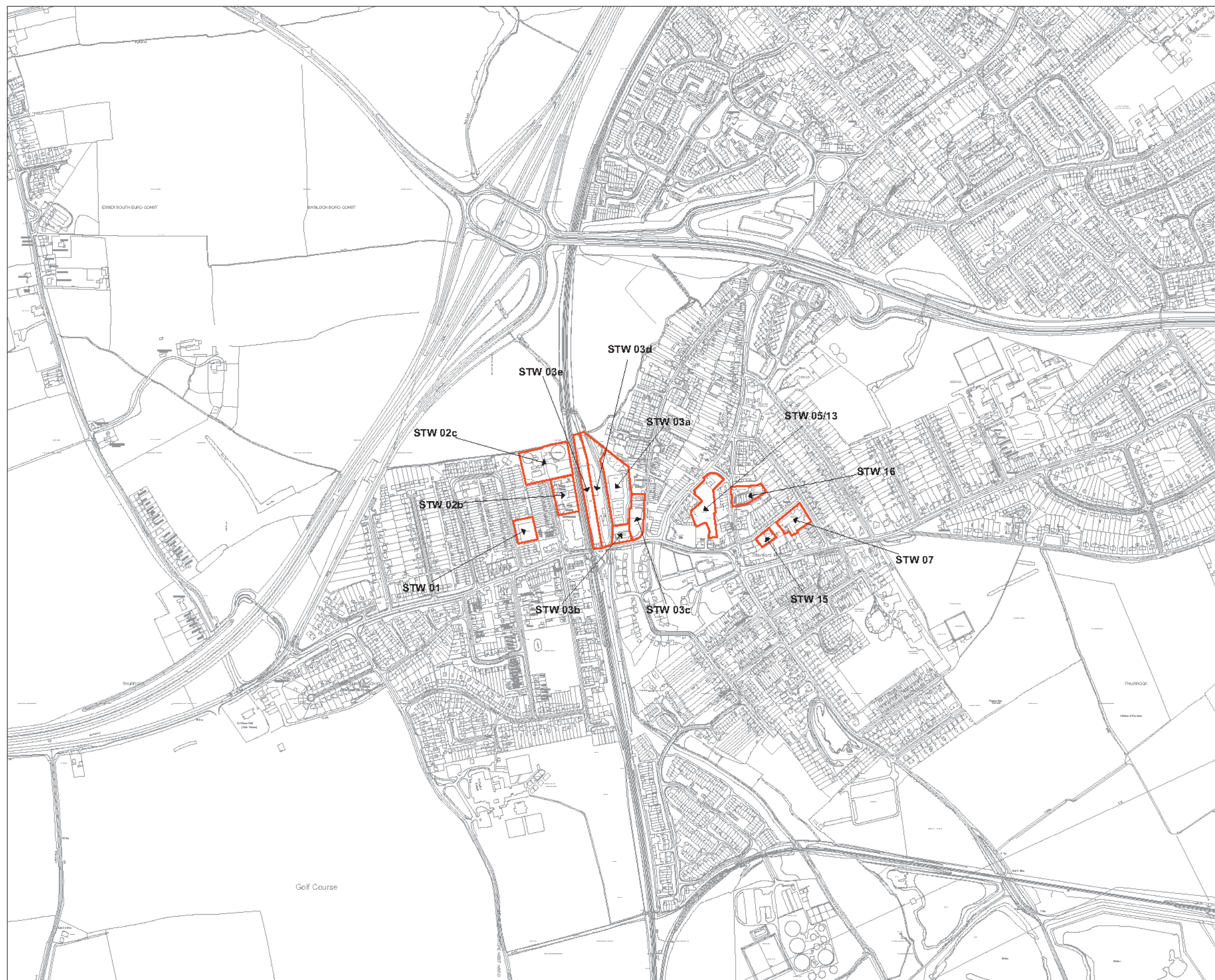
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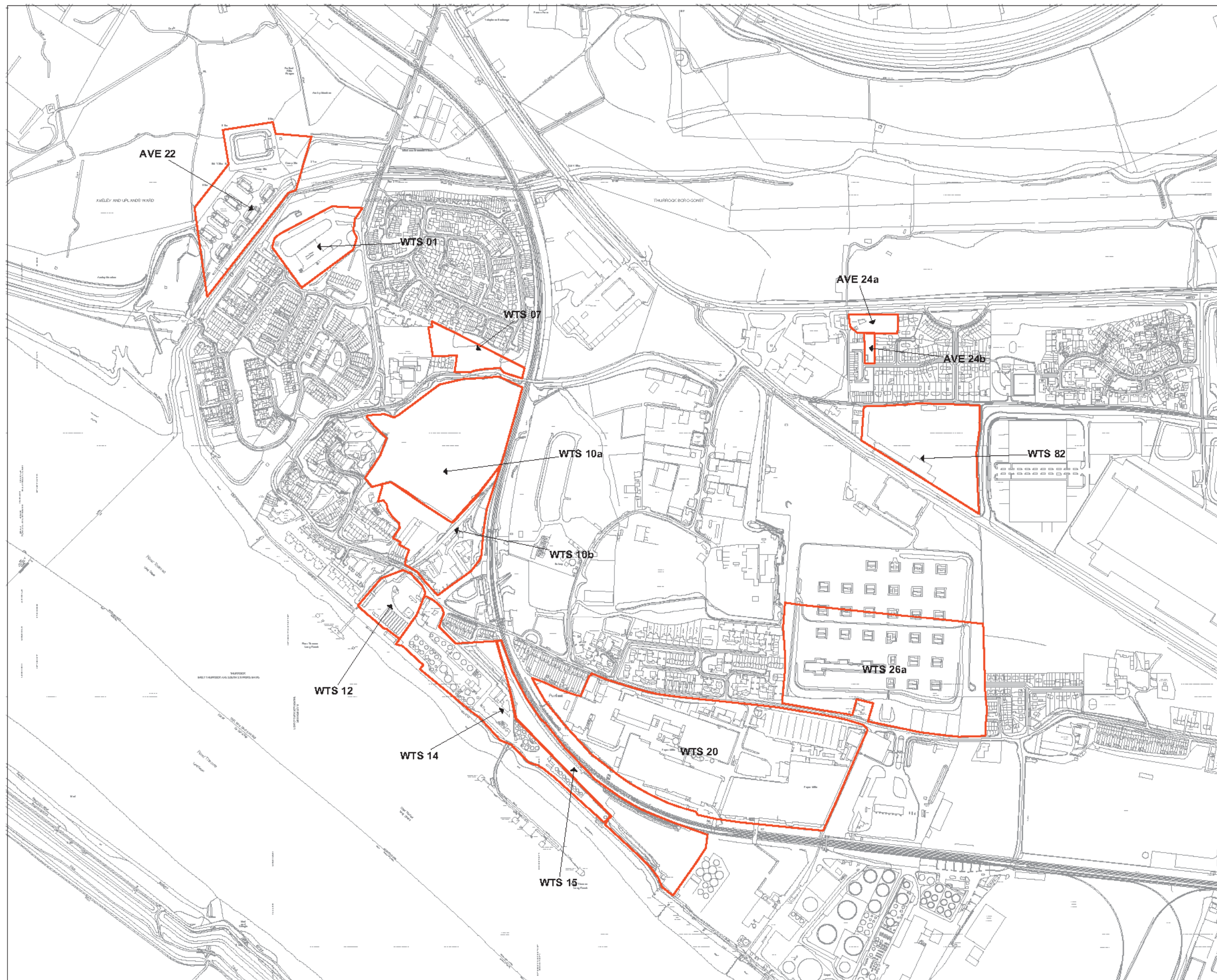
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Tilbury Riverside &
Tilbury Park

Tilbury St. Chads



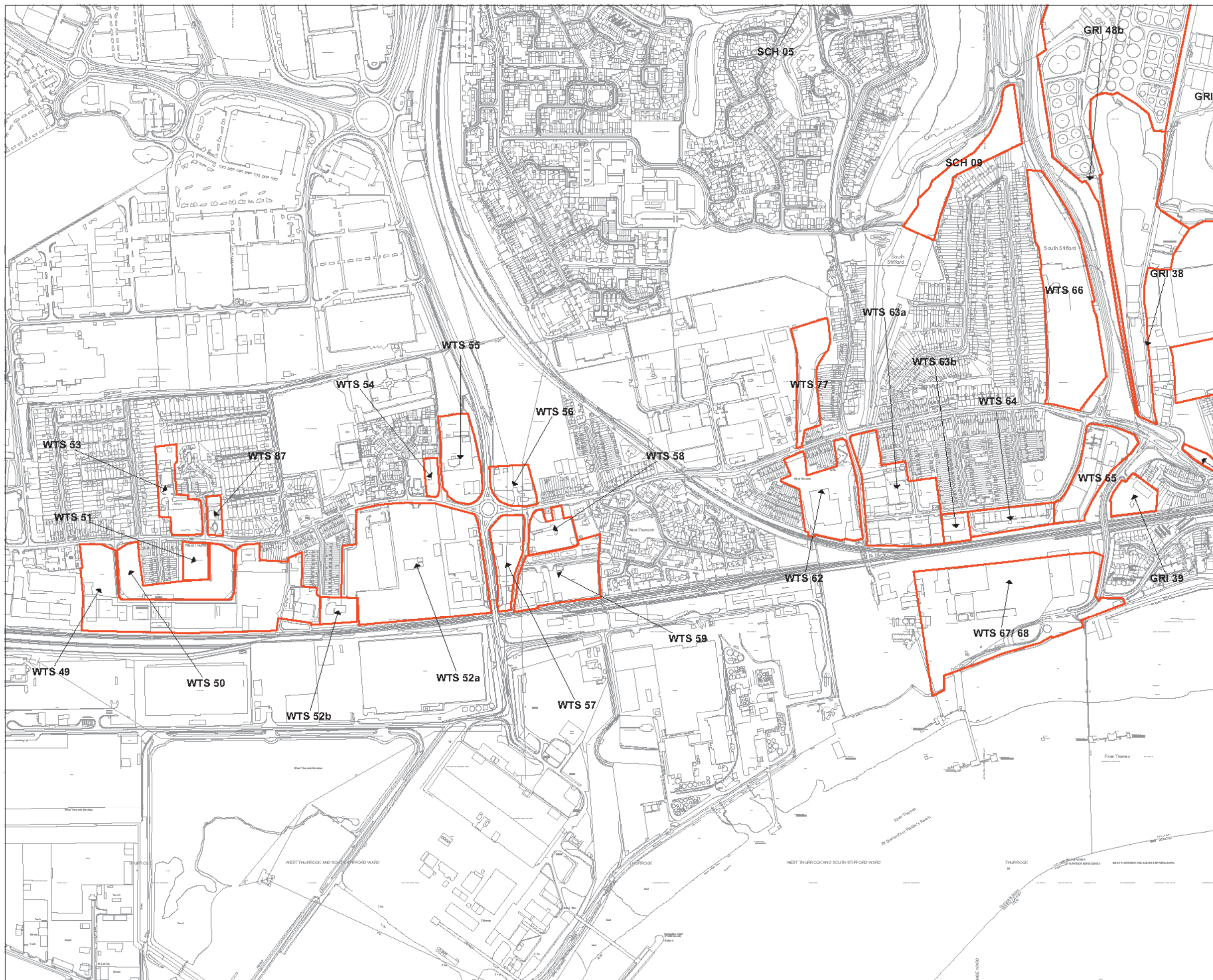
West Thurrock & South Stifford Part 1

(Note: sites AVE 22 & 24a/b are in Aveley ward)

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