

CHAPTER 1 : INTRODUCTION

1.1 PURPOSE AND STATUS OF THE PLAN

1.1.1 This is the Adopted version of the Thurrock Borough Local Plan, the first such plan to be prepared by Thurrock Council covering the whole of the Borough. Its main purposes are:

- i. To show how the Council thinks the Borough ought to develop over the period up to 2001 and how, at the same time, its environment should be protected and enhanced; and
- ii. To set out the Council's policies for achieving those goals which will be taken into account in determining applications for planning permission.

The Plan thus sets down a framework to guide and encourage development which will be beneficial to Thurrock and will ensure that the best public interest is served overall.

1.1.2 This Borough-wide Local Plan supersedes all previous Local Plans prepared by the Council. It replaces the East Thurrock Local Plan as the plan in force for the area around Stanford-le-Hope, Corringham and the oil refineries and the Havering Unitary Development Plan Part II in respect of those areas transferred from the London Borough of Havering to Thurrock on 1st April 1994. It replaces the 1976 Approved Review Essex Development Plan in respect of the rest of the Borough.

1.2 PREPARATION OF THE PLAN AND NEXT STEPS

1.2.1 The Plan has been prepared under the Town and Country Planning Act 1990 and the Planning and Compensation Act 1991 and in accordance with the Town and Country Planning (Development Plan) Regulations 1991 and advice issued by the Department of the Environment regarding form, content and procedure.

1.2.2 The preparation of the Thurrock Borough Local Plan was, however, commenced under the Town and Country Planning (Structure and Local Plans) Regulations 1982, and the advice contained in Circular 22/84.

The Consultation Draft Stage

1.2.3 The Consultation Draft Thurrock Borough Local Plan was published in June 1991, and was the subject of a publicity and public consultation exercise which invited public comment on the Plan.

1.2.4 The consultation exercise was the biggest the Council has run on Planning issues and contained a number of elements. The Council magazine Thurrock Talk gave an overview of the Plan to all households and included a returnable questionnaire, while thirteen exhibitions and five Saturday road shows in shopping centres gave people the opportunity to view the proposals in more detail. Statutory public notices, press releases and a press conference also brought the attention of the general public to the consultation exercise.

1.2.5 Nearly 700 questionnaires were returned, a response rate of 1.5%. In addition over 100 detailed replies were received, which included a total of 700 individual comments from local residents, a variety of Government bodies, landowners and interest groups. The comments received were considered by the Town Planning Committee on 23rd April 1992. Further consideration by a Local Plan Member Panel followed, and the final text for the Deposit Plan was agreed on 6th January 1994.

1.2.6 Prior to the Plan being placed on deposit, a statement of conformity was obtained from the County Council stating that the Plan is in general conformity with the Approved Essex Structure Plan First Alteration, and the proposed Second Alteration.

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The Deposit Stage

- 1.2.7 The Plan was placed on deposit at the Council Offices and various other public locations in May 1994 and a period of 6 weeks allowed for the public to make objections to and representations in support of the Plan. 1,437 representations were received from over 600 respondents. 1,291 of these were objections seeking changes to the Plan.
- 1.2.8 The Council produced two separate schedules of suggested changes to the Plan to meet some of the objections which were made. These were placed on deposit between December 1994 and February 1995 and resulted in the withdrawal of 57 objections. However, there were a further 45 objections to these schedules.

The Local Inquiry

- 1.2.9 The Public Local Inquiry into the objections to the Plan opened on 7th March 1995 and closed on 14th September 1995. The Inspector, Mr. E. B. Williams, considered a total of 1,279 objections affecting 9 of the Plan's objectives, 169 policies and/or their reasoned justification, the Introduction and the Annex. Of these objections, 165 were conditionally withdrawn as a result of changes proposed by the Council before and during the Inquiry. The "Inspector's Report of the Inquiry into Objections to the Thurrock Borough Local Plan" was received by the Council at the end of May 1996 and published in January 1997.

The Modifications Stage

- 1.2.10 The "Council's Response to the Inspector's Report", and the accompanying "Proposed Modifications to the Thurrock Borough Local Plan Deposit", were prepared in response to the Inspector's recommendations. Following the endorsement of the Town Planning Committee on 9th January 1997, both documents were published in February 1997. A period of six weeks, ending on 11th April 1997, was allowed for the public to make representations regarding the Proposed Modifications. A total of 69 representations were received from 22 respondents. Of these representations, 50 were objections made by 15 respondents.
- 1.2.11 The objections were considered by the Council's Policy & Resources Committee on 22nd July 1997, which resolved to adopt the Plan without any further modification to the Plan proposals. This resolution was ratified by Full Council on 30th July 1997. The Committees also approved the publication of the "Council's Statement of Decisions and Reasons in Respect of the Objections to the Proposed Modifications" in August 1997.
- 1.2.12 Following notice being given of the Council's intention to adopt the Plan without any further modification, the Plan was adopted on 1st September 1997.

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1.3 FORM AND CONTENT OF THE PLAN

1.3.1 The basic format of local plans is specified in the appropriate Regulations while further guidance as to the form and content is set out in Department of the Environment planning policy guidance note PPG12 : Development Plans and Regional Planning Guidance.

1.3.2. The Thurrock Borough Local Plan consists of the following:

Part One: The Written Statement

This contains fourteen chapters, setting out the Council's planning strategy for Thurrock, the objectives it wishes to achieve in pursuit of that strategy and the policies, under various topic headings, through which it is intended to achieve them. The topic chapters include sections outlining the background and identifying the issues, placing them in the context of existing planning policy and setting out the Council's approach to dealing with them.

The Council's Strategic Objectives are set out, **in bold type** in Chapter Two. In Chapters Three to Fourteen, the policies that will be operated by the Council, including any specific proposals for the development or use of land are set out, again **in bold type** followed by the justification for each policy. Supporting information, including survey data as at the Plan's base date of 1993, and a glossary of technical terms, is placed in Appendices at the back of this document.

Part Two: Annexe to the Written Statement

This consists of a Compendium of Development Control Policies, Criteria and Planning Standards, many of which have been operated and applied by the Council for several years, others having been generated specifically in relation to new policies contained in the Plan. The opportunity has been taken to update some of the older policies and standards.

These are technically a part of the Written Statement for statutory purposes (as opposed to being supplementary planning guidance). These matters were placed in a separate document in the Deposit version of the Plan but, in this Adopted version, are incorporated into this single document.

Part Three: The Proposals Map

This denotes sites where specific developments are planned and indicates the areas to which particular policies, set out in the Written Statement, will be applied, the policy reference numbers being shown on the Map.

The Proposal Map consists of two sheets on an Ordnance Survey base at 1:12,500 scale, covering the whole of the Borough, except for the designated Town Centre area of Grays. This is covered by a Grays Town Centre Inset Map at 1:2,500 scale.

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1.4 THE PLANNING CONTEXT

- 1.4.1 This Adopted Plan has been prepared having regard to existing plans and planning policies which may impinge upon it at all levels, including national and regional planning policy, the Essex Structure Plan and Development Plans prepared by neighbouring planning authorities.

National and Regional Planning Policy

- 1.4.2 There is, in this country, no national land-use plan as such, nor, in 1997, had there been any regional plans or statutory planning bodies for more than twenty years. Government planning policy is advised to local planning authorities in the form of circulars issued by the Department of the Environment and summarised in Planning Policy Guidance Notes. Particular Circulars and Guidance Notes have been referred to, where appropriate, in this Plan. In some cases, the government policy referred to has been superseded. This is owing to the fact that the policy proposals of the Plan have been agreed and ratified at different times during the process leading to adoption and that the government policy relevant to the proposal at the time that it was ratified is referred to in the text.
- 1.4.3 The Secretary of State for the Environment has issued regional planning guidance for the South East which has been taken into account in the preparation of the Plan. This has been published in Regional Planning Guidance Note RPG9, which identifies the need to correct the balance of economic growth around London by encouraging regeneration of the East Thames Corridor, now known as the Thames Gateway. The regional guidance has been supplemented by more detailed sub-regional guidance for the Thames Gateway, an area extending eastwards from Docklands in London to Tilbury in Thurrock and the Isle of Sheppey in Kent, set out in RPG9a "The Thames Gateway Planning Framework".

SERPLAN Strategy

- 1.4.4 The constituent local planning authorities in the South East region have formed a collective planning body, South East Regional Planning Conference to represent the South East on inter-regional matters and to advise on issues within the region. The organisation is known as SERPLAN and, although it has no statutory powers or status, its views are widely respected in the planning field and its role is recognised by the Secretary of State. SERPLAN has produced a Strategy for the South East setting out strategic proposals for development in the region during the 1990s.
- 1.4.5 SERPLAN has also identified and generated proposals for the East Thames Corridor, in which the southern part of Thurrock is situated, aimed at relieving excessive development pressure on the western side of London by diverting it to, and helping to regenerate, the eastern side. This accords completely with the Secretary of State's guidance set out in RPG9 and RPG9a (see paragraph 1.4.2).

The Development Plan

- 1.4.6 Structure Plans and Local Plans together form the Development Plan for the County, replacing the old-style County Development Plans and Town Maps which were first prepared under the Town and Country Planning Act 1947. Structure Plans are prepared by County Councils and their purpose is to set out the broad framework for development in the County and for Districts within it. It is the function of Local Plans to develop the policies and general proposals of the Structure Plan and relate them to precise areas of land, to provide a detailed basis for control, co-ordination and direction of development or other use of land and to bring planning issues before the public. Local Plans must be in general conformity with the Structure Plan. Those needed, or in preparation, or already adopted, are identified in the Development Plans Index produced by the County Council in consultation with the District and Borough Councils.

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The Essex Structure Plan

- 1.4.7 The Essex Structure Plan was first approved by the Secretary of State for the Environment in 1982. Regular monitoring of Structure Plan matters showed that development pressures had increased towards the end of the 1980s such that a major review and amendment of the Structure Plan was necessary. The First Alteration to the Structure Plan was approved by the Secretary of State for the Environment in July 1991. A limited Second Alteration, was adopted by the County Council in January 1995. The Thurrock Borough Local Plan was prepared so as to be in conformity with the Structure Plan as amended by the First and Second Alteration. Structure Plan policies are referred to in the Plan, where appropriate. The relevant policies are listed in Appendix 1.

Other Development Plans, Local Plans and Policies

- 1.4.8 The Council has had regard to Development Plans affecting North Kent, including the Kent Structure Plan and First Alteration and the deposited Local Plans of the Boroughs of Gravesham and Dartford. Nothing in these Plans was considered to adversely affect or be affected by the Council's proposals for Thurrock. They generally anticipate development of broadly similar types and levels to that expected in Thurrock, so are complementary in the context of the East Thames Corridor.
- 1.4.9 The London Borough of Havering's Unitary Development Plan also proposed major development, which could affect Thurrock, on Rainham and Wennington Marshes, there being the proviso that this could include the well-publicised major theme park and film production complex. The possible effect of related traffic on the new A13 Wennington-M25 section and Junction 30 is of concern but not a matter over which Thurrock Council has any direct planning control. The Council is also concerned over the possibility of development extending continuously along the north bank of the Thames from Havering into Thurrock and is keen to see the Green Belt extended across Aveley Marshes to the river front, in order to secure a clear, open break between the respective built-up areas. This would not conflict with the aims of the East Thames Corridor initiative.
- 1.4.10 Of the neighbouring districts in Essex, the draft Local Plans for Brentwood, Basildon and Castle Point do not cause any conflict with the Council's proposals for Thurrock set out in this Plan. Thurrock Council's previous policies and proposals published in the draft West Thurrock Local Plan, the adopted but non-statutory Purfleet/West Thurrock Community Plan, the Deposited Green Belt Subject Local Plan, the East Thurrock Local Plan and the Borough Shopping Policy, parts I and II have been incorporated into this Borough-wide Local Plan where still relevant.

1.5 IMPLEMENTATION, MONITORING AND REVIEW

Implementation

- 1.5.1 Most of the proposals for development of land set out in this Plan will be carried out by private developers. A small proportion will be undertaken by Government departments and other authorities in the exercise of their statutory functions. For example, strategic and principal road schemes will be funded by the Department of Transport and Essex County Council (as Local Highway Authority) respectively.
- 1.5.2 The main role of Thurrock Council in implementing the Plan will be to apply its policies to control and regulate development, in the public interest, through its decisions on planning applications or, in some cases, through negotiation with and encouragement of others to secure improvements within the Borough. Due to financial constraints, the Council is unable to undertake large-scale acquisitions and developments of land in order to achieve the desired pattern of land use or built form, except in the case of Grays Town Centre, where the Council is a major landowner. Even so, any redevelopment there will have to be undertaken in partnership with private sector developers. This Local Plan does, however, include a number of commitments by the Council to undertake small-scale developments, mainly where facilities or improvements are needed which could not be obtained by any other means.

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Monitoring

- 1.5.3 With the exception of Green Belt and conservation policies, which are intended to apply for the foreseeable future, the Plan is intended to provide policy guidance until the year 2001. The Council will monitor the progress of development in relation to the Plan on an annual basis with regard to the major land-uses, and more frequently, or even continuously, with other matters.
- 1.5.4 Circumstances may well change during that period, causing the rates of development to vary, perhaps significantly, from anticipated rates, the implications of which will need to be assessed. New issues may also arise which had not been taken into account previously.
- 1.5.5 The Plan will therefore need to be the subject of periodic review, possibly every three years, or more frequently if necessary, in order to assess the need for changes to meet the situation or to reflect changing Council requirements. The development control policies, criteria and standards, in particular, will need to be kept under close review. The Plan will then be modified if necessary, involving a similar process of publicity and public involvement to that undertaken in its initial preparation (see paragraph 1.2).

CHAPTER 2 : STRATEGY AND OBJECTIVES

2.1 BACKGROUND

- 2.1.1 The strategy adopted in the Plan is designed to meet the Council's overall aims and objectives for the future development of Thurrock, and to meet the needs of residents in the Borough, for the period up to 2001. It has been prepared in the context of planning guidance at national, regional and County level, and also in the context of existing statutory and non-statutory development plans and existing planning permissions in Thurrock.
- 2.1.2 The Thurrock Borough Local Plan incorporates many existing planning policies from these earlier area local plans and from informal planning guidance. The Plan does not therefore seek to set out a completely new planning strategy for Thurrock. It aims for continuity with those past planning policies and decisions which are still relevant or relate to on-going development proposals, while also addressing current needs and aspirations. A synopsis of recent trends in environmental issues and in the pattern of development, together with the Council's existing planning approach is set out below.
- 2.1.3 Thurrock has traditionally been an area of heavy industry and mineral extraction, while also including a large area of attractive green belt countryside. The decline of much of the economic base in the 1970's and early 1980's left a legacy of high unemployment and substantial areas of derelict land. Major local employers remained, however, such as the Port of Tilbury and the oil refineries at Shell Haven and Coryton. The Council's planning policy throughout the 1980's and into the 1990's has therefore been to achieve significant improvements in the quality of the environment of the Borough while also promoting major housing, industrial and commercial development to achieve the regeneration of the Borough.

Environment

- 2.1.4 The closure of traditional industries, although economically damaging, has given the Council a great opportunity to improve the environment of the Borough. Major progress has been made in reclaiming derelict land for development, particularly for major housing, industrial and retail schemes and this is dramatically improving the environmental quality of Thurrock. Some problems still remain, however, from dereliction, heavy industry and nuisance from Heavy Goods Vehicles using unsuitable residential roads.
- 2.1.5 Major initiatives are also being pursued in the Green Belt area, such as Thames Chase, the Community Forest, which is to provide large areas of woodland, much of it accessible to the public, in the urban fringe of East London, including large areas on the western side of the Borough. This will supplement existing Country Parks at Belhus Woods and Langdon Hills.
- 2.1.6 The maintenance of the quality of existing residential areas has also been an important priority for the Council. In the Homesteads area of Stanford-le-Hope, in particular, further infill and backland development has been prevented to protect the quality of the residential environment.
- 2.1.7 Thurrock also has seven conservation areas, at Horndon on the Hill, Orsett, Fobbing, Corringham, Purfleet, West Tilbury and East Tilbury; and over 200 buildings of architectural or historic interest.

Pattern of Development

- 2.1.8 The major areas of derelict land in the Borough were the areas of former chalk quarries in West Thurrock. These areas were not covered by the Metropolitan Green Belt and were therefore available for development. The major catalyst for the regeneration of Thurrock in the 1980's was the completion of the M25 London Orbital Motorway, which runs through the chalkland area. This dramatically increased demand for development sites in West Thurrock which enabled the commencement of major projects such as the Chafford Hundred housing development, which will continue to be developed during the period of the Local Plan; the Lakeside Regional Shopping Centre, which opened in 1990; and the Waterglade Industrial Park.

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- 2.1.9 Redundant industrial sites have also been redeveloped for housing along the River Thames in Grays. This will continue throughout the 1990's. Elsewhere there has been only small scale development.
- 2.1.10 The effect of existing commitments and proposals on the future development of Thurrock can therefore be summarised as follows:-
- Major industrial/commercial, retail and population growth, backed by major road network improvements in the West Thurrock and Chafford Hundred areas;
 - Significant, but more limited housebuilding and office/retail development in Grays;
 - A fairly low level of housebuilding and very little employment development in other towns in Thurrock; and
 - Very restricted development in the Green Belt.

2.2 POLICY CONTEXT

- 2.2.1 The strategy adopted in the Thurrock Borough Local Plan has been framed in the context of Department of the Environment Planning Policy Guidance Note 9 (PPG9) "Regional Guidance for the South East" published in January 1988, and the Essex County Structure Plan First Alteration, approved in March 1991. Since the draft Plan was published in 1991, further guidance in the Structure Plan Second Alteration, revised regional guidance in RPG9 and new sub-regional guidance in RPG9a has been published. This later guidance has been taken into account, where appropriate, in subsequent versions of the Local Plan.
- 2.2.2 The Plan has also been prepared in the context of the Council's overall policy objectives as set out in the policy document "Thurrock in the 90's".

The Regional and County Context

Regional Planning Guidance : The East Thames Corridor (Thames Gateway)

- 2.2.3 Regional Planning Guidance for the South East stresses the need to foster economic growth in the region by accommodating development. It stresses that one way to assist in this is to make the fullest possible use of existing infrastructure, buildings and unused land in the eastern parts of the region. To achieve this SERPLAN, the advisory regional planning body for the South East has promoted the concept of the East Thames Corridor as a regional growth point.
- 2.2.4 RPG9 identifies the East Thames Corridor as one of the South East's main opportunities for accommodating development whilst protecting and enhancing the environment. The Corridor is defined as running from London Docklands to Tilbury in Essex and the Isle of Sheppey on the Kent side of the Thames. The guidance suggests that the opening of the Channel Tunnel will give the area the potential to become a new focus of activity in the region.
- 2.2.5 The regional guidance in RPG9 has been supplemented by more detailed sub-regional guidance for the East Thames Corridor, now known as Thames Gateway, set out in RPG9a "The Thames Gateway Planning Framework". This sets out the Government's objectives for the regeneration of the area, together with the development principles and a new environmental standard to be pursued. The strategy for the Local Plan was produced in 1991, well before the latest regional guidance. Nevertheless, the Local Plan strategy remains consistent with the objectives in both regional and sub-regional guidance.

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The stated objectives for the East Thames Corridor are to:

- Concentrate new development on the many vacant, derelict and under-used sites which have previously supported other activities;
- Optimise the use of existing and proposed infrastructure provision;
- Work with the market and build on existing strengths; and
- Safeguard and enhance existing environmental assets and, where necessary, raise the quality of the local environment.

Essex Structure Plan

2.2.6 The Essex County Structure Plan, Second Alteration recognises the scope for growth in Thurrock by setting requirements for large amounts of employment and housing land to be available in the period up to 2001. It requires 270 hectares of land for industrial/warehousing purposes, and land for 10,200 new dwellings (9,900 net), to be available over the Plan period. The Structure Plan also re-affirms the importance of the Green Belt, which forms a tight boundary around the built up areas of Thurrock.

2.2.7 The regional and county context for the Local Plan strategy can therefore be summarised as:

Seeking an increase in both the quantity and quality of economic growth, and providing housing sufficient for a modest level of net in-migration, while re-affirming a strong presumption against development in the Green Belt.

Thurrock Council's overall objectives

2.2.8 The Council has a rolling three-year programme of separate policy objectives in which improving the environment is an important part. The implementation of the Borough Local Plan is a key priority in working towards this objective.

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2.3 THE COUNCIL'S AIMS

2.3.1 The overall strategic aims of the Thurrock Borough Local Plan are:

- To protect and enhance the environment of Thurrock.
- To encourage new development which adds quality and provides social benefits.
- To tackle the Borough's traffic problems.

2.4 THE STRATEGY

The strategy of the Plan develops these aims through the objectives as set out below.

OBJECTIVE 1 To improve the quality of the environment in town and country.
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The management and improvement of the environment of Thurrock is of key importance in the Plan. Many parts of the Borough have suffered from serious environmental problems caused by mineral working and heavy industry, which has left a legacy of derelict land and buildings, atmospheric pollution and heavy lorry traffic on unsuitable roads. The need for improvement of the environment is recognised by Government, as it is to be one of the key objectives in Regional Guidance for the East Thames Corridor.

Many other parts of Thurrock, however, have good quality residential areas, attractive villages and countryside which are a valuable environmental resource requiring retention and protection.

The Council will seek to prevent development which is damaging to the environment, and continue to tackle the remaining legacy of environmental problems. It will seek to:

- (i) Implement policies that protect and enhance areas of good townscape, buildings of architectural and historic interest and archaeological areas;
- (ii) Implement planning policies that encourage high standards of design in new buildings, advertisement displays and urban landscaping, and support a continuing programme of environmental improvements;
- (iii) Control development to minimise pollution and maximise energy efficiency in the development and use of land;
- (iv) Implement policies to protect and enhance areas of good quality agricultural land, attractive and traditional landscapes and areas of nature conservation value;
- (v) Prevent over-intensive development in towns and improve the quality of the residential environment through strong policies controlling development; and
- (vi) Further reduce the impact of industrial activities on local residents by measures such as encouraging appropriate redevelopment and through traffic management.

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OBJECTIVE 2 To keep the Green Belt open, and only allow building in the most exceptional circumstances.

Virtually all the open countryside in Thurrock is designated as Green Belt in the ARDP and East Thurrock Local Plan. There is therefore already a strong presumption against any new development which conflicts with green belt objectives. The Council will maintain this approach in the Plan and will also clarify the circumstances in which small-scale development may be acceptable. It will:

- (i) Define precise boundaries to which green belt policies will apply in the Borough;
- (ii) Maintain strict control over development in the Green Belt; and
- (iii) Set out criteria which small-scale built facilities and open recreational uses must meet to be acceptable in the Green Belt.

OBJECTIVE 3 To improve access to and recreational opportunity in the countryside.

Thurrock's countryside is a very important resource for recreation. Informal recreation, such as walking and horse-riding, can be carried out with no significant effect on the countryside. Formal outdoor recreation, such as golf or team sports, requires development which, while acceptable in principle, requires careful design and landscaping to fit in to the countryside without damaging the environment.

The Council's main priorities are therefore to:

- (i) Seek to improve the footpath and bridleway network in order to facilitate access to the countryside; and
- (ii) Encourage the provision of formal outdoor recreational facilities in the countryside while safeguarding the environment.

OBJECTIVE 4 To meet structure plan provision for land for housebuilding.

The Plan must aim to provide sufficient land for 9,900 dwellings to be built within the Plan period to meet the requirements of the Essex Structure Plan Second Alteration. Existing commitments and permissions for housebuilding already exceed this latter figure and will result in significant population growth. No new sites need to be found in the Plan period. There are, however, certain circumstances in which additional housing development can achieve environmental or social benefits. The main approach of the Plan is therefore to:

- (i) Release no further sites for housing unless clear environmental and social benefits will result.

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OBJECTIVE 5	To allocate land able to accommodate a diversity of jobs suitable for local people.
OBJECTIVE 6	To distribute employment more widely across Thurrock by identifying significant development opportunities in a variety of locations.

Thurrock has been a major employment location for over a hundred years. The loss of a significant part of the economic base in the 1970's and early 1980's has now started to be balanced by major new development. Additional major development opportunities exist. Large areas of land are available and, with the completion of the M25 London Orbital Motorway and other road improvements, there is a high level of demand in normal trading conditions.

Major employment growth in Thurrock will benefit not only the local area, but also regional policy which aims to accommodate economic growth in the East Thames Corridor area of which Thurrock forms a part.

The range of jobs in Thurrock has traditionally been dominated by manual work, with a high proportion of unskilled work. The Council now wishes to encourage more quality jobs, including office jobs, into the Borough. Large scale office development is to be concentrated in Grays Town Centre, the main administrative centre of Thurrock, but Business Park development, with an office element, will be acceptable elsewhere. Key 'Flagship' development opportunities are identified in the Plan. These are to be the subject of development briefs.

Existing development commitments concentrate a very high level of economic growth in the West Thurrock area. This is because large areas of derelict chalk workings, not in the Green Belt, are available, adjacent to the M25 motorway where demand for sites is greater. This level of development in West Thurrock is very valuable in providing a source of jobs, and improved facilities, such as the Lakeside Regional Shopping Centre. There are, however, certain disadvantages with concentrating development in one area of Thurrock. Residents in other part of the Borough, particularly those seeking unskilled work and relying on public transport may find it too costly or inconvenient to travel to West Thurrock to work; while the level of growth in West Thurrock may start to transfer the commercial centre of the Borough away from Grays. This could create difficulties in attracting and retaining jobs in Grays itself. In addition, significant additional releases of land in West Thurrock over and above those identified in the Plan, could cause environmental and traffic problems in the local area.

There would therefore be major benefits for the Borough in deflecting some of the economic growth to other towns in Thurrock. The major potential opportunities are for major office development in Grays Town Centre and industrial and commercial development at Tilbury South.

The strategy is therefore to:

- (i) Accommodate a high level of employment growth in the West Thurrock area, and identify 'flagship' development sites;
- (ii) Highlight the opportunity for significant office development in Grays Town Centre;
- (iii) Identify land for employment generating proposals at Tilbury south; and
- (iv) Encourage 'flexible workspace' type B1 (a, b, c) Business development on industrial/commercial land; but not 'stand-alone' office development.

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OBJECTIVE 7	To seek to maintain the role of Grays and the other local centres, and to restrict further new out of centre development while recognising Lakeside as a sub-regional shopping centre.
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The Lakeside Regional Shopping Centre opened at West Thurrock in 1990. In granting planning permission for the scheme, the Inspector at the Public Inquiry recognised that Lakeside would cause a reduction in trade in Grays Town Centre. Grays and the local centres in Thurrock meet important local needs, particularly for non-car users. The maintenance of the vitality and viability of trade in existing shopping centres is therefore of key long-term importance.

Opportunities for development exist in Grays Town Centre which can improve shopping facilities in order to counteract the impact of Lakeside. Development opportunities in smaller centres are limited, but their role can be safeguarded by restrictive policies. In addition, the Council will not permit significant further out of centre development, at least until the impact of Lakeside can be observed in practice.

The strategy will therefore be to

- (i) Safeguard existing shopping provision by not normally permitting the provision of major additional floorspace outside existing centres;
- (ii) Improve and safeguard shopping facilities in Grays Town Centre in order to maintain its role as a district centre;
- (iii) Maintain the role and viability of the local centres at Tilbury, South Ockendon, Socketts Heath, Aveley, Stanford-le-Hope and Corringham; and
- (iv) Retain essential neighbourhood shopping facilities.

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OBJECTIVE 8 **To ensure that adequate land is available to provide community, health and leisure facilities to meet local needs, whether these facilities are provided by Thurrock Council or other agencies.**

The increasing population of Thurrock will demand an enhanced level of community, health and leisure facilities for all sectors of the population. New housing areas are the best locations for many of these facilities, such as children's play areas, new public open spaces and community halls; and in the case of Chafford Hundred: schools, a library and church as well. In addition to the effects of population increase, changing lifestyles will result in greater demand for leisure opportunities, and the increase in the elderly population will place more demand on health provision. The majority of leisure and community facilities are, however, provided by agencies other than Thurrock Council. Local health service bodies and other agencies are responsible for much of the provision.

Thurrock Council provides parks, open spaces, leisure centres and cultural facilities. Given the restrictions on local authorities' finances to provide necessary community, health and leisure facilities, the use of planning obligations to obtain contributions from developers towards such public benefits is increasingly significant, and is an approach which the Council has adopted in this Plan.

The key role which the Local Plan can play is to ensure that land is available in the right place to ensure that service provision, by Thurrock Council and other agencies, can be accommodated in the way which the Council wishes to see.

The strategy is therefore to:

- (i) Identify land requirements to meet the leisure needs of Thurrock's increased population over the Plan period for open space, built sports facilities and commercial entertainment facilities;
- (ii) Allocate land sufficient to meet the need for community facilities arising from existing and proposed residential areas; and
- (iii) Set out the land requirements of utilities within the Plan period.

OBJECTIVE 9 **To improve the transportation network in order to facilitate the level of growth and development proposed in the Plan and resolve existing shortcomings.**

The level of development in Thurrock set out in the Local Plan will generate considerable additional demands on the transport networks, particularly on the roads. Already there are a number of outstanding problems on the Borough's roads, for example the use of unsuitable roads by heavy goods vehicles. In the long term the Council believes the answer to many of these problems is a switch from private cars to other, more environmentally friendly, forms of transport.

The major responsibility for transport planning in Thurrock, however, lies with Essex County Council. The role of the Local Plan is to set out the Council's aspirations for transport, which will be achieved in conjunction with the County Council, the Department of Transport and other agencies, and also to set out transport-related land use policies to guide development.

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The strategic aims are to:

- (i) Overcome existing traffic problems through road improvement or traffic management;
- (ii) Ensure good standards of access and adequate parking in association with new developments;
- (iii) Relieve traffic congestion and car parking problems by reducing the reliance on, and unnecessary use of, motor vehicles by:
 - improving and maintaining the network of footpaths, bridleways and cycleways to encourage their greater use;
 - improving the accessibility and convenience of the public transport system, and encouraging the development of new and innovative modes of public transport; and
- (iv) Support the continued functioning of Tilbury Docks and other riverside activity, while minimising environmental impact.

OBJECTIVE 10 Not used.

Objective has been deleted in accordance with the recommendation of the Inspector presiding over the Inquiry into objections to the Thurrock Borough Local Plan held between March and September 1995.

OBJECTIVE 11 To safeguard and enhance the riverside in its various roles as a unique feature of the Borough.

The River Thames forms a major feature in the character of Thurrock. It is an asset both as a transport artery and industrial location, and, along its undeveloped stretches, as a natural resource with significant opportunities for public access. This diverse and interesting character is of vital importance to Thurrock both environmentally and economically. A co-ordinated approach by adjoining local authorities will be needed regarding the development and enhancement of the River Thames. The strategy of the Plan is therefore to:

- (i) Seek to retain the existing wharf operations and encourage the creation of new river frontage commercial/industrial uses related to water transport within the appropriate industrial and commercial riverside areas;
- (ii) Improve footpath and bridleway access to appropriate areas of the river frontage and to encourage active public recreational use of the riverside itself; and
- (iii) Conserve substantial areas of the existing rural riverside, particularly areas which have considerable nature conservation interest, and maintain their remote quality.

CHAPTER 2 : STRATEGY AND OBJECTIVES

OBJECTIVE 12 To maintain Grays as the principal commercial and administrative centre for Thurrock.

Grays is the major commercial and administrative centre for Thurrock, and until the opening of the Lakeside Regional Shopping Centre in 1990, was also the main shopping location. Continued commercial and economic growth at West Thurrock will require balancing development in Grays Town Centre to maintain the latter's key role.

Significant development sites are available in Grays to achieve this aim, and the Plan strategy for Grays is to:

- (i) Develop Grays as the major office and administrative centre in Thurrock;
- (ii) Develop Grays as a leisure, social and cultural centre;
- (iii) Maintain the function of Grays as a District Shopping Centre;
- (iv) Create new development of a scale, quality and layout which enhance the atmosphere of Grays as a prospering, medium-sized Thameside town; and
- (v) Improve access and traffic circulation in Grays Town Centre, in order to facilitate development while minimising environmental impact.

OBJECTIVE 13 To improve the economic position of Tilbury by enhancing local job opportunities and upgrading the town's image.

The town of Tilbury grew up because of the construction of Tilbury Docks in the late nineteenth century and the docks are still by far the most significant employer in the town. The contraction in the workforce at the Port of Tilbury over recent years has had a significant effect on the residents of Tilbury, resulting in a high level of socio-economic deprivation in the town.

Many of the problems are beyond the scope of a land use plan. Significant development opportunities do exist in Tilbury, however, and the Local Plan seeks to ensure that these developments take place for the benefit of the residents of Tilbury as a whole.

CHAPTER 3 : THE BUILT ENVIRONMENT

3.1 BACKGROUND

- 3.1.1 The character of the built environment strongly influences people's perception of an area. It not only plays a fundamental part in the quality of the local surroundings in which people live and work, but also establishes an overall image. Many factors contribute to the character of the area, including the scale and design of buildings and their settings, the surrounding landscape and countryside and the impact of road traffic schemes.
- 3.1.2 The built up areas of Thurrock vary quite considerably, including turn of the century development, related to the Borough's early commercial growth; inter-war and post-war suburban housing schemes; many riverside developments of an industrial nature and major new housing and retail schemes in West Thurrock. The process of upgrading formerly derelict areas, which detracted considerably from the Borough's image, was begun in the 1980's. Further opportunities exist to continue this process of improvement, through urban regeneration, during the 1990's and beyond.
- 3.1.3 The long history of the area as a place where people have settled is reflected in numerous sites of archaeological interest and the surviving historic cores of rural villages. The Borough's rich and diverse archaeological and architectural heritage was represented in 1994, by seven designated Conservation Areas, fourteen scheduled ancient monuments and 233 Listed Buildings (see Appendix 2). Of the latter, 20 were identified as being at risk in 1994, either through vacancy and neglect, or from unsympathetic proposals for alteration, demolition or redevelopment. The Council has given added publicity to these buildings through an annual Historic Buildings at Risk Register. The need to consider alternative uses for some historic buildings has become an issue, including agricultural buildings which may have become redundant due to changing farming practices and requirements (see also Chapter 4).

3.2 POLICY CONTEXT

- 3.2.1 The Council has taken account of Government policy guidance concerning aspects of the Built Environment, in particular that contained in Department of Environment PPG19 "Outdoor Advertisement Control", PPG 15 (Planning and Historic Environment) and Circulars 5/92 (Town and Country Planning (Control of Advertisements) Regulations 1992) and 1/85 (Use of Conditions). Account has also been taken of the Regional Planning Guidance for the South East where this relates to the East Thames Corridor (now known as the Thames Gateway). Improvement of the quality of the local environment in the area of the Corridor is seen as an important priority. The opportunity to achieve appropriate improvements, through the control of development, will be pursued.
- 3.2.2 Structure Plan policies BE7, setting out the need for quality in new development, BE12, requiring the provision of open space and BE13, safeguarding open space in towns and villages, are also relevant, as are policies C1 to C6 concerning Conservation Areas, Listed Buildings and Archaeology (see Appendix 1).

The Essex Design Guide

- 3.2.3 The Essex Design Guide is a technical guide, much used in the planning of residential schemes throughout Essex. It deals fundamentally with the main principles of housing design and covers such aspects as layout, landscaping, access, garaging and parking, services, building design and materials and it includes example sketches. The guide is useful for developing ideas on designs, for the house builder and the planner. The Council uses the Design Guide policies as supplementary planning guidance on new residential developments. However a number of the policies have been amended to take account of local development control policies and planning standards which reflect local circumstances.

CHAPTER 3 : THE BUILT ENVIRONMENT

Environmental Assessment

- 3.2.4 Environmental assessment is a very useful tool in the development process, enabling environmentally sustainable development and good quality design. It can help both developers and local planning authorities to identify the likely effects of major developments at an early stage and thus hopefully improve the standard of both project planning and decision making. The key document is the Environmental Statement which accompanies the planning application and is prepared by the applicant.
- 3.2.5 The Council has adopted as supplementary planning guidance, the document 'The Essex Guide to Environmental Assessment', prepared by the Essex Planning Officers Association. The document gives examples of good practice in the preparation of Environmental Statements. The Council commend this document to applicants who must prepare an Environmental Statement to accompany a major planning application.

3.3 THE COUNCIL'S APPROACH

- 3.3.1 The Council's objective in respect of the Built Environment embodied in OBJECTIVE 1 in Chapter 2, is "To improve the quality of the environment in town and country." The key elements of this, in relation to the existing townscape and new development are:
- (a) To implement policies that protect and enhance areas of good townscape, buildings of architectural and historic interest and archaeological areas;
 - (b) To implement planning policies that encourage high standards of design in new buildings, advertisement displays and urban landscaping, and support a continuing programme of environmental improvements;
 - (c) To control development to minimise pollution and maximise energy efficiency in the development and use of land;
 - (d) To further reduce the impact of industrial activities on local residents; and
 - (e) To prevent over-intensive development in towns and improve the quality of the residential environment through strong policies controlling development.

This is a fundamental approach in improving the image of the Borough which also links with the Council's overall objectives for achieving economic regeneration.

- 3.3.2 With regard to Listed Buildings and other important vernacular buildings, the Council's approach is to resist unsympathetic development, whilst ensuring that these buildings have an economic use which will lead to their continued upkeep and maintenance. The Council aims to ensure that alterations and repairs are sympathetic and in keeping and that, wherever practical, traditional materials and techniques are employed.
- 3.3.3 The Council fully supports the national and county wide stance being taken with regard to historic barn conversions and recognises that, as well as historic barns of national significance, there are a number of attractive but unlisted barns in Thurrock that are important in a local context. The Council will continue to monitor and update the Historic Buildings at Risk Register on an annual basis and will continue to encourage restoration and upkeep, and seek, where appropriate, alternative uses for listed buildings no longer serving their original purposes.

CHAPTER 3 : THE BUILT ENVIRONMENT

- 3.3.4 In seeking to protect sites of archaeological interest, the Council's aim will be to ensure that a period of time for skilled archaeological investigation of known or potential sites of interest can take place as part of the development control process. There is also an ongoing commitment to the task of identifying and designating further conservation areas in the Borough, as well as the possible extension of existing ones. The approach will be to safeguard conservation areas, prepare conservation studies as time allows and to carry out enhancement schemes in existing conservation areas. The Council will also continue to support and identify a programme of environmental improvements within the Borough generally.
- 3.3.5 In seeking to ensure that new development in Thurrock is of the highest possible standard, is energy efficient and safeguards the amenities of existing residents, the Council has drawn together those development control policies, criteria and planning standards which have proved successful in the recent past. These will be implemented alongside new ones and updated ones which have been developed to deal with the issues of the 1990's.

CHAPTER 3 : THE BUILT ENVIRONMENT

3.4 POLICIES

BE1 DESIGN OF NEW DEVELOPMENT

A high standard of design will be expected in all proposals for new development, including alterations or extensions to existing properties. The Council will give particular attention to the mass, form and scale of developments, the constituent elements of design, the quality and appropriateness of materials used, landscaping, and the treatment of the spaces between and around buildings. All designs should ensure that vehicular and pedestrian movements are made safe and convenient.

It should also be demonstrated, in proposals for development, that full and appropriate consideration has been given to the integration of the development with its immediate surroundings and, where relevant, with the wider setting.

When considering proposals for residential development the Council will have regard to the guidance, criteria and standards contained in the Annexe.

- 3.4.1 The maintenance and enhancement of the built environment is dependent on the control of new development and the encouragement of schemes which make a positive contribution to the character of the area. The careful design of new buildings and changes to existing buildings is important to the overall image of the Borough. The impact of any new development depends on the size, location and prominence of the buildings. A well-designed scheme that respects the local environment can do much to make new developments more acceptable to the local community.
- 3.4.2 The Essex Design Guide gives consideration to matters such as the overall scale and density of the development, the height and massing of various elements, scheme layout and landscaping (see Policy BE4), and access and parking arrangements. Such principles of design should ensure that buildings are well-suited to their purpose and to their surroundings. Sensitive planning, through the proper channels of development control, will help to ensure that the impact of new schemes is acceptable and that matters of design, layout and landscaping are well thought out and executed.

BE2 DEVELOPMENT CONTROL POLICIES

Further to policies set out in this written statement, the Council will seek to regulate development, in the public interest, through the application of policy criteria, planning standards and guidelines set out in the Annexe hereto (Part Two of the Plan), and also through the imposition on planning permissions of such conditions as may be deemed appropriate.

- 3.4.3 In addition to the policies set out in this part of the Plan, the Council has evolved and/or adopted a number of policies, criteria and planning standards for the detailed control of development. These are considered necessary in order to ensure a satisfactory standard of development in the Borough.

CHAPTER 3 : THE BUILT ENVIRONMENT

- 3.4.4 They generally seek to regulate specific types, aspects or features of development and may be subject to relatively frequent review and modification to meet changing circumstances. These have been incorporated as an annexe to the written statement. This constitutes part of the Plan for statutory purposes. The contents should thus be given due weight in relation to development control matters. Conditions may be imposed on the grant of planning permission, under Section 70 of the Town and Country Planning Act 1990, to regulate the development or use of land, or the scope of the permission, as the Council sees fit.

BE3 URBAN OPEN SPACES

The Council will seek to protect and enhance areas of open space within the urban area which contribute to the character or environment of the locality. Permission will not be granted for development which would result in the loss of such areas. Within new housing developments of 30 dwellings or 0.8 hectares (2 acres) or more, the Council will expect 10 % of the gross site area to be set aside and laid out by the developers as open space together with structure planting in accordance with Policy LR6.

- 3.4.5 Open spaces within urban areas are often very important to the local community. The retention of open land can safeguard the urban environment from over-intensive development and prevent “town cramming”, as well as providing for essential recreational and community needs.
- 3.4.6 While it is anticipated that development pressure will normally be accommodated through the redevelopment of existing urban land, rather than in the Green Belt (see Chapter 4), it is important that key local open spaces are not sacrificed in order to meet other policy objectives, to the detriment of the urban areas. Positive action may be necessary to enhance such areas in accordance with the Council’s Landscape Design Guidelines published as supplementary planning guidance.
- 3.4.7 Within major new housing developments of 30 dwellings or 2 acres or more, adequate open space is needed to provide casual play areas and amenity areas for use by the new residents (see also Policy LR6). The Council will expect 10% of the gross site area to be set aside and laid out as open space. This will allow for both informal recreation and children’s play areas to meet National Playing Fields Association (NPFSA) standards. To be added to this must be an appropriate area of open space for structure planting (see also Policy LR6).
- 3.4.8 The Council will expect the developer to meet this demand which their scheme will generate. The developer will be expected to hand the open space areas over to the Council with a commuted sum for maintenance or demonstrate satisfactory arrangements for maintenance if retained in private ownership. The Council will seek to enter into planning agreements in respect of all open space in considering proposals for major new housing developments.

CHAPTER 3 : THE BUILT ENVIRONMENT

BE4 LANDSCAPING

In new developments, the Council will expect the concurrent submission of details of the landscaping proposed and will seek to ensure that such landscaping is implemented. Developments which would result in the destruction of protected trees and woodlands or other important landscape features such as waterbodies, hedgerows, and character landscapes will not be permitted.

Prior to the commencement of any work on development sites, the Council will expect that measures are taken to safeguard and physically protect all trees, hedgerows and shrubs which are to be retained. Temporary fencing should be erected around the canopy spread of trees/shrubs, or around the root spread where this is clearly larger (Chestnut paling alone will not be acceptable).

- 3.4.9 Trees and other landscape features such as waterbodies, hedgerows and character landscapes make important contributions to the environmental qualities of the area. Suitable landscaping will help to further the environmental protection of certain sites as well as serving to minimise the impact of visually obtrusive structures or activities. Planting can also enhance the value of Public Open Spaces and other areas accessible or visible to the public. It is important that landscaping considerations are submitted at the planning application stage, as they are an integral part of the overall development proposal.
- 3.4.10 The protection of areas of good landscape quality is an important feature of the Plan and is dealt with in Chapter 5. The protection, during development work, of trees which are the subject of tree preservation orders is essential in order to support the aims of Policy LN6.
- 3.4.11 Further guidance and criteria to be considered with regard to all landscaping matters and in connection with the preparation of landscaping schemes are set out in the Council's Landscape Design Guidelines published as Supplementary Planning Guidance. The Council will have regard to this guidance when dealing with landscaping matters and in the assessment of such schemes.

BE5 HARD SURFACING

The design and materials used for hard surfacing should be of a quality appropriate to its use, location and the type of development proposed.

- 3.4.12 External hard surfacing is a large visual component of the built environment. It is equally as important therefore that the treatment of such surfaces are in character with the surrounding townscape. Hard surfacing can be used for pedestrian and or vehicular use. It can also be an appropriate means of preventing unnecessary or undesirable conflict between various uses and activities. It is important that the chosen surface is adequate for its proposed function, as well as contributing visually to the street scene.

CHAPTER 3 : THE BUILT ENVIRONMENT

BE6 BOUNDARY TREATMENTS

When assessing planning applications, the Council will seek to ensure that boundary treatment is of a form which will maintain or improve the overall street scene.

In the countryside or urban fringe, existing trees, hedgerows and shrubs should be retained as part of any new development wherever this is possible or appropriate. A high standard of boundary treatment and/or screening will be expected using indigenous species in order to retain the character of the local environment.

- 3.4.13 The boundary treatments of a development, such as fences, walls and hedges, are an important feature of the townscape or rural landscape, often creating the first impression of the development or even the area. Any proposed means of enclosure must be sympathetic to the local environment, particularly where they are adjacent to other property boundaries. The widespread use of a mix of unsympathetic fencing materials can have a visually detrimental effect on the street scene, particularly where development sites have extensive road frontages.
- 3.4.14 In the rural setting, it is essential that any boundary blends into the surrounding area while at the same time clearly demarcating the edge of the property to which it relates. In order to maintain the general character of the area, boundary treatments to new buildings in the countryside and rural/urban fringe should be of high standard and, where appropriate, provide adequate and suitable screening. Similarly, existing trees and hedgerows should be retained, wherever appropriate, and incorporated into new boundary treatments. In order to improve the ecological quality of the Borough overall, the use of indigenous trees and shrubs (i.e. locally occurring native species) will be expected for boundaries in rural areas. In more formal settings, exotic species (i.e. non-native species) should only be used in order to retain the character of the local environment.

BE7 TEMPORARY BUILDINGS

Where planning permission is required, the erection of temporary buildings and structures will only be permitted where needed in relation to a temporary use of land, or pending the construction of a permanent building or structure, where appropriate, for the same use. Planning permission will only be granted for a period of 12 months except where special circumstances can be demonstrated, in which case such permission may be renewed for additional periods each not exceeding 6 months.

- 3.4.15 Because of their nature and structural characteristics, temporary buildings do not meet the Council's requirements under Policy BE1 for a high standard of design in new development, which should also be integrated with the surroundings. Their use in relation to temporary uses of land is acceptable on a short term basis, where the length of time involved would not justify the cost of a permanent building and provided that care is taken over siting in order to minimise visual impact.
- 3.4.16 In cases where the use of land is permanent, ancillary buildings will be expected to be of permanent construction and accord with other relevant policies in the Plan.
- 3.4.17 A period of twelve months will normally be sufficient in which to secure the necessary statutory consents and the construction of the required permanent buildings or structures.
- 3.4.18 Separate considerations apply in the case of temporary classrooms (see Policy CF4).

CHAPTER 3 : THE BUILT ENVIRONMENT

BE8 LAND RECLAMATION AND ENVIRONMENTAL IMPROVEMENTS

The Council will encourage and undertake a range of land reclamation and environmental improvement work in association with development schemes, through the provision of grants as resources permit, and by encouraging the take-up of grants from other sources. In appropriate cases, the Council will expect developers to enter into planning obligations to secure environmental improvements.

- 3.4.19 Thurrock has a legacy of derelict and damaged land from large scale mineral extraction and industrial activity in the Borough. Substantial areas of land have been and are being reclaimed for development, or returned to a more natural state, but a substantial problem remains. The Survey of Derelict Land in England 1988 indicated that there were 369 hectares of land classified as derelict in Thurrock. This was 20% of the total in South East England, excluding London. Derelict Land Grant is available from Central Government in certain cases to carry out land reclamation, and the Council will continue to apply for this in appropriate cases, for works on its own land, and support applications by other landowners.
- 3.4.20 Small-scale environmental improvement works can also have a significant impact on the Borough. New boundary treatments, tree and shrub planting, decorative painting such as murals, and works of public art can all contribute in this. In certain cases, these environmental improvements can be secured as part of development schemes, either by condition or by legal agreement. The Council may also make available grant aid for such work as resources permit, and encourage the take-up of grants from other sources.

BE9 BUFFER ZONES

Where residential areas abut sites allocated under policies E1, E2, E9 or E10, the Council will seek to reduce the effects of industry on housing by defining a buffer zone between the adjoining areas within which new development will be subject to the following criteria:-

- (i) Where new industrial development is proposed, uses will be limited to those which can be carried on without significant detriment to the environmental quality of the adjoining residential area: Class B2, some types of storage and distribution uses according to circumstances, any use connected with notifiable quantities of hazardous materials, use as a scrap yard or as a car breakers*, will not be permitted;**
- (ii) The built form of any new industrial development should be such that it assists in the protection of the amenity of the adjoining residential area by providing a barrier between the housing and the industrial use or by some other way in which such buildings are designed or located on the site;**
- (iii) Where new housing is proposed exceeding 0.8 hectare gross site area or 30 dwellings, whichever is the greater, an open landscaped area shall be formed between the new housing and the industrial use or alternatively, housing within the buffer zone shall be sited and designed in such a way that an adequate level of environmental amenity can be assured;**

... continued

CHAPTER 3 : THE BUILT ENVIRONMENT

iv) The locations where buffer zone policy will apply are indicated on the Proposals Map; the maximum width of any buffer zone will be 100 metres but its precise width in each case will be determined taking into account existing physical features such as walls and other barriers, landscaped areas, major roads and railway lines and changes in ground level.

*** as defined in the Town and Country Planning (Use Classes) Order 1987 as amended by subsequent Orders.**

- 3.4.21 In situations where development for industrial, storage or distribution use is proposed close to housing areas, or vice versa, measures will need to be taken to minimise any impact on residential amenity. The Council intends to achieve this through strict regulation of development, as and when planning permission is required, within buffer zones peripheral to all housing areas whose amenity is at risk from the effects of industry. Activities which, by their nature, are likely to cause a loss of residential amenity should not be allowed in these zones, while conversely, new housing should not, as a rule, be allowed in them close to the problem industries. Some uses may need to be restricted, for example, in the hours of work or HGV access, in order to be acceptable in buffer zones. The built form of new development, particularly the scale, appearance and orientation of new buildings, landscaping and site layout, should be such that an effective barrier to the effects of industry will be formed, while ensuring a satisfactory residential outlook.
- 3.4.22 The Buffer Zone Policy will not take away any existing use rights but will apply to any new development coming within the categories described above. The term “effects of industry” in the policy is intended to refer to the effects on the general amenity resulting from releases to water, land or air of noise, dust, vibration, light or heat.
- 3.4.23 In the case of new housing built on a site which abuts an existing industrial use, dwellings within the buffer zone may have to be specially designed with, for example, double glazing, or built so that no windows face in the direction of the industrial site. Alternatively, the buffer zone may be kept open and used for landscaping or for providing a natural barrier with raised levels and planting. Residential development will only be considered acceptable if it enables a particular environmental or traffic problem to be overcome, and providing a satisfactory residential environment can be created.
- 3.4.24 Further guidance on these aspects is provided in Annexe A7 - Development within Buffer Zones.

CHAPTER 3 : THE BUILT ENVIRONMENT

BE10 INFRASTRUCTURE

Development of land will only be permitted where there is adequate infrastructure, either in existence or programmed, to serve the development or when planning permission is to be subject to a planning agreement securing advance or suitably phased infrastructure provision, or appropriate contributions thereto, by the developers.

- 3.4.25 Adequate drainage, sewerage, water supply and access to the road network are the most common forms of new infrastructure needed to enable development to take place and with which the Council is concerned, although other new services may also be required. The Development Plan is the vehicle through which the programmed provision of major new infrastructure, by the various responsible bodies, is co-ordinated in relation to new development proposals.
- 3.4.26 Occasionally, proposals may arise which are otherwise acceptable to the Council but for which there is inadequate existing infrastructure and none programmed via the Structure Plan or in any local schemes. In such cases, although the provision of infrastructure could be required solely by condition, the Council will normally require a guarantee that the provision of the necessary roads, drains, sewers etc. will be made or facilitated by the developers, through planning obligations made under Section 106 of the Town and Country Planning Act 1990.

BE11 ENERGY EFFICIENCY

In considering development proposals, the Council will take into account the need for energy efficiency in the built form of new developments. This will include matters such as hard and soft landscaping, orientation of buildings, and the layout and design of developments.

- 3.4.27 The conservation of non-renewable forms of energy such as coal and oil is of major importance in creating sustainable development. This is development which meets the needs of the present generation without prejudicing the ability of future generations to meet their own needs.
- 3.4.28 The built form of new development can contribute towards greater energy efficiency by positive use of and impact on the micro-climate. This will be achieved through tree planting, appropriate boundary treatment, the layout and design of developments and the orientation of buildings.
- 3.4.29 The policy enables the Council to view this issue as one of the material considerations when dealing with planning applications.

CHAPTER 3 : THE BUILT ENVIRONMENT

BE12 ACCESS FOR DISABLED PEOPLE

The Council will expect that all new public buildings, including conversions, will be provided with appropriate access facilities for disabled people. Such facilities should include access into the building, other external public access arrangements, and the provision and location of car parking areas. Guidelines with regard to these matters are contained in Annexe A6.

- 3.4.30 The provision of access for disabled people is a material planning consideration as set out in Department of Environment Circular 10/82. In particular, developers are required to consider access provision for buildings or premises to which the public are to be admitted, places of employment and places of education. The detailed requirements for design of external features (such as parking, paths, kerbs and street furniture), entrances to buildings, ramps, doors and lobbies and internal features are covered in Annexe A6.
- 3.4.31 The needs of disabled people in relation to residential developments are addressed in Policy H6 - 'Special Housing Needs', and Policy H7 - 'Provision of Mobility Housing in New Developments', in Chapter 6 : 'Housing and Population'.

BE13 PUBLIC PLACES - PROVISION FOR DISABLED PEOPLE

When carrying out street works, pedestrianisation schemes or other environmental improvements to public places, the Council will take the needs of disabled people fully into account in designing schemes.

- 6.4.1 Access for disabled people within town centre pedestrianisation schemes can be made much easier by, for example, provision of adequate parking close to shops, and provision of seats and benches. Dropped kerbs and even surfaces are also essential, and should form part of the circulation plan for the urban areas of the Borough generally, within and outside pedestrian preference areas.
- 3.4.33 Good access should not be confined to town centres. Disabled people should also be able to enjoy facilities and amenities in other places such as parks, and in the countryside, as much as an able bodied person. This can be significantly enhanced by sensitive design.

CHAPTER 3 : THE BUILT ENVIRONMENT

BE14 SHOPFRONTS AND SIGNBOARDS

Proposals for shopfronts or signboards should take account of the individual character, appearance, massing and scale of the building and its situation in the townscape and should avoid causing clutter, highway hazard or nuisance from illumination.

- 3.4.34 The design of shopfronts and signs has a significant impact on the street scene. Inappropriate or out of scale designs can destroy the harmony of individual buildings or groups. Proposals for new shopfronts should take account of the individual character, appearance, massing and proportion of the buildings concerned and their location in the street scene. The display of advertisements should take account of similar factors. In particularly sensitive locations, such as conservation areas or where affecting listed buildings, the design should respect and utilise original features and traditional materials of construction whenever possible.
- 3.4.35 The clutter caused by too many signs can be confusing and may be a potential road hazard, as well as being detrimental to visual amenity. Illuminated signs can cause a nuisance to nearby residents if not properly sited and regulated.

BE15 ADVERTISEMENTS AND HOARDINGS

The Council will not permit the introduction of new and visually obtrusive advertising in sensitive locations, especially within or affecting residential areas or the M25 or A13 corridors and along other major routes into the Borough, where they may cause a highway hazard.

No new hoardings will be permitted in designated conservation areas or on sites which are subject to landscape conservation or improvement policies LN1 to LN3.

Furthermore, the Council will seek to use its powers for the removal of existing hoardings and signs in locations where they detract from the visual amenities of the locality or are detrimental to highway safety.

- 6.4.1 The strict control of outdoor advertisements, signs and hoardings, is regarded a fundamental element of the overall environmental improvement objective. Inappropriate and badly sited advertisements are visually disruptive and, by their very nature, draw attention to themselves lowering the environmental standard of the area. Where considered necessary, the Council will use the appropriate statutory procedures to bring about the removal of inappropriate hoardings and signs.
- 3.4.37 The need to control advertising alongside the major approach routes, both road and railway, stems from the Council's aim of improving the Borough's image as well as its general environment, and reducing potential highway hazards.
- 3.4.38 Certain localities, such as conservation areas and the rural landscape, are especially sensitive to the impact of hoardings and signs. In the interests of preserving the character or appearance of conservation areas, the Council will apply more exacting standards when considering applications for consent.

CHAPTER 3 : THE BUILT ENVIRONMENT

BE16 LISTED BUILDINGS – DEMOLITION

The Council will not grant consent for the total or substantial demolition of any listed building unless it can be shown to their satisfaction that:

- (i) There is clear and convincing evidence that all reasonable efforts have been made to sustain existing uses or find viable new uses, and these have failed;**
- (ii) Preservation in some form of charitable or community ownership is not possible or suitable;**
- (iii) Redevelopment would produce substantial benefits for the community which would outweigh the loss resulting from demolition.**

If necessary, the Council will impose a condition on the grant of any consent providing that demolition shall not take place before a contract for carrying out the works of redevelopment on the site has been granted for the development for which the contract provides.

3.4.39 Listed buildings represent a finite resource and an irreplaceable asset. There is a general presumption in favour of their preservation. Applications for demolition will be fully scrutinised both against the criteria set out in the policy and the guidance contained in PPG15 - 'Planning and the Historic Environment'.

3.4.40 The Council will avoid authorising demolition to make way for new development unless they are certain that the new development will proceed. Measures to guarantee this are included in the policy.

BE17 LISTED BUILDINGS - ALTERATIONS, EXTENSIONS AND SETTING

The Council will only permit alterations or extensions to listed buildings that will not detract from the character or setting of the building. All proposals must be sympathetic to the listed building in terms of scale, appearance and materials.

Development proposals which would adversely affect the setting of a listed building will not be permitted.

3.4.41 The character of listed buildings and their contribution to the townscape or locality can be severely damaged by insensitive alteration, extension or other works. Similarly, adjoining and nearby developments can affect the setting of a listed building.

3.4.42 When considering proposals for work to, adjoining, or near a listed building, special attention will be paid to:

- i. The statutory requirement to preserve the listed building;
- ii. The design and other detailed considerations of the development;
- iii. The implications of the development for the setting of the listed building;
- iv. The retention of the original landscape or garden features.

3.4.43 The Council will continue to provide specialist advice, in conjunction with Essex County Council, for those considering development that would affect listed buildings.

CHAPTER 3 : THE BUILT ENVIRONMENT

BE18 LISTED BUILDINGS - ALTERNATIVE USES

The Council will seek to ensure that listed buildings are used, or reinstated, for their originally designed purpose. Any alternative use must be compatible with the identified special historic and architectural interest of the building, and must not detract from the character, appearance or setting of the building and its immediate surroundings.

- 3.4.44 It is considered that the best way of securing the upkeep of listed buildings is to keep them in active use. The best use will very often be that for which the building was originally designed. Continuation or reinstatement of that use will be the first option when the future of a building is considered.
- 3.4.45 Not all original uses will now be viable or appropriate. Finding economically viable alternative uses may sometimes be necessary to secure a building's survival. When such uses are proposed, the Council will carefully assess the implications of such uses for the building's character and appearance, and its setting.
- 3.4.46 See also Policy BE21 regarding historic barns.

BE19 LISTED BUILDINGS - REPAIR AND COMPULSORY PURCHASE

The Council will, through negotiation, advice and use of available statutory powers, seek to ensure that owners of listed buildings keep them in a reasonable state of repair. Should the owner fail to maintain a listed building satisfactorily, the Council will, as a last resort, consider the compulsory purchase of the building.

- 3.4.47 Listed buildings are worthy of preservation for their own sake. In addition, the visual character of an area can be diminished if such buildings are allowed to deteriorate and fall into disrepair.
- 3.4.48 Where it is considered that a listed building is not being properly preserved, the Council will serve on the owner a "repairs notice" specifying works necessary for the proper preservation of a building. If not complied with, the Council may commence compulsory purchase proceedings. The Council may also serve an urgent works notice in order to preserve an unoccupied listed building. These measures will only be used as a last resort. The Council normally prefers to seek the proper maintenance of listed buildings through discussion with, and offering advice and encouragement to, the owner.

BE20 BUILDING PRESERVATION NOTICES

The Council will continue to assess the potential for further buildings to be listed and may also serve building preservation notices in respect of non-listed buildings considered to be of special architectural or historic interest, threatened by development proposals.

- 3.4.49 Future surveys may indicate that there are other buildings in the Borough which merit listing. In some instances, the historic or architectural importance of a non-listed building may only be revealed when it is surveyed in connection with development proposals. Where it appears to the Council that such a building is in danger of demolition, or of alteration which would harm its features of interest, the Council may serve a building preservation notice under Section 3 of the Planning (Listed Buildings and Conservation Areas) Act 1990. This will afford the building full statutory protection as if it were a listed building, for six months while the question of its listing is pursued.

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BE21 HISTORIC BARNs - CONVERSION TO ALTERNATIVE USE

Alternative uses for barns which are unlisted but, nevertheless, of some architectural and/or historic interest, will need to conform to the Council's development control criteria which are set out in Annexe A3.

- 6.4.1 Because historic barns contribute significantly to the relatively flat and open agricultural landscape found in Thurrock, careful and sympathetic conversion work is essential in order not to harm the rural character of the area.
- 3.4.51 It is apparent from research that, of all the alternative uses, residential conversion is the one which is inevitably damaging to the character of the barn, such that some barns have been de-listed by the Secretary of State on the basis that their historic worth has been reduced. Many alterations necessary for domestic conversions are frequently unacceptable by virtue of their impact on the barn's appearance, particularly when the barn forms part of a farm complex and is situated in an isolated position in the open countryside. Recreational or rural commercial uses might be more suitable, particularly where the need to obtain daylight inside the building is less important.
- 3.4.52 The principle of alternative uses for historic barns which are also Listed Buildings is dealt with under Policy BE18.
- 3.4.53 The Council has adopted as supplementary planning guidance the document 'Historic Barn Conversions - A Way Forward', produced by Essex County Council. The criteria detailed in Annexe A3 have been based upon the guidance contained in this document. The Council commend this guidance to applicants to be viewed in conjunction with the criteria.

BE22 CONSERVATION AREAS - DESIGNATION, REVIEW AND ENHANCEMENT

The Council will regularly review conservation area boundaries, amend them when necessary and examine the need to designate new conservation areas using the following broad criteria to assess the special interest of areas:

- (i) The origins and development of the topography of the area;**
- (ii) Archaeological significance and potential;**
- (iii) Prevalent building materials, character and hierarchy of spaces;**
- (iv) The quality and relationship of buildings in the area including the contribution of unlisted buildings;**
- (v) The contribution made by trees and other green features.**

Using the above criteria, the Council will also formulate and publish proposals for the preservation and enhancement of conservation areas.

- 3.4.54 The Council has a duty, under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, to determine, from time to time, which parts of the Borough are of special architectural or historic interest, the character of which it is desirable to preserve or enhance, and to designate them as conservation areas. It also has a duty to review the situation periodically and to consider whether any further parts of the Borough should be so designated.

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3.4.55 In addition to the seven areas already designated (see Appendix 2), consideration is also being given to the identification of other potential conservation areas in the Borough. Conservation area status provides additional controls, particularly over most demolition, and gives added protection to trees not already covered by tree preservation orders.

BE23 DEVELOPMENT AFFECTING CONSERVATION AREAS

Development proposals within, adjacent to, or affecting the Borough's conservation areas will be expected to preserve and enhance their character or appearance. The Council will not permit any development that would be in conflict with this objective.

In this regard, special attention will be paid to the following:

- (i) The retention and protection of all buildings, whether listed or not, trees and any other features which are important to the character or appearance of that area;**
- (ii) The position of new buildings, which should enhance the character and appearance of the area and be in scale and harmony with the adjoining buildings and the area as a whole;**
- (iii) The use of materials, which should be appropriate to the area and sympathetic to adjoining buildings.**

The desirability of preserving or enhancing the area will also be taken into consideration by the Council in the handling of development proposals which are outside the area but would affect its setting, or views into or out of the area.

3.4.56 In the exercise of all planning functions, the Council will pay special attention to the desirability of preserving or enhancing the particular character or appearance of each conservation area. This will apply whether development proposals are within or outside of the defined boundaries.

3.4.57 While the character of each conservation area will vary, the achievement of the Council's aims will depend to a large extent, on providing a level of visual interest which is equivalent to that of the existing buildings, groups of buildings, spaces or other elements.

3.4.58 Choice of materials and the detailed design will be vital elements in achieving new buildings appropriate to the scale and particular characteristics of the conservation area. Recognition of the importance of conservation areas will give greater emphasis to design control and co-ordinating improvements.

3.4.59 In conservation areas, the Council will expect the submission of fully detailed applications for development and encourage applicants to consult its officers before formulating development proposals.

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BE23A DEMOLITION IN CONSERVATION AREAS

The Council will not grant consent for the total or substantial demolition of a building in a conservation area unless it can be shown to their satisfaction that the building is wholly beyond repair; incapable of reasonably beneficial use; or where its removal would enhance the character or appearance of the area. If necessary, the Council will impose a condition on the grant of any consent providing that any demolition shall not take place before a contract for carrying out the works of redevelopment on the site has been granted for the development for which the contract provides.

- 6.4.1 This policy is included in view of the requirement that the Council should have special regard to the desirability of preserving or enhancing the character or appearance of conservation areas in the exercise of their development control functions.
- 3.4.61 There is a general presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area. Demolition of an unlisted building in a conservation area which, while not in itself constituting development, could affect the Council's decision on a related application for planning permission.
- 3.4.62 Consent for demolition will not be given unless there are acceptable and detailed plans for any redevelopment.

BE24 ARTICLE FOUR DIRECTIONS IN CONSERVATION AREAS

In exceptional circumstances, including where there are real and specific threats to the character of the conservation area, and subject to approval by the Secretary of State, the Council will make direction under article 4 of the General Development Order to restrict permitted development rights in conservation areas.

- 3.4.63 Consent is required for the demolition of all or part of most buildings or structures in conservation areas. There are instances, however, where, due to the exercise of "permitted development" rights under the Town and Country (General Development) Order, the Council has no statutory powers to control or influence certain changes and alterations to unlisted buildings within conservation areas. Examples may include the use of inappropriate materials for extensions, repairs and re-roofing and the installation of satellite dishes. However, article 4 of the General Development Order, also enables the Council, subject to the Secretary of State's approval, to make a Direction restricting or removing the permitted development rights in a specified area. PPG 12 - "Planning and the Historic Environment" indicates that the Secretary of State will be generally in favour of directions in conservation areas, but a special need must be clearly shown.
- 3.4.64 Where the Council is satisfied that a need does exist and the public co-operation is not forthcoming, then it may, in order to extend controls over potentially damaging changes, promote the use of article 4 directions in certain sensitive areas as and when appropriate.

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BE25 SITES OF ARCHAEOLOGICAL IMPORTANCE

Where important archaeological sites and monuments, whether scheduled or not, and their settings are affected by a proposed development, there will be a presumption in favour of their preservation in situ.

If there is evidence that archaeological remains may exist in the Local Plan area whose extent and importance are unknown, the Council may require developers to arrange for an archaeological field evaluation to be carried out before the planning application can be determined, thus enabling an informed and reasonable planning decision to be made.

Where preservation is not possible or feasible, then the Council will not allow development to take place until satisfactory provision has been made for a programme of archaeological investigation and recording prior to the commencement of the development.

- 3.4.65 The national importance of archaeological sites and the need for their conservation is underlined by the Department of the Environment's PPG16 - "Archaeology and Planning". Thurrock has a rich and diverse archaeological heritage. This reflects the area's favourable topography for settlement from the prehistoric period onwards. Not all remains or "monuments" are visible as structures or features above ground. Many remain intact below ground, and may only show when conditions are favourable e.g. crop marks.
- 3.4.66 Only a small number of archaeological sites are protected as scheduled ancient monuments under the Ancient Monuments and Archaeological Areas Act 1979. The existing designated scheduled ancient monuments within the Borough are outlined in Appendix 2 and shown on the Proposals Map. The majority of sites elsewhere have no statutory protection and must rely on the sympathetic application of planning and management policies for their survival and protection. There are several hundred of these unscheduled monuments and sites which have been recorded in the Essex Sites and Monuments Record
- 3.4.67 Archaeological remains should be seen as a finite and non-renewable resource, in many cases highly fragile and vulnerable to damage and destruction. In particular, care must be taken to ensure that archaeological sites and monuments are not needlessly destroyed. The buried and often invisible nature of archaeological remains justifies a policy reinforcing the Council's right to require information from an applicant about the impact of a proposed development. This information, including the results of evaluation by fieldwork, is necessary to assess the potential impact of the development proposals.
- 3.4.68 The Council will consult with the County Archaeological Officer on proposals for development likely to affect the site or setting of archaeological remains and will consider refusing planning permission in cases where developers do not seek to protect or accommodate archaeological remains.
- 3.4.69 Taking decisions can be easier if any archaeological aspects of a particular site can be considered early on in the planning and development control process. Preliminary impact assessment will often already have been made from the Sites and Monuments Records, but additional information from fieldwork evaluation will often be needed for a fuller assessment which may be sufficient to refuse planning permission at this stage. Developers will be required, at an early stage, to submit a field evaluation, undertaken by a suitably qualified archaeologist. Such an evaluation should indicate the nature, extent and significance of the remains present and the extent to which the proposed development is likely to affect them.
- 3.4.70 In all instances, it will be the Council's intention to ensure mitigation of the impact of development proposals on important archaeological remains and their settings. This may be achieved by, amongst other things, encouraging different designs, resiting, alternative foundation methods, or modifying proposals to increase physical preservation. Sometimes development will not be allowed to commence until as a last resort a programme of investigation and recording has been agreed and implemented.

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- 3.4.71 The Council will seek to ensure that potential conflicts are resolved and, if appropriate, planning obligations concluded with developers before planning permission is granted. In some instances, permission may only be granted subject to conditions prohibiting the carrying out of any development until such time as excavation, or other specified works have been carried out by a third party, namely a professionally qualified archaeological organisation or archaeologist.
- 3.4.72 Subsequent to the grant of any permission, close monitoring, supervision and if necessary enforcement will be carried out to ensure that planning permission, conditions and related agreements or undertakings are implemented as agreed.

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BE26 DEVELOPMENT OF CONTAMINATED LAND

When considering applications for the development of residential or other environmentally sensitive land uses, on land suspected of being contaminated by hazardous substances arising out of previous land uses, the Council must be satisfied that all appropriate measures to deal with the contamination of the site are undertaken prior to development beginning. Environmental surveys will be required to ensure that remedial measures are possible to reclaim the land for the proposed use, to the satisfaction of the Council.

- 3.4.73 Proposals for the development of residential or environmentally sensitive land uses on land known to be or suspected of being contaminated by a previous use will need to satisfy the Council that the proposed development will not expose the health and safety of those engaged in demolition, clearance and construction work on the site, the future users and occupiers, any buildings or services and landscaping to the hazards associated with the contaminants present, before development may be permitted. In situations where contamination is too severe for remedial measures to reclaim the land for the proposed use then planning permission will be refused. However, in situations where the contaminated land can be reclaimed by remedial measures, planning permission may be granted subject to conditions specifying that these measures be carried out. When considering applications for the development of land suspected of being contaminated advice from other departments, the water authority and the Health and Safety Executive will be obtained.
- 3.4.74 This policy will be operated in conjunction with Policy H3 and the Employment Chapter.

BE27 DEVELOPMENT NEAR LANDFILL SITES

Applications for development proposals within 250 metres of a landfill or former landfill site should be accompanied by a specialist report on the safety of the proposed development.

The Council will not grant permission unless it can be satisfactorily demonstrated that the safety of future occupiers of the site can be assured through appropriate protective measures.

- 3.4.75 A number of difficulties are encountered where a development is proposed near to or on landfill sites regarding the migration of landfill gases. Circular 17/89:- 'Landfill sites : Development Control' and Waste Management Paper 27 take on board the difficulties associated with developing close to, or on existing or closed landfill sites. Circular 17/89 states "Where the redevelopment of a closed landfill site or of nearby land is involved, even the possibility of difficulties from migrating gas would be a material planning consideration. This might result in permission being refused, or warrant imposing appropriate conditions to manage any gas from the closed landfill....".
- 3.4.76 Waste Management Paper 27 advises that, where development is proposed or occurs within 250 metres of the boundary of the site, then specialist advice should be sought as to what measures are required to ensure safety of such development. Attention should be given to the geology, hydrogeology, topography around the site, waste types, age and depths.
- 3.4.77 In many instances a landfill may not become stabilised for periods well in excess of 15 years. Agricultural, public open space, recreation or conservation are therefore the most appropriate after uses until the site has stabilised.

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BE27A LAND RECLAMATION - QUARRY FACES

In determining planning applications for development in or around former quarries, the Council will expect all quarry faces to be regraded and treated to form a safe and visually attractive batter slope or, in appropriate circumstances, a suitably recontoured face with adequate safety zones above and below.

3.4.78 In 1979, the Council adopted a policy of requiring all chalk faces to be battered to an angle of thirty degrees prior to development taking place in quarries. This has been calculated as being the optimum angle to achieve the desired effect of both safety and visual amenity. It sheds water, yet allows the natural growth of grass, trees and shrubs, which will protect the otherwise exposed chalk face from frost damage and erosion, while the natural angle of repose would help to create the appearance of chalk downland.

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BE28 THE PREVENTION OF WATER POLLUTION

Development proposals which the Council considers would be likely to lead to undesirable and unnecessary pollution will not be permitted.

However, where it can be shown that a solution to any potential pollution problem is available, development may be permitted. In such cases the Council will wish to be satisfied that appropriate measures are taken to prevent the pollution of underground strata, groundwater, water supplies and water sources of all kinds.

- 3.4.79 The Council is concerned that any new development in the Borough should not result in any undesirable/unnecessary water pollution of any watercourse. The Council are statutorily required to consult the Environment Agency about applications relating to particular types of development which may affect rivers or streams.
- 3.4.80 In addition to these statutory requirements, the Council will normally consult the Environment Agency in relation to development proposals which are likely to lead to increased industrial, or any other discharge into any watercourse, and also in relation to development in areas of the Borough at risk from flooding or having a high water table.
- 3.4.81 With the above in mind and in addition to the Environment Agency, the appropriate water authority and/or statutory undertaker will normally be consulted on any planning application which is likely to have significant pollution implications. Where considered necessary, conditions will be attached to grants of planning permission to prevent pollution e.g. the provision of oil interceptors. The Council will also have regard to the Environment Agency publication, 'Policy and Practice for the Protection of Groundwater'.

CHAPTER 4 : THE GREEN BELT

4.1 BACKGROUND

- 4.1.1 The green belts encircling British towns and cities have long been regarded as a significant town planning achievement. They have prevented the unsightly urban sprawl that disfigures many other countries, they have kept our towns and cities manageable and they have ensured that the open countryside remains undeveloped and accessible to most town dwellers.
- 4.1.2 It may be surprising to note that the majority of Thurrock (approximately 60%) is within the Green Belt, exceptions being the major settlements, the oil refineries at Shellhaven and Coryton and the Thames-side area between Grays and Purfleet. Virtually all the countryside in Thurrock is therefore in the Green Belt and is subject to the development constraints of Green Belt policy. The Essex Green Belt boundaries were defined in the early 1950's (Metropolitan Green Belt) and the early 1960's (extended Green Belt). These boundaries were defined in the County of Essex Approved Review Development Plan (1976). The area of Green Belt in the Stanford and Corringham area was significantly increased in the East Thurrock Local Plan (adopted 1991).
- 4.1.3 Although Green Belts originated in the 1930's, their objectives are still considered relevant in the 1990's and into the foreseeable future. They have thus received much support from the public and from central government, the latter confirmed in Ministerial Circulars and PPG's. Government Guidance states that Green Belts should be defined where it is considered desirable to check the outward growth of a large built up area, to prevent neighbouring towns from merging into one another, to preserve the special character of a town, to aid the process of urban renewal and to retain the existing character of the Green Belt itself. In drawing up Green Belt boundaries, the fundamental consideration is the need to ensure their permanence.

4.2 POLICY CONTEXT

- 4.2.1 Department of Environment PPG2 "Green Belts" reaffirms the Government's commitment to Green Belts and maintains a general presumption against inappropriate development within them. PPG7 "The Countryside and the Rural Economy" states that recent increases in agricultural productivity have reduced the need to retain as much land as possible in agriculture. The PPG encourages the diversification of the rural economy although development of the best and most versatile land should be avoided as it is a national resource for the future. This guidance does not over-ride Green Belt policy.
- 4.2.2 The Essex Structure Plan indicates the general extent of a consolidated Green Belt and sets out, in policy S9, the County Council's intention to protect it from all but a few very limited forms of development, permissible only in special circumstances (see Appendix 1). The Council has also had regard for Structure Plan policies NR1 to NR4 regarding developments on agricultural land.
- 4.2.3 In order to identify a detailed local Green Belt boundary which would be sustainable in the longer term, Thurrock Council produced a draft Green Belt Subject Plan in 1987. This set out the Council's proposals for some relatively minor changes to the 1976 Green Belt boundary in Thurrock. Following public participation and consequent amendment, the Subject Plan was placed on deposit in November 1989 and a lengthy period allowed for representations and objections. These were considered by the Town Planning Committee on 14th March, 1991 and modifications made to the proposed boundary, for incorporation into this Borough Local Plan.

CHAPTER 4 : THE GREEN BELT

4.3 THE COUNCIL'S APPROACH

4.3.1 Strategic OBJECTIVE 2, set out in Chapter 2, is 'To keep the Green Belt open, and only allow building in the most exceptional circumstances'.

This will involve:

- (a) Defining precise boundaries to which green belt policies will apply in the Borough;
- (b) Maintaining strict control over development in the Green Belt; and
- (c) Setting out criteria which must be met by small-scale built facilities and open recreational uses if they are to be acceptable in the Green Belt.

4.3.2 The Council has carried out a review of Green Belt boundaries to identify where there are exceptional circumstances justifying a change. In carrying out the review the Council has used the criteria for boundary definition set out in Appendix 3. These seek to use readily recognisable physical features which serve to mark a distinction between land whose character is clearly urban and that which fulfils a Green Belt function. Because there remains a large amount of derelict land in some parts of the Borough, whose regeneration is to be encouraged, the Council has generally drawn the boundary tightly around the urban areas. There is seen to be no general need to release significant areas of Green Belt land for development in this Plan.

4.3.3 The boundary review has resulted in a net increase of land protected by Green Belt notation by 95 ha (235 acres). This is summarised in the table below. Note that this does not include areas between the High and Low Water marks now annotated as Green Belt in this Plan.

Table 4.1 Amendments to Green Belt Boundary

A. <u>Land included in the Green Belt</u>		
- Open areas performing a Green Belt Function	20 sites	195 ha.
- Settlements now included in Green Belt	1 site	11 ha.
- Small sites meeting boundary criteria	14 sites	<u>4 ha.</u>
		210 ha.
B. <u>Land excluded from the Green Belt</u>		
- Sites now part of built-up area	34 sites	66 ha.
- Sites with planning permission	3 sites	38 ha.
- Sites suitable for development	2 sites	2 ha.
- Settlements now excluded from the Green Belt	1 site	<u>9 ha.</u>
		115 ha.
	Net increase	95 ha.

CHAPTER 4 : THE GREEN BELT

- 4.3.4 Three large open sites formerly excluded from the Green Belt are now included. Aveley Marshes (130 hectares) will form an important part of the open land separating Greater London from Essex Thameside, Land at Holehaven Creek (20 hectares) links the Green Belt areas in Thurrock and Castle Point, and land at Mucking Creek (15 hectares) is surrounded by Green Belt and no longer required for development. A number of small sites on the edge of the built-up area which meet the boundary criteria are also now included in the Green Belt.
- 4.3.5 The exclusions proposed are mainly to reflect development which has taken place, and extended the built-up area, or existing planning permissions. The Thurrock Park development (40 hectares), land at Chadwell St. Mary (5 sites, 20 hectares) and Purfleet Industrial Park, Aveley (12 hectares) are the most significant.
- 4.3.6 Amendments have also been made to boundaries in order to be consistent in the treatment of villages. Dispersed or linear settlements should be wholly within the Green Belt, and therefore North Stifford village has been included. Settlements of more compact form should be excluded, and, due to recent building, this is now the case with Bulphan.
- 4.3.7 One site, of 0.4 hectares, is excluded from the Green Belt in this Plan as it is considered suitable for development. Fort Road, Tilbury (0.4 hectares) is adjacent to the urban area of Tilbury and separated from the rest of the Green Belt by an embankment. It does not perform a green belt function, and it is therefore appropriate to release it for development. The site would be suitable for housing.
- 4.3.8 The Council's approach to maintaining strict control over development is to adopt the normal presumption against any inappropriate development in the Green Belt. In order that it should be clear what the term 'inappropriate' means, the Council has identified the very few forms of development which it considers to be appropriate in the Green Belt in Thurrock and under what circumstances. These fall under the categories of:-
- Residential - One for one replacement, extensions and temporary dwellings;
 - Agriculture - Agricultural workers dwellings and agricultural buildings;
 - Recreation - Small scale facilities for open air recreation and equestrian facilities.
- The criteria which must be met for these to be considered acceptable are identified under the relevant policies. Anything else is regarded as being inappropriate.
- 4.3.9 The Council also aims to enhance and improve the natural beauty of the Green Belt, and to increase opportunities for quiet enjoyment of it. Objectives and policies covering these aspects are set out in Chapter 5 (Landscape and Nature Conservation) and Chapter 10 (Leisure and Recreation).

CHAPTER 4 : THE GREEN BELT

4.4 POLICIES

GB1 THE GREEN BELT IN THURROCK

Within the Green Belt, as shown on the Proposals Map, permission will not be given, except in very special circumstances, for the construction of new buildings or for the change of use of land or the re-use of existing buildings unless it is for any of the following purposes:

- (i) Agriculture and forestry (unless permitted development rights have been withdrawn);**
- (ii) Essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it;**
- (iii) Limited extension, alteration or replacement of existing dwellings (subject to other policies in the Plan);**
- (iv) Limited infilling or redevelopment of major developed sites (subject to other policies in the Plan);**
- (v) Mineral extraction.**

- 4.4.1 The Green Belt must remain open in order to fulfil its purposes, so it is essential that the most stringent constraint is imposed on development within it. In order to achieve this objective and to promote the regeneration of derelict and despoiled urban land in the Borough, it is necessary for the Green Belt boundary to be drawn tightly around existing urban areas, leaving little or no scope for their expansion. The detailed criteria for defining the Green Belt boundary are set out in Appendix 3.
- 4.4.2 Within the Green Belt there are isolated areas of residential development - small settlements of a dispersed or linear form, together with individual dwellings and farmsteads. In the context of Green Belt constraint policy generally, it is considered inappropriate for such settlements to grow further, therefore no expansion or "rounding off" of the development should be permitted, although infilling may be allowed in appropriate locations (see Policy GB4).
- 4.4.3 Policies for development for many of the purposes listed in this policy as appropriate in the Green Belt are set out in the remainder of this chapter.

CHAPTER 4 : THE GREEN BELT

GB2 DESIGN CONSIDERATIONS IN THE GREEN BELT

(i) PHYSICAL FORM

Where proposals are acceptable in principle under policies GB1 and GB3 to GB13 and buildings are proposed, the Council will expect such structures to be properly designed and constructed of sound materials appropriate to the countryside. Careful regard will be paid to the siting, scale, layout and location of buildings and, where appropriate, the provision of landscaping will be required, particularly in areas designated as in need of landscape improvement, under Policy LN2;

(ii) ENVIRONMENTAL IMPACT

The development should not have a detrimental effect on the amenities of local residents, rural activities and countryside users nor on highway safety;

(iii) LANDSCAPE IMPACT

Any development should take full account of its impact on the existing landscape and should safeguard, maintain and enhance existing landscape features, watercourses, trees, hedges and plants through approved landscaping schemes.

- 4.4.4 In order that the open, rural character of the Green Belt shall be retained, it is important that the scale, design, siting and landscaping of any development which might be permitted is in keeping with the appearance of the rural landscape and is such that the impact on the countryside, its inhabitants and its users will be minimised.

GB3 REPLACEMENT DWELLINGS

Proposals for the replacement (one for one) of permanent dwellings in the Green Belt will be considered in accordance with the criteria set out in Annexe A8. The replacement of temporary dwellings or those nearing the end of their lives will not be permitted.

- 4.4.5 The Council considers it appropriate for 'one-for-one' replacements to be allowed in the Green Belt in certain circumstances, where a permanent dwelling (other than a mobile home) is already lived in and it would be unreasonable not to allow its replacement with a better quality structure.
- 4.4.6 Where no attempt has been made to maintain the structure of a dwelling, resulting in its deterioration to the point where it is virtually uninhabitable and likely to soon fall down, then the replacement of a dwelling on the site would not be justified and the land should be allowed to resume its Green Belt function.

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GB4 ESTABLISHED RESIDENTIAL FRONTAGES

Within the established frontages of residential development included within the Green Belt, which are listed below and shown on the Proposals Map, planning permission for change of use to residential, new residential development on genuine infill plots or replacement of existing dwellings will be permitted, on the existing frontage only, subject to the criteria in Policy GB2 being satisfied, and subject also to other policies in the Plan, in particular BE1 to BE7.

Established frontages within the following settlements are identified in Appendix 4:

Fobbing; East Tilbury; Southfields (Orsett); Orsett Heath; North Stifford; Aveley (Purfleet Road); Bulphan; Baker Street; and South Ockendon.

- 4.4.7 There are very few limited and well defined frontages within the Green Belt, where tightly-knit development already exists, which is sufficiently urban in character to allow some relaxation of Green Belt policy. This infill development is normally acceptable in the context of Green Belt policy guidance, set out in Department of the Environment PPG2 - "Green Belts".

GB5 EXTENSIONS TO DWELLING HOUSES IN THE GREEN BELT

Extensions to existing dwellings in the Green Belt will be strictly controlled. Where extensions are considered acceptable, they should be limited to a reasonable maximum in relation to the existing dwelling, in accordance with the Council's development control criteria set out in Annexe A8.

- 6.4.1 The extension of dwellings within the Green Belt can be accepted, but only to the extent that it does not materially detract from the character of the Green Belt. Extensions to existing dwellings must therefore be strictly controlled. The relevant criteria for assessing individual proposals are located in Annexe A8.

GB6 EXTENSION OF RESIDENTIAL CURTILAGES

The extension of the curtilage of a residential property which involves an incursion into the Green Belt will be permitted only in exceptional circumstances.

- 4.4.9 The extension of residential curtilages into the Green Belt by, for example enlarging gardens, can lead to further urbanisation. Items such as hardstandings, wall and sheds can often be built as permitted development on the extended curtilage without requiring planning permission. This can bring about a change from a rural to a more suburban character, which is contrary to Green Belt objectives.
- 4.4.10 The residential curtilage of a dwelling house will normally be taken to be the garden area around the house including garage area and drive.

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GB7 TEMPORARY DWELLINGS

Temporary dwellings will not be permitted in the Green Belt except where mobile homes are proposed in connection with agricultural or other uses appropriate in the Green Belt. Any such proposals will be assessed against the criteria in policies GB1, GB2 and GB8. Planning permission for such development will be of a temporary nature and will require removal of the dwelling when it is no longer required or when planning permission is not renewed, whichever is the sooner.

- 4.4.11 The presumption against development in the Green Belt means that permission will not normally be granted for the use of caravans or mobile homes as permanent living accommodation. It is, however, recognised by the council that in certain instances it is necessary for a full time worker to be present on the land for 24 hours a day. Where the Council agrees to such development, it will be necessary to restrict permission to a limited period in order that the position may be reviewed at the end of the period, in the light of the circumstances then prevailing, particularly the agricultural need for continued occupation. The subsequent removal of the temporary dwelling is necessary to preserve the physical openness and visual amenity of the Green Belt and to minimise the number of unnecessary structures within it. Where a caravan is used as a temporary dwelling, a site licence under the Caravan Sites and Control of Development Act 1960 will need to be obtained from the Council.

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GB8 AGRICULTURAL WORKERS' DWELLINGS

Where a new dwelling in the Green Belt is proposed for persons engaged in agriculture, the Council will only grant planning permission when the following criteria are met:

- (i) There is a proven long term need for a new dwelling on the holding;
- (ii) Such a dwelling should be of a size commensurate with the established functional requirement. Dwellings which are unnecessarily large in relation to the agricultural needs of the unit, or unusually expensive to construct in relation to the income it can sustain in the long term, will not be permitted.

A functional test will be applied in all cases to assess the proposals against these criteria and, if necessary, a financial test will be applied.

The Council will still expect these criteria to be met when the application is on a new holding or is in connection with a new agricultural activity proposed on an existing holding. In these cases, and when the above criteria are met, permission will only be granted for a mobile home on a temporary basis (see GB7) until the long term viability of the holding can be demonstrated in practice. Any mobile home permitted should be sited where a permanent dwelling would ultimately be suitable.

Where applications are approved, a condition will be applied restricting residential occupation of the dwelling to a person solely or mainly working, or last working in the locality, in agriculture or forestry, or a widow or widower of such a person, and to any resident dependants.

- 4.4.12 Most agricultural workers can be accommodated in nearby villages, but the Council recognises that they may at times need to be accommodated in new dwellings in the Green Belt, but will operate the strict policy set out above to prevent abuses of this special dispensation.
- 4.4.13 In order to properly assess any such planning application, the Council may seek the advice of an agricultural consultant to apply functional and financial tests of the holding or activity concerned. Where a functional test alone is not conclusive it may be appropriate also to apply a financial test to provide further evidence of the genuineness of the stated intentions to engage in farming or forestry or the size of dwelling which the unit can sustain. The purpose of applying such a test is not to judge the likely present or future financial viability of the enterprise as such, since this is not a proper concern of the planning system, but to consider the land use implications for the site which may include the likelihood of the proposed development being carried into effect and whether the business is sustainable. The need for its full time supervision must be proven.
- 4.4.14 Careful siting and design will be needed in order to minimise the impact of such a dwelling in the Green Belt, in accordance with Policy GB2.

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GB9 AGRICULTURAL LAND

The Council will have regard to Structure Plan policies NR1 to NR4 and will support proposals for the agricultural use of land in the Green Belt and will seek to ensure that existing good quality agricultural land, particularly of grades 1, 2 and 3a, is not lost to irreversible development.

- 4.4.15 The quality of agricultural land throughout the Borough is generally quite good. It almost entirely lies within the Green Belt and predominantly falls within Land Classification Grade 2 as defined by the Ministry of Agriculture, Fisheries and Food. There are also a few areas of Grade 1 land, principally around Aveley and North Ockendon. In line with the advice in PPG7, the Council is committed to protecting good quality agricultural land from development. The Structure Plan policies NR1 to NR4 are also particularly relevant in that they seek to safeguard the best agricultural land and the character of the countryside.

GB10 AGRICULTURAL BUILDINGS

Where planning permission is required, new agricultural buildings will only be permitted where they are reasonably necessary for the purposes of agriculture and where their impact on the Green Belt is minimised. Careful regard will be paid to the siting of agricultural buildings which should be properly designed and constructed of sound materials appropriate to the countryside. The provision of landscaping will be required in appropriate circumstances, particularly in Landscape Improvement Areas (Policy LN2).

- 4.4.16 Not all agricultural activities are compatible with an attractive landscape. Intensive agricultural activity has, for example, resulted in the loss of woodland and hedgerows (see also Policy LN9 - Chapter 5). Proposals for intensive livestock rearing may also require large buildings inappropriate to the character of the Green Belt. It will be necessary to balance the genuine needs of agriculture with the creation of an attractive landscape to ensure that the Green Belt can fulfil its potential and its vital role in the Borough.
- 4.4.17 Buildings which can be demonstrated to be reasonably necessary for the purposes of agriculture are in many cases permitted development. The details of their siting and design are, however, subject to planning control. The use of low profile structures will minimise the impact of new buildings on the landscape, while the grouping of buildings into one or a small number of areas may be more appropriate than a general scattering of buildings. Landscape Improvement Areas are identified in Policy LN2 (Chapter 5). The need for careful regard to design considerations in the Green Belt, as set out in Policy GB2, is equally applicable to agricultural buildings as to other forms of development. Additional guidance on the design and siting of agricultural buildings is provided in Supplementary Planning Guidance on Essex Farm Buildings.

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GB11 RE-USE AND ADAPTATION OF BUILDINGS IN THE GREEN BELT.

Within the Green Belt, the re-use and adaptation of buildings for residential, employment, leisure or community use will be permitted, provided the following criteria are met:

- (i) The applicant can demonstrate that the building cannot be dismantled or removed and used elsewhere; where buildings have been constructed recently their history will be taken into account;
- (ii) The building is of a permanent and substantial construction and does not require significant rebuilding before it can be put to its proposed use;
- (iii) The building should not detract from the character and appearance of the locality after implementation of the new use. The bulk, form and general design of the building must be in keeping with its surroundings;
- (iv) The proposed use can be fully contained in the building and will not require extensive new buildings or inappropriate use of open areas;
- (v) Car parking can be provided to Council standards without detriment to the rural appearance of the site;
- (vi) The use is not detrimental to the appearance of the countryside or amenities of the area by reason of noise, visual intrusion, traffic generation, fumes, dust or other forms of nuisance.

Where it appears to the Council that the re-use or adaptation of existing farm buildings for non-agricultural purposes could result in the erection of further buildings to accommodate agricultural uses, a condition will be attached to such grants of planning permission withdrawing permitted development rights for new farm buildings in respect of the particular holding. In considering the necessity of such a condition, the Council will take account of the following factors:

1. The openness and landscape value of the area in which the particular holding is situated;
2. The grouping and/or dispersion of existing buildings on the holding and in the vicinity;
3. The size of the holding and ability to disperse new agricultural buildings widely within it.

Proposals affecting historic barns must also meet the criteria in Policy BE21.

4.4.18 The Green Belt contains many substantial agricultural buildings which, with normal repair and maintenance can be expected to last many years. Changing economics and methods of farming may result in these buildings becoming available for uses other than their original purposes. An alternative residential, employment, leisure or community use will be acceptable in principle. In accordance with other policies in this Plan, residential use will not normally be permitted.

4.4.19 Strict control over development is applied in the Green Belt, and because of this, a series of criteria will be applied to any proposal to introduce a change of use.

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- 4.4.20 Modern farm buildings can be dismantled and sold, for re-erection or for scrap. The conversion of such buildings to an alternative use is not likely to be appropriate as the bulk, form and general design of these buildings must be in keeping with their surroundings. Where a building has been recently constructed under agricultural permitted development rights, it must be proved that it was constructed and originally used for agricultural purposes. This is to prevent abuse of the normally restrictive Green Belt policy.
- 4.4.21 The proliferation of farm buildings constructed under permitted development rights, which might result from the replacement of re-used buildings, is likely to have a seriously detrimental effect on the openness of the Green Belt. In order to prevent this, it may be reasonable for a condition withdrawing these rights from the holding concerned to be attached to the grant of permission for the re-use of an agricultural building. The characteristics of the area, in terms of its degree of openness and landscape quality, need to be taken into account, as does the size and location of existing buildings and groups of buildings. It may only be necessary to withdraw permitted development rights from certain parts of a holding, for example, where there is a narrow Green Belt gap or an area of valuable landscape, especially if the holding is large and new buildings could be accommodated elsewhere on the farm without adversely affecting the appearance or functioning of the Green Belt.
- 4.4.22 Changes of use of buildings should not require significant building work, or other development to enable a new use to operate. Much new building is likely to be inappropriate in the Green Belt and could lead to the creation of a more urban environment. Open storage or other use of open areas would similarly be inappropriate in the Green Belt. Where the building is unsightly or visually intrusive, it may be necessary to carry out improvements to meet the terms of the policy.
- 4.4.23 Car parking provision is always likely to be required with the re-use of redundant buildings. This must be provided in a sympathetic way which does not introduce alien urban character to the site.
- 4.4.24 Finally, normal amenity considerations will apply. Traffic generation for commercial uses can be very much higher than for agricultural use, and rural lanes may be totally unsuitable for this traffic, while existing farm access may not be adequate. Noise and disturbance and other forms of nuisance will also be unacceptable in a rural environment.

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GB12 RECREATIONAL DEVELOPMENT IN THE GREEN BELT

The use of Green Belt land for recreation and small scale buildings directly ancillary to such a use will only be permitted where it is consistent with the character of the area and where possible enhances the visual quality of the area, but does not lead to the loss of good quality agricultural land or conflict with Landscape and Nature Conservation policies.

Where proposals are considered acceptable in principle, they must also conform to the Council's development control criteria and have regard to policies GB1 and GB2 and to leisure and recreation policies.

- 4.4.25 In the context of general Green Belt policy guidance, the use of land for outdoor recreational purposes is acceptable in principle within the Green Belt. However, this should not be taken as overriding the need to protect good quality agricultural land and areas of special landscape or nature conservation value.
- 4.4.26 Facilities such as sports pitches or golf courses essentially keep the character of the Green Belt open, although they often require associated buildings and structures for changing facilities, groundsman's stores, clubrooms, etc. In some instances, these ancillary developments may be incorporated into an existing recreational area without detriment to the visual amenity of the Green Belt. However, where new buildings and structures are proposed which are judged to be of such a scale and design as to conflict with established Green Belt and Landscape and Nature Conservation policies, then such forms of intrusive development should be resisted. Landscape and Nature Conservation policies are set out in Chapter 5 of this Plan.
- 4.4.27 Structure Plan Policy S9 states that only "small scale facilities for outdoor participatory sport and recreation" will be permissible within the Green Belt. There will therefore be a presumption against large new purpose built structures for participatory sport and recreation in Thurrock's Green Belt, particularly where such buildings are unrelated to the principal use of the land for open-air recreation. This type of use is more appropriate, and so should be located, within an urban area.

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GB13 EQUESTRIAN FACILITIES

Development of small scale equestrian facilities, such as private stabling, will only be permitted where it can be shown that proposals conform to the Council's criteria in policies GB1 and GB2. Stables will only be permitted where they are requisite to the use of the land for grazing, and where the Council will expect a minimum of 0.6 hectares (1.5 acres) of grazing land per horse to be available for each unit of stabling so permitted.

The Council will expect stables to be located in existing buildings wherever possible. New buildings will only be permitted where there are no suitable existing buildings.

Where permission is granted, the Council will expect a legal agreement to be signed covering aspects of the management of stables. Stud farms, riding schools and other large scale commercial equestrian facilities will only be permitted in the Green Belt where they use existing buildings in accordance with Policy GB11.

Permission will not be given for additional housing in association with stables.

- 4.4.28 A problem frequently associated with the urban fringe is the growing demand for horsekeeping facilities. Horse riding as an activity requires significant areas of open land and there is a demand for a variety of facilities for this use, ranging from commercial riding schools to domestic stables.
- 4.4.29 Planning applications for stud farms and livery stables are often accompanied by the request for a dwelling for security reasons. It is a principle of Green Belt policy guidance that development should not be permitted which will generate additional employment resulting in the demand for new dwellings.
- 4.4.30 In land use terms, the main difference between private and commercial stabling is that the level of activity and size and number of buildings generated by commercial establishments tends to be much greater and makes the siting of such developments particularly sensitive. Traffic generation and car parking requirements associated with such uses also need to be the subject of careful consideration. Small scale stabling, whereby individuals keep their horses in single units or small blocks of stables (whether privately owned by the user or commercially rented) may prove acceptable in the context of Policy GB12 (Recreational Development in the Green Belt).
- 4.4.31 However, the scale and impact of most commercial facilities would normally render them unacceptable in the Green Belt, even though they may perform a function for the local community. Stud farms do not stem from local demand and could, in any case, be located beyond the Green Belt.
- 4.4.32 The re-use of redundant buildings to provide stables is one type of development which could accord with Policy GB11, provided the criteria in Policy GB13 are met.
- 4.4.33 Careful consideration must not only be given to the impact of such uses on the character of the Green Belt and surrounding countryside in general, but also to areas identified as being of 'special' landscape and nature conservation value (See Chapter 5). The standard of one horse per 0.6 ha of grazing land is required in order that the land is not over-grazed and thus remains self-sufficient in terms of food supply. It is the minimum standard recommended by the British Horse Society. Over-grazing, as well as causing visual and ecological harm to the landscape, will usually involve the importation of feedstocks and so effect a material change of use to a level of intensity not normally acceptable in the Green Belt.

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4.4.34 The management of the stables and associated land may need to be subject to a legal agreement to prevent unsightly or unsuitable structures or activities from being introduced onto the land.

CHAPTER 5 : LANDSCAPE AND NATURE CONSERVATION

5.1 BACKGROUND

Landscape

- 5.1.1 The extent and type of landscape and countryside in the area largely determines its overall character and has an influence on the quality of life of local residents. The visual quality of the landscape, both within and outside the built-up areas, is extremely important in that it forms the environmental structure for both town and countryside and influences peoples' perceptions about the attractiveness of the place in which they live.
- 5.1.2 Thurrock's countryside is varied in character. It has areas of traditional landscape, particularly along the Thames to the east of Tilbury where historic and social influences have determined its use and development. It includes woodlands, meadows, wetlands and other wildlife habitats of nature conservation value. Dutch Elm disease and intensive farming practices have led to significant losses of trees and hedgerows during the 1970's and 80's, drastically altering the Borough's traditional landscape in many areas, such as the central fenlands, for example. Much of the Borough has a naturally flat, open marshland character largely due to its location on an old river terrace of the Thames.
- 5.1.3 Because of its geology, the Borough is rich in mineral resources, including sand, gravel, chalk and clay. As a result, Thurrock has a history of mineral extraction and subsequent tipping operations, which have drastically altered the landscape in localised areas, in many situations leaving it badly degraded. Consequently, much of the Borough has been identified as a Landscape Improvement Area by Essex County Council, which has also designated two Special Landscape Areas, at Langdon Hills and along the Mardyke Valley (see 5.2.4). In addition, Thurrock Council has identified a number of landscapes of importance in a local context.

Nature Conservation

- 5.1.4 Nature Conservation is the protection, management and, where necessary, enhancement of the natural environment, especially those elements which are valuable in that they provide a habitat for wildlife - both animals and plants. Sites of particular importance in this respect may be protected through designation as a Site of Special Scientific Interest (SSSI) by English Nature. However, wildlife is not confined to these 'special' sites alone. Plants and animals exist within a continuum of sites in rural, urban and urban fringe areas. Many of these are very important in local terms, both for the wildlife they contain and, in some cases, for their amenity value to the local community. Due to extensive mineral extraction works, waste disposal, intensive farming practices, including reclamation of the marshes, plus considerable urban development, there has been a considerable loss of natural wildlife habitat in the Borough. Mineral excavations and waste disposal require planning consent from Essex County Council, and these, together with farming practices, are largely outside the control of Thurrock Council.

5.2 POLICY CONTEXT

- 5.2.1 The Town and Country Planning Act 1990 requires local plans to include policies designed to secure the conservation of the natural beauty and amenity of land.
- 5.2.2 Government policy guidance on trees and forestry is set out in Department of Environment Circular 36/78. PPG9 requires local authorities to ensure effective conservation of the landscape, its wildlife and natural resources, while making adequate provision for necessary development and economic growth.
- 5.2.3 The Council has had regard for Structure Plan policies NR10 and NR12 to NR16, on Trees and Landscape Conservation, NR17, regarding Protected Lanes and NR5 to NR8, concerning Nature Conservation.

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5.2.4 The Council has also taken account of Essex County Council's Countryside Conservation Plan, in which the Mardyke and Langdon Hills Special Landscape Areas and an extensive Landscape Improvement Area are designated in Thurrock, and which was adopted by Thurrock Council as supplementary planning guidance in 1986. These designations are now formalised in this Local Plan and the boundaries of the designated areas firmed up. While the majority of landscape in Thurrock is not considered to be of strategic importance in the Countryside Conservation Plan, it does nevertheless provide vital relief to the urban area of the Borough, acting as a green backdrop to the built up areas.

5.3 THE COUNCIL'S APPROACH

5.3.1 OBJECTIVE 1, set out in Chapter 2, is to improve the quality of the environment in both town and country. The key element of this, as it relates to landscape and nature conservation is:

- the implementation of policies to protect and enhance areas of good quality agricultural land, attractive and traditional landscapes and areas of nature conservation value.

5.3.2 The Council supports the policies of the Essex Structure Plan for the conservation of the countryside generally, the protection of Special Landscape Areas and the enhancement of Landscape Improvement Areas. Some alterations to the extent and boundaries of these areas are required locally, but these are minor changes which are not intended to undermine the Structure Plan. Further examination of the local area has led Thurrock Council to create an extra tier of protection for sites of local landscape or nature conservation significance.

5.3.3 The protection of the environment depends largely on the support of local residents. Their appreciation of their surroundings comes through education and experience, including direct involvement in practical projects. As part of the Council's commitment to improve the accessibility and enjoyment of nature, by creating nature reserves, new woodlands and other nature areas for the local community, it is the intention to co-operate with Essex County Council in the provision of some form of educational base or co-ordinating facility. It would be desirable to balance the facilities provided at Belhus Wood and Langdon Hills Country Parks with a further base.

CHAPTER 5 : LANDSCAPE AND NATURE CONSERVATION

5.4 POLICIES

A. Landscape

LN1 SPECIAL LANDSCAPE AREAS

Development will only be permitted within or close to Special Landscape Areas if its location, siting, design, materials and landscaping accord with the character of the area in which it is proposed.

- 5.4.1 Special Landscape Areas (SLAs) have been designated by Essex County Council, under Structure Plan Policy NR12, as being areas of County importance. Two areas in Thurrock are recognised as SLAs and have been adopted by Thurrock Council - Mardyke Valley and Langdon Hills - their boundaries being identified in the Essex Countryside Conservation Plan and also shown on the Proposals Map to this Plan. Because of their strategic significance and their local value within the Borough, which has a high proportion of despoiled land, it is vital that the quality of these landscapes is protected. The use of inappropriate, particularly exotic, tree species, or the erection of unsuitable fence types or other inappropriate boundary treatments could reduce the landscape quality of these areas, as could the erection of inappropriate buildings or general landscaping of a poor standard. As such it is considered vital that all development and planting occurring in these areas should be of a high standard and should enhance the general landscape of the locality.
- 5.4.2 Two 18th century parkland landscapes of historic interest are included in the Mardyke Valley SLA: Orsett Hall Deer Park and the grounds of Orsett House which includes a decoy. These landscapes add an additional dimension to the character of the Borough, and it is important that their historic features are retained and where possible enhanced.

LN2 LANDSCAPE IMPROVEMENT AREAS

In Landscape Improvement Areas, the Council will expect sympathetic landscaping schemes in association with new developments. The Council will also undertake environmental improvement schemes and encourage private owners to take up grants for environmental improvements available from public sources.

- 5.4.3 Many parts of Thurrock are identified in the Essex Countryside Conservation Plan as being Landscape Improvement Areas (LIAs). These are areas identified as being in need of remedial treatment to improve the environmental quality of the locality. Structure Plan policies NR13 and NR13a apply to LIAs. Because these areas have been despoiled, through either land-use or vegetation loss, their improvement is vital in order to enhance the environmental quality of the Borough as a whole. Significant improvements can be brought about by sympathetic landscaping schemes in association with new developments. Such schemes may be implemented in consultation with the relevant statutory authorities. In addition the Council is committed to supporting the improvement of many LIAs through the planting of woodland and creation of other habitats under the Thames Chase Community Forest project (See Policy LN7).

CHAPTER 5 : LANDSCAPE AND NATURE CONSERVATION

LN3 LANDSCAPES OF LOCAL IMPORTANCE

In areas designated as Landscapes of Local Importance, development will only be permitted if it would not cause permanent loss of, or damage to the character of the landscape. The designated areas are listed below and shown on the Proposals Map.

(i) For their contribution to the landscape generally –

**Belhus Wood and Aveley Lakes/Pits
Aveley Marshes
Lower Mardyke Valley
Palmers Shaw
Bulphan Fen and Horndon on the Hill
Orsett Pit
Chadwell and West Tilbury Escarpment/Tilbury Marshes
Linford Escarpment
East Tilbury Marshes
East Tilbury Village/Coalhouse Fort
Stanford Marshes
Corringham and Fobbing Marshes/Escarpment**

(ii) For their historical interest -

**Belhus Park
Ford Place**

- 5.4.4 There are areas in the Borough which, although not strategically significant in County terms, are extremely valuable in the context of the local environment. They provide vital visual relief from the more developed parts of the Borough and from those areas where extraction and waste disposal occur. As such, they improve the perceived quality of life of local residents. It is therefore important that these Landscapes of Local Importance (LLIs) are protected from development which would be detrimental to them or lead to their potential loss. Where appropriate, these areas may also be considered for environmental enhancement under Policy LN8. Many of the LLIs are undeveloped areas of semi-natural landscape, usually in agricultural use.
- 5.4.5 In addition, there are in Thurrock landscapes of historic interest, which are outside the Special Landscape Areas including Belhus Park which was designed by Capability Brown. Due to their historic interest, these landscapes are of importance locally, adding a further dimension to the character of the Borough. As such it is important that their historic features are retained and, where possible, enhanced.
- 5.4.6 The criteria for selection of Landscapes of Local Importance are set out in Appendix 5.

CHAPTER 5 : LANDSCAPE AND NATURE CONSERVATION

LN4 ESTABLISHMENT OF LANDSCAPE PROTECTION BELTS

In order to reduce the impact of hard land uses, the Council will expect Landscape Protection Belts to be provided between major changes of land use, along major road and rail access routes and the River Thames, and between any sensitive ecological/landscape area and an adjoining land use. Detailed criteria are set out in the Council's Landscape Design Guidelines, published as supplementary planning guidance.

- 5.4.7 In order to increase the general "greenness" of the Borough, and thus improve the perceived quality of life of those who live and work in it, it is vital that adequate space is left around all forms of new development and that this space should be filled with landscaping of a high standard to provide a landscape structure throughout the Borough. It is also considered important that industrial developments should be screened from residential land-uses and that elsewhere, industrial areas and sites should be developed within a setting created by substantial landscaping. Planting along road and rail routes improves the general appearance of the Borough, for both those passing through and those living or working close to such routes. Landscape Protection Belts will be beneficial along the River Thames where the land use would be detrimental to the river frontage and enjoyment of the river. Similar circumstances apply to other sensitive landscape or nature conservation areas.

LN5 PLANTING WITHIN LANDSCAPE PROTECTION BELTS

Wherever possible existing vegetation should be retained within Landscape Protection Belts established under Policy LN4. New planting should consist essentially of indigenous trees and shrubs with more ornamental species permitted in the vicinity of residential developments where considered appropriate.

- 5.4.8 In order to improve the general appearance of the Borough and increase its basic landscape structure, it is necessary to provide a good framework of semi-natural vegetation into which more ornamental planting can be added to highlight and compliment particular developments, as considered appropriate. This can be achieved by planting locally-occurring species as the basic back-drop. This will also have the added advantage of increasing the ecological richness of the Borough.
- 5.4.9 Clearly, requiring planting from new developments will not ensure that all development edges and all routes will be planted; landscaping cannot be required of an existing development. However, it is considered extremely important that the principle is, over time, applied across the Borough. In order to complete the planting necessary to make these Landscape Protection Belts effective and to encourage landowners to undertake appropriate planting schemes, the Council may carry out planting using funds set up for this purpose, for example, Environmental Improvement Schemes, and Forest of Thurrock funds.

CHAPTER 5 : LANDSCAPE AND NATURE CONSERVATION

LN6 TREE PRESERVATION ORDERS

The Council will serve tree preservation orders, where appropriate, to preserve important trees, groups of trees, hedgerow trees and woodlands.

- 6.4.1 Trees are an important feature within the landscape both individually and in groups, giving a sense of scale and structure. Their retention in the landscape is therefore vital. Wherever it is felt that individual or groups of trees make a significant contribution to their setting, or where good specimens are felt to be at risk, the Council considers that their retention should be ensured as far as possible through the serving of tree preservation orders.

LN7 THAMES CHASE (THE EAST LONDON COMMUNITY FOREST)

Within Thames Chase the Council will expect development proposals to contribute positively towards the implementation of the objectives of the Community Forest project, relating particularly to habitat creation, environmental enhancement, and, where appropriate, recreational use of the forest.

- 5.4.11 Thames Chase (The East London Community Forest) is a joint initiative between the Countryside Commission, the Forestry Commission, the London Borough of Havering, the London Borough of Barking and Dagenham, Brentwood District Council, Essex County Council and Thurrock Council. The Forest will cover approximately 36 square miles of which approximately 9 square miles will be in Thurrock, around Aveley and South Ockendon and out across Orsett and Bulphan Fens. The aim is to achieve 30% tree cover in the form of hedgerows, shelter belts, copses and true woodland plus other types of semi-natural landscapes where appropriate. Habitat creation will be the major objective of the Community Forest project but improvement to public access, to allow local residents to enjoy the forest, will be another major objective.

LN8 TREE AND WOODLAND PLANTING

The Council will promote and undertake tree and woodland planting outside the Community Forest area through Local Authority grant schemes or by promoting the take-up of grants available from other sources. New planting should consist of indigenous trees and shrubs.

- 5.4.12 With the Community Forest project being undertaken in the north and north west of the Borough, there may be an imbalance of woodland cover across the Borough. Therefore, it is necessary to ensure that some woodland planting is also undertaken outside the Community Forest area. Planting of mainly indigenous species will help to provide a framework of semi-natural vegetation. The Council undertakes tree and woodland belt planting as part of its on-going environmental improvement schemes. Private planting can be assisted through Council grants, such as the Forest of Thurrock scheme, whenever these are available, or grants from other sources such as Essex County Council and the Countryside Commission. The Council will encourage the use of indigenous stock or seeds where appropriate.

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LN9 WOODLAND MANAGEMENT AGREEMENTS

The Council will carry out a survey of woodlands in the Borough and will seek to enter into voluntary agreements with landowners to ensure management appropriate to age, use, location and scientific interest, together with retention of visual amenity, historical and ecological value. Where suitable, the Council will put owners of woodland in touch with appropriate agencies, which may be able to purchase and manage the woodland. Where voluntary agreements cannot be achieved or are not appropriate, the Council will consider the serving of tree preservation orders.

- 5.4.13 Trees, woodlands, and hedgerows are particularly valuable for wildlife, supporting birds, insects and mammals while protecting and providing a habitat for other plants. At the same time, they frequently provide a focal point in the landscape and are thus of significant amenity value. Established woodlands and hedgerows are particularly important in that they have developed with their associated plants and animals over many years. However, due to increasingly intensive farming practices and the use of bigger fields, many trees, hedges and woodlands have been lost from the landscape in the past 50 years.
- 5.4.14 Where woodlands and hedgerows have been retained, they are frequently in a poor condition through lack of management. Piecemeal surveys of woodlands in the Borough have been carried out in order to determine both their use and their condition. It is the Council's intention that, once the surveys have been completed, a Woodland Strategy will be produced, outlining the forms of management preferred for different areas of woodland. Proper management of all woodlands and hedgerows in the Borough can then be encouraged through management agreements and the promotion of grants from appropriate bodies. In suitable cases the Council may put the owner of the woodland in contact with the appropriate agencies, such as the Woodland Trust, to determine whether purchase of the woodland would be the best means of managing it. Where existing woodlands are thought to be at risk, the Council may need to consider protection of the trees by use of a tree preservation order (See Policy LN6).

LN10 PROTECTED LANES

The Council will seek to conserve the traditional character of Old Church Hill, Langdon Hills, designated by Essex County Council as a Protected Lane, including associated verges, banks and ditches. Any proposals which would adversely affect the physical appearance of a Protected Lane of historic or landscape value, or give rise to a material increase in the amount of traffic using such lanes, will not be permitted.

- 5.4.15 From time to time, Essex County Council, under Structure Plan Policy NR17 and in consultation with the Thurrock Council, designates certain lanes of particular historic and landscape value as Protected Lane of either Grade 1 or Grade 2. Their character is protected by the County Council exercising its powers as Local Highway Authority. Because the character of such lanes adds to the variety of landscape within Thurrock, the Council believes that their preservation is vital. In 1993 only Old Church Hill, Langdon Hills was so designated but Thurrock Council considers that other lanes in Thurrock are worthy of preservation and will pursue their designation, in co-operation with Essex County Council, including Holford Road, Linford and Pilgrims Lane, West Thurrock. In the latter case the minimum number of crossings necessary to serve the housing development at Chafford Hundred will be permitted.

CHAPTER 5 : LANDSCAPE AND NATURE CONSERVATION

LN11 GREEN CHAINS

Green Chains are designated in the urban areas of Thurrock, as listed below and shown on the Proposals Map, as a recreational and nature conservation resource and as links to the countryside. Development proposals will only be permitted where the open character of an identified Green Chain is not destroyed or impaired.

Green Chains:

**Hassenbrook Valley, Stanford Le Hope
Ferry Fields, Tilbury
Bull Meadow/The Rookery, Little Thurrock
Lion and Warren Gorges/Hillside Club
High House Farm, Purfleet.**

- 5.4.16 Green Chains play a useful role in the urban environment by providing undeveloped corridors of relatively natural surroundings, from parts of the urban areas into the countryside or to the River Thames. In many cases the Chains link together existing areas of open space with pedestrian access routes. The Chains also provide green corridors along which wildlife may move and, where appropriate, are also designated as Ecological Corridors under Policy LN16. The policy will protect Green Chains against developments which would reduce their effectiveness in performing these functions.

CHAPTER 5 : LANDSCAPE AND NATURE CONSERVATION

B. Nature Conservation

LN12 DEVELOPMENT PROPOSALS AND NATURE CONSERVATION

New developments will only be permitted if proper consideration is given to the nature conservation value of the development site.

Development prejudicial to the retention and management of important wildlife habitats and their inter-relationships will not be permitted.

In appropriate cases the Council will expect landscaping schemes submitted under Policy BE4 to provide for new wildlife habitat creation and management.

- 5.4.17 The survival of the national wildlife heritage cannot be achieved solely through the protection of individual sites; the environment as a whole needs to be properly managed and protected from detrimental activity. Careful planting, using native species, and the appropriate restoration of derelict land are important in the creation of new areas suitable for wildlife and the protection and enhancement of existing areas. All activities affecting land-use therefore need to take nature conservation into consideration and it is important that the environment is protected from developments which would have a detrimental effect on its flora and fauna. The provision of new wildlife habitats could be achieved through the creation of a Landscape Protection Belt required under Policy LN4.

LN13 DEVELOPMENT AFFECTING SITES OF SPECIAL SCIENTIFIC INTEREST

Development will only be permitted within or around Sites of Special Scientific Interest where it can be shown that there would be no damage to nature conservation or other interests. In any case where all or part of an SSSI is denotified, the Council will assess whether the site meets the criteria necessary to be designated as a SINC or ALNCS under policies LN15 and LN16, and will afford it the appropriate level of continued protection.

- 5.4.18 Sites of Special Scientific Interest (SSSIs) are designated for their special ecological or geological features and are notified by English Nature under the Wildlife and Countryside Act 1981 which affords them a measure of protection. However, these sites tend to be particularly vulnerable to changes in their physical environment and the Council considers that they must be protected from any development that would be detrimental to their scientific interest. Special protection will therefore be given to those sites whose interest is sufficiently notable to warrant designation as an SSSI, in order to retain the special character of the site.
- 5.4.19 Ten SSSIs had been designated in Thurrock by 1993, as listed in Appendix 7, and shown on the Proposals Map.
- 5.4.20 Mucking Flats and Marshes SSSI is also a potential Special Protection Area under the EC Birds Directive and a potential Ramsar site under the Convention on Wetlands of International Importance. This SSSI is therefore recognised as of international importance, and its protection is particularly vital.
- 5.4.21 From time to time, Sites of Special Scientific Interest are de-notified by English Nature. In these instances the sites may continue to have nature conservation value which merits protection as a Site of Importance for Nature Conservation or Area of Local Nature Conservation Significance.

CHAPTER 5 : LANDSCAPE AND NATURE CONSERVATION

LN14 LOCAL NATURE RESERVES

Development on the site of the proposed Local Nature Reserve at Stanford Marshes will only be permitted which would not materially harm its nature conservation value.

- 5.4.22 While SSSIs are given a level of statutory protection (see Policy LN12), there is a need to protect and enhance other areas of Borough-wide and more local importance for wildlife, in order to maintain and improve the diversity and richness of the ecology of the Borough and also increase the extent to which local residents are able to experience nature. This may be achieved through the designation of Local Nature Reserves (LNRs) under Section 21 of the National Parks and Access to the Countryside Act 1949, a fuller explanation of this process being set out in Appendix 7.
- 5.4.23 The Council intends to seek the support of English Nature in designating the following Local Nature Reserves:
- (a) Warren Gorge
 - (b) Lion Gorge
 - (c) Stoneness Saltings
 - (d) Stanford Marshes
 - (e) Linford Wood
 - (f) Corringham Meadow
 - (g) Grove House Wood.
- 5.4.24 The sites listed are those which the Council considered worthy of designation in 1993, but others may be identified as survey work progresses. Such areas are considered vital in the retention and improvement of the ecological diversity of the Borough and quality of the local environment. As such, they are considered worthy of protection from adverse development. All sites, with the exception of Stanford Marshes, are either SSSIs or SINCs and are therefore protected under policies LN13 or LN15. This policy therefore specifically protects Stanford Marshes.

LN15 SITES OF IMPORTANCE FOR NATURE CONSERVATION

In areas identified on the Proposals Map as Sites of Importance for Nature Conservation, development will only be permitted which would not materially harm their nature conservation value.

- 5.4.25 Essex Wildlife Trust have surveyed the whole of the County to identify sites of Importance for Nature Conservation (SINCs). SSSIs and designated Local Nature Reserves, set out above, are automatically deemed to be SINCs. Other sites which, although not designated as formal SSSIs, do contain important habitats for wildlife are also identified. Those sites identified in Thurrock are listed in Appendix 7. The Council considers that protection of these sites is vital as they add to the richness and diversity of the Borough in both wildlife and visual terms and generally help to provide a more pleasant environment for local residents.
- 5.4.26 In three cases Essex Wildlife Trust have defined SINCs on sites identified for development in this Plan. These sites are not shown on the proposals map and will not be protected by the policy. They are, however, included for reference in Appendix 7.

CHAPTER 5 : LANDSCAPE AND NATURE CONSERVATION

LN16 AREAS OF LOCAL NATURE CONSERVATION SIGNIFICANCE AND ECOLOGICAL CORRIDORS

Areas of Local Nature Conservation Significance, and Ecological Corridors, for the enjoyment and protection of nature within the Borough are indicated on the Proposals Map. Developments in these areas will only be permitted where the nature conservation interest of the area is retained.

- 5.4.27 As wildlife generally comes under increasing pressure, due to development taking place within the Borough, there is a vital need for the identification and protection of Ecological Corridors and individual sites of local nature conservation significance. Proposals for new development should take account of the fact that wildlife, both flora and fauna, occurs almost everywhere in some form or other, often unsuspected by the casual observer. As habitat disappears under urban development, the wildlife is squeezed into ever-decreasing areas and may eventually disappear altogether from the locality, thus also destroying essential links in the local eco-structure. These direct and indirect effects of development could even cause some unique species of wildlife to disappear completely and irretrievably.
- 5.4.28 The Council is determined to see that steps are taken to prevent such damage to nature conservation interest by identifying ALNCS and Ecological Corridors, which can be embodied within and/or protected from the effect of development. The list of sites together with detailed principles involved in their identification are set out in Appendix 7.

CHAPTER 5 : LANDSCAPE AND NATURE CONSERVATION

LN16A THAMES FORESHORE ECOLOGICAL CORRIDOR - INDUSTRIALISED AREAS

Any development on the industrialised part of the Thames foreshore, as shown on the Proposals Map, of new jetties, wharves and other river-related activities will only be permitted where the development is located so as to minimise the impact on the nature conservation value of the foreshore, taking into account the operational needs of the land user. The Council will expect evidence of the environmental impact to be provided with any such application.

Other development on the industrialised part of the Thames Foreshore will only be permitted where the nature conservation interest of the foreshore is retained.

- 5.4.29 The Thames Foreshore is an Ecological Corridor of considerable importance for nature conservation. Parts of the Thames Foreshore are designated Sites of Special Scientific Interest and are protected under Policy LN13.
- 5.4.30 The remainder of the foreshore is of varying width, with some areas of mudflat, and its nature conservation value is similarly likely to vary. However, the foreshore as a whole has value as a continuous corridor through which plants and animals can migrate. This is reflected in development plans covering much of the River Thames.
- 5.4.31 The industrialised part of the foreshore is also, however, an important location for jetties, wharves and other river-related facilities serving major industries, oil refineries, Tilbury Power station and the Port of Tilbury.
- 5.4.32 The Council does not wish to prevent the continued operation and development of these major land users, but where applications for new wharves or jetties are made the Council will investigate the nature conservation issues carefully to ensure that the proposed location of the development minimises the impact on any area of importance for nature conservation.
- 5.4.33 In any other cases where there are no issues of essential river access, any development proposals will be treated in the same way as those affecting any other Ecological Corridor in line with Policy LN16.

CHAPTER 5 : LANDSCAPE AND NATURE CONSERVATION

LN17 COUNTRYSIDE MANAGEMENT AGREEMENTS

The Council will consider entering into Management Agreements with landowners under Section 39 of the Wildlife and Countryside Act, and the promotion of grants, which may from time to time be available, to promote the appropriate management of the countryside in order to retain and enhance the ecological quality of the Borough.

- 5.4.34 Retention of the wildlife interest, wherever it occurs, requires that land-uses and future management practices are beneficial to the flora and fauna. This is especially important in those habitats which have developed over very many years, such as woodlands and hedgerows, and those which are particularly sensitive to change. It is therefore important to encourage good management of the whole environment, not just those areas specifically designated as important for nature conservation. This will ensure the retention and improvement of wildlife habitats within the Borough in both Local Authority and private ownership.
- 5.4.35 Good management practice can be encouraged through management agreements between the local authority and the landowner using Section 39 of the Wildlife and Countryside Act 1981 (see Appendix 8). Grants which may occasionally be available from the Countryside Commission, Department of the Environment, Ministry of Agriculture, Fisheries and Food and other agencies, can also be used by landowners to help finance management practice beneficial to wildlife, which may not otherwise be undertaken. The use of both management agreements and available grants can achieve significant improvements in ecological land management practices.

LN18 WILDLIFE HABITATS

The Council will, where appropriate, promote and undertake the creation of wildlife habitats to improve the ecological richness and diversity of the Borough and to provide a resource for the enjoyment and education of local residents.

- 5.4.36 Habitat creation is an important element of improving the nature conservation value of the Borough. More areas suitable for wildlife will mean a greater range and number of plants and animals, and provide a continuum of green spaces across the Borough. New wildlife areas will also provide an education resource, give residents increased opportunities to experience and enjoy nature and permit the development of a more natural environment. With proper management, newly created nature areas will become the sites of high nature conservation interest in the future. As well as encouraging habitat creation as part of development under Policy LN12, there may also be opportunities for the Council to create wildlife habitats on its own land.

CHAPTER 5 : LANDSCAPE AND NATURE CONSERVATION

LN19 THE CULVERTING OF WATERCOURSES

Development involving the culverting of watercourses will not normally be permitted. Proposers of such schemes will be expected to find alternatives which utilise the watercourse as a feature and enhance the area around it.

- 5.4.37 Watercourses and their associated land provide valuable habitats for nature conservation and due to their linear nature act as corridors, along which flora and fauna can spread and become established. The most significant river corridors are protected under Policy LN16, but all are of value.
- 5.4.38 In many cases developers have seen water features as a problem to be overcome through culverting which causes severe damage to their ecological value. However, in practice a watercourse can be seen as a landscape feature of nature conservation significance, and can usually be accommodated successfully in a development.

CHAPTER 6 : HOUSING AND POPULATION

6.1 BACKGROUND

6.1.1 Good communications, proximity to London and the completion of the M25 have created a growing interest in the potential of Thurrock as a place to live and work. The availability of large areas of worked out quarries and derelict riverside industrial land for development, particularly in West Thurrock and Grays, has meant that Thurrock is able to provide land for large amounts of housebuilding without taking land from the Green Belt or reverting to over-intensive development in existing urban areas. New development which has taken place on derelict and disused land has served to revitalise untidy and unproductive sites and at the same time has helped to improve the overall image and environment of the area.

Population Growth and Housebuilding

6.1.2 As a result of this renewed interest in the Borough, combined with an improvement in the employment situation, the population of Thurrock began to grow again in the mid-1980s, following a net decline of some 3,000 (from about 127,000 to 124,000) due to out-migration between 1981 and 1985. The Borough population continued to grow, to a total of 131,200 by 1992 (see Appendix 9), as housebuilding rates increased to an average 730 (net) completions per year between 1986 and 1993.

6.1.3 During the same period, there was considerable pressure for new housing development in Thurrock, resulting in planning permission being granted for over 10,000 new dwelling units, of which almost 7,300 were still outstanding in 1993, some 4,100 being at Chafford Hundred (see Appendix 10). This level of housing provision has the potential to generate a considerable further increase in the Borough's population by 2001.

6.1.4 Because population change in the Borough will affect the requirement for essential services and amenities, such as schools, leisure and recreation facilities, libraries and other community facilities, it is vitally important to be able to forecast the future population and household levels in order to plan for the provision of these facilities. It is also important in order to assess the local need for jobs, shopping facilities and other private sector activities, together with future travel patterns, particularly travel to work.

6.1.5 The future population level is determined mainly by the amount of housebuilding in the Borough, but also by changes in average household size. In the country as a whole average household size is reducing, as young people leave home earlier, and elderly people stay living independently for longer. The average household size in Thurrock is likely to reduce from 2.6 persons per household in 1991 to 2.45 in 2001. This will therefore slightly reduce the effect of new housebuilding on population levels. The amount of housebuilding itself is a product of the amount of housebuilding land available and also the level of demand in the housing market, the latter having fallen somewhat in the early 1990's from a previously buoyant level.

6.1.6 Population forecasts have been produced based on the assumed construction of 730 (net) dwellings per annum in the period to 2001. This would result in a Borough population total of some 140,000 on which other aspects of this Plan are based, broken down by settlement as indicated in Appendix 9.

6.2 POLICY CONTEXT

6.2.1 Government guidance set out in Planning Policy Guidance Note PPG3 emphasises that the role of the planning system is to provide an adequate and continuous supply of land for housing but without prejudice to the maintenance of long established conservation policies, including the continuing presumption against inappropriate development in the Green Belt. Local authorities are expected to ensure the availability of five years supply of land for new house-building. Full and effective use should be made of land within existing urban areas. Department of the Environment estimates indicate that the population of the country as a whole and the South East region in particular will continue to increase due to natural growth (excess of births over deaths) for the foreseeable future, thus maintaining the demand for new housing.

CHAPTER 6 : HOUSING AND POPULATION

- 6.2.2. Essex is expected to accommodate a significant proportion of this demand, the Structure Plan Second Alteration making provision for 95,600 new dwellings between 1986 and 2001, of which 9,900 (net) are proposed in Thurrock. Some 5,114 (net) had already been constructed by 31st March 1993, leaving a residual provision of 4,786 for which sites need to be identified in this Local Plan for the period up to 2001.
- 6.2.3 The possible need for local authorities to secure an adequate provision of affordable housing and of housing to meet the requirements of people in special need has been addressed by the Government in PPG3. The need to ensure good design in new housing, together with the provision and retention of adequate open space, has also been identified and is reflected in Structure Plan Built Environment policies (see Appendix 1).

6.3 THE COUNCIL'S APPROACH

- 6.3.1 The Council's objectives 1 and 4, set out in Chapter 2, relate to housing and the quality of the residential environment. These are:

Objective 1 : To improve the quality of the environment in town and country

Objective 4 : To meet Structure Plan provision for land for housebuilding.

To achieve these in relation to housing, the Council will implement policies which seek to :

- (a) Prevent over-intensive development in towns and improve the quality of the residential environment through strong policies controlling development; and
- (b) Only release further sites for housing where clear environmental and social benefits will result, due to the fact that existing commitments significantly exceed the Structure Plan provision, and where no harm would be caused to the development plan strategy or other important issues.
- 6.3.2 The Council is basing the requirements for housing land in Thurrock on the Structure Plan provision of 9,900 dwellings between 1986 and 2001. The potential exists, however, for the total supply to exceed 13,000 units (net) during the same period, made up of dwellings already completed plus the outstanding capacity of sites with planning permission or identified for housing in this Plan. There could, in addition, be a further over-supply in the form of un-planned (windfall) sites coming forward for residential development. For this reason, the Council proposes only very limited releases of new land for housing and does not intend to grant planning permission for further sites other than in the exceptional circumstances set out in (b) above.
- 6.3.3 In forecasting population levels by 2001 it is necessary to make a judgement as to whether demand will be sufficient for all the land to be developed within the Plan period. Projecting forward the 1986-1993 average housebuilding rate would mean 10,954 homes being built by 2001. This suggests that a total of 13,000 completions would be unlikely to be achieved, particularly given the depressed state of the housing market in 1993. At that rate of housebuilding, the net Structure Plan provision for Thurrock would be exceeded by some 1,054 dwelling (10.6%). This would mean that some 82% of available sites would be developed by 2001. Development of the remaining 18% would therefore be delayed until after 2001. At the recent rate of housebuilding, there is a housing land supply up to 2006.
- 6.3.4 The Council has also taken account of the need to ensure that housing land is used efficiently and not wasted, while over-development should be avoided, respecting the character of the Borough. Consideration has also been given to special and affordable housing needs and to the requirement for provision of accommodation for showmen and other travellers.

CHAPTER 6 : HOUSING AND POPULATION

6.4 POLICIES

H1 HOUSING LAND - STRUCTURE PLAN PROVISION

The Council will ensure that sufficient land is identified within Thurrock for 9,900 (net) dwellings to be built between 1st April 1986 and 31st March 2001, in accordance with Structure Plan requirements.

- 6.4.1 In recognition of the scope for growth in Thurrock, the Second Alteration to the Essex Structure Plan requires that Thurrock provide for 9,900 (net) dwellings to be built between 1st April 1986 and 31st March 2001, out of a total of 95,000 in the County.

H2 HOUSING LAND - OUTSTANDING PLANNING PERMISSIONS

On sites with outstanding planning permission for housing on 31st March 1993, (including sites with consent for twelve or more dwellings), the permission will be renewed unless the circumstances of individual sites have changed so significantly as to merit refusal.

- 6.4.2 As a result of the 1990 Residential Land Availability Study, undertaken in conjunction with the County Council and House Builders Federation, it was ascertained that at 31st March 1990 there was planning permission in Thurrock for about 9,300 new dwellings, the majority at Chafford Hundred (5,000 units approximately) and Grays South (1,300 approximately). The figures were subsequently updated through annual surveys, to take account of new, implemented and expired planning permissions and to relate the housing land supply to the Structure Plan provision, in particular to the Second Alteration. The housing land supply position as at 31st March 1993 was as set out in the following table.

CHAPTER 6 : HOUSING AND POPULATION

Table 6.1 Housing Land Supply

<u>A. Capacity</u>		
(i) Sites with planning permission outstanding as at 31.3.93		
(a) Large Sites (see Appendix 10)*	7,025	
(b) Small Sites (less than 12 units)	<u>285</u>	+
	7,310	
(c) Anticipated losses due to redevelopment	<u>138</u>	-
(d) Net sites with planning permission	7,172	
 (ii) Sites without planning permission		
(a) Sites identified in this Plan* (see Policy H3)	725	+
(b) Other small sites	<u>116</u>	+-----
Net capacity as at 31.3.93		8,013
 <u>B. Completions</u>		
(a) Dwellings completed 1.4.86 to 31.3.93	5,303	
(b) Losses due to redevelopment 1.4.86 to 31.3.93	<u>189</u>	-----
Net completions		5,114
Net supply to meet Structure Plan provision 1986 to 2001		<u>13,127</u>

* Identified on the Proposals Map.

- 6.4.3 Sites with Planning Permission for at least twelve units available as at 1st April 1993 are identified in Appendix 10 and on the Proposals Map.
- 6.4.4 Notwithstanding the anticipated completions set out in Appendix 10 (which are based on developers' estimates), the Council considers it unlikely that all the available sites will be developed during the Plan period, especially given the effects of recession during the early 1990s. This would leave scope for the additional sites, identified in Policy H3, to be brought forward at opportune times without exceeding the Structure Plan provision to an unacceptable degree. The residual sites, which represent a substantial contingency provision in relation to the Structure Plan, would be carried forward to the subsequent Plan period if not needed by 2001.
- 6.4.5 Nearly 6500 of the housing units with permission will be built on previously used urban land, particularly chalk pits, former industrial sites and former institutional uses. These sites are within the built up areas of settlements and are therefore well located for public transport and other facilities.

CHAPTER 6 : HOUSING AND POPULATION

H3 REDEVELOPMENT OF NON-RESIDENTIAL LAND FOR HOUSING

The Council has identified the following land as having potential for development or redevelopment for housebuilding purposes, for which planning permission will be granted, subject to conditions, for the approximate number of dwellings shown.

	Approximate No of Units
(a) Mowlem/PT Read Sites, London Road Purfleet	89
(b) London Road & Schoolfield Road, West Thurrock	16
(c) 417-421 London Road, South Stifford (completed 1996)	6
(d) Belmont Allotments/Askew Farm, Grays	160
(e) Adj. 28 Parker Road, Grays	7
(f) Adj. Railway Cottages, Bond Street, Grays	8
(g) Columbia Wharf, Grays (completed 1997)	240
(h) Site off 1A & 1B Park Lane, Aveley	18
(i) St. Cedds Secondary School Fulbrook Lane, S. Ockendon	67
(j) Adj. B1335/Stifford Road, South Ockendon	7
(k) 85 Giffords Cross Road, Corringham	<u>7</u>
TOTAL	625

- 6.4.6 The sites identified above were either disused or in non-residential use and none had planning permission for housing as at 31st March 1993. The Council considers that these sites would be best redeveloped for residential purposes, creating more compatible environments.
- 6.4.7 These sites are identified giving due regard to other policies in the Plan, and to the infrastructure and other requirements of each site. In a number of cases, development constraints need to be overcome before development can commence. In appropriate circumstances, the Council will expect planning obligations to be entered into to assist in satisfactorily and positively overcoming identified constraints, in the interests of proper and comprehensive planning for the community.
- 6.4.8 The majority of the housing units proposed will be built on previously used urban land, particularly former industrial sites. The sites are within the built up areas of settlements and are therefore well located for public transport and other facilities. Several sites, including sites those at London Road, Purfleet and Parker Road, Grays, lie within the consultation distance of some of the notifiable installations set out in Appendix 12 and referred to in Policy E10. Housing development on these sites could be subject to constraints on possible form and/or layout following consultation with the Health and Safety Executive.

CHAPTER 6 : HOUSING AND POPULATION

H4 FURTHER HOUSEBUILDING PROPOSALS

Planning permission will not be granted for large new housebuilding schemes (more than 12 dwellings), other than in the areas identified for residential purposes on the Proposals Map under policies H2, H3, H10 and H11 and institutional sites not identified elsewhere in the Plan, but which satisfy other policies herein.

Exceptionally, planning permission may be granted outside the above areas where the proposed development would :-

- (i) Provide significant environmental improvements; and**
- (ii) In appropriate locations, accommodate housing to meet particular social needs identified under policies H5, H6 and H7; and**
- (iii) Satisfy other policies and meet the development control standards and criteria set out in this Plan.**

- 6.4.9 The bringing forward of additional land for housing, over and above that identified in the Plan, needs to be strictly regulated. Over-provision may result in significant additional population growth, which in turn would require the use of further land to provide additional services and community facilities. These are not planned for, either in the Structure Plan, to which many services and infrastructure budgets are geared, or in this Local Plan. Furthermore, accelerated residential growth beyond anticipated levels would bring forward the time when the supply of urban land becomes exhausted, creating pressure on the Green Belt, which is intended to have relatively permanent boundaries in accordance with government guidance. It would also have implications for the local highway system and could bring about changes in urban form unrelated to the pattern of land uses set out in this Plan.
- 6.4.10 However, it may be appropriate for a limited number of supplementary sites to be released for housing to meet local needs, in addition to the Structure Plan requirements, where significant environmental improvements can be secured. These exceptions to the general rule may apply in situations where properties have been blighted by industrial and commercial activities taking place outside the areas identified for those uses, causing specific environmental and/or traffic problems. In such cases, the Council may require planning obligations to be made to assist in tackling identified problems. The Council will also expect the development to provide housing for social needs, such as affordable housing for rent. Such housing is badly needed in Thurrock (see policies H5, H6 and H7) but opportunities for the Council to provide social housing are limited. The windfall sites which may be brought forward under this policy are an important way of meeting this need. Structure Plan First Alteration Policy S13 indicates that the housing provision, catered for in Policy H1 above, could be increased by the redevelopment of institutional sites.
- 6.4.11 Residential development is unlikely to be acceptable, however, in cases where it is proposed in the vicinity of existing industrial uses. Planning Policy Guidance Note PPG4 advises that “planning authorities should consider carefully whether particular proposals for new development may be incompatible with existing industrial and commercial activities. The juxtaposition of incompatible uses can cause problems for the occupiers both of the new and of the existing development”. Such problems would need to be avoided or overcome satisfactorily.

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H5 AFFORDABLE HOUSING

The Council will negotiate with developers to secure appropriate planning agreements for the inclusion of an element of affordable housing in major new schemes where details of the development have not been finalised.

- 6.4.12 Thurrock has experienced a growing need for affordable housing accommodation at the end of the 1980s and into the 1990s, as shown by the increasing size of Council housing waiting lists. The early 1990s level of demand is expected to continue throughout the Plan period and may even be increased, for example by changes in local population structure.
- 6.4.13 Due to a continuing reduction in the level of its own housing stock, the Council will only be able to meet a proportion of local housing need in the 1990s. It is Government policy to encourage the private sector to make up the shortfall in housing supply, through private renting, housing associations and other social bodies, as well as through increasing owner-occupation.
- 6.4.14 The Council will monitor the supply and demand situation and negotiate with developers to secure an appropriate level of affordable housing provision through these various means. An informal agreement already exists between the Council and the developers of the most substantial housing site in Thurrock, Chafford Hundred, which will secure some 600 units specifically for first-time buyers, self-build groups, shared equity with housing associations, retirement complexes and local authority nominations from the housing waiting list. Developers of new housing in Grays South have also made adequate provision for housing association involvement.
- 6.4.15 In order to fully implement this policy, the Council will seek the extension of the principle to other major housing schemes in the Borough. In determining the proportion of dwelling units to be so provided in each development the Council will seek an overall provision of at least 20 per cent of the total new dwellings built in Thurrock within the Plan period to be available, either for rent or for low-cost purchase, to meet local needs. The provision of housing for social need is likely to be secured through a legal agreement under Section 106 of the Town and Country Planning Act 1990 but this will not be appropriate in all new housing locations.
- 6.4.16 The target percentage has been calculated by the Council on the basis of a requirement to both counter the average annual growth in the housing waiting list and to reduce the average length of waiting time to three years by 2001. These factors are taken by the Council to be indicators of local affordable housing need in the particular context of Thurrock, a large sector of the Borough's population having traditionally relied on local authority provision to meet its housing needs. A fuller explanation of the method of calculation is set out in Appendix 11.
- 6.4.17 Affordable housing is defined for the purposes of this policy as housing that will be available to people who cannot afford to occupy houses generally available on the open market, this definition encompassing both low-cost market housing and subsidised housing, as indicated in Department of the Environment Circular 13/96. The Council considers that "low-cost market housing" in this context should be determined through comparing its purchase cost with the cost of renting accommodation from a Housing Association, since the latter is specifically intended to meet the need for affordable housing. Thus private sector housing for sale on the open market can be counted towards the affordable housing target provided the initial selling price of individual dwellings is at or below a benchmark level derived from a formula which relates the repayments on a typical starter mortgage to the contemporary average rental level of similar Housing Association dwellings in the Borough, net of maintenance costs and Council Tax. The relevant cost levels will be monitored by the Council in relation to developments which are subject to appropriate planning agreements, in accordance with the methodology set out in Appendix 11.
- 6.4.18 In the context of this policy, the term 'major' refers to developments of 25 or more dwellings or sites of at least one hectare in settlements with a population of 3,000 or fewer and elsewhere to developments of 40 or more dwellings or sites of 1.5 hectares or more.

CHAPTER 6 : HOUSING AND POPULATION

H6 SPECIAL HOUSING NEEDS

On residential sites in close proximity to town centres, local shopping centres and community and health facilities in the district, planning permission will be granted, providing the proposals satisfy the development control policies in the Plan, for housing development which caters for the specialist housing needs of the elderly, young people at risk, single homeless and the handicapped.

- 6.4.19 The Council has also identified these groups of households requiring specialist types of accommodation. The needs of these groups have become particularly important with the continuing emphasis on care in the community and closure of long-stay hospitals for people with special needs.
- 6.4.20 Generally speaking, special housing needs are best met in locations close to community facilities and services and in types of housing to fit their requirements. It is important that this type of development is given preference on available sites, including those identified in Policy H3, in and near local centres.

H7 PROVISION OF MOBILITY HOUSING IN NEW DEVELOPMENTS

The Council will seek to negotiate an appropriate proportion of the houses in major new housing developments to be built to mobility adaptable standards, taking into account the overall need for mobility housing in the Borough.

- 6.4.21 Approximately 12% of the population of the South East region has some form of mild or severe disability. In Thurrock, more than 4% are registered disabled, although it is thought that there are a greater number of mildly disabled people who are not registered. Significant new building developments should take into account the local need for housing which can be easily modified so as to be accessible for most people with disabilities, allowing them to live independently. The inclusion of mobility adaptable housing in major new schemes would increase the range of housing available to disabled people and allow greater scope for visiting by other disabled people.
- 6.4.22 In the context of this policy, “mobility adaptable housing” comprises dwellings which are designed to be readily capable of adaptation for ease of movement by the disabled and which :-
- i. incorporate internal circulation space, including any hallways and corridors, of sufficient size to accommodate and permit adequate manoeuvring of wheelchairs;
 - ii. have a bathroom and W.C. of sufficient size to accommodate wheelchairs and disabled facilities if required;
 - iii. have no structural or other design features, either internal or external, which would preclude the widening of any door-frame to accommodate wheelchairs;
 - iv. have flat and reasonably level access to entrance doors for wheelchairs and people with walking or eyesight disabilities; and
 - v. (subject to the Councils normal car parking standards) have a car parking space of appropriate size for use by disabled drivers or passengers located as close to and easily accessible from the dwelling as practicable.
- 6.4.23 The value of purpose built mobility housing will be greatly enhanced if site access and the use of nearby amenities are also part of the scheme as outlined in Policy BE12: Access for disabled people and Policy BE13: Public places - Provision for disabled people.

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6.4.24 For the purpose of this policy, “major” schemes will be taken to mean developments of 25 or more dwellings, or sites of at least one hectare in settlements with a population of 3,000 or fewer and elsewhere to developments of 40 or more dwellings, or sites of 1.5 hectares or more. As the Council is also seeking to secure the provision of affordable housing on such sites under Policy H5 and because the need for housing for the disabled is most likely to arise within that category of development, the Council is likely to implement this policy by requiring that an appropriate percentage of the dwellings earmarked for affordable housing provision are designed to mobility adaptable standards.

H8 NEW HOUSING DENSITIES

In order to maximise the use of housing land, consistent with the achievement of a high standard of residential amenity and built environment, new housebuilding should achieve an overall average net density of 37 dwellings per hectare (15 dwellings per acre) subject to variation as appropriate in relation to the surrounding area and physical conditions, within the following range:-

		Dwellings per Hectare (acre)	
		Minimum	Maximum
(i)	New Estate Development	20 (8)	70 (28)
(ii)	Infill development	15 (6)	75 (30)

6.4.25 Because there is a practical limit to the supply of land for development, and also to help protect the Green Belt, it is important that the best use is made of land identified as available or suitable for housebuilding. To achieve this, the density of new development should be the highest compatible with the creation of a high quality built environment, a high standard of residential amenity and a balanced community, while not damaging the character of established residential areas (see Policy H10). House density will normally vary from area to area in accordance with physical conditions and the desirability of providing a wide range of dwelling types and sizes to meet local needs. In particular, the need for smaller and lower-priced housing, in order to accommodate the increasing number of small households in the Borough, should be addressed, although this must not be at the expense of the environmental and other policies in the Plan.

H9 NOT USED

6.4.26 Policy and reasoned justification deleted in accordance with the recommendation of the Inspector presiding over the Inquiry into objections to the Thurrock Borough Local Plan held between March and September 1995.

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H10 RESIDENTIAL AMENITY

In areas identified for residential purposes, as shown on the Proposals Map, the Council will not permit changes of use, intensification of existing non-conforming uses or new developments, which would be likely to detract from the quality of the residential environment or adversely affect the character of the area.

- 6.4.27 Some residential areas in the Borough have suffered from the effects of “bad neighbour” activities within them, these often being uses which arose before there were adequate planning controls. As part of its overall aim of improving the environment in Thurrock, the Council has sought to gradually eliminate these land use conflicts through policies in previous plans and now embodied in this Plan, including the allocation of adequate land for new non-residential development in appropriate locations.
- 6.4.28 In order to support these objectives, it is essential to protect the existing residential environment and character of housing areas from further intrusion of incompatible uses, which could have a detrimental effect on amenity, particularly from noise, aerial pollution, heavy traffic and visual impact, and from disturbance generally. Protection of residential amenity against the effects arising from industry outside but adjoining these areas is sought through Policy BE9 - Buffer Zones.

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H11 INFILL DEVELOPMENT, BACKLAND DEVELOPMENT AND RESIDENTIAL PRECINCTS

Proposals for infilling or backland development will not be permitted where this would harm the character of established residential areas anywhere in the Borough.

Areas of special character which are particularly vulnerable to infill or backland development are identified on the Proposals Map as Residential Precincts and the development constraints and criteria applicable to them are set out in Annexe A9.

Specific sites in the Homesteads Ward where infill and backland development may be allowed in principle are indicated on the Proposals Map.

- 6.4.29 The Government continues to stress the need to use vacant urban land for new housebuilding and continues to support the general presumption against inappropriate in the Green Belt. At the same time, however, the Government recognises a growing concern that too much development is being crowded into towns and suburbs, where space and greenery are just as highly valued as in the countryside (see also Policy GB4 relating to infill development in Green Belt settlements).
- 6.4.30 Within a number of urban areas in Thurrock, there has been an increasing tendency towards ‘town cramming’ - proposals which increase the density of development and build on open and green areas within the urban envelope. Several areas of the Borough were originally developed having particular characteristics or built form, such as very low density houses or bungalows, typically with large private gardens. Many of these areas, especially in North Grays, have been the subject of infilling and backland development since the 1960s, in the quest for more housebuilding land. In the east of the Borough, the Homesteads Ward developed at a rapid rate during the 1960s and 1970s, but the provision of public open space and community facilities has not matched that development. In 1951, the population of the ward was 400, and by 1982 it had increased to 8,491. Much of the development there has taken the form of infilling and subdivision of large garden plots.
- 6.4.31 These developments have dramatically changed the character of those localities and it is considered important to retain some of the character of the remaining areas, especially those which have largely escaped such changes, by restricting development to specific sites and/or forms. The introduction of alien forms of built development and the loss of green spaces from within residential areas would be detrimental to the quality of life of the environment visually, reduce the amount of private outdoor playing space available and could also harm the nature conservation value of the area by destroying or reducing the size of important wildlife habitats.
- 6.4.32 While it is recognised that infilling, redevelopment and conversion can make an important contribution to housing supply, the Council, having regard to the fact that more than enough housing land is now available to meet the requirement of Policy H1, is minded to protect residential areas from over-intensive development. Vulnerable areas with special characteristics that should be retained (referred to as Residential Precincts) have been identified and policy guidance relating to them set out in Annexe A9.

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H12 FLAT CONVERSIONS

The conversion of houses into smaller dwelling units will only be permitted where developments meet the following criteria:

- (i) The Council's development control and flat conversion standards are met, particularly relating to internal size and layout, noise insulation, parking and amenity space;**
- (ii) In streets of "typical family accommodation", the proposal would result in not more than 10% of such dwellings being converted to smaller 1 or 2 bed flats.**

- 6.4.33 The conversion of houses into smaller units can provide valuable additions to the dwelling stock and meet the increasing demand for accommodation to suit small households. The impact on the neighbourhood of converting houses can, however, be considerable, with greater demand for parking space and a change in the character of the area.
- 6.4.34 Not all houses are suitable for such conversion but, where they are, the Council will wish to ensure that internal arrangements and amenity space are adequate for the future residents of these developments. The Council's Development control and Flat Conversion standards are set out in Annexe A2.
- 6.4.35 "Typical family accommodation" is taken to be units with two or more bedrooms and usually two storeys. There is a need to restrict the loss, due to conversion, of such dwellings to 10% in any street, in order to ensure the retention of sufficient suitable family accommodation and to limit the impact on and change in character of any given area.

H13 MOBILE HOMES AND CARAVANS USED AS DWELLINGS

Except as under policies H14 and H15, the use of land for siting mobile homes, caravans or similar movable structures (whether static or not) as permanent dwellings will not be permitted, either in the countryside or in urban areas. Their use may, in certain circumstances, be permitted as temporary dwellings in rural areas where other suitable accommodation is not available, in accordance with Policy GB8.

- 6.4.36 Mobile homes and caravans do not provide the standard of accommodation normally sought by the Council for permanent residential habitation, nor do they meet the objectives of the Council's Built Environment policies (see Chapter 3). Their construction, being less substantial and resistant to weathering than traditional dwelling houses, also renders them liable to more rapid structural deterioration, with consequent loss of both residential and visual amenity. Notwithstanding government guidance, issued in PPG3, the Council considers that there is a fundamental planning objection to such homes, in that to allow their use for permanent habitation, or even for temporary use in built-up areas, would have a detrimental effect on the quality of both the dwelling stock overall and the environment generally within the Borough. Adequate planning provision for affordable housing is made in Policy H5.
- 6.4.37 This policy does not affect the use rights of mobile home and caravan sites established in Thurrock before the adoption of this Plan.

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H14 TRAVELLING SHOWPEOPLES' PERMANENT QUARTERS

The existing approved and established sites listed below, and shown on the Proposals Map, represent more than adequate permanent accommodation in the Borough for travelling showpeople. No further sites will be permitted for this use unless exceptional circumstances can be demonstrated.

Any such sites which may exceptionally be permitted will be subject to relevant environmental and development control policies in this Plan, including, where appropriate, Green Belt policies GB1 and GB2.

(i) APPROVED SITES

(a) South of Buckles Lane, South Ockendon

(ii) ESTABLISHED SITES

(b) Rear of Mill Lane/London Road, West Thurrock

(c) Rear of St Chad's Road, Tilbury

- 6.4.38 Government advice, set out in Department of the Environment Circular 22/91, indicates that local planning authorities should consider the needs of travelling showpeople for permanent quarters and make appropriate provision in local plans. It is recognised that, while such sites have been traditionally known as 'winter quarters', there is an increasing need for permanent occupation by some family members, for security, social and educational reasons. The government also recognises that many showpeople have been displaced from their sites by recent developments and may require new accommodation in the same locality.
- 6.4.39 Thurrock is an area traditionally used by travelling showpeople for 'winter quarters', there being two established sites in the Borough, at Tilbury and West Thurrock, capable of accommodating 30 and 12 caravan pitches respectively. Since 1989, the Council has resolved to grant planning permission for 21 sites for displaced families, each capable of accommodating 6 caravans, in Buckles Lane, South Ockendon. This major exception to Green Belt policy was made in the light of the travelling showpeoples' needs at the time. No further need for new sites has since been demonstrated, indicating that the total provision for some 168 caravans in the Borough is more than adequate.

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H15 GYPSY CARAVAN SITES

The Council will endeavour to ensure that there is adequate provision of caravan sites to meet the needs of gypsies residing in or resorting to the Borough, including the provision of temporary stopping places in appropriate locations.

In addition to the retention of existing permanent gypsy encampments at Ship Lane, Aveley and Pilgrims Lane, North Stifford, the Council has established a further permanent site for gypsy caravans at Gammon Field, Grays.

Planning applications for private “self-help” sites will be considered in relation to the policy criteria and standards set out in Annexe A4.

- 6.4.40 The previous duty of local authorities to provide sites for gypsies, where necessary, under the Caravan Sites Act 1968, was repealed by the Criminal Justice and Public Order Act 1994. However, Department of the Environment Circular 1/94 makes it clear that local planning authorities should indicate the regard they have had to meeting gypsies' accommodation needs and should make adequate gypsy site provision in their development plans.
- 6.4.41 Two official sites, at Ship Lane, Aveley and Pilgrims Lane, North Stifford, had been established and were in use by 1990, providing 42 permanent pitches, subsequently increased to 43. The gypsy population in the area has grown, however, in line with a national trend and increasing migration into the Eastern and South East regions and out of London. Regular surveys of the number of gypsy caravans normally present in Thurrock between 1990 and 1993 showed that an increase in the provision, to a total of 64 pitches, would be needed before it could be considered adequate. This provision is now being met with the addition of the Gammon Field site.
- 6.4.42 Thurrock Council is able to provide caravan sites under Section 24 of the Caravan Sites and Control of Development Act 1960. Government policy now places emphasis on the provision of sites by gypsies themselves, central government grant no longer being generally available to local authorities for this purpose. Essex County Council has adopted a policy aimed at encouraging “self-help” site provision. However, Thurrock Council considers that, in Thurrock's case, it was more appropriate for the local authorities to provide a single additional large site to meet the local need, rather than encourage a proliferation of small sites. It is increasingly difficult, as the Borough develops, to identify sufficient small sites which could be made available in suitable locations within Thurrock, particularly since the Government has made it clear that gypsy caravan sites will no longer be considered appropriate development in the Green Belt. While the Council has drawn up policy criteria and standards for the development of private gypsy caravan sites, it is likely that only a small number of mainly long-term “tolerated” private sites will ultimately be permitted.

CHAPTER 7 : EMPLOYMENT

7.1 BACKGROUND

- 7.1.1 Thurrock has been an important industrial location for over a hundred years, the traditional industrial base of the Borough being linked to its natural resources. Docks, oil refineries and storage, and heavy industries requiring wharves were developed on the River Thames, while the Portland Cement manufacture industry was set up to take advantage of both the riverside location and locally quarried chalk.
- 7.1.2 This industrial base had provided a large number of jobs, although over recent years local employment has declined. In 1971 there were over 55,000 jobs in Thurrock, and an unemployment rate of around 5%. Since then, however, the Portland Cement manufacture industry has closed almost completely, and other major employers such as Tilbury Docks have shed labour due to changes in working practices. These factors reduced employment to under 50,000 by 1981, with almost 10% unemployment. This decline in local jobs was accompanied by an increase in the population of people commuting out of the Borough to work from 30% to 35%. For non-manual workers, the out-commuting level was around 50%, most of whom travelled to London to work. In the early 1980's, the situation worsened still further, with unemployment peaking at over 8,000 (over 13%) in 1983.
- 7.1.3 With the opening of the M25, however, the Council recognised that Thurrock once again had the opportunity to develop as a strategic employment location. 280 hectares of land had been identified for industrial and warehousing purposes since the late 1970's, much of it derelict quarry land. While some of this land had been taken up before the M25 was opened, principally for haulage depots and container storage, it was the opening of the Motorway in 1983 which attracted prestigious projects such as the Lakeside Regional Shopping Centre and Waterglade Industrial Park. Over the period 1983 to 1989, over 150 hectares of land had been developed:- 90 hectares for industrial and warehousing purposes and over 60 for retailing. Development on this scale, together with the general economic recovery in the South East region, led to unemployment falling to under 3,000 (less than 5% of the local workforce) by September 1990.
- 7.1.4 The recession starting in 1990 has, however, dramatically reduced land take-up and brought about a rapid rise in unemployment. The period 1989 to 1992 saw only 11 hectares of industrial and commercial land developed, while unemployment rose again to over 7,000 by January 1993.
- 7.1.5 The structural economic changes of the last twenty years mean that Thurrock's economic strengths are now clearly in the fields of transport and wholesale/retail distribution. These account for over 42% of jobs locally compared with only 28% in Great Britain as a whole. Thurrock also continues to be an important industrial location, with 27% of local jobs. It is in financial and other services, however, where Thurrock has relatively few jobs, with only 30% compared with 43% nationally. As a result there is a high level of commuting particularly to central London.
- 7.1.6 Unemployment, high across Thurrock, does not affect the whole Borough equally. In August 1993, Thurrock's unemployed claimant rate was 10.7%, but in Tilbury the rate was 17% and in South Ockendon 14%. These areas also have very high proportions of semi-skilled and unskilled workers.
- 7.1.7 Forecasts of Thurrock's labour supply in 2001, that is the number of people living in the Borough who will be working or seeking work, suggest that there will be a very substantial increase. There are two reasons for this. Firstly, the population of the Borough may rise by over 10,000 between 1991 and 2001, to a total of 140,000, and secondly, the proportion of women who wish to work is likely to increase from 63% in 1991, to over 65% by 2001. The effect of these changes is that the economically active population could increase from 64,500 in 1991 to 70,500 by 2001.

CHAPTER 7 : EMPLOYMENT

- 7.1.8 The main employment issues in Thurrock over the Plan period which impinge upon land-use policy are therefore:-
- i. Around 7,000 unemployed, together with a likely increase of over 6,000 in the local labour force;
 - ii. Opportunities for job growth in the traditional sectors of manufacturing, distribution and transport; and
 - iii. An underdeveloped office-services sector, resulting in a high level of commuting to Central London.

7.2 POLICY CONTEXT

- 7.2.1 Government planning guidance on industrial and commercial development is summarised in Department of the Environment guidance note PPG4. This requires local authorities to ensure that there is sufficient land for employment uses readily capable of development and well served by infrastructure, and to set out clear land-use policies for different types of industrial and commercial development. It also emphasises the need for development plans to take account of both the locational demands of businesses and wider environmental objectives.
- 7.2.2 Regional Planning Guidance for the South East RPG9 (1994) stresses the need to direct economic growth to East London, Essex and Kent, in order to generate more prosperity and to take development pressures away from areas West of London. It identifies the East Thames Corridor as presenting a major growth opportunity in the South East. It offers considerable scope to accommodate significant levels of employment development and to enhance environmental quality. In the East Thames Corridor, now known as Thames Gateway in Sub-Regional Planning Guidance RPG9a (1995), the availability of appropriate sites, well related to the transport network linking to Europe and other markets, is particularly important. The Thames Gateway Planning Framework anticipates that the contribution of Essex Thames-side to growth in Thames Gateway can be significant, and expects the opportunities to be brought forward in a co-ordinated manner through the Development Plan.
- 7.2.3 The Essex Structure Plan Second Alteration recognises the scope for growth in Thurrock by setting requirements for large amounts of land to be available for new employment development in the period 1986 - 2001. The total requirement is for 270 hectares of land for industrial and warehousing purposes, including the Lakeside Retail Zone, and land for up to 10,000 sq.m of office development. 115 hectares of 'industrial and warehousing' land was taken up between 1986 and 1992, 65 hectares of which was used for retail developments at Lakeside. This left 155 hectares to be identified in the Borough Local Plan. 2000m² of office space has been developed, leaving 8000m² to be provided under the Borough Local Plan.

7.3 THE COUNCIL'S APPROACH

- 7.3.1 The Council's objectives 1, 5 and 6 (in Chapter 2) relate to employment. These are:
- Objective 1: To improve the quality of the environment in town and country.
- Objective 5: To allocate land able to accommodate a diversity of jobs suitable for local people.
- Objective 6: To distribute employment more widely across Thurrock by identifying significant development opportunities in a variety of locations.

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To achieve these in relation to employment, the Council will:

- (a) Accommodate a high level of employment growth in the West Thurrock area;
- (b) Highlight the opportunity for significant office development in Grays Town Centre;
- (c) Identify land for mixed use employment generating proposals at Tilbury South;
- (d) Encourage 'flexible workspace' type B1 (a,b,c) Business development, but not 'stand-alone' office development, on industrial/commercial land; and
- (e) Further reduce the impact of industrial activities on local residents.

- 7.3.2 The Council's approach is to seek to provide local jobs so that as many of Thurrock's residents as may wish to are able to work locally. This will be achieved through building on the existing growth potential at West Thurrock, while also aiming to attract different types of jobs, particularly office jobs, to new developments in different parts of the Borough. Maintaining the balance of employment and housing levels in this way will also reduce the need for people to travel long distances to work, thus contributing to national sustainable development objectives.
- 7.3.3 In order for these objectives to be achieved, Thurrock will need to continue to develop as a major employment growth point over the next decade. This role for Thurrock is supported by planning policy at regional and County level (see paragraph 7.2). However, the Council intends to treat the Structure Plan requirements as a minimum, and to identify a greater amount of land to meet its employment objectives, provided this does not conflict with other policies in the Structure Plan.
- 7.3.4 New development has been concentrated in West Thurrock, due both to its strategic location near the M25 motorway, and to the large amount of available land. Further major development opportunities have previously been identified in the draft West Thurrock Local Plan, adjacent to the M25, including the Dolphin Estate and future phases of the Lakeside development. These proposals are carried forward into this Plan and could provide a further 6,000 new jobs by 2001. However, the employment generated is likely to be mainly unskilled manual, in the industrial or distribution sectors, which will not assist in providing a diversity of jobs. In addition, residents in other parts of the Borough, particularly the less well-off seeking unskilled jobs, may find it difficult or costly to travel to West Thurrock.
- 7.3.5 The Council therefore considers that there would be major benefits in deflecting some of the economic growth to other towns in Thurrock. The major opportunities are office development in Grays Town Centre, which would have the additional benefit of maintaining the commercial role of the Borough's main centre, and industrial and commercial development at Tilbury, in association with the Port of Tilbury.
- 7.3.6 The Council has also addressed the issue of environmental impact of industrial activity on nearby housing, including that caused by HGV traffic. These conflicts cause serious environmental problems for local residents. In some cases, road improvements or the creation of buffer zones can overcome the problem, but in others, removing the industrial activity and replacing it with a less intrusive use is the best solution.

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7.4 POLICIES

E1 DEVELOPMENT WITHIN PRIMARY INDUSTRIAL AND COMMERCIAL AREAS

Primary industrial and commercial areas are listed below and shown on the Proposals Map. Within these areas, new industrial and commercial development will be permitted, provided the development meets Policy BE9 and other policies protecting the environment.

Development for purposes which neither generate employment nor are related to employment uses will only be permitted where this would neither take land otherwise available for industrial and commercial development nor have an adverse effect on existing employment generating uses.

Where the area is currently served by a sub-standard access, but there is a road improvement proposal in the Plan affecting it, the Council will expect developers to enter into a planning obligation to contribute to the provision of the road improvement, in relation to the additional traffic generated by the proposals.

Primary Industrial and Commercial Areas

**Purfleet Industrial Park, Aveley
Botany Quarry/Tank Lane, Purfleet
London Road, Purfleet
Dolphin Estate/Lafarge, West Thurrock
Lakeside/Waterglade Estates, West Thurrock
West Thurrock Marshes
Chafford Hundred North West Zone
Thurrock Park, Little Thurrock
Tilbury South
Tilbury Power Station, North.**

- 7.4.1 The retention of employment-generating uses in these areas, together with the major new development set out in Policy E2, is essential to ensure a significant net increase in jobs in Thurrock over the Plan period.
- 7.4.2 Use of land for non employment generating uses would not only reduce the land available for industrial and commercial use, but could also have an adverse impact on existing industry. Residential development in the vicinity of industrial use may result in pressure from new residents to curtail existing industrial uses.
- 7.4.3 The primary employment areas either have a good existing access to the strategic/principal road network, without vehicles having to travel through residential areas, or are the subject of road improvement proposals in this Plan. The areas are generally far enough away from housing to avoid any significant environmental impact. In some cases, where the areas adjoin residential areas, Buffer Zone Policy BE9 will apply as set out in Chapter 3. Subject to this, the areas are appropriate for industrial and commercial development as defined below:

Industrial processes (except Special Industries - see Policy E7); research and development; warehousing, storage and distribution; similar and associated activities including high technology uses, wholesale cash and carry warehousing, container storage and repairs and road haulage operations.

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- 7.4.4 This widely defined category enables the local economy to develop to make the most of Thurrock's locational advantages. Other employment-generating uses, including certain types of offices, hotels, leisure facilities, and special industries may also be permitted in industrial and commercial areas in certain circumstances. Specific policies for all these uses are set out elsewhere in the Plan.
- 7.4.5 Retail uses are not included in this definition because they should not normally take land designated for other uses (see PPG6, paragraph 3.23) and because of the recognised impact that further major retail development would be likely to have on the vitality and viability of existing shopping centres (see also Chapter 9, Policy SH1). Retail development may, however, be permitted in industrial and commercial areas in certain circumstances, provided an applicant for planning permission could demonstrate that there would be no adverse effect on town centres or on the supply of land for other uses, especially industry.
- 7.4.6 In several of the primary industrial and commercial areas, road improvements are identified in the Plan to enable the full development potential of the land to be realised. Developer contributions are necessary to achieve these, and entering into a planning obligation is the appropriate method of achieving this.

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E2 LAND FOR NEW INDUSTRIAL AND COMMERCIAL DEVELOPMENT IN PRIMARY AREAS

Land is identified within primary industrial and commercial areas for new industrial and commercial development and the expansion of existing firms as listed below and shown on the Proposals Map.

	Hectares
(a) Purfleet Industrial Park	2.8
(b) Tank Lane/ Arterial Road, Purfleet	3.1
(c) Botany Quarry, Purfleet	3.6
(d) Former Coalyard Site, Purfleet	2.8
(e) Former Thames Board Mill South Site, Purfleet	3.5
(f) Esso North Site, Purfleet	16.0
(g) Esso Middle Site, Purfleet (now developed)	2.3
(h) BP North Site, Purfleet (now developed)	6.8
(i) Van Den Bergh and Jurgens, Purfleet	13.6
(j) Greenlands Quarry, Purfleet	23.5
(k) Former Stork Club Site, Purfleet (now developed)	5.7
(l) Stonehouse Lane/Arterial Road, Purfleet	1.6
(m) Bluelands East Quarry, West Thurrock	11.4
(n) The Red House Site, West Thurrock (now developed)	1.4
(o) 885-901 London Road, West Thurrock	0.2
(p) Lafarge Jetty Site, West Thurrock	1.2
(q) Tunnel Estate, West Thurrock	3.6
(r) South of London Road, West Thurrock	1.0
(s) Tunnel Jetty, West Thurrock	3.6
(t) Motherwell Way, West Thurrock	0.5
(u) Lakeside Trading Estate, West Thurrock	24.0
(v) North of Oliver Road, West Thurrock	1.6
(w) Riverside Estate, West Thurrock	0.7
(x) St. Clements Road, West Thurrock	2.3
(y) Wouldham Works, South Stifford	9.6
(z) Chafford Hundred North West Zone	5.2
(aa) Thurrock Park, Little Thurrock	16.1
(bb) Tilbury South	26.8
(cc) Tilbury Power Station, North	14.3
(dd) Bluelands West Quarry, West Thurrock	<u>7.0</u>
TOTAL	215.8

7.4.7 The total amount of land identified within primary areas is more than sufficient to meet the provision for industrial and warehousing development in the Essex Structure Plan Second Alteration. The level of provision will make a major contribution to realising the employment potential of Essex Thames-side, set out in the Thames Gateway Planning Framework. The vast majority of sites proposed involve the redevelopment of existing urban land, particularly mineral extraction sites, oil storage facilities and cement works. Over 150 hectares of land identified is within the Purfleet and West Thurrock area, close to the M25 Motorway. Programmed improvements to the A13, together with the local road building and improvements set out in policies T2 and T3, will enable the road network to accommodate this level of development. Recent employment developments have generated 40 jobs per hectare and, on this basis, development here could provide some 6,000 new jobs. The remaining land is in Tilbury. Its development could create up to 1,500 jobs which would help to meet the Council's objective of distributing employment more widely across Thurrock. The total of over 7,000 jobs will make a major contribution towards providing employment opportunities for Thurrock's increased population. In seeking a strategic balance between housing and employment land, to which infrastructure and community facility provision also needs to be geared, the Council considers that the land earmarked under this policy is the most suitable for industrial and commercial development by virtue of its location and environmental circumstances.

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E3 DEVELOPMENT WITHIN SECONDARY INDUSTRIAL AND COMMERCIAL AREAS

Secondary industrial and commercial areas are listed below and shown on the Proposals Map. These areas do not have direct access to the strategic/principal road network without going through residential areas and/or are close to housing. Any industrial and commercial development or redevelopment must not add materially to the existing environmental or traffic nuisance, and where possible, should ameliorate it. In appropriate cases the Council will expect the applicant to enter into a planning obligation to ensure this is achieved.

Any development which neither generates employment nor is related to employment uses will only be permitted if it brings about a significant environmental improvement.

Secondary Industrial and Commercial Areas

- (a) Avey Industrial Estate, South Ockendon
- (b) Marley Works, Stifford Road, South Ockendon
- (c) Milehams Industrial Estate, Purfleet
- (d) London Road/Schoolfield Road, West Thurrock
- (e) 434-436 London Road, West Thurrock
- (f) Gumley Road, South Stifford
- (g) Chafford Hundred North East Zone
- (h) Titan Pit, Grays
- (i) Grays West
- (j) Grays South - Argent Street
- (k) Grays South - Thames Road
- (l) Grays South - Manorway
- (m) Globe Works, Little Thurrock
- (n) Coward Bros./Star Groundwork, Linford Road, Chadwell St. Mary
- (o) Sandy Lane Pit/Martintrux, Linford Road, Chadwell St. Mary
- (p) Bata/Thames Industrial Park, East Tilbury
- (q) Baryta Close/Victoria Road, Stanford-le-Hope
- (r) Stanhope Industrial Estate, Wharf Road, Stanford-le-Hope

7.4.8 Thurrock has a number of industrial and commercial areas which are not ideally located in relation to the highway network or neighbouring housing areas. Activities on these sites, or traffic generated by them, can cause significant environmental problems for local residents. These areas are, however, also an important source of local jobs. The Council therefore proposes to enable them to remain in industrial and commercial use but seeks to ensure that any redevelopment or new development is suitable for the location and does not adversely affect the local environment. In appropriate cases, a legal agreement covering matters such as junction improvements or environmental measures will be the best way of achieving this (see also Chapter 3, Policy BE9: Buffer Zones). This is likely to mean that only B1 uses will normally be permitted, although each case will need to be judged on its merits. Exceptionally, housing development may be considered acceptable if this enables a particular environmental or traffic problem to be overcome. However, piecemeal housing development on former industrial sites is unlikely to meet the terms of the policy. It is likely to merely shift the conflict to a new boundary which, in turn, will result in pressure from new residents to curtail existing industrial uses, contrary to PPG4.

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E4 LAND FOR NEW INDUSTRIAL AND COMMERCIAL DEVELOPMENT IN SECONDARY AREAS

Land is identified within secondary industrial and commercial areas for new industrial and commercial development and expansion of existing firms as listed below and shown on the Proposals Map. Any development of these sites will be expected to conform to Policy E3.

	Hectares
(a) Chafford Hundred North East Zone	4.4
(b) Titan Pit (North), Grays	4.5
(c) Stanhope Industrial Park, Stanford-le-Hope	4.6
(d) Bata/Thames Industrial Park, East Tilbury	3.4

- 7.4.9 Secondary industrial and commercial areas are not generally suitable for expansion because of their impact on the surrounding residential environment. Limited expansions have been identified in previous development plans. These are carried forward into the Borough Local Plan but any development of them should not have an adverse effect on the environment or add to traffic nuisance.

E5 DEVELOPMENT OUTSIDE DESIGNATED INDUSTRIAL AND COMMERCIAL AREAS

Industrial and commercial development and redevelopment will only be permitted outside the industrial and commercial area identified in policies E1 and E3, where the development will neither cause material harm to the environment, nor generate unacceptable levels of traffic, and where the development proposed conforms to other policies in the Plan.

- 7.4.10 The majority of industrial and commercial uses cannot co-exist easily with other land uses, particularly housing. They cause problems of noise, air pollution and unsightliness and also generate high levels of road traffic, particularly heavy goods vehicles. These uses should not be located outside industrial and commercial areas set aside for them.
- 7.4.11 A minority of industrial and commercial activities can take place satisfactorily outside designated industrial and commercial areas. These include small scale office or light industrial uses. When considering applications for these uses, the Council will need to be sure that they will not cause any environmental or traffic nuisance before it can grant planning permission. A number of existing industrial and commercial operations occupy premises outside defined industrial and commercial areas. Small-scale intensification of these operations may be possible without material impact on the environment or traffic levels. More major intensification is likely to cause a more significant impact. Where existing sites are within areas covered by other policies such as those relating to residential areas or the Green Belt, then those policies will also be taken into account.
- 7.4.12 Use of part of a dwelling house for business purposes does not necessarily need planning permission. It will only do so where the level of activity is above that expected from a single dwelling-house without ancillary use, in which case a material change of use will have occurred. Such instances will be dealt with under this policy in the normal way.

CHAPTER 7 : EMPLOYMENT

E6 ALTERNATIVE USE OF INDUSTRIAL AND COMMERCIAL LAND OUTSIDE DESIGNATED AREAS

Where an existing industrial or commercial use outside the areas designated under policies E1 and E3 causes a particular environmental or traffic problem, the Council will consider its redevelopment for alternative uses of a type which would solve the problem.

7.4.13 Outside designated industrial and commercial areas there are many small sites where industrial and commercial activities are carried out. If proposals come forward for redevelopment of these sites for alternative uses, then the Council will need to consider the relative environmental and economic implications and may accept redevelopment, and any consequent loss of employment, if the environmental gains are substantial enough.

E7 SPECIAL INDUSTRIES

Proposals for development for special industries will be considered in relation to:

- i) The policies in this Local Plan;**
- ii) The environmental impact of the proposals.**

7.4.14 'Special Industries' are those which cause particular environmental problems, and were defined in Classes B4 to B7 of the Town and Country Planning (Use Classes) Order 1987 (these processes now fall within the general industrial Class B2, following the Town and Country Planning (Use Classes) (Amendment) Order 1995). By their nature, special industrial uses must have very strict location requirements imposed on them to prevent their having an adverse impact on the environment. The Council does not consider any of the industrial and commercial areas as generally suitable for such uses, but will consider individual proposals in the light of their particular environmental impact.

CHAPTER 7 : EMPLOYMENT

E8 OIL REFINERIES

New oil refining activities will only be permitted within the existing refinery complexes at Shellhaven and Coryton, or on adjacent land specified for their expansion. These developments will only be permitted if it can be demonstrated that they will not add materially to environmental, safety or health hazards. In determining applications for development within the existing refinery sites, the Council will also have regard to the need to accommodate changes in technology and economic circumstances. The existing sites and specified expansion areas are listed below and shown on the Proposals Map.

A. Existing Sites

- (a) Shellhaven Oil Refinery**
- (b) Coryton Oil Refinery**

B. Expansion Areas

- | | |
|---|----------------------|
| (a) Shellhaven - North and West of existing refinery | 48.2 hectares |
| (b) Coryton - North of existing refinery | 45.3 hectares |

- 7.4.15 Oil refineries and oil and chemical storage sites are hazardous installations and should be located as far away from housing as possible. There is also documentary evidence that they cause nuisance to local residents from smells, unattractive appearance and disturbance from Heavy Goods Vehicle traffic.
- 7.4.16 However, the Council also recognises the importance of oil refining and storage to the national economy and as a source of local jobs. The policy therefore incorporates essential environmental safeguards to be considered in determining applications for development, but also recognises that within the existing refinery sites the Council will also have regard to the need to accommodate changes in technology and economic circumstances, in accordance with Essex Structure Plan Policy E12.
- 7.4.17 The expansion land around Shellhaven and Coryton is as allocated in the East Thurrock Local Plan.

CHAPTER 7 : EMPLOYMENT

E9 OIL AND CHEMICAL STORAGE

New oil and chemical storage activities will only be permitted within the sites set out in Policy E8 and also in existing oil and chemical storage sites at Purfleet, West Thurrock and South Stifford, or on specified expansion sites.

These developments will only be permitted if it can be demonstrated that they will not add materially to environmental, safety or health hazards, or to traffic problems. The development of these sites for alternative uses must also meet the same criteria.

The existing oil and chemical storage sites and specified expansion areas are set out below and shown on the Proposal Map.

A. Existing Sites

- (a) **Powell Duffryn Terminal, Purfleet**
- (b) **Thames Matex, West Thurrock**
- (c) **Gatx Terminal, South Stifford**
- (d) **Murco Petroleum, South Stifford**
- (e) **Esso Petroleum, Purfleet**

B. Expansion Areas

- | | | |
|-----|---|----------------------|
| (a) | Powell Duffryn Terminals, Purfleet | |
| | - Botany Quarry | 2.5hectares |
| (b) | Thames Matex, West Thurrock | |
| | - East of existing depot | 16.0 hectares |
| (c) | Gatx Terminal, South Stifford | |
| | - South of existing depot | 3.0 hectares |

7.4.18 The land allocated for oil storage at West Thurrock is a major reduction from that shown in the 1976 Approved Review Essex Development Plan, due to the development of much of the land for other industrial and commercial uses in the 1980s. The expansion areas identified are the undeveloped residue of the earlier allocation, within or adjacent to existing facilities.

7.4.19 Because of the environmental problems associated with this use, especially where close to housing areas, any further redevelopment of oil storage land for alternative uses is likely to be welcomed, providing it does not worsen the environmental situation and preferably ameliorates it. The land south of the Gatx Terminal, South Stifford (B.c above) would need to be developed at the same ground level as the existing depot in order to satisfy environmental, and probably also Health and Safety, requirements.

7.4.20 In the context of the Plan, the term oil and chemical storage is taken to cover a range of related activities involving the storage in bulk of petroleum (and its liquid or liquified derivatives) and other chemicals, together with facilities for their distribution and ancillary processing operations.

CHAPTER 7 : EMPLOYMENT

E10 HAZARDOUS INSTALLATIONS

The siting of installations handling hazardous substances will be subject to planning controls aimed at keeping these separated from housing and other land uses with which such installations might be incompatible from the safety viewpoint. To this end, the Council will seek the advice of the Health and Safety Executive about off-site risks to the public arising from any proposed development which would introduce one or more hazardous substances.

In determining whether or not to grant consent for a proposed development on land which is in the vicinity of an existing notifiable hazardous installation, the Council will take account of advice from the Health and Safety Executive about risks to the proposed development from the hazardous installation.

- 7.4.21 Thurrock already contains a number of installations handling hazardous substances, including high pressure natural gas transmission pipelines (see Appendix 12). Whilst they are subject to stringent controls under existing health and safety legislation, it is considered prudent to control the kinds of development permitted in the vicinity of these installations. Similarly, proposals for new installations need to be carefully assessed and their development controlled, as appropriate, to ensure the safety of existing buildings, their occupants and the general public.
- 7.4.22 As well as the normal planning controls, applications must be made to the Council for Hazardous Substances Consent for the presence of any hazardous substance in excess of the controlled quantity. The Development Plan is a material consideration which the Council must take into account when determining such applications. Hazardous Substances are those defined by the Planning (Hazardous Substances) Regulations 1992.

CHAPTER 7 : EMPLOYMENT

E11 OFFICE DEVELOPMENT - GRAYS TOWN CENTRE

The major location for office development will be Grays Town Centre and provision is made for up to 50,000 m² of office floorspace to be accommodated on the development sites identified in Policy GTC11.

Office development on other sites within the town centre will be permitted provided the proposed development does not conflict with other policies in this Plan.

- 7.4.23 The Council intends to concentrate office development in Grays Town Centre in order to maintain its role as the main administrative and commercial centre in Thurrock. This will also make best use of the transport facilities which exist there, especially public transport, and of significant areas of land in need of regeneration. Offices are defined by Class B1(a) of the Town and Country Planning (Use Classes) Order 1987, and do not include financial and professional services provided principally for visiting members of the public such as banks, building societies and estate agents. Policies relating to those uses are set out in Chapter 9.
- 7.4.24 The Essex Structure Plan requires land for up to 10,000m² of offices to be identified in Thurrock. Sites in Grays Town Centre, however, could provide up to 50,000m² of office floorspace capable of accommodating around 2,500 jobs. Regional guidance aimed at directing growth to Essex and Kent, and particularly the concept of the East Thames Corridor (now known as Thames Gateway) growth area promoted by SERPLAN, justifies the provision of this much larger amount of land for office development. This will also help towards meeting the Council's objective of providing a diversity of jobs more widely across Thurrock.
- 7.4.25 Development sites in Grays Town Centre are identified in Policy GTC11 and shown on the Proposals Map. The development potential of each site will be identified through development briefs. Other sites in the town centre area may also be appropriate for office development, but other policies covering issues such as shopping, residential amenity and protection of open spaces will also need to be considered in these cases.

E12 OFFICE DEVELOPMENT - OTHER TOWN CENTRES AND AT CHAFFORD HUNDRED

Small office developments of up to 1,000m² will be permitted in the town centres of Stanford-le-Hope, Corringham, Tilbury, South Ockendon, Aveley and at the Armada Centre and Station site at Chafford Hundred, as shown on the Proposals Map. Any development will need to be self sufficient in terms of car parking and conform to the environmental and other policies in this Plan.

- 7.4.26 The smaller town centres in Thurrock perform an important function in providing a range of local services. Small office developments enhance and maintain this role and will also help to support and complement the development of Chafford Hundred. The upper size limit of 1,000m² for any scheme is necessary to prevent intensive development out of keeping with the built form of these smaller centres. This limit also conforms with Essex Structure Plan First Alteration Policy E1.

CHAPTER 7 : EMPLOYMENT

E13 OFFICE DEVELOPMENT OUTSIDE TOWN CENTRES - BUSINESS PARKS

Office development will not normally be permitted outside town centres, except where it is clearly ancillary to an industrial or commercial development on the site. 'Business Park' type developments will, however, be permitted in industrial and commercial areas, provided they meet environmental and other policies in the Plan.

Business Park developments are defined as:

- (i) Low rise developments where the units are of flexible design, capable of accommodating the whole range of uses within Class B1 (offices, research and development and light industry), without the need for modifications requiring planning permission;**
and
- (ii) Developments with a significantly higher quality of design, materials and landscaping than is normal in industrial and commercial areas.**

- 7.4.27 A restriction on office development outside town centres is necessary in order to achieve the Council's objective of maintaining and enhancing the role of Grays, and other town centres, by concentrating development there.
- 7.4.28 Also office development elsewhere would be less well suited to public transport users and may cause unacceptable levels of traffic generation and possible nuisance to local residents and other land users. Office development generates high levels of employment and needs to be located close to good public transport links and passenger facilities.
- 7.4.29 Business park developments of low-rise 'flexible-use' buildings which can accommodate offices, light industry and research and development uses, falling into Use Class B1 in the Town and Country Planning (Use Classes) Order 1987, are, however, of a scale suitable to industrial estates and would not generate such high density employment. These developments will not therefore have a significant impact in traffic terms over and above traditional industrial and commercial uses. Research has shown that these types of buildings are attractive to professional and technical office users, especially if located close to the motorway network, so would be appropriate, for example at Lakeside, Waterglade and Dolphin industrial estates, adjacent to the M25. This type of development would not prejudice the Council's objectives towards Grays and the other town centres. Business park developments are also an opportunity to generate a better quality environment than is normal in industrial and commercial areas. This can be particularly valuable for prominent sites on major roads.

CHAPTER 7 : EMPLOYMENT

E14 HOTEL DEVELOPMENT

Hotel development on land identified for industrial and commercial purposes, or on sites in Grays Town Centre, will be permitted subject to meeting other policies in the Plan.

Sites particularly suitable for hotel development are shown on the Proposals Map.

- 7.4.30 There is evidence of demand for hotel accommodation during the working week for business people working in Thurrock. Many of the Borough's existing hotels servicing the business market are in the Green Belt in converted country houses. This can be a satisfactory way of bringing a listed building into use, but there is a limited supply of such buildings and the development of hotel complexes in new buildings is an inappropriate use in the Green Belt. Development of hotels in residential areas is also inappropriate because of the adverse impact on the quality of the residential environment.
- 7.4.31 Areas identified for industrial and commercial development are therefore the most appropriate location in planning terms, for new hotels. Employment generated by a hotel can be in the order of one job per bed space, and varies from managerial jobs to part-time cleaning and catering. Hotels are therefore a valid use of employment land. Future development briefs may set out a hotel as one option to be considered if the site is suitable.
- 7.4.32 The area on the south side of the Arterial Road close to the M25 Motorway junction, part of the Dolphin Industrial Estate, is an ideal location for a major hotel complex. As well as being the best site for the hotel market, it would also have benefit in attracting further good quality development to West Thurrock. Other examples of hotel development which have previously been approved or agreed in principle are at Lakeside and Waterglade Industrial Park, West Thurrock and at the junction of Tank Lane, Purfleet Bypass and Arterial Road, Purfleet.

E15 FLAGSHIP DEVELOPMENT - BLUELANDS QUARRY

In the Bluelands Quarries, west of the M25, the Council will only permit higher quality employment generating development. Development should include a mix of uses in a well landscaped environment. The Council and the landowner will prepare a joint planning brief to assist potential developers.

- 7.4.33 The Department of the Environment study of development capacity and potential in the East Thames Corridor suggested that a planning strategy for the area could include 'flagship developments on key sites, powerful enough to alter perceptions of the corridor as a whole and raise expectations on smaller sites'. The sub-regional guidance for the Thames Gateway area includes the chalk quarries west of the M25 as areas in need of environmental upgrading and landscape improvement and stresses the important contribution that new developments can make to the visual quality of Essex Thameside in prominent locations alongside strategic transport routes. The quarries at Bluelands East and Bluelands West will be prominent when filled and development of a higher quality would then be justified to assist in upgrading the image of the area. Bluelands East is identified in Policy E2 as suitable for industrial and commercial development. Bluelands West is suitable for intensive leisure development.

CHAPTER 7 : EMPLOYMENT

E16 WEST THURROCK POWER STATION

The redevelopment of the West Thurrock Power Station site, set out on the Proposals Map, should incorporate employment generation, nature conservation and environmental improvements and should provide a replacement for the open space at the former power station sports ground and will also be expected to contribute to the financing of road improvements in relation to the additional traffic generated by the proposals and other infrastructure improvements in the area in relation to the scale of development proposed. To help to achieve this the Council will produce a promotional development brief in conjunction with landowners.

- 7.4.34 The West Thurrock Power Station closed in 1994. The site, which totals 53 hectares in extent provides a major development opportunity. The riverside location makes it particularly suitable for river-related industry. Part of the site is a site of Special Scientific Interest and therefore the needs of nature conservation must also be taken into account in any development.
- 7.4.35 Such a major development site will have a major impact on the transport and infrastructure networks and this must be taken into account in any development proposals.
- 7.4.36 Due to the complexity of issues relating to the development of the site, a development brief is considered to be the best way to resolve them.

CHAPTER 8 : COMMUNITY FACILITIES AND UTILITIES

8.1 BACKGROUND

- 8.1.1 Community facilities are needed as an everyday contribution to social well being and are an essential component of any new development. The provision of community facilities and utilities in Thurrock is the responsibility of several public and private bodies. For example, local authorities provide a wide range of services, including education, social services, emergency services and cultural facilities. Health authorities, charities and voluntary bodies also provide a wide range of services. All these will need premises or other facilities from which or with which to operate and all require appropriate areas of land to be set aside, in suitable locations, whenever new residential development takes place that generates demand for additional community services.
- 8.1.2 During the Plan period, new sites will be required for those facilities which are responsive to changes in the size and composition of the population (for example schools, community halls and health facilities) or to new technology. Changes are likely to occur in the age and socio-economic structure of the Borough population. These changes will affect the need and demand for community resources.
- 8.1.3 In addition to the planned provision of community facilities within major new developments, the cumulative effects of many small housing schemes can, over time, result in a shortfall of service provision. The Council has assessed the adequacy of provision of community facilities within existing settlements and has concluded that there were, in 1993, few shortfalls. Purfleet and West Thurrock primary schools were near to capacity, however, at that time and both Stifford and Thameside primary schools in Grays were likely to need expansion. The need has been identified in the West Thurrock/Purfleet area for a branch library and a purpose-built health centre.
- 8.1.4 Statutory undertakers and distribution companies provide infrastructure services, such as gas, electricity, water and sewerage. While the provision of infrastructure is dealt with under Policy BE10 (Chapter 3), land may sometimes be needed for major new utilities or small-scale distribution facilities within areas of new development (electricity sub-stations, for example). The growth in telecommunications facilities and need for external equipment has generated new planning issues in recent years.

8.2 POLICY CONTEXT

- 8.2.1 Government planning policy guidance in PPG12 indicates that development plans should include land-use policies and proposals relating to the provision of community facilities in connection with new developments.
- 8.2.2 PPG8, dealing with telecommunications, indicates that Government policy is to facilitate the growth of new and existing systems, the benefits and needs of which must be considered in the context of policies for the continuing protection of the environment.
- 8.2.3 Essex County Council, in Structure Plan Policy S5, encourages the development of community facilities in those places where they can benefit the greater number of people, while the accessibility of schools and other facilities will influence the consideration of proposals for new residential development, under Policy S1. In some circumstances, it may be appropriate for such provision to be made by developers through planning obligations made under the Town and Country Planning Acts or other powers. Guidance on the use of planning obligations is set out in Department of the Environment Circular 16/91 (now in Circular 1/97).

CHAPTER 8 : COMMUNITY FACILITIES AND UTILITIES

8.3 THE COUNCIL'S APPROACH

- 8.3.1 Objective 8 of the Plan's strategy (see Chapter 2) is to ensure that adequate land is available to provide community, health and leisure facilities to meet local needs, whether these facilities are provided by Thurrock Council or other agencies or through planning obligations. In order to achieve this, the Council will seek to:
- (a) Allocate land sufficient to meet the need for community facilities arising from existing and proposed residential areas; and
 - (b) Set out land requirements of utilities within the Plan period.
- 8.3.2 In the case of major new developments, the land required for community facilities will need to be set aside by the developers, who may also be expected to provide some facilities, such as meeting halls. The Council may be able to make land available where shortfalls have been identified in existing settlements but funding for the construction of facilities will, in most cases, need to be sought from other sources.
- 8.3.3 The consultations carried out by the Council in the preparation of this Plan have not identified any land use proposals for the provision of utilities which require further consideration in the context of the Plan. The future of West Thurrock Power Station is dealt with under Policy E16 in Chapter 7. The possible need for and visual impact of high masts is the only aspect of telecommunications development identified as a policy issue requiring control.

CHAPTER 8 : COMMUNITY FACILITIES AND UTILITIES

8.4 POLICIES

A. Community Facilities

CF1 EXISTING COMMUNITY FACILITIES

The Council will resist development proposals which would involve the loss of existing community facilities where it is considered that these provide an essential communal service.

- 8.4.1 This policy applies only to community halls and other facilities over which the Council has some direct control. Loss of such facilities, especially from the more rural areas of the Borough, could cause severe difficulties for the less mobile sectors of the community through the withdrawal of essential local services.

CF2 COMMUNITY FACILITIES IN NEW HOUSING DEVELOPMENTS

The Council, in considering proposals for new developments, will seek planning agreements in which provisions and contributions are made for community facilities related to the scale and nature of the proposals. The need for such facilities will be assessed in terms of recognised national standards or, where these do not exist, through local surveys.

- 8.4.2 Community facilities need to be provided as an integral part of new developments. The community facilities which the Council may consider necessary include health centres, community centres for daycare and recreational uses and, on larger sites, shopping and religious facilities and land for schools. Planning agreements are the usual form of planning obligation through which the Council will seek the provision of community facilities that are relevant to the development, although it is open to developers to make such provision through unilateral undertakings. Government guidance on the proper use of planning obligations is given in Circular 16/91 (now in Circular 1/97).
- 8.4.3 It is difficult to provide community facilities as part of housing schemes retrospectively. For this reason, the Council considers that it is necessary to safeguard land for community facilities and to encourage their provision by development agencies. The Council recognises that new development cannot be used to provide resources to cover existing shortfalls in community facilities.
- 8.4.4 In addition, the Council will encourage the provision of creche/childcare facilities in association with employment development, where appropriate.

CHAPTER 8 : COMMUNITY FACILITIES AND UTILITIES

CF3 SCHOOL SITES - NEW AND EXPANDED

The Council will ensure that sites are identified within, or adjacent to, new residential areas for educational facilities to serve the population of the neighbourhoods so created. To this end, land will be set aside for the construction of new schools and expansion of existing schools, as follows:

<u>New Schools</u>	<u>Hectares</u>
(a) Chafford Hundred, North East Zone: Secondary School	11.1
(b) Chafford Hundred, North East Zone: Primary School (opened September 1992)	2.8
(c) Chafford Hundred, North West Zone: Primary School (opened September 1997)	2.7
(d) Chafford Hundred, South West Zone: Primary School	2.0
(e) Chafford Hundred, Central Zone: Church School	<u>1.2</u>
TOTAL	19.8
<u>School Expansion</u>	
(f) Stifford County Primary School, Grays	
(g) Thameside County Primary School, Grays	

No part of the above land shall be used for any other purpose, unless it can be shown that it is no longer needed for school purposes.

- 8.4.5 It is essential that there should be sufficient school places for children of the various age groups expected to live in the Borough. Development of the major new housing areas proposed at Chafford Hundred and Grays Riverside will generate far more demand for school places than can be accommodated within existing schools. It may sometimes be appropriate to obtain school sites through planning obligations but the onus to provide sites and school places lies with the Local Education Authority. The provision of temporary buildings or relocatable classrooms is not favoured (see Policy CF4).
- 8.4.6 While it is the responsibility of the education authority to ensure the timely provision of the school buildings, Thurrock Council will need to ensure that the rate of housebuilding and occupation is commensurate with the rate of provision of these necessary educational facilities. The provision of land for new schools at Chafford Hundred has already been secured through a planning agreement and it must be kept aside for this purpose until needed. The agreement provides for any of this land which is not ultimately required for school purposes to be released for alternative development, the sites at Chafford Hundred North East Zone having already been transferred to the Local Education Authority when this Plan was prepared.

CHAPTER 8 : COMMUNITY FACILITIES AND UTILITIES

CF4 TEMPORARY CLASSROOMS

The Council will only permit the use of temporary classrooms to satisfy a short term bulge in pupil numbers. Schools requiring additional classrooms for a period of more than 12 months will be requested to submit proposals for permanent classrooms and additional related facilities which must be provided within two years and which must secure the removal of the temporary building(s).

- 8.4.7 The Council is concerned that over a number of years, the education authority have constantly provided temporary relocatable classrooms to meet the educational needs of the school, rather than providing permanent classrooms. The use of these temporary relocatable classrooms is only acceptable in satisfying short term bulges in pupil numbers.
- 8.4.8 The practice of using temporary classrooms for excessive periods, does not address the need for ensuring that the remainder of facilities match the pupil intake. Temporary classrooms tend not to be built in a form compatible with existing buildings and are prone to more rapid structural and visual deterioration than permanent buildings. They do not therefore meet the Council's requirements under Policy BE1 for a high standard of design in new development, which should be integrated with the surroundings, so should not be the subject of long-term use in one location. Such use would also conflict with the Council's general Policy BE7 regarding temporary buildings.

CF5 NEW LIBRARY AT CHAFFORD HUNDRED

The Council will seek to ensure that sufficient land is set aside by the developers within Chafford Hundred Central Area for the provision of a branch library by Essex County Council. Such land shall not be used for any other purpose unless it is not developed for library purposes within ten years of being transferred to Essex County Council.

- 8.4.9 Large-scale housing development at Chafford Hundred will generate sufficient demand to warrant the provision of a branch library. This may also serve some of the older residential areas nearby, which have previously had no permanent library facilities. The provision and transfer of this land is the subject of a planning agreement which allows for its alternative development if not ultimately required for library purposes.

CHAPTER 8 : COMMUNITY FACILITIES AND UTILITIES

CF6 EXISTING COMMUNITY HALLS

The Council will promote the more intensive use of existing halls and may seek the enhancement of existing facilities by developers who generate additional demand for their use through housebuilding in the locality. The Council will seek to enter into planning obligations with developers in appropriate cases.

In particular, the Council will seek to secure the provision of a replacement village hall at Horndon-on-the-Hill as part of a redevelopment proposal (constructed 1997).

- 8.4.10 Where small scale, consolidatory housebuilding adds to the potential demand for existing halls, it is not unreasonable to expect the developers, as generators of this demand, to assist with the improvement of facilities through planning obligations, in accordance with Circular 16/91 (now in Circular 1/97). In particular, the Council has sought the provision of a replacement village hall in association with the redevelopment of a 0.5 hectare site at High Road, Horndon-on-the-Hill, the siting of the new hall still to be determined at the time of Plan preparation (has subsequently been determined).

CF7 NEW COMMUNITY HALLS

The Council will adopt and maintain new community halls to be provided by developers at Chafford Hundred North-East and North-West zones and will seek to secure the similar provision of a hall, by developers of the Brooks Works and Columbia Wharf schemes, through planning obligations related to the scale of the developments.

Land will be set aside, adjacent to the Mardyke Park Housing Estate in Purfleet, for the provision of a Community Centre.

- 8.4.11 Major housebuilding developments at Chafford Hundred, Grays Riverside and Purfleet will generate the need for community halls which cannot be met by existing facilities. This policy seeks to ensure that the developers make suitable provision of new community halls, in accordance with government guidance on planning obligations given in Circular 16/91 (now in Circular 1/97). The facility at Chafford Hundred North East zone was opened in 1993 and has been adopted for maintenance by the Council.

CHAPTER 8 : COMMUNITY FACILITIES AND UTILITIES

CF8 HEALTH AND SOCIAL SERVICE FACILITIES - GENERAL PROVISION

The Council will seek the provision of new health and welfare centres in connection with new development or redevelopment for housing and will assess proposals in relation to these centres being:

- (i) Available at appropriate times;**
- (ii) Suitably located in residential areas;**
- (iii) Located in any shopping areas apart from the core area of Grays as defined in Policy SH10;**
- (iv) Accessible by public transport;**
- (v) Environmentally compatible with their surroundings.**

- 8.4.12 It is an objective of the Council to secure the provision of good quality health and welfare centres in locations which are readily accessible to the public. These would generally be either in residential areas, to be convenient for local residents, or in peripheral shopping centres, which are served by public transport. Centres are particularly needed to provide for clinics and surgeries as well as day centres and childcare facilities.
- 8.4.13 The Council will encourage and support in principle the provision of childrens' nursery facilities in appropriate employment-generating areas and in large new residential developments where they can be integrated into the local environment.
- 8.4.14 Future demands likely to be imposed on the health service mean that health authorities will need to work in co-operation with the Council to achieve satisfactory facilities.

CF9 HEALTH AND SOCIAL SERVICE FACILITIES - PROVISION AT PURFLEET

The Council will make land available for the provision of a Health and Welfare Centre at the Purfleet Garrison Estate, as indicated on the Proposals Map.

- 8.4.15 The Purfleet Garrison estate still relied, in 1993, upon facilities provided through the temporary use of residential properties. A suitable site was identified by the Council for the provision of purpose-built accommodation and provided by the appropriate agencies in 1994.
- 8.4.16 Temporary car parking will need to be relocated when construction of the Purfleet Link Road [Policy T2(o)] is commenced and may need to share permanent car parking with any facility which may be provided under Policy CF7.

CHAPTER 8 : COMMUNITY FACILITIES AND UTILITIES

CF10 HEALTH AND WELFARE FACILITIES - CARE IN THE COMMUNITY

The Council will support the establishment of residential care facilities in existing residential areas, either by the development of vacant sites or by conversion of existing properties.

- 8.4.17 The central theme of central government guidelines, affecting almost every aspect of social service provision, is the shift of emphasis in social work practice towards a more community-based service. A service based upon 'Care in the Community' relies less upon care in institutions and more upon support to the client within the community.
- 8.4.18 While the precise land use implications of this policy were unclear at the time of preparation of this Plan, the Council recognises that community facilities are likely to be required, particularly for residential care, which will allow people to receive the support they require while allowing them to live within the community. Local sites are likely to be developed or converted for residential nursing homes for the elderly, the ill and the handicapped. It is the Health Authority's policy to disperse community homes and avoid concentrations of such uses. However, community homes must also be located where they are accessible to facilities. The Council, while supporting the aims of care in the community, will also need to safeguard the amenity of local residents. Policy H6 make provision for the development of housing to meet this and other special needs.

CF11 NEW PLACES OF WORSHIP

The Council recognise the right of different faiths, religious groups and denominations to establish places of worship within the Borough. To this end it will offer co-operation and advice to such bodies in any search for suitable sites.

- 8.4.19 The development of Britain as a multi-faith society has been reflected in Thurrock by the establishment of a Sikh Temple and the increase in the number of adherents to faiths other than Christianity. Church attendance in Christian churches has steadied after a decline in recent years. The Council will work with Essex County Council and private developers in satisfying the religious needs of the community, in land-use terms.

CF12 NEW CHURCH AT CHAFFORD HUNDRED

Land for a new multi-denominational church will be set aside within the central area of the Chafford Hundred development and will not be used for any other purpose unless it has not been developed for church purposes within five years of being transferred to the Church Authorities.

- 8.4.20 Within Chafford Hundred, the developer has reached agreement with the Council and church authorities to set aside land on which the authorities may construct a multi-denominational church and church hall, as well as the church school identified in Policy CF3. The land must be safeguarded for this purpose but the agreement makes provision for its release for alternative development if not ultimately required for church purposes.

CHAPTER 8 : COMMUNITY FACILITIES AND UTILITIES

CF13 CEMETERY EXTENSIONS

The Council will ensure that land is set aside for the future extension of cemeteries in the Borough. Provision will be made as shown on the Proposals Map. No development will be permitted on or near the land which would prejudice its future use for that purpose.

- 8.4.21 This policy safeguards land required for cemetery expansion which is likely to occur during the Plan period. Land is identified for this purpose on the Proposals Map adjacent to West Thurrock cemetery, on the east side of Sandy Lane.

B. Utilities

CF14 HIGH MASTS

The Council will grant planning permission for high masts required in connection with telecommunications when:

- (i) There is a need for the development;**
- (ii) There are no satisfactory alternative sites for telecommunications available;**
- (iii) There is no reasonable possibility of sharing existing facilities;**
- (iv) In the case of radio masts, there is no reasonable possibility of erecting antennae on existing buildings or other structures.**

Any development should be sited and designed so as to minimise its visual impact subject to technical and operational considerations.

- 8.4.22 The Council is experiencing increasing pressure by utility companies and other communication companies to erect high masts, often in open countryside. These can be very intrusive and can impinge on open landscape. Consequently, it is important that their location and siting is carefully controlled. In urban locations, aerials should be attached to existing buildings wherever possible.

CHAPTER 8 : COMMUNITY FACILITIES AND UTILITIES

CF15 REPLACEMENT FIRE STATION SITES

The Council will support the County Fire and Rescue Service in the provision of a new Fire Station near the Orsett Cock roundabout to replace Tilbury Fire Station and will seek to facilitate the identification of a further suitable site to replace the Hogg Lane, Grays, Fire Station.

- 8.4.23 Due to the changing operational needs of the Fire and Rescue Service, in the light of recent and proposed growth and development in Thurrock, it is desirable that the existing fire station facilities in Tilbury and Grays are relocated and enhanced. The requirement to maintain full-time cover throughout the Borough has given rise to the need for replacement fire stations in the best strategic locations, preferably adjacent to the principal road network in the central and western areas. A suitable site has been identified, and planning permission granted, close to the Orsett Cock roundabout, as indicated on the Proposals Map. The Council recognises that a further site is needed to serve the west of the Borough, between Chafford Hundred and the M25, but a suitable location had not been identified when this Plan was being formulated.

CHAPTER 9 : SHOPPING

9.1 BACKGROUND

- 9.1.1 Retailing in Thurrock has undergone considerable change as the dynamism of the retailing industry has affected the geographical distribution and character of shopping facilities in the Borough. National retailing trends have affected Thurrock, with major retailers opting for large retail warehouse parks and regional shopping centres in out-of-town locations. There is more than 186,000m² of retail floorspace at the new shopping centre and retail warehouse parks at Lakeside, West Thurrock.
- 9.1.2 The Council supported the development of Lakeside and is aware that, although the new centre will have major benefits for Thurrock residents, it will inevitably take trade away from Grays Town Centre and the smaller centres in the Borough. The amount of trade likely to be diverted away from these centres may vary from original estimates, due to the effects of recession on the retail sector. It will depend ultimately on the success of the new centre but also on how well the existing centres compete.
- 9.1.3 The smaller centres fulfil an important shopping function, providing mainly convenience goods and limited durable goods for a more localised area. These centres are at Aveley, South Ockendon, Tilbury, Socketts Heath, Stanford-le-Hope and Corringham. Further down the Borough shopping hierarchy there are some 25 local shopping parades providing everyday convenience foods for the surrounding residential community, together with numerous isolated and “corner” shops. The national trend for local shopping parades has been one of decline, despite their importance for the less mobile sectors of the community, particularly the old and the less well off. The Council recognises this problem and has sought to prevent loss of essential shopping facilities wherever possible.

9.2 POLICY CONTEXT

- 9.2.1 Government policy guidance regarding shopping is set out in Planning Policy Guidance Note PPG6, relating to town centres and retail developments. Direct competition in retailing is not regarded as a valid planning matter but, while there should be a wide range of shopping opportunities to which people have access, the effect of major retail proposals on the viability and vitality of existing shopping centres as a whole should be taken into account.
- 9.2.2 Essex Structure Plan Second Alteration Policy SH1 identifies the Lakeside Regional Shopping Centre as displacing Grays Town Centre at the top of the Borough’s shopping hierarchy, Grays being identified as the District Shopping Centre (see Appendix 1). The County Council seeks the concentration of new retail development in existing centres, in order to sustain and enhance the attractiveness of shopping facilities, supplemented by new local centre shops only where required in areas of urban development. The development of shopping facilities outside of the urban areas is generally constrained, in Thurrock’s case, by Green Belt policy. Retail warehousing is considered acceptable within or immediately adjoining town centres but may, exceptionally, be permissible in other locations, subject to certain criteria (see Appendix 1, Policy SH4).
- 9.2.3 Thurrock Council has, for many years, operated a policy of not permitting out-of-town retailing, although this opposition was specifically set aside in favour of the Lakeside developments only, which have largely absorbed the scope for such development in the Borough. The Council has also operated a complementary policy restricting non-retail uses in Grays and other local shopping centres, aimed at maintaining the viability of those centres (the Borough Shopping Policy, Part II, approved in 1981).

CHAPTER 9 : SHOPPING

9.3 THE COUNCIL'S APPROACH

- 9.3.1 The Council's shopping objectives are to maintain the role of Grays and the other local centres and to prevent further out-of-centre development which would adversely affect those centres, while recognising Lakeside as a sub-regional shopping centre. The strategy for achieving this, set out in Chapter 2, consists of the follows aims :
- (a) To safeguard existing shopping provision by imposing strict criteria on the provision of major additional floorspace outside existing centres;
 - (b) To improve and safeguard shopping facilities in Grays Town Centre in order to maintain its role as a district centre;
 - (c) To maintain the role and viability of the local centres at Tilbury, South Ockendon, Socketts Heath, Aveley, Stanford-le-Hope and Corringham; and
 - (d) To retain essential neighbourhood and village shopping facilities.
- 9.3.2 In restricting the further provision of major retail developments outside existing shopping centres, except where warranted by substantial new urban development, the Council wishes to support and conform to the policies of the Essex Structure Plan, which attempts to maintain the existing hierarchy of shopping centres. This will concentrate retailing in the identified sub-regional and district centres, supplemented, where appropriate, by local shopping facilities elsewhere within the built-up areas of towns and villages. The Council considers it important that the role of Grays Town Centre as a large District Centre is not altered significantly. Use of the 35,000m² of shopping floorspace in Grays Town Centre needs to be maximised to maintain this role. The Council is also committed to carrying out physical improvements in Grays Town Centre.
- 9.3.3 The Council considers it necessary to support this approach by continuing to apply policies restricting non-retail uses in shopping centres. This will hopefully serve to secure the future of district and local centres as viable shopping areas serving a Borough-wide or local need. The Borough Shopping Policy is therefore carried forward into this Plan, in a slightly modified form.

CHAPTER 9 : SHOPPING

9.4 POLICIES

SH1 MAJOR RETAIL DEVELOPMENTS

In the light of the cumulative impact on existing shopping centres of retail and retail warehousing facilities at Lakeside and other recent and proposed large-scale retail developments in and around Thurrock, planning permission will not be given for any new major retail developments outside existing and proposed shopping and town centres in the Borough, as defined on the Proposals Map, unless it can be shown that there would be no further impact on the vitality and viability of existing centres in the Borough and neighbouring areas and no adverse effect on traffic flows in the vicinity of the proposed development.

- 9.4.1 The Structure Plan shopping policies, in accordance with government planning policy guidance in PPG6, make provision for some major out-of-centre retail developments in exceptional circumstances, subject to certain criteria. However, one of the criteria concerns the cumulative effect of the proposal and other large-scale developments on the vitality and viability of any nearby shopping centre as a whole.
- 9.4.2 The retail impact of the Lakeside Regional Shopping Centre, as forecast in studies presented at the public inquiry, indicated a serious, adverse effect on Grays Town Centre and lesser, but still significant, effects on other shopping centres. The cumulative effect of this development, together with other superstores and retail warehousing at Lakeside and elsewhere, expansion schemes in Basildon and other town centres close to Thurrock, a superstore at Roebuck Park, Chafford Hundred and another proposed regional shopping centre at Bluewater Park, Dartford, will almost certainly affect the vitality and viability of Grays Town Centre and other shopping centres in the Borough.
- 9.4.3 The situation in which Thurrock finds itself with regard to retailing is therefore exceptional if not unique, in the United Kingdom, a fact which must be taken into account when considering the planning policy guidance and Structure Plan provisions. It fully justifies the Council's restrictive approach to further large-scale shopping schemes, in order to safeguard existing shopping centres for the benefit of those who need them and those whose livelihoods depend on them. The onus will be on developers to demonstrate, through the submission of appropriate studies, that the levels of retail and traffic impact generated by any major retail proposal would be such as to satisfy the requirements of this policy.
- 9.4.4 For the purposes of this policy, "major retail developments" means schemes providing gross trading floorspace of 2,500 square metres or more, this being the equivalent of a medium-sized supermarket or small retail warehouse unit. Smaller retail developments will have to be considered on their merits, taking into account the other policies in the Plan. Existing sub-regional, district and local centres are identified in policies SH2, SH3 and SH6.
- 9.4.5 Retail developments must not take land required for other uses. There is a limited supply of industrial and employment land, for example, and any retail use of that would not be acceptable where this would prevent industrial or other employment development taking place within the Plan period (see also Policy E1). However, the provision of new local shopping facilities will normally be desirable in suitable locations to serve major new housing developments (see Policy SH8). In the case of the new settlement at Chafford Hundred, the development of two neighbourhood shopping centres to meet the requirements of the projected future population would be justified (see Policy SH9).

CHAPTER 9 : SHOPPING

SH2 LIMITATION OF FOOD SALES AT LAKESIDE

Within the Lakeside Retail Zone indicated on the Proposals Map, no further floorspace, beyond existing planning commitments, shall be used for the sale of food, other than for consumption on, or immediate consumption off, the premises.

- 9.4.6 This policy aims to restrict the further expansion of food sales in the Lakeside Retail Zone, in an attempt to safeguard the Borough's existing shopping centres. The policy stems from the Inspector's recommendations and the planning conditions imposed as a result of the Lakeside Regional Shopping and Leisure Centre Inquiry, limiting the food sales in the new centre to 5000m² in order to limit the impact on food shops throughout the Borough.

SH3 GRAYS SHOPPING CENTRE - ADDITIONAL RETAIL FLOORSPACE

The Council will permit development which increases the provision of retail floorspace and improves the quality of shopping facilities in Grays Shopping Centre, as defined on the Proposals Map, providing such proposals are of an appropriate size and scale to ensure that the remainder of the town centre is not adversely affected by large scale retail development.

- 9.4.7 The provision of new shops, designed to meet retailers' requirements, will generate a better choice and quality of shopping outlets. This will help to meet the Council's objective of maintaining the role of Grays as a District Shopping Centre complementary to Lakeside. Particular examples of new retailing which would achieve this in Grays Town Centre include small units as part of a mixed commercial scheme, or a food superstore. The Council may identify sites suitable for the latter in planning briefs to be prepared under Policy GTC11 (see Chapter 13).
- 9.4.8 New shopping provision in Grays will be well located for the existing population and town centre workers, and well served by public transport links. This location will give people a choice of car, public transport or walking/cycling to visit the shops, which will help to minimise unnecessary car use.

SH4 GRAYS SHOPPING CENTRE - MODERNISATION AND REFURBISHMENT

The Council will grant planning permission for appropriate improvements to shops and shop fronts, in order to secure the continuing modernisation and refurbishment of existing shopping facilities in Grays Shopping Centre, as defined on the Proposals Map, providing the development meets other policies in the Plan protecting the environment.

- 9.4.9 The existing shopping mall in Grays is the major centre of shopping in the town, with a number of multiple retailers. It had become somewhat dated by the end of the 1980s and has since been refurbished to make it more attractive for the 1990s and beyond. Continuing improvements to the shopping environment in the town will be vital in helping to attract shoppers and new shops. This policy deals with refurbishment of the shops themselves. The need for improvements to the physical environment of the High Street and the rest of the centre must also be addressed. The first stage of these improvements had been carried out by the Council by 1993 and more stages are planned. These are dealt with in policies GTC3 and GTC9 in Chapter 13.

CHAPTER 9 : SHOPPING

SH5 GRAYS SHOPPING CENTRE - MARKET FACILITIES

The Council will seek to ensure the provision of improved market facilities as part of a redevelopment or refurbishment scheme.

- 9.4.10 The historic charter market in Grays is a major benefit to the atmosphere of the town and to shoppers. It plays an important role in attracting people to shop in Grays and the Council are seeking to improve and increase the area of the market. This may involve relocation.

SH6 EXISTING TOWN CENTRES - ADDITIONAL RETAIL FLOORSPACE

Planning permission will be granted for the creation of additional retail floorspace in the town centres noted below and identified on the Proposals Map, providing the development meets other policies in the Plan protecting the environment. Such proposals should be of an appropriate size and scale to ensure that the remainder of the town centre is not adversely affected by large scale retail developments.

- | | |
|----------------------|--------------------|
| (a) Aveley | (d) Corringham |
| (b) South Ockendon | (e) Socketts Heath |
| (c) Stanford-le-Hope | (f) Tilbury |

- 9.4.11 The Council considers that further retail development in these locations is desirable to expand the range of goods and services available in the town centres whilst retaining their physical compactness. Due to the limited amounts of available land and demand, any development is likely to be small scale.
- 9.4.12 New shopping provision in town centres will be well located for the existing population and well served by public transport links. This location will give people a choice of car, public transport or walking/cycling to visit the shops, which will help to minimise unnecessary car use.

SH7 STANFORD-LE-HOPE - SANDPITS REDEVELOPMENT AREA

The Council will promote the Sandpits Car Park area identified on the Proposals Map, with appropriate frontage to King Street, for a comprehensive commercial development including shops and offices, with additional car parking.

- 9.4.13 A stimulus is needed to boost Stanford-Le-Hope town centre and attract shoppers back to the area. There is limited scope to provide additional facilities within the town centre due to lack of sites. The only available site is the Sandpits car park area with its frontage to King Street. A development incorporating 42 King Street is the most appropriate. It is intended that the retail/office development would be undertaken by the private sector. The Sandpits car park is within the ownership of Thurrock Council, although 42 King Street is not.
- 9.4.14 Commercial development on the King Street site may reduce the number of car parking spaces in the Sandpits car park. To compensate for this and to increase the total number of spaces within Stanford, additional car parking would need to be provided on the existing Sandpits car park site.

CHAPTER 9 : SHOPPING

SH8 NEW LOCAL SHOPPING FACILITIES

The Council will expect the provision by developers of new shopping facilities to meet local needs created by significant new housing developments unless there are adequate existing shopping facilities nearby to serve the development.

- 9.4.15 There is a need for local convenience shops for the population of major new housing developments. The Council aims to encourage developers to meet this need. The policy will apply to any new housing development which would generate a population of at least 1,000, where there is no existing shopping provision within 400m of the site (this is likely to mean sites in excess of 8 hectares).

SH9 SHOPPING PROVISION AT CHAFFORD HUNDRED

The following sites, identified on the Proposals Map, will be set aside for the provision of viable shopping centres large enough to meet the needs of the Chafford Hundred development. They will be defined as Larger Neighbourhood Parades in Policy SH11.

- | | | |
|-----|----------------------------|--------------------------------|
| (a) | The Armada Centre | 4.04 hectares (approx.) |
| (b) | Roebuck Park Centre | 3.3 hectares (approx.) |

- 9.4.16 These centres will be designed to provide for the basic shopping needs of the new settlement while being economically viable. The Armada Centre may include facilities such as medium sized shops, a Public House, Restaurant, Post Office, Chemist, Health Centre, etc. The Roebuck Park Centre, including a 30,000 sq.ft. (net) foodstore, opened in 1993.
- 9.4.17 Further small-scale local shopping facilities can be provided under Policy SH8 at appropriate locations in the Chafford Hundred development area, including within the commercial area (Area F) adjacent to the railway station site (see Policy T17).

SH10 NON-RETAIL USES IN DISTRICT AND LOCAL SHOPPING CENTRES

The Council will restrict the change of use from Class A1 (Shops) at ground floor level in district and local centres listed below in accordance with the following criteria:-

- A) CORE AREAS (shown on the Proposals Map); No change of use will be permitted.**
- B) CENTRAL AREAS (shown on the Proposals Map):**
Changes of use to Class A2 (Financial and Professional Services), Class A3 (Food and Drink) and Class D1(a) (Non-residential institutions) will be permitted providing the following criteria are adhered to and normal development control standards are met:
- (i) **The proposal does not result in more than two non-Class A1 (Shops) uses together;**

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CHAPTER 9 : SHOPPING

- (ii) No more than 30% of uses in each designated frontage are other than Class A1 (Shops).

The expansion of existing non-Class A1 (Shops) uses into neighbouring premises will be sympathetically considered even where the above policy criteria are not met but subsequent proposals to divorce an expansion unit from the original and use it for a separate non-retail purpose or occupier will not normally be acceptable.

- C) **PERIPHERAL AREAS** (not shown on the Proposals Map); Uses in Class A1 (Shops), A2 (Financial and professional services) and A3 (Food and drink), B1 (Business), D1 (Non-residential institutions) and other community facilities, such as social clubs will be permitted provided normal development control standards are met.

GRAYS:

A	Core Area	1-40 The Mall
B	Central Area	34-62 High Street 9-57 High Street 2-18 Clarence Road 2a-32 High Street/3-13 George Street 1-6 Queensgate Centre 1-7 High Street
C	Peripheral Area	8-16 Orsett Road 7-13 Queensgate Centre 1-25 Orsett Road 2b/2c High Street State Cinema Units, George Street 27-89 Orsett Road 18-72 Orsett Road 2-28 London Road 13-59 Clarence Road 20-44 Clarence Road 66-76 High Street 59b-83 High Street 1-5 New Road 1-3 Station Approach

SOCKETTS HEATH:

B	Central Area	15-33 Lodge Lane 267-277 Rectory Road 35-77 Lodge Lane
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SOUTH OCKENDON:

B	Central Area	2-12 Derry Avenue 26-36 Derry Avenue 1-29 Derwent Parade 2-22 Derwent Parade 101-109 Daiglen Drive 125-135 Daiglen Drive
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CHAPTER 9 : SHOPPING

TILBURY:		
B	Central Area	1-14 Civic Square 1-18 Commonwealth House 9-55 Calcutta Road 1-12 Calcutta Road 14-26 Calcutta Road
C	Peripheral Area	122-176 Dock Road 209-243 Dock Road 1-11 Broadway
AVELEY:		
B	Central Area	60-74 High Street 21-41 High Street
CORRINGHAM:		
B	Central Area	1-41 St. John's Way 43-63 St. John's Way 65-89 St. John's Way 6-14 St. John's Way 16-28 St. John's Way 2-26 Grover Walk 1-25 Grover Walk
STANFORD LE HOPE:		
B	Central Area	1-21 Kings Parade 2-24 King Street 1-9 The Precinct 1-29 High Street 2-12 High Street 26-40 High Street 1-6 The Green 19-27 Corringham Road 2-32 Corringham Road 1-7 Wharf Road

- 9.4.18 The district and local centres in the Plan area; Grays, Tilbury, Corringham, Stanford-le-Hope, South Ockendon, Aveley and Socketts Heath perform a convenience and in many cases "comparison" shopping function.
- 9.4.19 They require a planning policy which safeguards their shopping function while being sufficiently flexible to allow a range of uses, appropriate in town centres, to take up any slack in the demand for shops. The policy aims to achieve this by identifying primary shopping frontages, where non-retail uses will be restricted in order to maintain a good number and range of shops, and identifying other secondary frontages, where there will be no restrictions on changes of use to certain defined use classes providing development control standards are met. This will provide opportunities for a new range of uses to establish themselves in the centres. A use, in terms of the policy, is defined as a trading unit, irrespective of its size or width of frontage.

CHAPTER 9 : SHOPPING

SH11 LON-RETAIL USES IN NEIGHBOURHOOD SHOPPING PARADES

The Council will restrict the change of use from Class A1 (Shops) at ground floor level in neighbourhood parades, listed below and shown on the Proposals Map, in accordance with the following criteria:-

Changes of use will not be permitted unless it can be demonstrated that there is no long term demand for a retail use of the premises. If this can be demonstrated to the satisfaction of the Local Planning Authority then uses in Class A2 (Financial and Professional Services), Class A3 (Food and Drink), Class D1 (Non-Residential Institutions), other community facilities such as social clubs, or residential use will be acceptable providing normal development control standards are met.

LARGER NEIGHBOURHOOD PARADES

CHADWELL ST MARY:	22-32 Riverview 45-53, 67 Riverview 77-119 Riverview 1-5/2-16 Defoe Parade
STIFFORD CLAYS:	1-15 Crammavill Street 2-20 Crammavill Street
EAST TILBURY:	1-13 Stanford House
CORRINGHAM:	1-29 Lampits Hill 39-63 Lampits Hill
GRAYS:	1-57 Southend Road 6-8, 22-40 Southend Road
LITTLE THURROCK:	1-25 Broadway 8-12, 18-40 Broadway 6-8 Whitehall Lane
CHAFFORD HUNDRED:	The Armada Centre (when built) Roebuck Park Centre

SMALLER NEIGHBOURHOOD PARADES

SOUTH OCKENDON:	1-8, 17 Canterbury Parade, South Road 1-10 Broxburn Parade, Broxburn Drive 1-11 Aire Drive 69-85 Garron Lane 2-12 South Parade, South Road
AVELEY:	1-6 The Parade, Hall Road 160-170 Romford Road

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CHAPTER 9 : SHOPPING

GRAYS:	1-2 Kingston Parade/104a-150 Hathaway Road 187-207 Lenthall Avenue 52-65 Jesmond Road
TILBURY:	165-175 St. Chads Road
LINFORD:	1-6 East Tilbury Road
STANFORD LE HOPE:	46-50 Valmar Avenue/2-8 Rayleigh Road 10-12 Nursery Road/85-89 Abbots Drive 17-21 Tuold Road
CORRINGHAM:	66-80 Woodbrooke Way 29-37 Gardner Avenue
PURFLEET:	1-6 Garrison Parade

- 9.4.20 Neighbourhood parades perform an important function, particularly for those people without their own transport. Policy guidance is required to maintain their role. The overall demand for local shops is declining, however, with changes in shopping habits, and the policy must be sufficiently flexible to enable former shops to be used for other purposes where there is no continuing demand for a retail use.
- 9.4.21 A use, in terms of the policy, is defined as a trading unit, irrespective of its size or length of frontage.

CHAPTER 9 : SHOPPING

SH12 NON-RETAIL USES IN OTHER PARADES AND ISOLATED SHOPS

In the case of parades and isolated shops not covered by Policy SH4 and SH5, the Council will permit changes of use from Class A1 (Shop) to Class A2 (Financial and professional Services), Class A3 (Food and drink), Class B1 (Business), Class D1 (Non-residential institutions), other community facilities such as social clubs, or clubs, or residential use, provided normal development control standards are met.

However, in a case where there are no other shops within 400 metres of the application site, serving a convenience shopping function, permission will only be granted where the applicant can demonstrate to the satisfaction of the Local Planning Authority that there is no long term demand for a retail use of the premises.

- 9.4.22 Isolated shops, or very small parades of two or three shops, exist in some of the older parts of the Borough. These shops can perform a useful local function, but are frequently no longer economically viable. The policy will permit such shops to change to other uses, except where the shop is the only one remaining serving the immediate area, when a change of use will not normally be permitted in order to maintain essential local shopping facilities.

SH13 UPPER FLOORS IN DISTRICT AND LOCAL CENTRES

Changes of use of upper floor premises to Class A2 (Financial and professional Services) will be permitted in the district and local centres defined in Policy SH10 and shown on the Proposals Map, providing the following criteria are met:-

- (i) There is no adverse effect on the quality of the residential environment;**
- (ii) The Council's normal development control standards and parking standards are met.**

- 9.4.23 The Council has strict policies, set out in policies SH10 and SH11, restricting changes of use of ground floor premises in shopping centres to non retail use. Use of upper floors for service purposes can, however, be accommodated within central areas without damaging the viability of the retail function of the centre. This is particularly appropriate where upper floors are vacant and underused, or where it is not possible to provide satisfactory residential accommodation. However, the change of use of satisfactory residential accommodation will also be permitted under this policy, provided the criteria in the policy are met, although this is unlikely where there is a substantial residential community established at first floor level. This policy does not apply to neighbourhood parades identified in Policy SH11.

CHAPTER 9 : SHOPPING

SH14 THE RETENTION OF VILLAGE SHOPS

The Council will encourage the retention of existing shops in the villages of Orsett, Orsett Heath, Fobbing, Horndon on the Hill, North Stifford and Bulphan. Planning permission will not be granted for changes of use from retail uses (Class A1) to non-retail uses where this would involve the loss of essential village shopping facilities unless it can be demonstrated that there is no long term demand for a retail use of the premises.

- 9.4.24 The shops in Thurrock's villages have been faced with decline and closures over the last decade. Despite this, the role of the village shop remains important, not only for general convenience but to ensure that the less mobile members of the community have access to basic but essential shopping facilities and to maintain some of the semblance of village community life. The Council aims to retain village shops unless it can be shown that a retail use is never likely to be needed or viable in the future.

CHAPTER 10 : LEISURE AND RECREATION

10.1 BACKGROUND

- 10.1.1 The 1980s saw an increase in demand for leisure and recreational facilities of all types, arising from a general improvement in living standards, an overall increase in the amount of leisure time and greater personal mobility. Leisure and recreation is clearly becoming increasingly more important as a feature of everyday life in the 1990's.
- 10.1.2 Facilities for leisure and recreation may be considered in terms of built sports facilities, commercial entertainment facilities and open space for both formal and informal recreation, including countryside pursuits. The adequacy of such facilities is generally assessed, in quantitative terms, in relation to the population level. Thurrock's population of 131,200 in 1992, could rise to 140,000 by 2001, depending upon the rate of housebuilding (see Chapter 6).
- 10.1.3 The level of provision of indoor sports facilities in Thurrock by 1993, including public and private commercially run facilities, generally approached the standard set by the Sports Council. However, with the anticipated growth in population, there is certain to be a demand for additional facilities by the end of the Plan period. The concentration of new housebuilding in the south-west of the Borough will require additional provision for sport, as well as other forms of leisure activity, in the Grays and West Thurrock area.
- 10.1.4 A demand for greater diversification and for a qualitative improvement in facilities may also be expected. This has already been demonstrated and provided for to a degree, in the commercial entertainment field, by the construction of multi-screen cinemas at Lakeside. There is considerable scope for further provision of sporting, entertainment and cultural facilities in the vicinity, to meet both the regional and local demand, as the catchment area population grows.
- 10.1.5 The amount of open space required is also proportional to population levels. The National Playing Fields Association (NPFA) recommends a minimum standard for outdoor playing space of six acres (2.43 hectares) per 1,000 population (the "Six-Acre Standard"). In 1993, Thurrock had a deficit at 4.9 acres per 1,000 people. The forecast increase in population during the Plan period will require still more outdoor playing space to be provided. Conversely, allotment gardens have experienced a decrease in the level of demand. Approximately 30% of allotments within the Borough were vacant in 1990.
- 10.1.6 The 1980s also saw an increase in the popularity of outdoor countryside recreation, both organised (such as fishing, shooting and golf) and informal activities. According to the Essex Structure Plan, informal countryside recreation, including for example, walking, horse-riding and picnicking, is the most popular form of leisure activity, involving more people than any single sport. The Thames Chase Community Forest will provide further opportunity for informal and, where appropriate, active countryside recreation. On an average summer weekend over two million trips are made to the countryside in South East England. As car ownership increases and road networks improve, this figure is likely to increase. Three times as many car-owning households visit the countryside as non-car-owning families.

10.2 POLICY CONTEXT

- 10.2.1 Government guidance and advice on planning for leisure and recreation is to be found in PPG17 - 'Sport and Recreation'. Amongst other things, this requires that local authorities give consideration in local plans to: assessing local needs for recreational facilities; identifying deficiencies in the provision of public open space; encouraging the development of suitable sites and types of site for additional sport and recreation and open space provision; ensuring provision is properly co-ordinated with other forms of development and other land use policies; and protecting open space and other land with recreational and amenity value. Consideration is also given to leisure and recreation at a regional level through consultation with the Regional Sports Council.

- 10.2.2 Additional advice and guidance, made in more specific contexts, is to be found in PPG7 - 'The Countryside and the Rural Economy'; PPG20 - 'Coastal Planning'; and PPG21 - 'Tourism'.

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- 10.2.3 The Structure Plan encourages the development of tourism and recreational development generally, including an appropriate range of sports facilities and improved access to the countryside, through Structure Plan policies L1, L7/7A, L15 and L18. However, the Structure Plan also recognises the potential conflict in the countryside, in that some recreational activities and buildings may not be appropriate in the Green Belt, or where countryside conservation is a priority.
- 10.2.4 Under Structure Plan Policy L3, the Mardyke Valley and the area between Horndon on the Hill and Langdon Hills are identified for the encouragement of countryside recreation facilities. The Structure Plan also recognises, under Policy L6, the recreational potential of derelict and despoiled land, including disused mineral extraction sites. This is particularly important in Thurrock which has a high proportion of derelict land.

10.3 THE COUNCIL'S APPROACH

- 10.3.1 The Council's objectives in respect of leisure and recreation, as set out in Chapter 2, are to ensure that adequate land is available for the provision of leisure facilities to meet local needs and to improve access to and recreational opportunity in the countryside.

In order to achieve these objectives, the Council intends to:

- (a) Identify land requirements to meet the leisure needs of Thurrock's increased population over the Plan period for open space, built sports facilities and commercial entertainment facilities;
 - (b) Seek to improve the footpath and bridleway network in order to facilitate access to the countryside; and
 - (c) Encourage the provision of formal outdoor recreational facilities in the countryside while safeguarding the environment.
- 10.3.2 Ensuring the provision of adequate land for leisure and recreation will involve a combination of the Council:
- (i) Setting aside land in its ownership, or acquiring land, for new strategic facilities; and
 - (ii) Requiring developers to provide land and, in some cases, the facilities needed to serve their residential developments, if necessary, by means of planning obligations.

This approach must be complemented by the safeguarding of as much existing open space as possible, especially in urban locations.

- 10.3.3 Improvement of public access to the countryside and other areas attractive to walkers and horse-riders will need to be achieved primarily through negotiation with landowners. The encouragement of formal outdoor recreation in the countryside will need to be carefully balanced against the environmental impact and the effect on local people and their amenity. While the Council recognises that one of the functions of the Green Belt is to maintain access to the countryside for town and city dwellers, there is also a duty to protect the Green Belt and countryside for its own sake. The Council is also concerned that, where Thurrock's Green Belt is used for recreational purposes, it should not solely be for the benefit of people from outside the area at the expense of local residents.

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10.4 POLICIES

A. Formal

LR1 PROVISION OF NEW INDOOR SPORTS FACILITIES

The Council will support proposals for the provision of new sports and leisure facilities which are appropriate to the needs of Thurrock's population. In particular, the Council will seek to secure the development of an indoor sports hall as an extension to the Squash and Swimming Centre at Corringham and an indoor sports hall in the Grays area. The provision of any new facilities in the Green Belt must have regard to other policies in the Plan, particularly GB12.

- 10.4.1 In order to assess the adequacy of provision of existing built sports facilities, comparison may be made with minimum recommended levels of provision laid down by the Sports Council. These standards are based upon population catchment areas for facilities and may be used to give an indication of deficiencies in provision.
- 10.4.2 In relation to the Borough population of 129,600 in 1991, the standards indicated that Thurrock had a deficiency of at least one indoor sports hall and three indoor bowls rinks. No facility other than swimming pools met the minimum standard. The population of the Borough could increase by about 10,000 during the Plan period (see Chapter 6). Should no further facilities be provided, there will be a deficiency within the Borough of at least two indoor sports halls and four indoor bowling rinks when compared with Sports Council standards.
- 10.4.3 It is the intention of the Council to support proposals for the provision of new facilities, in appropriate locations, in order to ensure that the minimum standards are met. The population of Grays in 1991 was approximately 35,000 and the population of the Grays area will increase greatly as Chafford Hundred continues to be developed and occupied. An indoor sports hall is therefore required in order to meet the needs of residents in the Grays area. In order to redress the shortfall of provision in the Stanford-le-Hope and Corringham area, the Council intends to provide an indoor sports hall as an extension to the existing sports facility in Corringham.

LR2 PROVISION OF DISTRICT SPORTS FACILITIES AT BLACKSHOTS

The Council will promote the continued development of the Blackshots Sports Complex, Grays, as the Borough's premier leisure and recreational centre. Any extension to the existing facility, or any new development, must respect the Green Belt status of the site and the area to the east.

- 10.4.4 The existing Blackshots complex is the Borough's principal centre for leisure and recreation. Swimming and gymnastic facilities, pitch and putt golf, soccer, cricket, hockey and rugby pitches, tennis courts, bowls rinks, cycle speedway track, athletics stadium and civic hall are centralised at Blackshots.
- 10.4.5 The Council, as well as Thurrock Sports Council, are seeking to ensure that the role of Blackshots as the principal centre for leisure in the Borough is continued and enhanced where possible.
- 10.4.6 Blackshots and the adjoining land to the east are situated within the Green Belt. Any new proposal would therefore be carefully examined in the context of the Green Belt policies of the Plan (see Chapter 4 - 'The Green Belt').

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LR3 COMMERCIAL ENTERTAINMENT FACILITIES

It is the Council's intention that Grays Town Centre will continue to be a principal centre for entertainment and cultural facilities. In particular, the Council will support proposals for the provision of cultural uses and appropriate new leisure and recreational uses in mixed commercial developments.

Proposals for large scale leisure and entertainment facilities at the Lakeside Retail Zone, West Thurrock will be acceptable subject to satisfactory access and car parking.

Similar proposals made as part of new industrial and commercial developments within primary areas will be acceptable, provided there is adequate supply of land available for industrial and commercial purposes.

- 10.4.7 Grays has traditionally been the Borough's main commercial centre and will continue to be the principal centre for entertainment and cultural facilities, other than leisure and entertainment facilities of a regional or sub-regional scale which are likely to generate high levels of traffic.
- 10.4.8 The town centre has relatively good access to it by private car and public transport, and has land available for development. It is therefore a suitable location for new entertainment facilities serving the Borough as a whole. Opportunities will be set out in Planning Briefs under Policy GTC11.
- 10.4.9 Some types of facility, such as ice rinks, ten-pin bowling alleys and multi-screen cinemas, require large premises, similar to modern industrial or warehousing units. Peak use of leisure facilities is likely to occur when there is less commercial traffic in the area, and provided there is an adequate supply of land for employment purposes available at the time, then leisure uses can be acceptable in primary industrial and commercial areas. The provision of an adequate supply of employment land will be determined by current demand and the strategic provision set out in the Structure Plan. These are defined in Policy E1.
- 10.4.10 The Lakeside Retail Zone, defined in Policy SH2, has already proved attractive to multi-screen cinema complexes. Other leisure proposals would also be welcome in this area subject to satisfactory access and parking provision.
- 10.4.11 The policy accords with County Structure Plan Policy L17A (see Appendix 1).

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LR4 PROVISION OF ADDITIONAL OPEN SPACE The Council will seek to ensure that provision of outdoor playing space and/or amenity open space is made in the following locations, as shown on the Proposals Map.

	Hectares
(a) Fort Road, Tilbury	3.8
(b) Blackshots Complex extension, Grays	14.6
(c) Thames Road/ Argent Street, Grays	1.0
(d) Mardyke Primary School, South Ockendon	0.6
(e) Culverhouse School, South Ockendon	2.6
(f) South Ockendon Hospital	13.3
(g) Former OCL Depot, Brentwood Road, Orsett	1.1
(h) Williamsons Farm, Stanford-le-Hope	4.0
(i) Thurrock Park, Little Thurrock	4.7
(j) Mill Wood, West Thurrock	0.6
(k) Chafford Hundred (Play areas, greens & informal open space), South Stifford	5.8
(l) Meesons Lane North, South Stifford	6.2
(m) Meesons Lane South, South Stifford	1.2
(n) Columbia Wharf/Brooks Works, Grays	2.8
(o) Wouldham Works, West Thurrock	1.3
(p) Anchor Field, West Thurrock	1.5
(q) Sandy Lane, West Thurrock	0.3
(r) The Royal, Purfleet	0.4
(s) Adjoining St. Clement's Church, West Thurrock	1.3
(t) Stonehouse Farm, West Thurrock	1.3
(u) Watts Wood, Purfleet	2.3
(v) Warren Gorge (Chafford Hundred), South Stifford	5.5
(w) Bluelands West, Purfleet	0.8

- 10.4.12 The National Playing Fields Association (NPFA) standard for outdoor playing space provision, of at least 6 acres (2.43 hectares) per 1,000 population, may be subdivided between space for youth and adult use, for whom there should be a minimum provision of 4 to 4.5 acres per 1,000 population, and for childrens' use, 1.5 to 2.0 acres.
- 10.4.13 Provision for adult use includes facilities provided by both the private and public sectors such as pitches, greens and courts. Provision for childrens' use includes outdoor equipped playgrounds and other play facilities for children as well as casual or informal play space within housing areas.
- 10.4.14 When measured against the NPFA "Six-acre standard", Thurrock had an overall provision of only 4.9 acres per thousand population in 1993. The shortfall is not equally distributed amongst the different settlements, as shown in Column A of Table 10.1, Stanford-le-Hope/Corringham and Tilbury being very poorly served.
- 10.4.15 Should no further outdoor playing space be provided, the forecast increase in population by 2001 will reduce the figure to 4.5 acres (see Column B). The provision of the additional space proposed under this policy would increase the overall level of provision to 5.8 acres per 1,000 population, almost meeting the minimum standard set down by the NPFA. However, the overall distribution of open space will remain inequitable, and further provision should ideally be made in Stanford-le-Hope/Corringham and Tilbury.

... continued

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- 10.4.16 Areas with substantial forecast increases in population, such as West Thurrock and Grays will also need substantial new areas of open space. The provision of open space with new housing developments will meet about one third of the requirement. Major additional sites are therefore identified here. In addition, parts of some settlements are a considerable distance from open space, even though the settlement as a whole has sufficient. Sites are identified in South Ockendon for this purpose.
- 10.4.17 Small areas of proposed amenity open space, which should not be counted towards the provision to meet the NPFA standard, are also included in this policy for completeness.
- 10.4.18 Where appropriate, the Council will seek to have such areas laid out/landscaped by developers in association with new development.

Table 10.1 Outdoor Playing Space : Comparison with Population Levels (Acres (hectares))

	A. Area per 1,000 pop. 1993		B. Area per 1,000 forecast pop. 2001 (existing open space)		C. Area per 1,000 forecast pop. 2001(LR4 incorporated)	
Aveley/ South Ockendon	5.5	(2.2)	5.2	(2.1)	6.9	(2.8)
Chadwell St. Mary	6.7	(2.7)	6.8	(2.7)	6.8	(2.7)
East Tilbury	9.0	(3.7)	9.5	(3.9)	9.5	(3.9)
Grays	5.1	(2.1)	5.0	(2.0)	7.1	(2.9)
Orsett	6.0	(2.4)	5.5	(2.2)	6.0	(2.4)
Stanford-le-Hope/Corringham	3.2	(1.3)	3.4	(1.4)	3.7	(1.5)
Tilbury	2.7	(1.1)	2.8	(1.1)	3.6	(1.5)
West Thurrock	6.1	(2.5)	2.7	(1.1)	4.8	(1.9)
THURROCK	4.9	(2.0)	4.5	(1.8)	5.8	(2.3)

LR5 RETENTION OF EXISTING OPEN SPACE

Development which would involve the loss of existing outdoor playing space or of amenity open space within or adjacent to built up areas, will not be permitted where it can be shown that such space has recreational or amenity value and where its loss would contribute towards a deficiency of such space in the locality.

- 10.4.19 In order to meet minimum standards of outdoor playing space provisions, the Council emphasises the need to maintain outdoor playing spaces to serve the requirements of the present and future population. Minimum standards of provision will almost be met if, in addition to further outdoor playing space under Policy LR4, all existing outdoor playing space is maintained. This situation is shown in Column C of Table 10.1. Both publicly and privately owned playing fields contribute towards the recreational playing space provision to meet the NPFA standard, so are included in the figures in Table 10.1. The retention of existing playing space is important, especially in localities where the table indicates a current or future shortfall of provision, otherwise even more would be needed under Policy LR4.

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10.4.20 Open spaces are also important in that they enhance the amenity of urban areas by providing physical and visual relief from the expanse of built development, local havens and habitats for wildlife, and areas for casual enjoyment and exercise, such as dog-walking. Their loss would run counter to the Council's objectives aimed at improving the environment of the Borough. In the past, playing fields, both publicly and privately owned, have been sold off without taking account of the long-term needs of the community for recreation or amenity open space. Playing fields, including school playing fields, are equally as important in providing amenity open space as they are in providing for sporting and formal recreational needs (see also Policy BE3). They should therefore be safeguarded, especially in localities where public access to open space is otherwise limited or where, if not publicly accessible at present, they have long-term potential to meet the future needs of the area for public open space.

LR6 OPEN SPACE PROVISION IN NEW HOUSING DEVELOPMENTS

In all major new housing developments, the Council expects at least ten per cent of the gross site area to be set aside and laid out by developers as open space.

The type of open space expected will depend upon the nature of the proposed housing and existing provision of space in the immediate vicinity.

Such provision will have regard to existing landscape features and will not be in lieu of structural planting where this is necessary as a separate and distinct feature.

10.4.21 The principal types of open space within urban areas that are available to the public are:

- i. Parks and playing fields (including educational playing fields);
- ii. Grassed play areas, usually at least 2 acres (0.8 hectares) in area, often referred to as 'kickabout areas' or 'local parks';
- iii. Smaller play areas containing play equipment designed principally to appeal to young children under 7 years old; and
- iv. Landscaped amenity areas intended to 'soften' the environment visually, but also sometimes having a practical function such as a minor play space.

10.4.22 The Council considers that 10% of the gross site area of any new development of 30 dwellings, or 2 acres or more, should be set aside as open space in order to ensure that adequate play areas and amenity open spaces are provided for the benefit of the new residents. The 10% formula is widely recognised and has been effectively applied for some time in helping to secure good overall standards of open space provision.

10.4.23 The types of open space which are to be made available should include local parks and kickabout areas, if necessary by aggregating contributions from more than one housing development, as well as smaller equipped play areas and landscaped amenity areas.

10.4.24 In addition, the Council recognises the value of natural landscape features within new housing developments, dealt with in Policy BE4 (Chapter 3).

10.4.25 In Thurrock, the Council consider that, in the interests of providing a satisfactory living environment, additional open space, over and above the 10% requirement, is justified. This should be set aside for structure planting, as indicated in the Council's Landscape Design Guidelines published as supplementary planning guidance. The provision and nature of any structure planting will be dependent upon a variety of matters, including the nature of the proposed development and site characteristics

10.4.26 The developer will be expected to hand open spaces over to the Council with a commuted sum for maintenance or demonstrate satisfactory arrangements for maintenance if retained in private ownership (see also Policy BE3).

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LR7 CHILDRENS' PLAY AREAS

In new housing schemes, childrens' play space should be provided within a safe maximum walking distance, no further from the home than 200 metres for pre-school children and 400 metres for play areas intended for older children.

- 10.4.27 The policy recognises NPFA requirements for accessibility of childrens' outdoor playing space to housing. The developer will be expected to hand the open space over to the Council with a commuted sum for maintenance or demonstrate satisfactory arrangements for maintenance, if retained in private ownership. Play areas for toddlers and adventure play areas should be of a safe, rubberised surface, conforming with British Standards and should be designed to preclude ball games. Play equipment must conform with Thurrock Council standards.

LR8 RATIONALISATION AND RETENTION OF ALLOTMENT GARDENS

In order to meet existing and future demand, development involving the loss of allotment gardens will not be permitted, except where adequate replacement facilities are provided in close proximity. Where allotment gardens are identified by the Council as being surplus to requirements, these will be considered for other open space uses. Surplus allotment sites will only be considered for uses other than open space where it can be demonstrated that there will not be a shortage of outdoor playing space in the immediate locality, taking proposed new housing into account, and where alternative development is compatible with the surrounding area.

Exceptionally, housing development will be permitted on land at Belmont Allotments, South Stifford, in accordance with Policy H3.

- 10.4.28 The level of vacancy of allotment gardens in Thurrock for some years up to 1990 was running at approximately 30%, so the potential exists to reduce the acreage of allotments and to utilise such land for appropriate alternative uses. The Council had earlier identified Belmont Allotments, South Stifford and Anchor Field Allotments, West Thurrock as having such potential (in the draft West Thurrock Local Plan). However, while Belmont Allotments will be required to accommodate housing development, in compensation for units lost in Grays South, the Anchor Field site is now considered unlikely to be required for housing before 2001.
- 10.4.29 Allotment gardens represent an open use and the Council will seek to ensure that surplus allotments are converted into useful open space in order to make good any local shortfalls mentioned in relation to Policy LR4 and in support of Policy LR5. A list of the Borough's allotment gardens is set out in Appendix 6.

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LR9 UPGRADING OF ALLOTMENT GARDENS

The Council will promote a more intensive use of allotment sites and will consider the provision of a greater range of facilities where space permits.

- 10.4.30 Where allotments are to be retained to cater for demand, it is desirable that the facilities should be upgraded to modern standards. This could include the provision of a proper hut for tool storage on each plot, improved water supplies, footpaths and security fencing, adequate car parking and possibly a small garden supplies shop and meeting room for use by local Allotment Associations. These improvements should help to make allotment gardening a more productive and popular pastime.

LR10 MOTOR SPORTS

Proposals for motor sports will not be permitted unless it can be shown that they conform with other policies in the Plan and with the Council's aims of safeguarding the environment and amenity generally and the Green Belt in particular.

- 10.4.31 Motor sports, by their nature, are generally very noisy and can be heard over considerable distances. This is particularly true in a relatively flat area like Thurrock, where there is little natural attenuation afforded by hills or other landscape features. The Council has had many years experience of monitoring motor sports activities, including a motor racing complex developed in recent years on land formerly used for mineral extraction and a karting circuit on open land. On the basis of this experience, the potential noise nuisance from any further motor sports in the area is a major concern.
- 10.4.32 Another impact of motor sport is that caused by traffic generation on local roads and at major junctions, particularly at the end of competitive events, when spectators leave en masse. Minor roads would be especially susceptible to congestion, so any motor sports facilities need to be located close to the principal road network or be easily reached via good local roads.
- 10.4.33 The majority of open land in the Borough is in the Green Belt, where proposals for motor sports development would be subject to the general presumption against large-scale sports facilities, under policies GB1 and GB11.
- 10.4.34 No sites have been identified by the Council which would seem to meet the criterion of accessibility, while being relatively remote or otherwise well screened from sensitive areas in terms of noise and visual impact. Any new proposals which may be brought forward, either by clubs or commercial promoters, would therefore need to be considered in the light of these and other relevant criteria set out in the Plan.

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LR11 WATER SPORTS

The Council will permit the provision of water sports facilities in appropriate locations where this would not conflict with other policies or land uses either on-site or on neighbouring sites. Water sports which might cause a potential noise nuisance will not be permitted near noise-sensitive developments or land uses. The Council will not permit developments which mix noisy water sports with passive water-based recreation where the latter would be adversely affected. Watersports developments will not be permitted where wildlife habitats or other areas of nature conservation interest will be unduly disturbed or harmed.

Developments involving immersion sports in the River Thames will not normally be permitted.

- 10.4.35 In its publication "Sport in the East - A Strategy for the Nineties", the Eastern Council for Sport and Recreation, in 1992, identified rapidly increasing demand for inland water facilities for a variety of water-based recreational uses, ranging from fishing to jet-skiing. In 1992 a number of facilities, both public and private club-based, were available in Thurrock for water recreation.
- 10.4.36 Grangewaters Country Park at South Ockendon, owned by Thurrock Council, provides for a range of water sports organised through clubs, including wind-surfing, canoeing, sub-aqua diving and jet-skiing. The developers of Lakeside Shopping Centre, West Thurrock, intend to maintain areas of Alexandra lake to the general public for boating, fishing and other passive recreational activities, where there will also be a quiet area set aside for nature conservation. The lake situated at the Arena Essex Sports Complex, West Thurrock is recognised as having the potential to provide for a range of water sports.
- 10.4.37 There are a number of private angling facilities around the Borough, either operated commercially or by fishing clubs. The River Thames also provides extensive opportunities for salt-water angling as well as power-boating and yachting. Thurrock is therefore reasonably well provided for in terms of water recreation. However, in view of the growth in demand generally and the forecast increase in the Borough's population (see Chapter 6), the Council wishes to encourage the provision of further water sports facilities, where this would not cause any problems of noise or general disturbance, traffic, adverse effects on drainage or the ecology or other planning conflicts. The locations that are identified as being suitable for water sports are indicated on the Proposals Map.
- 10.4.38 Due to problems of water pollution, immersion sports on the Thames, including dinghy sailing, are considered a potential health hazard and should not be encouraged.

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LR12 MOTORISED AIR SPORTS

The Council will not permit the establishment of new facilities for air sports in the Borough unless it can be shown that :

- (i) There would be no adverse noise disturbance to the occupiers of nearby housing;**
- (ii) There would be no hazard to lives and property represented by accident potential;**
- (iii) The character and appearance of the Green Belt would not be harmed by permanent buildings or other associated facilities (Policies contained in Chapter 4: 'The Green Belt' should be referred to).**

- 10.4.39 The majority of air sports for which permanent facilities are needed would involve powered aircraft of some kind, so noise from take-offs, landings and associated low-flying could be expected. The disposition of settlements in the east, west and south of the Borough would make the urban fringes of those areas unacceptable for air sports, due to this likely noise nuisance and also the hazard to lives and property represented by the accident potential.
- 10.4.40 The northern and central parts of the Borough are generally flat and open and, on the face of it, ideal for use by aircraft. However, these areas are also in the Green Belt and, highly visible from all around, are particularly sensitive to inappropriate development. The establishment of permanent facilities for air sports, such as hangars, workshops, offices and control buildings, would be extremely damaging to the character of the Green Belt in these localities and so would be unacceptable under policies GB1 and GB11. The Council has been unable to identify any suitable locations for new air sports facilities in the Borough.
- 10.4.41 Although there are no established commercial airfields in Thurrock, there are a number in the surrounding sub-region, for example at Stapleford, Southend, Rochester and Biggin Hill, which are easily accessible by motorway or trunk roads. Together with opportunities for private domestic flying facilities, these represent adequate provision for air sports to be enjoyed by Thurrock residents.

LR13 SHOOTING

The Council will not permit proposals for shooting as a recreational pursuit where this is likely to disturb or harm any of the following:

- (i) Occupiers of nearby housing or other noise-sensitive locations;**
- (ii) The general public using rights of way in the vicinity;**
- (iii) Wildlife on any nearby site recognised for its nature conservation value;**
- (iv) Ecological or other land-use interests on, or adjacent to, the shooting area.**

- 10.4.42 Shooting, both wildfowl and clay pigeon, can be a considerable noise nuisance to people seeking to enjoy the privacy of their own homes, or out walking or riding in the countryside. It is also very disturbing to wildlife on adjacent sites. Birds, in particular, can be disturbed to such an extent that they cease to nest and roost. Clearly, this is not acceptable where a site is recognised by the Council as being of value because of the bird-life it supports. Other wildlife must also be protected from the disturbance caused by gun sports nearby.

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- 10.4.43 In addition to noise nuisance, gun sports can produce considerable pollution of land, especially if the same area is used over a long period, for example by lead shot and broken clays. This can be damaging to wildlife and ecology, as well as to other land uses, and must be taken into account whenever shooting is proposed.

LR14 GOLF

Proposals for golf courses, golf driving ranges, pitch and putt courses and putting greens will only be permitted where the following criteria are met:

- (i) Grade 1, 2 and 3A quality agricultural land is protected;**
- (ii) Areas important for their landscape or nature conservation value are protected. These are identified in the Landscape and Nature Conservation Chapter, policies LN1, LN3, LN13, LN14, LN15 and LN16;**
- (iii) Good road access is available and undesirable increases in traffic on minor roads are prevented, especially on protected lanes;**
- (iv) Intrusion into areas of open countryside is prevented, by only proposing golf courses in localities adjoining built up areas, or areas of degraded countryside, which would result in substantial improvements in the landscape;**
- (v) Built facilities accompanying golf course development are limited to essential uses required to serve the golf course and are of a scale, siting and design such that the appearance of the countryside is not impaired;**
- (vi) Public access to the countryside is increased, through safeguarding, upgrading and extending bridleways and footpaths;**
- (vii) There would be no adverse affect upon the character, setting or appearance of a scheduled ancient monument or listed building;**
- (viii) Sites of archaeological interest are not disturbed, damaged or destroyed.**

- 10.4.44 There are four eighteen-hole golf courses in Thurrock, one at Belhus Park with a driving range, one at Orsett, one at Bulphan with a nine-hole course, golf school and driving range and one at St. Clere's, Stanford-le-Hope. There is a pitch and putt facility at Blackshots. Permission has been granted for a nine-hole course at Buckles Lane, South Ockendon.

- 10.4.45 The golf development criteria are designed to prevent the proliferation of golf course developments, particularly in the open countryside and other inappropriate locations. It is important that areas with valuable landscapes or high nature conservation value are protected from developments which threaten an area's visual character and ecological viability. These areas are identified in the Landscape and Nature Conservation Chapter. As a means of protecting areas of open countryside, the development of the urban fringe will be promoted as a more suitable alternative. Substantial improvements in the landscape quality of the locality will be required, particularly in landscape improvement areas.

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- 10.4.46 The users of golf courses can co-exist with other countryside users and golf courses can help improve access and recreational opportunities in the countryside. New and existing bridleways and footpaths must be safeguarded, upgraded and incorporated into the design of the course. The diverting of rights of way will generally be unacceptable, a new course should be designed to fit the existing countryside. New golf course designs will be expected to blend into the existing environment, enhancing the landscape character of the general locality and not appearing alien in nature.
- 10.4.47 On a golf course within a rural location, built facilities must be restricted to those facilities essentially required to serve the golf course namely: changing rooms, office, bar, refreshment facilities, staff accommodation, where considered essential, and associated maintenance buildings. Large scale developments not essentially related to the use for golf purposes, e.g. hotels, conference centres, sports halls, large scale restaurants, health centres will not be acceptable.
- 10.4.48 'The Essex Golf Report', which includes recommendations made by the Eastern Council for Sport and Recreation, has been adopted by the Council as supplementary planning guidance. It provides a comprehensive insight into all aspects and implications of golf course and golf driving range provision, including assessments of the existing demand for additional facilities and future need. The guidance and advice that it provides will be taken into account by the Council when assessing planning applications.

B. Informal.

LR15 PROPOSED MARDYKE COUNTRY PARK

Thurrock Borough Council will consult with the Countryside Commission, Essex County Council, landowners and other bodies with the intention of establishing a country park in the Mardyke Valley area.

- 10.4.49 Country parks are areas designated by the Local Authority for the purpose of providing, or improving, opportunities for the enjoyment of the countryside by the public. There were three country parks in Thurrock by 1993, two being owned and managed by Essex County Council and situated at Belhus Woods in the north west and Langdon Hills in the north east of the Borough. The third, Grangewaters, is owned by Thurrock Council and is situated to the east of South Ockendon. Country parks are 'gate ways' to the countryside. The new footpath identified in Policy T8(a) will be appropriately signposted and publicised.

LR16 COUNTRY PARKS - BRIDLEWAY LINKS

Thurrock Council will continue to support the County Council in seeking to link country parks via new bridleway routes.

- 10.4.50 As part of its "Ways Through Essex" project, commenced in January 1988, Essex County Council stated its intention to provide bridleway links between Belhus Woods Country Park and Thorndon Country Park in Brentwood District, and between Belhus Woods and Langdon Hills Country Parks. In its support of this intention, Thurrock Council had, by 1993, partly implemented a link between Belhus Woods and Langdon Hills through the creation of the Mardyke Way stages 1 and 2, although further extensions would be required to complete this.

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LR17 EXTENSION OF FOOTPATH AND BRIDLEWAY NETWORKS

The Council will seek to extend the footpath and bridleway network within the Borough and will endeavour to link new routes into the existing network, both within and beyond the Borough boundary. Wherever appropriate, the use of a public path creation order will be considered.

- 10.4.51 In Essex County Council's "Ways Through Essex" Project Strategy, south Essex is identified as an area where emphasis on the development of new bridleways should be placed. Opportunities to extend the existing bridleway network, and also the footpath network, will be pursued whenever possible, including when dealing with planning applications.
- 10.4.52 In order for the new routes to be successful, it is important that they link up with existing routes and so extend the scope of a walk or ride. It is also important, when seeking new footpaths and bridleways, to look for circular routes of varying length to provide continuous interest for users, to suit a variety of abilities for walkers and riders and to enable users to choose a route according to the time available. In supporting the County Council's objectives, the Council will therefore need to look at current footpaths and bridleways, both within and beyond the Borough boundary, when considering new routes. When new footpath or bridleway routes cross privately owned land, there will need to be co-operation and agreement by landowners.
- 10.4.53 It is intended that access to the Thames waterfront generally will be extended (see Chapter 12). In the east of the Borough, to the east of Tilbury Fort, the Council's aim is to provide a number of circular horse rides and walks, while at the same time taking steps to ensure the preservation of some of the important marshland habitats along the river. This policy will also help to support Structure Plan Policy NR18 (see Appendix 1).

LR18 PREVENTION OF UNAUTHORISED MOTORCYCLE ACCESS

Wherever appropriate, measures preventing motorcycle access will be provided where a bridleway or a footpath join a public road and on public open space.

- 10.4.54 From time to time there are problems on bridleways, footpaths and public open spaces caused by use of the areas by motorcyclists. This activity conflicts with the recreational use intended, and in the case of bridleways and footpaths, is illegal. Policing of the sites involved would be difficult and man-power intensive and of limited effectiveness.
- 10.4.55 However, the Council intends to prevent the unauthorised use of motor cycles on recreation sites, footpaths and bridleways wherever possible. This can be achieved by the provision of a fence with a U-shaped entrance which permits access by pedestrians and horses but prevents motor cycles from gaining access to the land.

CHAPTER 10 : LEISURE AND RECREATION

LR19 STANFORD MARSHES

While safeguarding its nature conservation value, the Council will make provision for informal recreation facilities in the area known as Stanford Marshes, as indicated on the Proposals Map, particularly through:

- (i) The promotion of the use of existing footpaths in the area through better signs and waymarkers;**
- (ii) The pursuit of a future link between footpaths 147 and 190 to provide a continuous river walk;**
- (iii) The provision to the public of information about footpaths and accessible walking areas through interpretative maps and guides and an information centre.**

10.4.56 In 1988, the Council purchased Stanford Marshes, a piece of land which lies to the east of Mucking, adjoining the Essex Wildlife Trust reserve at Stanford Warren and to the south of Stanford-Le-Hope. The land had originally been designated for the disposal of waste in the Approved Review Development Plan 1976, but has never in fact been tipped.

10.4.57 The Council intends to ensure that the recommendations of a Draft Planning Brief for Stanford Marshes, approved by the Town Planning Committee in 1989, are implemented. The objective of the Brief is to ensure that the recreational, conservation and educational potentials of the area are fully recognised and fulfilled. In order to fulfil the conservation aspects of this objective, the Council began consultations with English Nature in 1990 regarding the designation of a local nature reserve under the National Parks and Access to the Countryside Act 1949. This nature reserve would extend the existing reserve owned and managed by Essex Wildlife Trust (see also Policy LN14 in Chapter 5).

LR20 WOODLAND RECREATION

The Council will promote the use of woodlands in the Borough for a range of countryside activities, wherever appropriate, giving due regard to location, ecology and use.

10.4.58 There are a number of woodlands in the Borough which are owned by the Council and available for public use. The encouragement and provision of facilities for amenity use of these areas will be considered in the light of the woodland's ecological value and Policy LN12 will also apply.

10.4.59 The Thames Chase Community Forest initiative, as outlined under Policy LN7 (Chapter 5), will encourage recreational use of the Thames Chase area for a wide variety of activities, including nature conservation projects, picnic sites, jogging tracks and use of appropriate areas as concert venues. It is the Council's intention to support public access to, and use of, the Thames Chase area by local people. Wherever appropriate, the Council may also encourage recreational use of woodlands outside the Thames Chase area.

CHAPTER 10 : LEISURE AND RECREATION

LR21 PICNIC SITES

The Council will consider the provision of picnic sites in the countryside when these can be sited close to major routes, or close to footpaths and bridleways, and within easy reach of car parking.

- 10.4.60 Essex County Council Structure Plan Policy L15 is concerned with transit picnic sites (see Appendix 1). In “Policies for enjoying the Countryside”, published in 1987, the Countryside Commission recommended the establishment of picnic areas along major roads, but in 1993 there were no such sites in Thurrock. It is the intention of the Council to provide picnic facilities with car parking areas for those using major roads and for those enjoying the countryside, especially for people making use of long-distance footpaths and bridleway.

LR22 CAR PARKING FOR INFORMAL LEISURE USES

The Council will promote the provision of car parking facilities associated with informal leisure activities, wherever appropriate, to ensure that local amenity is not reduced and to ensure that there is adequate access to footpaths and bridleways.

- 10.4.61 Wherever recreational facilities are provided for the public, it is inevitable that a number of visitors will arrive by car. When parked outside houses, or in narrow streets, they can cause a nuisance to local residents. It is therefore essential that, wherever this is likely to be a problem, car parking facilities should be provided. Furthermore, where there is access to a bridleway which is expected to attract a significant number of horse riders, it will be important to provide adequate space for parking horse boxes.
- 10.4.62 In the countryside, it is often important that car parks are adequately screened from general view by suitable planting, mounding or other means. Car parking is also subject to the standards required under Policy BE2 (Chapter 3).

CHAPTER 11 : TRANSPORT

11.1 BACKGROUND

- 11.1.1 The developments proposed for housing, employment and other land uses in Thurrock during the 1990's will generate considerable new demands on the transport networks, particularly on the roads, in addition to the pressures and problems which have arisen as a result of earlier development. The Council has identified a number of issues, relating principally to roads and public transport, which need to be addressed in this Plan.

Roads

- 11.1.2 During the 1980's, changes to the industrial base, growth in car ownership and the opening of the M25 all had a major impact on the transport and communications systems in Thurrock. The road network has suffered from significant growth in traffic, in common with much of the South East of England, as the region prospered.
- 11.1.3 The general inadequacy of local roads to serve many industrial areas, particularly in and around West Thurrock, but also in other locations, has long been a problem for industrialists and local residents alike, causing delays and environmental damage. The use of narrow country lanes by Heavy Goods Vehicles, gaining access to mineral workings, tips or isolated industrial sites, has been a persistent source of complaints from local residents, due to the road hazard and environmental nuisance caused.
- 11.1.4 An increasing use of private cars by shoppers, town centre workers and commuters has given rise to a major problem of on-street parking in town centres, especially in Grays and Stanford-le-Hope, where the Borough's main commuter railway stations are situated. Despite many improvements carried out to increase the capacity of Thurrock's roads, serious traffic congestion, especially in the vicinity of Lakeside at West Thurrock but also in town centres, had become a common occurrence by 1993. The situation on the roads and in towns could become considerably worse, risking damage to both the economy and the environment, if the growth in car ownership and in the use of heavy lorries continues unabated throughout the 1990's.

Public Transport

- 11.1.5 As the use of the private car has increased, local bus services in Thurrock have declined in terms of coverage and frequency, especially at evenings and weekends, so depriving many people of access to centralised facilities such as leisure and entertainments. Many services, particularly to outlying areas, have only continued to operate under contract to and financially supported by Essex County Council. Services from many residential districts to the developing areas in the west of the Borough were also very poor or non-existent prior to 1990, but the opening of the Lakeside Regional Shopping Centre and its bus station has provided a focus for new routes to that area. There remains a fairly comprehensive network of routes throughout the Borough and links to surrounding towns but the overall level of bus usage has fallen, while operating costs and fares have risen, in a spiral of cause and effect. Despite this, the use of buses for journeys to work in Thurrock has remained relatively high.
- 11.1.6 Although British Rail commuter services carried more passengers in the 1980's than ever before, the overall proportion of Thurrock residents commuting by rail, to Greater London and elsewhere, has remained relatively low. The use of rail for leisure and other journeys throughout the day and at weekends has also remained low, despite the fare savings offered and the fact that a half-hourly service is maintained for most of the time and despite attempts by Network South East to improve the image of the London, Tilbury and Southend line. The Council recognises a widely held public concern that the standard of rail services, including their reliability, the quality of journeys and comfort of carriages, had fallen to an unacceptable level in Thurrock by the early 1990s, due largely to a lack of investment in the line. The amount of freight moved by rail during the same period declined considerably while the road haulage industry flourished, adding to the traffic congestion and environmental problems in many parts of the Borough.

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- 11.1.7 The Tilbury to Gravesend ferry has continued to be operated under a common law obligation, although its use had declined to the point where it was uneconomical to operate for many years prior to 1993 and there is concern for its future. The River Thames has been generally under-used in relation to its capacity for movement of goods and people. Nevertheless, it continues to play an important role in the economy of the Borough, particularly in respect of Tilbury Docks.

11.2 POLICY CONTEXT

- 11.2.1 Government planning policy guidance on transport matters is set out in PPG13. This stresses the need for the integration and co-ordination of land-use planning and the planning of transport infrastructure and services. Solutions to transport problems will often involve a package of land-use and non land-use measures. Locational factors relating to industry and commerce are set out in PPG4. However, only the land-use aspects of transport proposals are of direct concern to the Council in the Local Plan, in that it is necessary to identify and safeguard transport routes and related land which will be needed in the future. Other matters, such as public transport issues, should be taken into account, although, for the most part, the Council is not directly responsible for the transport networks and is dependent upon other agencies and authorities for their upkeep and improvement.
- 11.2.2 Regional policy guidance published by SERPLAN, particularly under the East Thames Corridor (now known as Thames Gateway) initiative, identifies the need for more improvements to the principal road network and the removal of constraints on land, including the provision of access, to maintain a supply of land for development.
- 11.2.3 The Structure Plan contains a large number of policies which Essex County Council intend to implement as Local Highway Authority. Only a few of these affect Thurrock specifically, including those identifying where new trunk and major road schemes are proposed (T2), or abandoned (T5A), and supporting development at the Port of Tilbury (T20). Other, more general policies can lend support to Local Plan policies concerning traffic management and lorry routing, parking, cycleways and footpaths, public transport, and freight facilities for both rail and water transport (see Appendix 1). The County Council's five year road building programme is set out in its published Transport Policies and Programmes (TPP), including local roads and road improvements. The County Council's public transport proposals are set out in its Public Transport Plan.

Channel Tunnel Rail Link

- 11.2.4 In October, 1991, the Government announced its preference for an easterly approach to London for the high speed Channel Tunnel Rail Link, "along the lines of the Ove Arup route". That route would cross the River Thames in a tunnel between Dartford and Aveley Marshes, and then run to London Kings Cross via Stratford. Construction of the line is likely to start during the Plan period. The Council raised no objection to that proposal, which would generate relatively little direct impact on Thurrock, but resolved to pursue action to minimise any impact the route might have on adjacent communities in the Borough.
- 11.2.5 In March, 1993, Union Railways, a subsidiary of British Railways which was set up to plan and promote development of the CTRL, published details of its proposed route for the line for public consultation. This departed substantially from the Ove Arup alignment and would cross the Thames in tunnel under St. Clements Reach, emerge on West Thurrock Marshes, then run on viaducts and in a cutting through Purfleet to Aveley Marshes. The proposals included options for an international station and a junction with the London Tilbury and Southend line at Purfleet. The Council expressed the strongest opposition to this route, in view of the severe environmental and economic impacts it would generate in the Purfleet and West Thurrock areas, and was supported in this stance by Essex County Council.

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11.2.6 Union Railways subsequently proposed a realignment of the route through Purfleet in order to reduce its impact, especially in the vicinity of the Mardyke Park housing estate. The realigned route is considered satisfactory by Thurrock Borough Council and Essex County Council and was accepted by Parliament, which has authorised construction of the line in the Channel Tunnel Rail Link Act 1996. Land needed for the route of the CTRL, together with related highway, drainage and other infrastructure works, has been statutorily safeguarded by the Secretary of State for Transport.

11.3 THE COUNCIL'S APPROACH

11.3.1 OBJECTIVE 9 (See Chapter 2) is:-

“To improve the transport network in order to facilitate the level of growth and development proposed in the Plan and resolve existing shortcomings.”

The key elements to be pursued in order to achieve this are :

- (a) To overcome existing traffic problems through road improvement or traffic management;
- (b) To ensure good standards of access and parking in association with new developments;
- (c) To relieve traffic congestion and car parking problems by reducing the reliance on and unnecessary use of motor vehicles; and
- (d) To support the continued functioning of Tilbury Docks and other riverside activity while minimising environmental impact.

11.3.2 The Council's approach to the problem of achieving the apparently conflicting objectives of providing for more traffic while seeking to minimise its impact is to adopt a balanced transport strategy. The only alternative approaches would appear to be to :

- (i) continue to make provision for unchecked growth in road traffic, eventually necessitating major road building and widening schemes involving enormous cost, destruction of property, upheaval and planning blight;
- (ii) impose stringent deterrent controls on traffic and parking in towns, risking damage to their economic viability and vitality;
- (iii) decant growth and its related traffic into the countryside which, in the case of Thurrock, means into the Green Belt.

None of these alternatives is acceptable to the Council.

11.3.3 Because the Council has relatively few statutory powers in relation to transport overall, the main approach to the implementation of its transport policies will need to be one of persuasion and seeking the co-operation of transport operators, other authorities, developers and the public.

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11.4 POLICIES

T1 BALANCED TRANSPORT STRATEGY

While endeavouring to secure an adequate system of transportation for the satisfactory economic development of Thurrock and its expected population growth, including essential improvements to the road network and parking provision, the Council will seek to counter the potential effects of increased traffic by pursuing policies aimed at reducing the reliance on and unnecessary use of the motor vehicle and promoting the greater use of alternative modes of transport and communication, in particular by:

- (i) Improving the accessibility and convenience of public transport and promoting new and improved passenger services and systems;**
- (ii) Promoting the provision of new and improved facilities and services for the movement of freight;**
- (iii) Improving and extending the network of footpaths, cycleways and bridleways and promoting their wider and more intensive use;**
- (iv) Limiting the availability or attractiveness of car parking for non-essential journeys in areas susceptible to traffic congestion.**

11.4.1 Some new road building is necessary both to make up for existing inadequacies in the network and to cater for expected growth in the Borough's population and economic base. However, due to changes in transport patterns and growth in car ownership, there has been a tendency for traffic levels to expand and occupy any additional road space provided, creating congestion on many roads and parking problems in towns.

11.4.2 Because of constraints on funding and, ultimately, on the availability of land, there is a practical limit on the extent to which these problems can be solved by the building of yet more roads and associated facilities. If the growth rate in road traffic continues throughout the 1990's and beyond, as it seems set to do, there will eventually come a time when there is a natural balance between the use of motor vehicles and the deterrent effect of the congestion they cause. People would then be faced with finding alternative modes of transport, while the transportation industries would belatedly need to provide alternative services. In the meantime, the travelling public will have had to suffer increasing levels of inconvenience and environmental pollution, while there would be a serious risk of economic damage caused by the inability to deliver goods on time and at reasonable cost. The creation of alternative transport services and communication routes in the future could be made extremely difficult (if not impossible), as well as very costly, if no provision has been made for them in land use terms.

11.4.3 The Council considers that, in order to pre-empt this situation, steps must now be taken to limit the extent of new road building and the provision of car parking, to cater only for legitimate and necessary levels of traffic growth, and to actively discourage the use of motor vehicles for non-essential journeys, especially in towns or where a suitable alternative form of transport could be used. In order for this element of the strategy to have an effect, the Council will need to ensure that any deterrent measures are balanced by the provision of reasonable alternatives.

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T2 NEW ROAD BUILDING

Land will be safeguarded for the construction of the following new roads, as indicated on the Proposals Map, in connection with the development of land or to cater for traffic growth. No development will be permitted which would affect these road lines:-

Primary Routes

- (a) **A13(T) Wennington - Mardyke (M25)**

Local Routes

- (b) **Weston Avenue re-alignment/new junction**
- (c) **Tilbury South Access Road**
- (d) **Thurrock Park Link Road**
- (e) **Grays South Link Road: Columbia Wharf Section (completed 1997)**
- (f) **Belmont Link Road, Grays**
- (g) **Chafford Hundred : Southern Link Road (Stage 2)**
- (h) **Chafford Hundred : Internal Link Road**
- (i) **Chafford Hundred : Western Link Road (completed 1997)**
- (j) **Chafford Hundred : South-West Distributor Road**
- (k) **Hedley Avenue Extension**
- (l) **West Thurrock Marshes : Western Link Road**
- (m) **Dolphin Estate Access Road : Bluelands**
- (n) **Dolphin Estate Access Road : Greenlands**
- (o) **Botany Way : Stage Three**
- (p) **Purfleet Link Road**
- (q) **Purfleet Relief Road**

- 11.4.4 The Department of Transport has recognised the problem of congestion on the A13(T) and proposes to continue its improvement west of the M25.
- 11.4.5 Thurrock Council considers that a number of new local routes are also needed, especially in the rapidly developing south west of the Borough. Funding for some of these schemes will need to be sought from Essex County Council via the Transport Policies and Programmes, as noted below, but most, required in order that land may be developed, will have to be provided by the developers (see also Policy BE10 - Chapter 3 and Policy E1 - Chapter 7). The Council will seek funding from developers, in relation to the traffic generated by developments, through planning obligations in accordance with Department of the Environment Circular 16/91 (now in Circular 1/97). Landscape Protection Belts will be required along these roads in accordance with Policy LN4.
- 11.4.6 The Tilbury South Access Road is required in connection with the development or redevelopment of land to the east (see Policy E2 - Chapter 7), for which existing access is inadequate. Land is safeguarded for the construction of an alternative to the existing bridge over the railway (A126(T)), either at grade or similarly elevated, to connect with Fort Road, which will require improvement (see Policy T3(o)).
- 11.4.7 Thurrock Park Link Road is needed to link the Globe Works Industrial Estate with the A1089 and A13(T), in order to prevent HGV traffic having to pass through surrounding residential areas. It will also open up more of the Thurrock Park area for development.

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- 11.4.8 Grays South Link Road has been largely built as an extension of Argent Street, through the riverside housing development at Bruce's Wharf and from London Road (Askew Farm junction) through the similar Brooks Works site. The missing link should be completed in connection with development of the intervening Columbia Wharf site.
- 11.4.9 Belmont Link Road is required in connection with the proposed housing development of Belmont Allotments site (see Policy H3(d) - Chapter 6). Access to the existing oil storage depots off Askew Farm Lane is to be retained.
- 11.4.10 The Chafford Hundred Link Roads and Distributor Road are required in connection with the development of that area for residential purposes and have been secured through planning agreements with the developers. The Southern Link Road, Stage Two will provide an alternative to Hogg Lane for access to the west of Grays.
- 11.4.11 Hedley Avenue Extension is required in connection with the development of the Wouldham Works site. As a through route it would also provide for local journeys to work, and, by linking to the Chafford Hundred Southern Link Road, could enable a lorry ban to be put in place on residential sections of the A126, London Road. However, it may prove necessary for through HGV movement to be restricted for environmental reasons.
- 11.4.12 Botany Way Stage Three is required in connection with development at Botany Quarry. The road would also serve the purpose of a By-Pass for the Purfleet Garrison area for HGV's, enabling a lorry ban to be put in place.
- 11.4.13 The Dolphin Estate Access Roads and West Thurrock Marshes Western Link Road are all required in connection with the development or redevelopment of adjoining land for industrial and commercial purposes (see Policy E2 - Chapter 7). The last mentioned is also required as secondary access to the West Thurrock Marshes, which is increasingly needed.
- 11.4.14 Purfleet Link Road is needed to improve access to the Garrison area of Purfleet, which, since the enforced closure of Tank Lane due to erosion caused by quarrying, can only be reached via one of two railway level crossings. These crossings are frequently closed, often both at the same time. As well as being an inconvenience to the recently expanded local population, any delay to emergency services could be life-threatening. The Council will continue to seek the inclusion of this road scheme in the County Council's Transport Policies and Programmes.
- 11.4.15 Purfleet Relief Road is needed to by-pass London Road, where it passes through a residential part of Purfleet, to provide environmental relief and also improve access to industrial/commercial land to the south.
- 11.4.16 The re-alignment of Weston Avenue, West Thurrock and creation of a new junction with London Road is required, under a planning agreement, in connection with the development of adjacent land.

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T3 ROAD IMPROVEMENT SCHEMES

The following roads and junctions will be the subject of improvement works, as indicated on the Proposals Map, to be carried out in connection with the development of land or construction of new roads in the Borough, or to meet local highway standards.

Primary Routes

- (a) A126 West Thurrock Way Dualling (completed 1996)**

Local Routes

- (b) Ship Lane, Aveley**
- (c) Muckingford Road, Linford (completed 1994)**
- (d) Princess Margaret Road, East Tilbury (completed 1995)**
- (e) Linford Road, Chadwell St. Mary**
- (f) Lodge Lane Roundabouts, Grays**
- (g) Marshfoot Roundabout, Chadwell St. Mary**
- (h) London Road/ Askew Farm Junction (Stage 2), Grays**
- (i) Hedley Avenue, West Thurrock**
- (j) St. Clements Road, West Thurrock**
- (k) Stonehouse Corner, Purfleet**
- (l) Tank Lane, Purfleet**
- (m) Buckingham Hill Road**
- (n) South Hill/North Hill, Horndon on the Hill**
- (o) Fort Road, Tilbury**

- 11.4.17 Some road improvements are needed to relieve congestion arising from existing development, some to facilitate access to adjoining land which is proposed for development (often in connection with new roads needed to open up the land), while other minor improvements are needed for reasons of highway safety. Funding for some of these schemes will need to be sought from Essex County Council via the Transport Policies and Programmes. Others, required in order that land may be developed, will have to be provided by the developers.
- 11.4.18 Private sector funding contributions and land needed for the dualling of West Thurrock Way have already been secured through planning agreements with developers.
- 11.4.19 Linford Road, Muckingford Road, Princess Margaret Road and Marshfoot Roundabouts are schemes required for reasons of highway safety where the existing routes are sub-standard and improvements are programmed by Essex County Council.
- 11.4.20 Roundabouts are needed at the junctions of Hathaway Road/Windsor Avenue and Bradleigh/Connaught Avenue with Lodge Lane in order to slow traffic on the latter and assist local traffic to cross it, en route to and from Grays. The Hathaway Road/Windsor Avenue junction is programmed by Essex County Council for implementation in 1996/7.
- 11.4.21 London Road/Askew Farm Junction Stage Two improvements, probably incorporating traffic signals, will be implemented in connection with the new Chafford Hundred Southern Link Road, Stage Two (see Policy T2(g)).

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- 11.4.22 Hedley Avenue is a private road serving an industrial area which needs widening and bringing up to the same (adoptable) standard as other roads in the locality, particularly when it is extended under Policy T2(k).
- 11.4.23 St. Clements Road is also a private road which would need making up to adoptable standard in connection with development of land under Policy E2(x) (see Chapter 7).
- 11.4.24 Ship Lane, Aveley will be improved through being slightly straightened in connection with the building of the new A13(T) (see Policy T2(a)).
- 11.4.25 The Stonehouse corner improvement is required in connection with the new access to the employment site to the south (E2(l)), and will also serve the West Thurrock Marshes Western Link Road (T2(l)).
- 11.4.26 Tank Lane needs to be improved in relation to the proposed Purfleet Link Road (Policy T2(p)) and should be largely undertaken in connection with the redevelopment of adjoining land, over which the improvement line is to be safeguarded. Part of the works (realignment to form a junction with Botany Way) had been carried out by 1990.
- 11.4.27 South Hill/North Hill and Buckingham Hill Road improvements are required in order to bring sections of road up to an appropriate standard for current traffic flows. The Council will need to seek funding for these schemes from Essex County Council via the T.P.P.
- 11.4.28 The southern part of Fort Road will need to be improved to adoptable standard for use by industrial traffic, in connection with the development of land under policies E2 and RIV1A.

T4 ROAD CLOSURES

The following roads will be closed to motorised traffic, at the locations indicated on the Proposals Map, in connection with the formation of new highway routes or pedestrianisation schemes:-

- (a) Clockhouse Lane, for 350 metres south of the A1306**
- (b) Mill Lane, for 500 metres south of Warren Lane**
- (c) Weston Avenue, for 100 metres north of London Road**
- (d) London Road, for 200 metres west of Stonehouse Corner**

- 11.4.29 Some of the proposals in this Plan for development or redevelopment of land will involve the closure of short sections of road to motorised traffic. These closures will be necessary to achieve the satisfactory re-routing of traffic within the Chafford Hundred area, West Thurrock and at Watrglade Industrial Park. In the case of Mill Lane, access to Mill Wood House will need to be retained. London Road will be closed west of Stonehouse Corner upon the opening to the public of the Purfleet Relief Road (Policy T2(q)).

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T5 ROAD SCHEMES ABANDONED

The road schemes listed in Appendix 13 are abandoned and any land shown in previous plans as being affected by those schemes will no longer be safeguarded for that purpose.

- 11.4.30 Changes in the plans for development of land or, in some cases, the provision of alternative roads has led to a number of previously proposed road-building or improvement schemes being considered unnecessary and abandoned by the Local Highway Authority. These are identified under Essex Structure Plan policies T5 and T5A. However, for the avoidance of doubt and in order to remove any question of planning blight, the abandoned schemes are identified, insofar as they affect Thurrock, under the above policy.

T6 TRAFFIC MANAGEMENT

The Council will seek to impose appropriate measures, as and when considered necessary, to regulate or deter the passage of all or specific categories of traffic on roads and other highways where problems are identified.

Such measures will include the prohibition of commercial vehicles along environmentally sensitive sections of road, as indicated on the Proposals Map.

- 11.4.31 Where the growth of traffic causes environmental and road safety problems and no other solution, such as road widening, is available or appropriate, measures to regulate the flow of traffic may be necessary. These can, for example, take the form of selective vehicle bans (weight limits, width restrictions, bus and taxi lanes), traffic calming measures (obstacles, sleeping policemen, speed-reducing surfaces), directional controls (one-way systems, lorry routing) and other means of deterring undesirable traffic movement.
- 11.4.32 They may be used in conjunction with other measures, such as new road building or widening in less sensitive locations, to form alternative traffic routes. Some restrictive measures, such as lorry bans, may only be implemented once alternative routes are available.
- 11.4.33 The problem of large numbers of heavy lorries passing through residential areas, and along narrow country lanes, has been identified at a number of locations in the Borough where traffic management measures could be employed to good effect. Sections of London Road between Grays and Purfleet and also the Broadway, Dock Road and Rectory Road, Little Thurrock, were, in 1993, the subject of lorry routing strategies involving the need for traffic management measures (see also Policy T7). However, the traffic management measures involving Dock Road, and shown on the Proposals Map, will not be put in place prior to the opening of the new Thurrock Park Link Road.
- 11.4.34 Access for loading/unloading is, however, a statutory right and is exempt from any ban on commercial vehicles.

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T7 LORRY ROUTING

In conjunction with the construction of new, alternative routes suitable for heavy goods vehicles under Policy T2, the closure of certain industrial sites under Policy E6 and the imposition of regulatory measures under Policy T6, the Council will promote the use of roads acceptable for lorries, by appropriate signing.

- 11.4.35 As a compliment to the deterrent aspect of lorry routing strategy, under Policy T6, the Council will need to identify preferred routes for Heavy Goods Vehicles which need to gain access to industrial areas and ensure that they are adequately signposted from and to the strategic/principal road network.

T8 EXISTING AND NEW PUBLIC FOOTPATHS

The Council will promote greater use of public footpaths as a means of communication and, to this end, will;

- (i) Seek to secure the retention and maintenance of public pedestrian rights of way over all existing footpaths, except those identified in Policy T9;**
- (ii) Provide route signposting where necessary;**
- (iii) Require the provision by developers of new segregated public footpaths wherever appropriate within new development;**
- (iv) Seek to secure the provision of the following new footpath routes in particular, as indicated on the Proposals Map:-**
 - (a) Mardyke Way extension to River Thames**
 - (b) Purfleet Garrison to Harrison's Wharf**
 - (c) Through Lion Gorge and Railway Cutting**
 - (d) To school site west of Pilgrims Lane, West Thurrock**
 - (e) Pilgrims Lane to Clockhouse Lane**
 - (f) Clockhouse Lane to Southern Link Road**
 - (g) Southern Link Road to Chafford Hundred North East Zone**

- 11.4.36 Public footpaths are increasingly used for recreational purposes and, in this capacity, are dealt with in Chapters 10 (Leisure and Recreation) and 12 (The Riverside).

- 11.4.37 However, public footpaths can also provide an invaluable means of communication at the local level and are an important element in the Council's transport strategy, aimed at reducing the reliance on the motor car, especially for relatively short journeys.

- 11.4.38 The existing definitive footpath network in Thurrock is somewhat patchy, being quite extensive in some parts of the Borough, especially in the rural areas, but relatively inadequate in others. The latter is particularly true in the south west of the Borough, where many historical footpath routes have been lost due to mineral extraction, but where new development potential requires improved communications at all levels to link residential areas with other neighbourhoods, employment areas, community facilities, transport and recreational facilities, via the most convenient routes. This policy is supportive of Structure Plan Policy T9.

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- 11.4.39 Some footpaths, such as the Havering - Thurrock Riverside Path (part of proposal T8(a)), may only be secured as permissive, as opposed to dedicated, rights of way.

T9 CLOSURE OF PUBLIC FOOTPATHS

The Council will oppose the closure of public footpaths, with the following exceptions:-

- (a) No. 5 between Ship Lane, Aveley and the Dartford Tunnel Roundabout;**
- (b) No. 17 at Stoneness, West Thurrock.**

- 11.4.40 While Policy T8 involves the retention of existing footpath rights of way, there are a few instances where the closure of such routes would be appropriate. This applies to certain defined footpaths which no longer exist on the ground.

T10 DIVERSION OF PUBLIC FOOTPATHS

The Council will oppose the diversion of public footpaths, except where:-

- (a) Proposed alternatives would not involve significantly longer routes; and**
- (b) No problems regarding public safety, conservation or other matters of concern to the Council would be likely to arise.**

- 11.4.41 Because public footpaths, by their very nature, have historically followed the most direct route available, their diversion would usually involve an increase in the distance to be walked, which is generally considered unacceptable. However, where a proposed alternative alignment is of no greater, or only marginally greater length, and provided no other problems would result, it would be unreasonable of the Council to oppose such diversions, particularly where required in connection with development. Wherever possible, however, the Council will seek a visually attractive route for diverted footpaths.
- 11.4.42 Footpath 184 at West Thurrock will need to be diverted around the development proposed in Policy E2(x) onto the open space proposed in Policy LR4(s).
- 11.4.43 Footpath 144 at Tilbury will need to be diverted around the development proposed in Policy E2(bb) onto the open space proposed in Policy LR4(a).

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T11 CYCLEWAYS

The Council will promote greater use of the bicycle as a means of transport and, to this end, will:

- (i) Take account of the needs of the cyclist in the design of all new highway and traffic management schemes;**
- (ii) Seek the provision of segregated cycleways within all forms of major new development, where appropriate, to link areas of residence, workplace, education, recreation, shopping and other amenity;**
- (iii) Seek the provision of secure facilities for the parking of bicycles at all locations where such need is identified;**
- (iv) Introduce advisory signposted cycle routes throughout the Borough.**

Cycleway spine routes will be established as indicated on the Proposals Map.

- 11.4.44 Cycling as a means of transport has a significant part to play in the Council's transportation strategy, aimed at reducing reliance on the motor car.
- 11.4.45 The improvement and extension of cycleways is an objective of Structure Plan Policy T9, the County Council, as Highway Authority, having earlier set out its support for cycling in a report "Cycling in Essex".
- 11.4.46 Although it is particularly suitable for a high proportion of the everyday journeys people make, as well as for recreation, the hazards involved in using bicycles on public roads, and the risk of theft of parked machines, have increasingly acted as a deterrent against cycling on a large scale in Thurrock. Nevertheless, it remains a popular mode of transport among certain sectors of the community with the potential for much wider take-up. This is especially true where large-scale new developments are proposed, within which it will be possible to provide safe, segregated cycleways, for example within the Chafford Hundred area. There may also be scope for the provision of cycleways within and between existing built-up areas, although, in many cases, this would necessitate the designation of cycletracks along existing roads. However, in order for cycling to be actively encouraged in all parts of the Borough, especially where traffic congestion is likely, the Council will need to pursue all such possibilities. The problem of secure cycle parking at destinations will also need to be tackled, particularly at popular locations such as railway station and town centres.
- 11.4.47 The cycleway spine route provides links between all the largest settlements in Thurrock. The funding arrangements will be a mixture of Council funding and other sources, as available, over an estimated ten year period.

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T12 CAR PARKING STANDARDS

The Council will expect the provision, by developers, of adequate car parking in relation to all developments for which planning permission is required. This will be in accordance with the parking standards adopted by the Council, as set out in Annexe 5, unless exceptional circumstances justify a reduced provision.

In town centres, this requirement may be substituted in relation to very small schemes by commuted sum arrangements for the use of car parking provided at public expense, provided the Council can identify suitable locations where adequate spaces may be available, taking likely future demand into account.

- 11.4.48 Although the Council is seeking to encourage alternatives to the use of motor vehicles under Policy T1, there will continue to be a requirement for car parking in relation to new development, even if traffic generation could be pegged to 1990 levels. The Balanced Transport Strategy should not be seen, therefore, as an excuse for not providing sufficient parking in any new development. Parking problems could arise on industrial estates, near leisure facilities and any other schemes attracting large numbers of people, unless adequate car parking space is provided.
- 11.4.49 Because of restricted public spending and, in many cases, land availability problems, there is a limit to the amount of additional public car parking the Council is able to provide, even in town centres. It will be necessary for developers to provide parking spaces to meet the demand generated by their developments. The Council may then be able to concentrate on dealing with the problem of growth in parking demand arising from existing development and commuting. In town centres, the demands on land are such that consideration will have to be given to the possibilities for provision of underground and multi-storey as well as surface-level parking. Some of the parking spaces provided by the Council may be available for use in connection with very small-scale private development in town centres, upon payment of an appropriate commuted sum.

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T13 COMMUTING TO WORK

The Council will seek to minimise the need for additional commuting out of the Borough to work, through the implementation of other policies in this Plan relating to employment provision. Insofar as the need for commuting continues, however, the Council will pursue the improvement and, where appropriate, support the diversification of commuter services and facilities.

- 11.4.50 The growth in population and labour supply expected in Thurrock during the Plan period has the potential to cause a significant increase in out-commuting, with attendant congestion on the roads and overcrowding on buses and trains. Although some people enjoy commuting to work, it is for many a considerable inconvenience and waste of time, as well as being expensive, grossly inefficient and unsustainable in terms of energy consumption.
- 11.4.51 The Council considers it undesirable that people should be obliged to travel long distances simply in order to obtain employment of their choice. The Employment policies in the Plan seek to provide local jobs in offices, factories and other employment sectors so that as many of Thurrock's residents as may wish to are able to work locally. This will reduce the need for yet more commuting.
- 11.4.52 For those who do choose to commute in future, it is an objective of the various policies in this Plan to secure increased road capacity, with better access into and out of the Borough, and improved rail services, with better frequency, reliability and standards of comfort. Greater choice would also be welcome, if other modes of transport, such as riverbus, light rail etc., should prove economically and environmentally feasible.

T14 GREATER USE OF PUBLIC TRANSPORT

The Council will promote far greater use of public transport in Thurrock through the implementation of other transport policies in this Plan aimed at reducing the use of the private car and will seek, and support proposals for, the improvement of rail services and expansion of bus services in the Borough.

- 11.4.53 The proposals for future development in the Borough which are set out in this Plan, and the population and employment growth involved, will inevitably give rise to a significant increase in the total number of journeys undertaken. The Council is keen to see that the proportion of journeys being made using public transport, as opposed to the private car, should increase substantially during the 1990's as part of the overall strategy for reducing traffic congestion and pollution. Increased use of public transport should also improve the viability and thus the level and quality of services.
- 11.4.54 The means of achieving these objectives will, for the most part, rest with the public transport operators, in whose own interest it will be to invest in suitable new vehicles, equipment and changes of operating method. British Rail has already committed itself to a programme of major improvements to the London, Tilbury and Southend Line, following a study undertaken in the late 1980's. Bus operators, who have increasingly been using smaller buses to match their passenger loadings, should seriously consider the wider use of such vehicles for 'stop anywhere' or 'dial-a-ride' services.
- 11.4.55 The potential exists for improving the frequency and viability of the Tilbury to Gravesend Ferry service, in connection with the provision of new riverbus services, which are supported under Policy T19 in the Waterways and Port Facilities section.

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T15 IMPROVED PASSENGER INTERCHANGE FACILITIES

Passenger interchange facilities will be improved as and when the opportunity arises, particularly in Grays Town Centre, in connection with other redevelopment proposals.

- 11.4.56 The Council has an important role to play in encouraging the greater use of public transport, especially for local journeys, by implementing other policies in this Plan aimed as deterring the use of the motor car in certain areas and by seeking to improve passenger interchange facilities. The latter applies particularly in Grays Town Centre, where bus alighting and embarkation points could be relocated to be more convenient to the shops and railway station.

T16 NEW FORMS OF PUBLIC TRANSPORT

The Council will promote and, where appropriate, support proposals for the introduction of new and innovative modes of public transport which may be brought forward by transport operators and will carry out feasibility studies into the potential for such systems in the Borough.

- 11.4.57 As well as promoting greater use of the existing public transport systems, the Council considers that there is scope for the creation of new, alternative networks, such as have been developed (and some retained) elsewhere, based, for example, on light rail, tramway or monorail systems. Widening the choice of viable alternative modes of transport would encourage more potential public transport users to leave the car at home and thus help to alleviate traffic congestion and parking problems.
- 11.4.58 There is scope for introduction of such systems within the areas of proposed new development to the West and South of Grays Town Centre, where new infrastructure provision could most easily be made. For example, use could be made of old mineral railway routes and cuttings which still remain in that locality. An East-West route across the Borough from Stanford-Le-Hope to Lakeside, West Thurrock, along the line of the A1013 and A1306 roads, may also prove feasible and could be used to provide a park-and-ride service to several localities along the route. Once established, the new networks could be extended to other parts of the Borough.

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T17 RAILWAYS - PASSENGER FACILITIES

The Council will support proposals for the improvement of railway passenger services and facilities, including a new interchange at Grays, more commuter parking to be provided by British Rail at all stations in the Borough and the doubling of the Grays to Upminster line, together with the following new infrastructure projects, as shown on the Proposals Map:-

- (a) Provision of a new railway station to serve the Lakeside and Chafford Hundred developments (constructed 1995);**
- (b) Channel Tunnel Rail Link.**

- 11.4.59 The Borough is served with frequent electric passenger train services affording good access to London and also Southend. However, the standard of service deteriorated during the 1980's, to what the Council considers an unacceptable level, due largely to the age of rolling stock and equipment and to frequent cancellations.
- 11.4.60 The level of residential development being proposed in this Plan is likely to give rise to an increase in the number of people travelling by rail, for which the facilities in the area will need to be improved. For example, an improved interchange with other transport systems is needed at Grays, where pedestrian access to and from the station has become increasingly difficult and hazardous (see also Policy T15).
- 11.4.61 Railway commuter parking, and the inadequacy of parking provision at stations throughout the Borough, contributes significantly to the problem of on-street parking and congestion in and around town centres and other urban areas where there are railway stations. The Council considers that British Rail should provide more parking for its existing commuter passengers, notwithstanding the strategic aim of reducing reliance on the private car.
- 11.4.62 Chafford Hundred Ltd., have constructed a new railway station on the Grays to Upminster line, to serve Chafford Hundred. The station will also be convenient for the Lakeside Shopping and Leisure Centre. British Rail has committed itself to a major programme of investment in new trains, signalling service improvements on the London, Tilbury and Southend line during the 1990's. The Council considers this programme should also include the doubling of the Grays to Upminster line in order to increase its passenger capacity and improve rail access to this developing area.
- 11.4.63 Safeguarding directions for development affecting the route, and associated works proposed for the Channel Tunnel Rail Link, have been issued by the Department of Transport, coming into force on 8th February 1996 (see paragraph 11.2.6). The land affected by these directions is contained within the Safeguarding Area indicated on the Proposals Map.
- 11.4.64 The effect of the Directions is that the Council shall not grant planning permission on any application, or pass any resolution to carry out or authorise the carrying out of any proposals for development in the Safeguarding Area, without first consulting Union Railways Limited and giving effect to their recommendation. Should the Council be minded to grant planning permission or authorise development in contravention of such recommendation, the matter must be referred to the Secretary of State for Transport and 21 days allowed to elapse before planning consent is granted. The Secretary of State may issue further directions in relation to the proposals referred to him.

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T18 RAILWAYS - FREIGHT FACILITIES

Within primary industrial and commercial areas and oil industry related areas, defined on the Proposals Map, the Council will promote the use or re-use of existing railway freight facilities. In these areas, the construction of new facilities in connection with existing, or proposed, industrial and commercial undertakings will be permitted, provided the development meets other policies protecting the environment.

- 11.4.65 The railway is an important component of the industrial transport system and many undertakings in the Borough rely on it for transporting bulk loads over long distances. This is beneficial not only to the rail users but also to local road users, and to the general public, by reducing the number of HGVs on the highway system and helping to minimise congestion.
- 11.4.66 There has been a decline in the use of local private railway sidings during the 1970's and 80's as some of the traditional industries have disappeared and transport patterns have changed. Recent industrial development has tended to generate a large number of additional lorry movements for which new roads have had to be built and this trend is likely to continue as further industrial land is developed. However, with the main London to Tilbury railway line running through the primary industrial belt, far greater use could be made of the railway for movement of freight, especially in trainloads, and this must be actively encouraged. The Council will, where appropriate, support applications for grant aid for new rail freight facilities.
- 11.4.67 Provision of rail access to development land at Tilbury Power Station may involve running a small section of track through land in the Green Belt. The strategic importance of such a link will be an important consideration in determining a planning application for such a proposal.

T19 WATERWAYS - PASSENGER FACILITIES

The Council will promote and support proposals involving greater use of the River Thames and, where appropriate, its jetties for riverbus services, including ferries, recreational and high-speed commuter services, and of the larger passenger facilities for international ferry and cruise-line purposes.

- 11.4.68 The river has considerable potential for growth in the provision of passenger services both internationally, based on Tilbury and Purfleet, and locally. Cross-river services, not limited to the traditional Tilbury-Gravesend route, and both downstream and upstream services, especially to London Docklands, would be of benefit in providing a pleasurable alternative mode of transport. The operation of such services, including continuing the Tilbury-Gravesend ferry, could be commercially viable if well supported and promoted, particularly if efficient modern vessels are employed. New and improved facilities for embarking, landing and catering for passengers may be needed at Tilbury and other suitable riverside locations in the Borough.

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T20 WATERWAYS - FREIGHT FACILITIES

Within primary industrial and commercial areas and oil industry related areas, defined on the Proposals Map, proposals involving the use of the River Thames and its existing or, where appropriate, new wharfage and jetty facilities for the transport of goods and materials will be permitted, provided:-

- (i) There is adequate access to these facilities on the landward side; and**
- (ii) The development meets other policies protecting the environment.**

11.4.69 Although the industrial Thames frontage in Thurrock contracted to some extent during the 1980's, a number of jetties and wharfage facilities have remained in operation, mainly in West Thurrock and Purfleet, though several are under-used. There is also some scope for the construction of additional jetties in appropriate locations. The use of these facilities for the movement of goods and materials in bulk will be beneficial in removing a large number of heavy lorries from the local roads and, from the operators point of view, in avoiding possible traffic congestion. This principle has already been demonstrated by the oil industry and, more recently, by the aggregates industry. Its extension to other industries should be encouraged whenever the opportunity arises, in support of Structure Plan Policy T17. However, the Council will need to be satisfied as to the adequacy of access to wharfage facilities from the landward direction. There could otherwise be adverse effects on local roads and environmental conditions generally, rather than potential benefits. Where existing access is inadequate, it may be necessary for developers to provide, or contribute towards, new roads or road improvements. Wherever possible, railway facilities should be used, as under Policy T18.

T21 TILBURY DOCKS

The Council will fully support the modernisation and redevelopment of Tilbury docks. The introduction of industrial and commercial development will not be permitted, except where the development is port related, and provided the principal use of the existing dock area for the import and export of goods and materials is retained. Expansion of the dock area will not be permitted unless it can be shown that no suitable land remains available within the existing area.

11.4.70 The continued success and development of the Port of Tilbury is recognised by the Council as being of vital importance to the Borough's economy. As well as its role, identified in the Employment Chapter, as a generator of new jobs which could benefit local people, the very existence of the port serves as an attraction to other industries to locate in the area. The excellent road access to the docks, via the A13 and A1089, means that the Borough does not suffer unduly from the effects of port-related traffic.

11.4.71 While it would be appropriate for under-used areas of the docks to be redeveloped to include some new industrial processes, these should be directly port-related and make use of the dock facilities, for which purpose the existing dock area should be retained. The Council considers that there is adequate land within the existing dock area, as at 1993, to provide all the port facilities likely to be needed until 2001 without the need for any major expansion, provided the land is not sterilised by non port-related development.

CHAPTER 12 : THE RIVERSIDE

12.1 BACKGROUND

- 12.1.1 The River Thames features prominently in the historical development and present-day character of Thurrock and remains a major asset in terms of its industrial and transportation roles, with attendant employment and economic benefits, and also because of its amenity value.
- 12.1.2 Thurrock's river frontage extends some 18 miles from Aveley Marshes in the west to the oil refineries at Shell Haven and Coryton in the east of the Borough. Although the Thames is visible from many distant vantage points, the traditional commercial uses of the river frontage have tended to deter significant access by the local population to both the water surface and the river banks.
- 12.1.3 The industrial riverside continues to operate successfully in many locations, despite the contraction of some of the riverfront industries in the 1980's. Much of the Purfleet, West Thurrock and South Stifford river frontage remains highly industrialised, including container storage, oil and chemical storage facilities and the production of foodstuffs, soaps and detergents. Further east along the Thames, Tilbury Docks and the oil refineries take up large areas of riverside land for industrial uses.
- 12.1.4 Non-industrial parts of the riverside, however, have remained largely inaccessible and relatively undeveloped. Despite large tracts of land between Tilbury and Stanford-le-Hope having been damaged by mineral extraction and landfill operations, the area retains considerable nature conservation interest. Fobbing Marshes, Mucking Flats and Marshes, and West Thurrock Lagoon and Marshes are designated as Sites of Special Scientific Interest. Aveley Marshes, isolated through many years in use as rifle ranges, have become a wildlife area of national significance, now part of the Inner Thames Marshes SSSI (see also Chapter 5). The Thames Estuary and Marshes are a Proposed Special Protection Area, and a Proposed Ramsar Site. They have been recognised as sites of international importance.
- 12.1.5 The Grays river frontage, extending between Tilbury Docks and the South Stifford industrial area, has become largely de-industrialised during the 1980's, the Council having promoted its redevelopment for new housing, incorporating substantial areas of riverside open space. This redevelopment was well under way by 1993.
- 12.1.6 The varying types of river frontage thus create a diverse and interesting character to the Thames-side area in Thurrock. While many of these areas are likely to remain largely unchanged during the 1990's, others hold potential for enhancement through sensitive redevelopment or environmental improvements linked to better public access.

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12.2 POLICY CONTEXT

- 12.2.1 Governmental guidance for estuaries such as the River Thames is contained in PPG20 - 'Coastal Planning'. Amongst other things, this states that it is the role of the planning system to reconcile development requirements with the need to protect, conserve and, where appropriate, improve the landscape, environmental quality, wildlife habitats and recreational opportunities of the coast. Thurrock's riverside is within the East Thames Corridor, now known as the Thames Gateway. This is being promoted by SERPLAN, supported by the Secretary of State for the Environment, as a development area. The Government's proposals for the East Thames Corridor have been detailed in the Regional Planning Guidance for the South East. Sites suitable for port and related uses will continue to be important but, with environmental improvement, there is considerable potential to realise the natural advantage of the many riverside locations to provide amenities, high quality housing and attractive waterside developments. Most of the vacant riverside land within the established industrial areas of the Borough has been identified as components of this growth potential.
- 12.2.2 Structure Plan policies relating to Employment, Transport and Natural Resources are applicable to the riverside through the context of other policies in this Local Plan. The 1984 Essex Coast Protection Subject Plan identifies the area upriver as far as Tilbury Fort as requiring protection against further development.

12.3 THE COUNCIL'S APPROACH

- 12.3.1 OBJECTIVE 11 in Chapter 2 is "to safeguard and enhance the riverside in its various roles as a unique feature of the Borough". The main elements of the Council's approach are :
- (a) To seek to retain the existing wharfage operations and encourage the creation of new river frontage industrial and commercial uses related to water transport, within the immediate commercial riverside areas;
 - (b) To improve footpath and bridleway access to appropriate areas of the river frontage and to encourage active public recreational use of the riverside itself; and
 - (c) To conserve all areas of the existing rural riverside, particularly areas which have considerable nature conservation interest, and maintain its remote quality.
- 12.3.2 The Council wishes to encourage the Thames-side industries as major sources of local employment, while promoting the greater use of the river as an alternative to road transport.
- 12.3.3 It is also considered desirable that the footpath networks which already exist on the river banks, together with the various prominent access points, such as at Stanford Marshes, Coalhouse and Tilbury Forts, Grays and Purfleet, should, wherever possible, be both improved and extended. In association with such enhancement, the use of the river itself, and the viability of slip-ways and redundant commercial jetties for suitable active recreational pursuits, should be considered.

CHAPTER 12 : THE RIVERSIDE

12.4 POLICIES

12.4.1 This section identifies policies from the subject chapters, where appropriate, and explains how they will affect the riverside. It also sets out specific policies for the riverside.

A. Riverside Industry

Industrial and Commercial Development

12.4.2 Policy E2 identifies land for new industrial and commercial development in primary areas. Some of the sites are on the riverside and the following policy also applies.

RIV1 NEW RIVERSIDE INDUSTRIAL AND COMMERCIAL DEVELOPMENT

The development of riverside sites within primary industrial and commercial areas for new river-related industrial and commercial purposes will be permitted on the sites listed below and shown on the Proposals Map.

	<u>Hectares</u>
(a) Former Coalyard Site, Purfleet	2.6
(b) Former Thames Board Mills, South Site, Purfleet	3.5
(c) Lafarge Jetty Site, Purfleet	1.2
(d) Tunnel Jetty Site, West Thurrock	5.0

Part of the site of West Thurrock Power Station may be considered for new river-related industrial and commercial development. To guide development the Council will produce a development brief for this site.

12.4.3 Development of the above sites would provide an important source of local employment. They are generally well located to utilise river and road facilities, and have good access to existing wharves and jetties, or have the opportunity for the development of new wharfage facilities, so they can make use of the Thames. The sites are also located in close proximity to the strategic/principal road network, although improved access links may be needed in some cases. Opportunities also exist for new rail links to the nearby main line, which the Council would encourage, particularly for the distribution of bulk goods. This policy supports policies T19 and T20 which promote the use of the Thames for passenger and freight transport.

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RIV1A RIVER RELATED DEVELOPMENT - TILBURY A GENERATING STATION SITE

Land at the former Tilbury A Generation Station is identified for river-related industrial and commercial development or for power generation. Development which would prevent the use of the site for these purposes will not be permitted.

- 12.4.4 The site of Tilbury A generating station covers 14.5 hectares, and is now unused and available for redevelopment. It has good deep water facilities for shipping and is a strategic opportunity to provide for river-related development. This could possibly include a major aggregates facility. Aggregates handling is forecast by the Port of London Authority to be a major growth area within the Plan period, but the amount of land required is uncertain.
- 12.4.5 Given the overall high level of availability of employment land in Thurrock, it is therefore appropriate that the Tilbury A station site is safeguarded for river-related use or for power generation. If the forecasts of demand for river-related facilities prove to be inaccurate, the allocation of the site can be reconsidered when the Local Plan is reviewed.

RIV2 RIVERSIDE EMPLOYMENT DEVELOPMENT - GRAYS SOUTH

Riverside employment sites in Grays South will be promoted for high quality employment generating development, taking account of the spectacular riverside location. Environmentally intrusive development will not be permitted.

- 12.4.6 The redevelopment of much of the Grays South area for housing is creating an environment suitable for high quality employment development. With the completion of the Chafford Hundred Southern Link Road, the sites will have good access by both road and rail, and are capable of attracting high quality development. Two appropriate sites are Wouldham Works and Goldsmiths Wharf. In order to realise this potential, it is important that environmentally intrusive development is not permitted. Adequate sites are provided elsewhere in the Plan area for such development.

Oil Refineries and Oil and Chemical Storage

- 12.4.7 Policy E8 identifies land where oil refinery development and expansion will be permitted. The oil refineries are of strategic national importance, and an important source of local employment for Corringham and Stanford-le-Hope. They are located on the riverfront away from the residential areas and separated from them by safety zones.
- 12.4.8 Policy E9 similarly identifies land where oil and chemical storage development and expansion will be permitted, some of the locations being within the riverside area at Thames Matex, West Thurrock and at Esso Petroleum and Powell Duffryn terminals in Purfleet. Expansion land is available at Powell Duffryn and Thames Matex, the latter being located away from any residential areas. All the sites have existing jetties, rail and road access, although further development would require improvements to the latter in the case of land on West Thurrock Marshes (see Policy T2(1)).

CHAPTER 12 : THE RIVERSIDE

B. Riverside Transport and River Traffic

Industrial Traffic

- 12.4.9 Policy T20 supports the use of the River Thames and its wharfage facilities for the movement of freight. This is particularly important, in the case of bulk materials, in helping to reduce the weight of traffic on the roads and can be particularly beneficial if rail transport is used on the landward side. Adequate road and/or rail facilities are needed in connection with any new wharfage developments. This policy is in line with Structure Plan Policy T17.

RIV3 NOT USED

- 12.4.10 Policy and reasoned justification deleted in accordance with the recommendation of the Inspector presiding over the Inquiry into objections to the Thurrock Borough Local Plan held between March and September 1995.

Passenger Traffic

- 12.4.11 Policy T19 promotes the greater use of the River Thames for passenger transport.
- 12.4.12 The Thames has considerable potential for the provision of river based passenger services, with scope for European and local services, which could be based at Tilbury and Grays. The Tilbury-Gravesend route could be expanded by increasing the service to other cross river, downstream and upstream locations such as Southend-on-Sea, Rainham Marshes, London Docklands and the City. This policy is in line with Structure Plan Policy T18.

Tilbury Docks

- 12.4.13 Policy T21 sets out the Council's support in principle for modernisation of the docks. The continued success and redevelopment with modern handling facilities of the Port of Tilbury is recognised by the Council as being of vital importance to the Borough's economy.
- 12.4.14 In 1989, the Port had a throughput of 5.8 million tonnes and had the capacity to significantly increase this figure. The Port comprises of both in-dock and riverside berths, including the Bulk Grain Terminal, the Northfleet Hope Container Terminal and London International Cruise Terminal. As well as being able to handle a wide variety of cargoes, it has good road, rail and water links with the rest of the country and is in a position to serve the European and World Markets. The Council considers that there is adequate land within the existing dock area, as at 1993, to provide all the port facilities likely to be needed until 2001, without the need for any major expansion.

CHAPTER 12 : THE RIVERSIDE

C. Riverside Recreation

Public Access to the Riverside

- 12.4.15 Policies T8, T11 and LR17 encourage the use and seek to extend the network of cycleways, bridleways and footpaths in the Borough generally. The following policies apply specifically to the riverside.

RIV4 RIVERSIDE RIGHTS OF WAY

The Council will seek to safeguard existing public footpath routes and promote better access for all members of the general public to the river by promoting the maintenance and improvement of existing rights of way and the provision of new footpaths and additional bridleways and cycleways.

- 12.4.16 The existing footpath network extends intermittently along the riverfront and, in several places, is diverted around some of the larger industrial installations, such as Tilbury Docks and the oil refineries at Shell Haven and Coryton.
- 12.4.17 The Council considers that access to the riverside needs to be improved and extended. The improvements should include sign posting and way markings, landscape improvements, linking up with open spaces which provide areas for informal public recreation (such as picnicking and other family activities) at Purfleet Garrison, St. Clements, West Thurrock and Grays Beach, and the installation of street lighting for safety reasons. Full consideration will be given to the needs and requirements of the disabled in the provision of such improvements.
- 12.4.18 Further east along the riverfront it is intended that, as part of the restoration of adjacent mineral workings and landfill sites, a footpath is made crossing Mucking Creek, providing a continuous walk along the river frontage from Tilbury Fort, via Coalhouse Fort, to Mucking Creek and Stanford Marshes and on to Curry Marsh.

RIV5 RIVERSIDE REDEVELOPMENT AND BUILDING LINE

The Council will expect, in any proposals for redevelopment of existing riverside sites, there should be substantial improvement of public access and amenity related to the riverside. The Council will expect developers to set new buildings back from the river's edge and to construct and maintain, within the development, public access to the riverside.

- 12.4.19 To support the aim of increasing public access to the riverside, this policy seeks to secure increases and improvements to public access both to, and along the waterfront. This would be consistent with the Council's general aims for the riverside and would support policies RIV4 - 'Riverside Rights of Way' and GTC7 - 'Access to the River Front'. It would also be consistent with the promotion of the greater use of public footpaths as a means of communication (Policy T8 - 'Existing and new Public Footpaths').

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- 12.4.20 This policy will be applied by the Council whenever the opportunity presents itself, but is not intended to prejudice the security and essential operational features of existing sites.

D. Riverside Open Space

- 12.4.21 Policies LR4 and LR5 seek to ensure the adequacy of public open space, both as playspace and amenity space, through the provision of additional areas and resistance to the loss of existing areas. The proposed level of housebuilding and resultant population growth (see Chapter 6) will generate the need for additional open space if a reasonable standard of provision is to be maintained. For the same reason, it will be necessary to retain all existing open spaces, some of which are located on the riverside. The Council will seek to protect these in particular with the following policy.

RIV6 RETENTION OF EXISTING RIVERSIDE OPEN SPACE

Development involving the loss of existing riverside open space in the locations listed below, and identified on the Proposals Map, will not be permitted where the open space has recreational or amenity value, or where such loss would contribute to a deficiency of open space provision, in general, in the locality (see policies LR4, LR5, LR19 and TIL5).

- (a) Garrison, Purfleet - Urban riverside open space of recreational and amenity value.**
- (b) Coalhouse Fort, East Tilbury - Rural riverside open space of recreational/amenity value surrounding a scheduled ancient monument.**
- (c) Stanford Marshes - Rural riverside open space of recreational, nature conservation and amenity value.**
- (d) Grays Beach - Urban riverside open space of recreational and amenity value.**
- (e) Tilbury Fort and surrounding land - Historically important landscape of recreational and nature conservation value.**

- 12.4.22 Riverside open space locations tend to have a wider role than other areas, enabling residents and non-residents of the Borough to obtain views of the Thames and possibly gain physical access to it. The Council considers it desirable for these sites, in particular, to be retained for public recreational use.
- 12.4.23 The Council have produced a planning brief for Stanford Marshes. It is the Council's intention to ensure that the recommendations in the planning brief are implemented (see Policy LR19 regarding Stanford Marshes).

CHAPTER 12 : THE RIVERSIDE

RIV7 MUCKING AND EAST TILBURY MARSHES - RECREATIONAL AFTER USE

The Council will seek to ensure that, where appropriate, the riverside mineral extraction and waste disposal sites at Mucking and East Tilbury Marshes are restored to provide open recreational uses.

- 12.4.24 This policy applies specifically to the riverside mineral extraction and waste disposal sites at Mucking and East Tilbury Marshes, which are located within the Coastal Protection Belt, adjacent to the river, in the Essex Coast Protection Subject Plan.
- 12.4.25 It remains important that these restored riverside sites are kept for open recreational uses. There is already outline planning permission for a golf course on part of the Mucking tip site.
- 12.4.26 The Council is keen to see that the restoration of these particular extraction and tipping sites also includes improvement of riverside access by footpaths and bridleways and the linking of the continuous walk along the riverfront.
- 12.4.27 These sites are also located within the Green Belt (see Chapter 4) and any development there should respect the openness of the riparian countryside and conform with Policy GB12.

E. Riverside and Coastal Conservation

Coastal Protection

- 12.4.28 Policy LN12 is aimed at the protection of nature conservation interests generally, while other policies in Chapter 5 relate to specific issues, some of which may be relevant to the riverside context. The following policy applies to the riverside area defined as coastline in the Essex Coast Protection Subject Plan.

RIV8 COASTAL PROTECTION

There shall be the most stringent restrictions on development on the rural and undeveloped coastline outside built up areas and any development which is exceptionally permitted shall not adversely affect the open and rural character, or wildlife, in the areas identified on the Proposals Map.

- 12.4.29 Thurrock's rural coast is a unique, finite and irreplaceable resource in its own right. The rural coastline is limited in extent because a high proportion of the Borough's riverfront is built up, with heavily industrialised uses, or damaged by mineral and tipping sites. It therefore remains important to protect the remaining unspoilt coastline from further development. Conserving its character recognises its high value for nature conservation, wildlife and both informal and formal recreation. It must be stressed that this is justification for its protection regardless of its other qualities. This policy is derived from the Essex County Council's Coast Protection Subject Plan.

CHAPTER 12 : THE RIVERSIDE

RIV9 MARSHLAND, MUDFLATS AND SALTINGS

Developments harmful to the nature conservation interests and amenity of Stanford Marshes will not be permitted.

- 12.4.30 The marshlands and mudflats provide a wide range of important natural habitats for plants, birds and animals. The variety of habitats and range of wildlife that the marshlands support are completely irreplaceable and should be protected.
- 12.4.31 Aveley Marshes, Stoneness Saltings, Fobbing Marshes, together with Mucking Flats and Marshes are Sites of Special Scientific Interest and protected by Policy LN13. Stanford Marshes is protected by this policy.

Floodplains and Floodwater storage

RIV10 DEVELOPMENT AFFECTING FLOODPLAINS AND FLOODWATER STORAGE AREAS

Development (including the raising of land) which would be likely to adversely affect the floodwater capacity of natural floodplains, defined washlands or tidal storage basins, or would increase the number of people or properties at risk from flooding (including flooding caused elsewhere by the development), or where the development itself would be at an unacceptable risk from flooding will not be permitted.

- 12.4.32 The Thames-side area of Thurrock is covered by a network of water-courses which drain surface water from the hinterland into the River Thames. In some areas, the natural floodplains have been retained. In others, where development has taken place on former marshland, floodwater capacity has been maintained through purpose-built drainage systems, sometimes incorporating storage basins or washlands which may flood periodically. These also provide extra storage capacity for times when the outfalls to the Thames are tide-locked. It is vital that the drainage and water-storage capacity of these areas is not reduced or the flow of floodwater impeded by any development, otherwise flooding could occur, either in the immediate locality of the development or elsewhere.
- 12.4.33 An increase in surface water run-off, due to development or redevelopment involving large impermeable surfaces, can also lead to flooding downstream in areas some distance from the development. In order to protect the riverside area from flooding, the Council may need to regulate development further inland or ensure that adequate provision is made for the drainage of surface water (see also Policy BE10 - Infrastructure).
- 12.4.34 This policy will be operated in consultation with the Environment Agency.

CHAPTER 12 : THE RIVERSIDE

Thames Tidal Defences

RIV11 DEVELOPMENT AFFECTING THE THAMES TIDAL DEFENCES

Development which would adversely affect the integrity of the Thames Tidal Defences will not be permitted. The Council, in consultation with the Environment Agency, will seek to ensure that all works in, under, over and adjacent to the Thames Tidal Defences and adjoining watercourses are appropriately designed and implemented.

- 12.4.35 In order to protect people and property from the effects of inundation by the River Thames, it is essential that the integrity of the tidal defence system is maintained. All types of development which may affect the sea wall directly or indirectly, including that on adjacent land or affecting watercourses which penetrate the sea wall, need to be properly assessed and controlled. This is necessary in order to ensure that there are no adverse effects, such as surcharging of the defences, and that adequate access is retained for maintenance purposes.

CHAPTER 13 : GRAYS TOWN CENTRE

13.1 BACKGROUND

- 13.1.1 Grays has traditionally been the main commercial and administrative centre in Thurrock, as well as a major public transport interchange. The role of Grays as the main retail centre in the Borough has now been superseded by the Lakeside Regional Shopping Centre. The town centre is, however, still the main centre for local business services, public offices and cultural facilities, and is a significant shopping centre.
- 13.1.2 In supporting the development of regional shopping facilities at Lakeside, the Council accepted that there would be a considerable initial impact on Grays in terms of shopping turnover. Spending forecasts produced for the Lakeside Shopping Centre Inquiry in 1987 indicated that Grays would recover its trading position within a few years of the centre opening and that growth would continue thereafter.
- 13.1.3 However, the recession which has badly affected the retail industry since 1990, has had a noticeable effect on Grays, making it desirable to find alternative strategies for regenerating the town centre and safeguarding its position. The Council has identified substantial development opportunities, aimed at achieving this regeneration, which can be implemented within the period covered by the Plan and which are outlined below.

13.2 POLICY CONTEXT

- 13.2.1 Regional Planning Guidance for the South East, and the Essex County Structure Plan Second Alteration, both stress that Thurrock as a whole can play an important role in achieving regeneration of the eastern parts of the South East region.
- 13.2.2 The Structure Plan requires the provision of large amounts of land for housing and for industrial and commercial development in Thurrock, and identifies the Borough as a location for major office development. The relevant Structure Plan policies are set out in Appendix 1. The Structure Plan identifies Grays as a District Centre in the County shopping hierarchy, but does not include other specific policies for the town centre. The precise role which the town centre should play in the future development of the Borough is therefore largely a matter for the Local Plan.

CHAPTER 13 : GRAYS TOWN CENTRE

13.3 THE COUNCIL'S APPROACH

13.3.1 OBJECTIVE 12 in Chapter 2 is "To maintain Grays as the principal commercial and administrative centre for Thurrock".

The key elements of this are:

- (a) To develop Grays as the major office and administrative centre in the Borough;
- (b) To develop Grays as a leisure, social and cultural centre;
- (c) To maintain the function of Grays as a District Shopping Centre;
- (d) To create new developments of a scale, quality and layout which enhance the atmosphere of Grays as a prospering, medium-sized Thameside town; and
- (e) To improve access and traffic circulation in the town centre, in order to facilitate development while minimising environmental impact.

This is to be done by :

- (i) developing planning parameters for future development; and
- (ii) producing planning briefs to translate the general policies into site specific planning requirements.

The policies in this Chapter set out the planning parameters. Planning briefs are not included in the Plan but are to be issued as supplementary planning guidance.

13.3.2 The Council considers that the best way to consolidate the role of Grays Town Centre is by providing opportunities for new commercial developments, particularly offices, which make the most of the town's locational advantages. These include its position close to the M25 and on the banks of the Thames, and its being within the East Thames corridor growth area. Significant office development, together with the major new housing developments proposed at Chafford Hundred and Grays riverside, will also help maintain Grays as a District Shopping Centre, which can succeed alongside Lakeside.

13.3.3 Substantial redevelopment in Grays Town Centre also provides the opportunity for significant improvements to the environment, by creating new development of a scale, quality and layout which will enhance the atmosphere of the town, while preserving and improving as much as possible of the existing older buildings in the town centre. In particular there is the potential for reinstating the traditional links between the town centre and the River Thames. This will help to provide Grays Town Centre with a unique quality of environment, and will also encourage public enjoyment of the riverside.

CHAPTER 13 : GRAYS TOWN CENTRE

13.4 POLICIES

- 13.4.1 This section identifies policies from the subject chapters, where appropriate, and explains how they will affect Grays Town Centre. It also sets out certain specific policies for the town centre area.

GTC1 NOT USED

- 13.4.2 Policy deleted in accordance with the recommendation of the Inspector presiding over the Inquiry into objections to the Thurrock Borough Local Plan held between March and September 1995.
- 13.4.3 The area defined as the town centre includes the whole area of the present town centre, as well as areas to the south, leading down to the River Thames, and to the north, including Titan Pit, to accommodate the growth and redevelopment aspirations for the town centre set out in the Plan. The Council has identified this area as including both the need and the opportunities for properly integrated regenerative schemes.

A. Built Environment

- 13.4.4 Policy BE1 requires a high standard of design in all new development. This is particularly important in Grays Town Centre, where potential exists for major development, providing an opportunity to substantially improve the quality of the built environment. In particular, development should reflect the human scale of most of the town centre. This is likely to mean that development should be of varying building heights, generally low to medium rise, and should not be unduly massive in appearance. Policy BE1 will be of particular importance in achieving this.
- 13.4.5 Policies BE16 to BE19 encourage the preservation of buildings listed as being of architectural or historic interest. In 1993, Grays Town Centre had only two listed buildings; the Church of St. Peter and St. Paul, and the State Cinema. Other buildings which are important to the townscape of the town may be listed in the future. These buildings are important elements in the built form of the town centre and new development should enhance their setting wherever possible.

GTC2 RETENTION OF THE OLDER BUILT FABRIC

<p>The Council will promote the retention of as much of the older built fabric of the town centre as possible in any redevelopment proposals and will prepare a list of buildings of special character which, although not worthy of statutory listing, the Council considers should be retained.</p>
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- 13.4.6 Much of old Grays was lost to development in the 1960's and 1970's. However, enough remains in and around the High Street, both north and south of the railway, to be used as the basis for development sympathetic to the atmosphere of the town. There are many buildings which, though not of listable quality, are worthy of retention in any redevelopment schemes, for example, the Court House, The Pullman Tavern and The Rising Sun public house. Many of the shops in the Town Centre also have first floor facades with a quality of detailing often not matched by modern development.
- 13.4.7 The list of buildings of special character will be the subject of a public consultation exercise before it is finally adopted by the Council.

CHAPTER 13 : GRAYS TOWN CENTRE

GTC3 IMPROVEMENT TO PUBLIC AREAS

The Council will seek to carry out improvements to the environment of public areas in the town centre.

- 13.4.8 As well as improving the town through new building, there are also significant opportunities to improve the public domain of the town centre; the streets, pedestrianised areas and public open areas. The Council will draw up schemes to improve features such as landscaping, street furniture and surfacing. These may be carried out directly by the Council or as part of redevelopment schemes. In particular, schemes will be drawn up for new pedestrianised areas, as set out in Policy GTC9.

GTC4 DEVELOPMENT OF GATEWAY SITES

Development on prominent sites adjoining the 'Gateway' entry points into the town centre will be expected to achieve particularly high standards of design and environmental treatment, reflecting the importance of these sites. These requirements may be set out in planning briefs proposed under Policy GTC11.

- 13.4.9 Certain major sites at points of entry to the town centre have not, in the past, been graced with developments of particularly good environmental quality. These sites can have a considerable effect on peoples' perceptions of the town. In any redevelopment schemes, the Council will therefore be seeking a high quality of design and environment, whatever the uses to be accommodated on these sites.

B. Housing

- 13.4.10 Policy H10 aims to protect the integrity of housing areas by ensuring that their character remains predominantly residential, and that any other uses are compatible with that character. This is particularly important in the residential enclaves around the town centre, where there is a danger that commercial uses such as small offices could replace residential uses, causing damage to the quality of the residential environment.

GTC5 RESTRICTION ON FURTHER HOUSEBUILDING

Outside the areas in the town centre shown in Policy H10, new housing site developments will only be permitted as part of a mixed use development, where housing provision helps to create a high quality environment, or on former employment sites, where housebuilding would result in a significant environmental improvement. Such development will also be expected to accommodate affordable housing to meet local needs.

- 13.4.11 The Plan has identified more than sufficient land, under policies H1 to H3, for housing to meet the provision in the County Structure Plan. More housing for general needs is not required, and indeed has to be actively discouraged to avoid unplanned population growth resulting in greater demand for services and higher levels of traffic, for example, than are provided for in the Local Plan. However, there may be circumstances in which a limited amount of housing could be incorporated into a mixed development, or undertaken on poorly located and underused employment land, in order to achieve a high quality environment. In such cases, the Council will also expect the development to provide housing for social

CHAPTER 13 : GRAYS TOWN CENTRE

needs, such as affordable housing for rent. Such housing is badly needed in Thurrock, but opportunities to provide social housing are limited. Sites brought forward under this Policy will be an important way of helping to meet this need, provision for which is likely to be secured through agreements made under Section 106 of the Town and Country Planning Act 1990 (see also Chapter 6, Policy H5).

C. Employment

13.4.12 Policy E11 aims to concentrate office development in Grays Town Centre. Particular sites suitable for offices will be covered by planning briefs to be produced by the Council as supplementary planning guidance under Policy GTC11.

13.4.13 Policy E3 identifies secondary industrial and commercial areas. In Grays Town Centre the only designated areas are:

i. E3i Grays West

This adjoins the existing central area of the town. It is an established area occupied by a variety of uses including light industrial, vehicle sale and repair, and various depots. While the area would be suitable in the long term for expansion of town centre uses, additional industrial and warehousing development will also be acceptable in this area. Any new development will, however, be subject to strict environmental controls because of the area's location close to residential areas and the existing town centre, and at a very busy location on the primary road network.

ii. E3j Grays South - Argent Street; and

iii. E3k Grays South - Thames Road

These areas represent the remnants of a formerly heavily industrialised river frontage area in which the Council has encouraged redevelopment for residential and recreational purposes through the Grays South Planning Briefs published in 1987. Policy E3 would permit their future change to complete this transformation, subject to Policy GTC5 above and other relevant policies in the Plan, or to other commercial uses appropriate in the Town Centre.

13.4.14 Policy E14 encourages the provision of hotels and conference facilities in a variety of locations, including the town centre. Hotel and conference facilities within Grays Town Centre would give a major boost to the status of the town and could take advantage of the unique potential of the riverside to create a good quality environment with impressive river views. Suitable sites will be identified in planning briefs produced under Policy GTC11.

D. Shopping

13.4.15 Policies SH3 and SH4 support development which increases the provision of retail floorspace and improves the quality of shopping facilities within Grays Town Centre, and also encourage the modernisation and refurbishment of existing shopping facilities.

13.4.16 Policy SH5 aims to ensure the provision of improved market facilities as part of a redevelopment or refurbishment scheme. The implementation of these policies will be provided through planning briefs issued as supplementary planning guidance under Policy GTC11.

13.4.17 Policy SH10 protects central shopping areas from over-provision of non-retail uses, including a substantial area in Grays Town Centre.

CHAPTER 13 : GRAYS TOWN CENTRE

E. Leisure and Recreation

GTC6 NOT USED

- 13.4.18 Policy and reasoned justification deleted in accordance with the recommendation of the Inspector presiding over the Inquiry into objections to the Thurrock Borough Local Plan held between March and September 1995.

GTC7 ACCESS TO THE RIVER FRONT

Access to the river front and a riverside walkway will be provided in new development to link the town centre and the existing and proposed open spaces with the recently developed walkway along the riverside to the west of the town centre area.

- 13.4.19 The proposed riverside walkway is part of a much longer route which will significantly improve pedestrian access to the waterfront. The link to the shopping centre should be re-established along the route of the old High Street, to the south of West Street, then via existing links to the south of Argent Street. These routes should be supplemented by new riverside paths and connecting links, whenever the opportunity presents itself within new development schemes, but without prejudicing security and essential operational features of existing employment sites.

F. Entertainment and Cultural Facilities

- 13.4.20 Policy LR3 sets out the Council's intention that Grays Town Centre will continue to be a principal centre of entertainment and cultural facilities. Opportunities for the provision of such facilities will be set out in planning briefs to be prepared under Policy GTC11.

G. Transport

- 13.4.21 Policy T12 identifies the Council's adopted standards for car parking. Although the Council is keen to encourage use of public transport for journeys to the town centre, no relaxation of the parking standards will be made. This would only be likely to make existing parking problems in the town more serious. All new developments must therefore be self sufficient in car parking. Exceptionally, commuted payments may be acceptable for small schemes when the Council can identify a suitable site for public parking in which additional spaces can be provided.

CHAPTER 13 : GRAYS TOWN CENTRE

GTC8 NEW PUBLIC PARKING PROVISION

No significant new public car parking provision will be made in Grays Town Centre within the Plan period. The Council will seek to relocate long-stay parking facilities to sites outside the town centre, while maintaining the existing public parking capacity in Grays as a whole.

- 13.4.22 Although self-sufficiency in parking provision is required under Policy T12 in respect of new developments, it will not be possible, either in financial or land availability terms, for the Council to replace any public car parking which may be lost as a result of such developments. By encouraging the use of alternative and new transportation systems (policies T1 and T16), including possible park-and-ride facilities, the long-stay commuter parking demand may be relocated out of Grays Town Centre, leaving it free for new development, essential to the Council's overall economic strategy, and its related traffic and parking needs.

Public Transport Interchange Facilities

- 13.4.23 Policies T15 and T17 require that redevelopment should provide for an improved interchange, as existing public transport interchange facilities in Grays are inadequate. The bus station is located on the town centre one-way system, making it unattractive for bus routes travelling from the north or west of Grays. It should be relocated to overcome this, while still maintaining good access to the central shopping area and the railway station. The detailed requirements will be set out in planning briefs produced under Policy GTC11.

GTC9 ENLARGEMENT OF PEDESTRIANISED AREA

The Council will identify opportunities to increase the area of pedestrianisation in the town centre and to improve footpath links to, and within, the central area. These will include a new pedestrian crossing of the railway line at Grays Station as part of a redevelopment scheme under Policy GTC11.

- 13.4.24 An increase in the level of pedestrianisation will help to create a more enjoyable town centre for shoppers and local workers and residents by reducing the conflict between vehicles and pedestrians. It would also aim to significantly improve access for the disabled.
- 13.4.25 Opportunities must also be taken to improve pedestrian links from adjoining residential areas, which are separated from the centre by busy roads or the Fenchurch Street to Southend railway line. A new pedestrian crossing of the railway line may be needed as a replacement for the existing level crossing in Grays, which British Railways are considering closing. Development opportunities at and in the vicinity of the station should incorporate provision of a replacement link between north and south sections of the High Street. Also, car parks and the bus and railway stations can be better linked to shopping and commercial areas. Improvements to footpath links must take into account not only the convenience of the route, but also the safety of pedestrians using the footpaths, particularly at night.

CHAPTER 13 : GRAYS TOWN CENTRE

GTC10 TOWN CENTRE ONE-WAY SYSTEM

Substantial changes to the existing gyratory (one-way) system will be necessary in order that the Council's objectives for redevelopment in the town centre may be realised. The changes will involve some road closures, re-routing of the gyratory flows and creation of two-way flows on some existing one-way sections, involving street works but no demolition or compulsory purchase of property.

13.4.26 The gyratory (one-way) system, which has been operating in Grays Town Centre since the early 1970's, requires amendment to accommodate the development envisaged in the Plan. In particular, alterations will seek to:

- i. Remove the barrier between the north and south of the town centre seen as being presented by Crown Road;
- ii. Create a pedestrian-friendly environment;
- iii. Include the ex-bus depot site within the pedestrian-friendly area;
- iv. Amalgamate the George Street bus station and car park sites.

The method of realising these objectives will be set out in planning briefs as set out in Policy GTC11.

H. Implementation

GTC11 DETAILED PLANNING BRIEFS

The Council will prepare detailed planning briefs for the development sites in the town centre shown on the Proposals Map.

13.4.27 The Council has set out planning parameters for development of Grays Town Centre in the Local Plan. More detailed site specific planning guidance will be required, however, as the identified sites come forward for development. This will be provided as supplementary planning guidance in the form of planning briefs.

CHAPTER 14 : TILBURY

14.1 BACKGROUND

- 14.1.1 The town of Tilbury grew up because of the construction of Tilbury Docks in the late nineteenth century, and the fortunes of the town remain closely linked to the docks. The workforce in the docks contracted substantially in the 1980's, which had a significant effect on the residents of Tilbury. Dock work has traditionally been unskilled work, and the loss of these job opportunities left Tilbury residents in a poor position to compete for other employment in the job market of the 1990's. Tilbury residents suffer the highest level of socio-economic deprivation of any town in Thurrock. High unemployment is combined with low skill levels and educational attainment, together with low car ownership.
- 14.1.2 Tilbury also suffers from an adverse image. It is popularly perceived as largely comprised of municipal housing and a poor environment, dominated by the large industrial installations of the docks and Tilbury power station.
- 14.1.3 Many of the economic and social problems of the town need to be addressed by multi-agency strategies, and are beyond the scope of a land-use plan. Significant development opportunities do exist, however, in Tilbury, and the Council is seeking to ensure, through the Local Plan, that these developments take place for the benefit of the residents of Tilbury as a whole resulting in an improved economic and environmental position in the town. Policies to achieve this are set out below.

14.2 POLICY CONTEXT

- 14.2.1 Regional Planning Guidance for the South East, and the Essex County Structure Plan Second Alteration both stress that Thurrock as a whole can play an important role in achieving regeneration of the eastern parts of the South East Region. Thurrock has an important location in the East Thames Corridor (now known as the Thames Gateway, which the Department of the Environment has identified as a regional growth point.
- 14.2.2 The Structure Plan requires the provision of large amounts of land for housing and industrial and commercial development in Thurrock, and requires the maintenance of a firm green belt boundary. Referring to Tilbury specifically, the Structure Plan, in Policy T20, supports development of the docks and associated facilities at the Port of Tilbury, including an extension onto land immediately to the east. The relevant Structure Plan policies are set out in Appendix 1.

14.3 THE COUNCIL'S APPROACH

- 14.3.1 OBJECTIVE 13 of the Local Plan is:

“To improve the economic position of Tilbury by enhancing local job opportunities and upgrading the town's image.”

- 14.3.2 The combination of high unemployment with low skill levels and low car ownership in the town requires greater job opportunities to be made available locally. Unskilled workers are much less likely to find it attractive to travel far afield to work because of high transport costs relative to wages; and also are less likely to find work away from their home area due to factory gate recruitment methods for many unskilled jobs. The future success of Tilbury Docks will remain important to Tilbury residents as a source of jobs, particularly for manual workers, but opportunities also exist to provide a wider range of jobs, especially at Tilbury South. The policies set out ways of achieving this.

CHAPTER 14 : TILBURY

- 14.3.3 The Council has identified the need to improve the level of open space in the town, and upgrade existing open space, in order to provide a substantially improved environment for the enjoyment of Tilbury residents in the future, and to improve the image the town presents to investors.
- 14.3.4 The population of Tilbury in 1991 was around 11,800. A substantial amount of new housing was built in the town in the 1980's but relatively little land was available, as at 1993, for more building over the Plan period. The population is therefore forecast to decline slightly to 11,400 in 2001 due to reductions in average household size. New development would help to increase variety in the social mix of the town's population, and help to maintain the viability of community facilities and shops in the town. However as the existing built up area is closely bounded by the Green Belt, except on the south east side, such development opportunities are very limited. Redevelopment of vacant sites within the built up area of Tilbury for housing is therefore supported in the Plan, in contrast to the restrictive policy which applies elsewhere in the Borough under Policy H4.
- 14.3.5 Public transport provision in Tilbury is often perceived as poor. However, the combination of bus and train services makes it relatively simple to travel within Thurrock and to other destinations. In particular, it is possible to reach most major employment centres in Thurrock or in East and Central London by the beginning of the working day. The Plan does not include any specific proposals for improving public transport in Tilbury.
- 14.3.6 The highway network is excellent. The Dock Approach Road (A1089) provides a direct link from Tilbury to the A13 and M25. No major road improvements are necessary, but local road improvements in the Tilbury South area will be necessary to facilitate development there.

CHAPTER 14 : TILBURY

14.4 POLICIES:

- 14.4.1 This section sets out certain specific policies for the Tilbury area. It also identifies policies from the subject chapters, where appropriate, and explains how they will affect Tilbury.

A. Housing

TIL1 NEW HOUSE BUILDING IN TILBURY

The development of existing areas of vacant land within Tilbury town for housing purposes will be permitted, except in those locations where they are adjoining or close to existing commercial areas. In those areas, vacant sites will be reserved for employment uses (see Policy TIL4 below).

- 14.4.2 There is a recognised need for continued provision for housing land within Tilbury, but sites are limited. Vacant areas of land within the residential parts of the town will provide a modest amount of land in the period up to 2001 to provide additional housing. Approximately 250 new dwellings could be provided.

TIL2 BUILDING HEIGHTS

The Council will not permit residential schemes with a building height in excess of three storeys in Tilbury. The Council may, in certain circumstances, look sympathetically on schemes of a greater building height subject to high quality design, materials, landscaping, etc.

- 14.4.3 High-rise development for residential purposes within Tilbury is not considered to be likely to improve the quality of the built environment. However, there may be circumstances where buildings of a particularly high quality design, in excess of three storeys in height, may enhance the townscape character and identity of central Tilbury.

CHAPTER 14 : TILBURY

B. Employment

TIL3 TILBURY SOUTH

Within the Tilbury South area identified in Policy E2, industrial and commercial development will be permitted, provided the development meets other policies protecting the environment. A 30m landscaped strip with public access will be required along the eastern boundary of the site, to retain pedestrian access to the riverside and ensure that the setting of Tilbury Fort, the World's End public house, the cruise terminal and Tilbury Riverside Railway Station are maintained and enhanced.

- 14.4.4 The development potential of Tilbury South has been recognised, but it has also been considered necessary to temper any development because of the substantial architectural and historical heritage that exists in this area, and the need to retain an area of open space with access to the riverside for the benefit of the town. A new road access from the west is required to service this site, as set out in Policy T2(c).

TIL4 TILBURY TOWN CENTRE

Within Tilbury town centre as defined in Policy E12, and shown on the Proposals Map, commercial and other employment generating development will be permitted provided the development meets other policies protecting the environment and subject, in particular, to there being no significant impact on the quality of the adjoining residential environment.

- 14.4.5 There is limited potential for additional commercial and employment generating development within the built-up area of Tilbury town. The central areas are somewhat diffuse and opportunities exist for small scale new commercial and employment generating developments within and around the central area, where these would not impact upon the quality of the residential environment. Such uses could enhance the economic viability of the existing central area to the benefit of Tilbury as a whole.

C. Tilbury Docks

- 14.4.6 Policy T21 fully supports the continued success and redevelopment with modern handling facilities of the Port of Tilbury, which is recognised by the Council as being of vital importance to the Borough's economy. As well as its role as a generator of new jobs, which could benefit local people, the very existence of the port serves as an attraction to other industries to locate in the area. The excellent road access to the docks, via the A13 and A1089, means that the Borough does not suffer unduly from the effects of port-related traffic.
- 14.4.7 The Council considers that there is adequate land within the existing dock area, as at 1993, to provide all the port facilities likely to be needed until 2001, without the need for any major expansion, provided the land is not sterilised by non port-related development.

CHAPTER 14 : TILBURY

D. Shopping

- 14.4.8 Policy SH10 protects central shopping areas from over-provision of non-retail uses, including the central area of Tilbury. This control policy, together with Policy TIL4, will help to retain a viable commercial centre in Tilbury.

E. Open Space

- 14.4.9 Policy LR5 requires the retention of existing outdoor playing space or amenity open space in the Borough. In 1993, Tilbury had less than 3.0 acres of outdoor playing space per 1000 population, compared to a National Playing Fields Association standard of 6 acres. The limited amount of open space available within the urban area of Tilbury makes it particularly important that none is lost to development. Outdoor playing space is defined as playing fields, greens and courts for adults, and small playing areas within residential areas, suitable for children.

TIL5 PUBLIC ACCESS TO OPEN SPACE

The Council will seek to ensure that, wherever possible, areas of open space or potential open space adjacent to the Tilbury town area will be upgraded and made available for public access.

In particular, the Council will seek to enhance the area around and to the north of Tilbury Fort and, subject to the safeguarding of the area's nature conservation and heritage value, will pursue the provision of additional public open space, including new footpath routes, linking the riverside and the residential area to the north.

- 14.4.10 There are areas of informal recreation, common land and other land around Tilbury where open space and access could be substantially enhanced. This is particularly relevant in the Tilbury South riverside area, which includes Tilbury Fort, Council owned land, the area of common land bounded on the west by the Council owned land, to the north by the railway line and to the east by the sewage works, and also land where the Council intends to require the provision of an area of public open space as shown in Policy LR4.
- 14.4.11 Significant areas of common land around Tilbury are used informally for activities such as dog walking. The public have limited rights over this land, however, and it is inappropriate to consider it as public open space.

CHAPTER 14 : TILBURY

TIL6 UPGRADING OF OPEN SPACE

The Council will seek to ensure that, wherever possible, existing areas of open space within Tilbury are upgraded to a high quality, commensurate with modern requirements, and will negotiate to achieve such improvements in association with developments elsewhere.

- 14.4.12 Improvement of existing open space by provision of facilities can help to create a more useable playing space. Planting or other landscaping work to existing open space can help to improve the appearance of the town.

ANNEXE 1 : THE CONTROL OF DEVELOPMENT IN RESIDENTIAL AREAS

The following criteria relate to Policy BE2 in the Written Statement.

A1.1 EXTENSIONS AND ADDITIONS TO EXISTING DWELLINGS

- (i) The following general principles and requirements will apply:
- (a) Roof line : on dwellings with pitched roofs, all front, side and rear extensions must have a pitched roof over them to match and/or tie into the existing roof, unless there is some physical reason why this cannot be achieved.
 - (b) Elevations : the dimensions of windows and doors, and their detailing, should match the existing dwelling, especially on exposed elevations facing the street.
 - (c) Materials : these should match the existing. If brick or roofing materials are no longer available, as near a match as possible should normally be used, although in some cases, contrasting materials may be acceptable.
 - (d) Extensions in roof spaces : dormer windows, particularly on two storey dwellings, should in general be confined to the rear elevation only. They should not project over the ridge, or wrap around the side of the roof, but should be contained entirely within the existing roof slope. Dormers on the hipped side of a pitched roof should be avoided. Dormer windows, particularly on front and exposed elevations, should not occupy more than 25% of the total area of the roof slope within which they are constructed. Dormers on front or other exposed elevations which are readily seen from public places should not incorporate a flat roof unless these are characteristic of the street scene.
 - (e) Effect on neighbours : an extension must not increase accommodation at the expense of a neighbour's enjoyment of his dwelling. It should not overlook a neighbouring property resulting in loss of privacy, and should not cause overshadowing resulting in serious loss of daylight or sunlight to important living, garden or amenity areas.
- (ii) Subject to all the above, the following detailed criteria will normally apply:
- (a) Single storey rear extensions : These will be restricted to 3.33 metres projection on a party boundary.
 - (b) Two storey rear extensions : These will be restricted to 1.7 metres projection on a party boundary; or 2.7 metres (to the wall of the ground floor), where the first floor is contained within a dormer projection. Two storey extensions on a party boundary with a terraced property will not, under normal circumstances, be acceptable.
 - (c) Side extensions : Where to properties in a street of well spaced semi-detached or detached dwellings of similar design, these should, if necessary, be set back at first floor level by a minimum of 1.8 metres, from the front main wall, to prevent a continuous facade being created should other properties be similarly extended.

ANNEXE 1 : RESIDENTIAL AREAS

In order to retain an open character, and reduce an overbearing effect which may occur with side extensions to corner properties, a minimum flank building line of:

- 1.8 metres for single storey extensions;
- 4.5 metres for two storey extensions;

will normally be required.

- (d) Front extensions/porches : Where the garden is less than 5.5 metres in depth, projection will normally be limited to a maximum of 1 metre. Over 5.5m, the maximum projection will be limited to 1.2m. For the avoidance of doubt, this distance will normally be to the front wall of the extension/porch.

Consideration will also be given to existing design features, such as bay windows and canopies. Proposals that result in the loss of a feature that is an important element in contributing to the character of the area will be resisted.

- (e) Private amenity space : When extended, existing dwellings shall have the following minimum private zone areas:

- 0 - 74 square metres gross floor area - 50 square metres minimum.
- 75 - 99 square metres gross floor area - 75 square metres minimum.
- 100 square metres and above gross floor area - 100 square metres minimum.

The standard size for private amenity space should be regarded as an absolute minimum. Calculation of gross floor areas and private garden area shall exclude the area used for the garaging or parking of motor vehicles.

Where principal windows are proposed on the private side of extended dwellings, a minimum distance of 25 metres will be required between facing principal windows. In cases where principal windows would not directly face each other, a lesser distance may be acceptable subject to other policies of the local planning authority. Principal windows are main windows serving a lounge, dining room, kitchen or bedroom.

Dwellings, when extended, shall have a minimum garden depth of 12 metres.

- (f) Car parking : The detailed car parking standards of the Council relating to extended dwellings are set out in Section A5 of this Annexe.

ANNEXE 1 : RESIDENTIAL AREAS

A1.2 NEW DWELLINGS

Further to the specific policies contained in the Borough Local Plan, the following standards shall be applicable to all proposals for new dwellings:

- (i) Private amenity space : New dwellings, [excluding flats - see (v) below], shall have the following minimum private zone areas:
- 0-74 square metres gross floor area - 75 square metres minimum.
 - 75-99 square metres gross floor area - 100 square metres minimum.
 - 100 square metres and above gross floor area - 125 square metres.
 - One bedroomed dwellings - 25 square metres per dwelling where provided communally, but if non-communal then 50 square metres. Such space shall be conveniently accessible to the units which it is intended to serve.

The standard size for private amenity space should be regarded as an absolute minimum. Larger garden areas will be necessary where the house size is nearer the top of the range identified or where houses within the locality of a development are generally larger than the standards. This is to ensure that development does not appear cramped and out of character with adjoining properties.

Where a new development is just satisfying the minimum required standard, the Council will normally remove the permitted development rights, under the General Development Order, to extend the dwelling.

Calculation of gross floor areas and private garden areas shall exclude the area used for the garaging or parking of motor vehicles.

- (ii) Privacy to private side of dwellings : Where principal windows are proposed on the private side of new dwellings, a minimum distance of 20 metres will be required between facing principal windows. Principal windows are main windows serving a lounge, dining room, kitchen or bedroom.

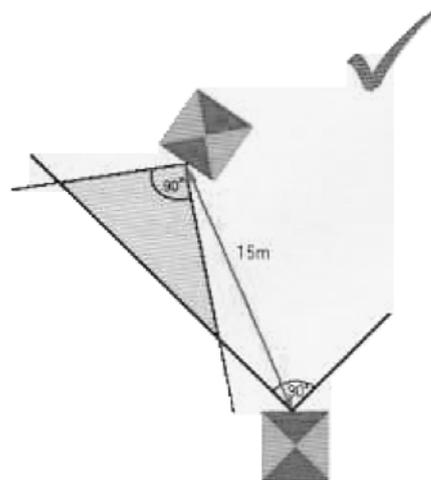
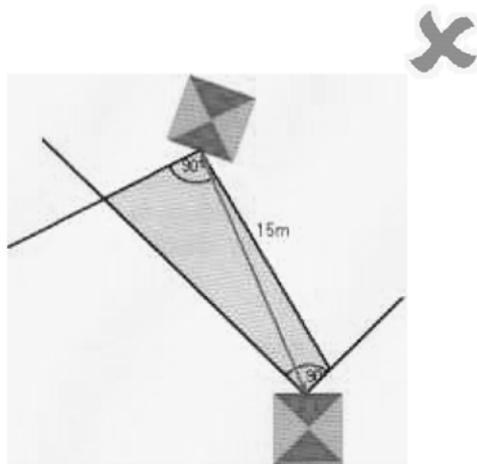
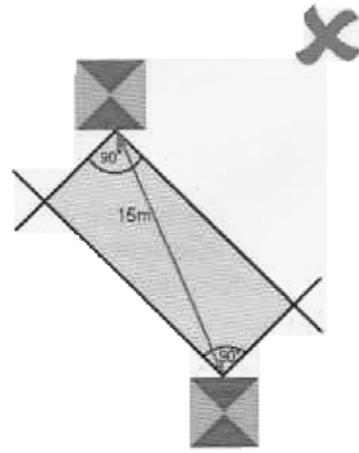
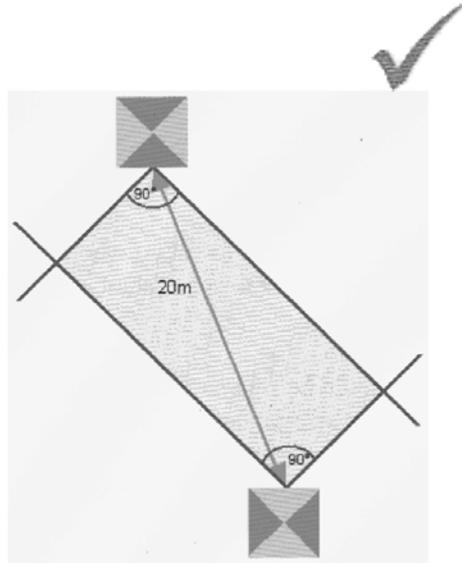
The minimum distance of 20 metres will be required in any circumstances where a 90° field of view, measured from the central point of a principal window on the private side of one property, overlaps a similar field of view from principal windows on any elevation of another property, and the common part of those fields of view extend from one window to the other (see Figure 1). Private garden areas to the immediate rear of properties should also be protected from overlooking.

Where a principal window overlooks such an area from side on, a minimum distance of 20 metres will be required between the window and boundary of the private garden area. This distance can be reduced where an obstruction to visibility can be introduced, i.e. high level windows, garages, 'L' shaped house plans and permanent screen walls/fencing. In the latter case, where a 2 metre high screen fence is situated on the boundary of the private garden area, the distance between overlooking principal window and garden area can be reduced to 18 metres.

- (iii) Garden depth : Dwellings when built or extended shall have a private garden with a minimum depth of 12 metres.

ANNEXE 1 : RESIDENTIAL AREAS

FIGURE 1 : Principal windows - Fields of view.



ANNEXE 1 : RESIDENTIAL AREAS

- (iv) Car parking : The detailed car parking standards of the Council relating to new dwellings are set out in Section A5 to this Annexe.
- (v) New-build Flats : Studios and similar small units shall be subject to the same criteria as set out for the conversion of existing dwellings in Section A3 of this Annexe, except that A3(iii) does not apply to new-build flats, the floorspace standards for which are subject to other legislation.

A1.3 RADIO AERIALS/SATELLITE ANTENNAE AND DISHES

(i) Radio aerials:

Subject to the following guidelines, no planning application need be submitted and no enforcement action will be taken provided:

- (a) The aerial is a single 'whip' type projecting not more than 3 metres above the ridge of the dwelling to which it is attached;
- (b) It is used solely for private business and not in connection with any commercial or business activity;
- (c) It is attached to the dwelling and is not free standing;
- (d) There is only one aerial per dwelling.

(ii) Satellite antennae and dishes:

With regard to antennae and dishes, where planning permission is required, no application need be submitted and no enforcement action will be taken, provided:-

- (a) It is the only satellite antenna/dish on the property and it is less than 90cm in any dimension (excluding the projecting feed element, but including the bracket by which it is attached to the property), and;
- (b) It is not readily visible from any highway or other public land; or, if it is visible, it does not have an adverse effect upon the appearance of the building or the character of the area.

N.B. This policy shall not apply to dwellings included in the Statutory list of buildings of special architectural or historic interest, or to dwellings located within a conservation area.

ANNEXE 1 : RESIDENTIAL AREAS

A1.4 BUSINESSES CARRIED OUT IN PRIVATE DWELLINGS

Many small businesses are started by people working in their own homes, and it should not be assumed that this always requires planning permission, particularly if the overall character and the primary use as a residence remains unchanged.

The Council's overall commitment to create employment opportunities needs to be reconciled with the need to protect and enhance the environment of the Borough, particularly within its housing areas. Flexibility and sensibility are therefore vital in assessing the appropriateness of any such development.

Enforcement action will be considered in cases where:-

- (i) The number of pedestrian/vehicular movements, to and from the site, are greater than would normally be expected from the wholly residential use of the premises or are excessive having regard to the location of the property and its relationship with its immediate neighbours; AND/OR,
 - (ii) A substantial part of the house is set aside for specific business purposes (including outbuildings and garages); AND/OR,
 - (iii) There is storage of an appreciable amount of goods (although notwithstanding this, there shall be no storage of materials which by reason of flammability, or toxicity, are hazardous, e.g. LPG, oxyacetylene welding bottles, petroleum, diesel and solvents); AND/OR,
 - (iv) There is excessive disturbance by way of noise etc.;
- BUT IN ANY CASE,
- (v) It is considered that having regard to the provisions of the development plan, and any other material consideration, that there has been a breach of planning control that ought to be remedied.

A1.5 NEIGHBOUR NOTIFICATION

Neighbour consultation will be carried out by the Council in respect of planning applications, at least in accordance with statutory requirements. At present this includes all properties adjoining a site and also provides for site notices in place of direct individual neighbour notification where appropriate (e.g. where a resident adjoins a site, but is not materially affected by a development). At the discretion of the Planning Officer, however, notification will be extended to include residents opposite when 2 storey/side extensions are proposed.

In addition:-

- (i) The weekly list of applications will be made available to the Head of Communications and Public Relations and all members of the Council and copies displayed in Thameside Library, Planning Department and all Area Housing Offices;
- (ii) In all cases where observations have been received raising material planning objections, residents will be re-consulted if amended plans are received.

ANNEXE 2 : CONVERSION OF EXISTING DWELLINGS TO FLATS

The following criteria relate to Policy H12 in the Written Statement:

- (i) The character of any particular street, or area shall not be materially changed by the number of such conversions. In streets of typical family accommodation, taken to be units with 2 or more bedrooms and usually 2 storeys, no more than 10% of the number of such dwellings shall be converted to smaller 1/2 bed flats in order to retain suitable family accommodation.
- (ii) All new units should be completely self contained, with separate entrances and each unit should have exclusive use of sanitary and kitchen facilities. In a unit with more than one bedroom, access to the bathroom should not be solely through one of the bedrooms. Each bedroom should be entered directly from the hall or living room.
- (iii) Floor area will be used as a means of assessing whether a satisfactory internal design and layout is likely to be achieved. The following net floor areas will be taken as minimum standards:-

	1 bedroom	2 bedroom
Net Floor Area	45 sq. metres	55 sq. metres

This floorspace should be usable floorspace i.e. capable of accommodating in a suitable arrangement the basic furniture for each room.

"Net floor area" is the total area (on one or more floors) enclosed by the walls of a dwelling and measured to the opposing unfinished faces. It includes the area occupied by partitions, the area taken up on each floor by any staircase within the dwelling, the area of any chimney breast or flue and the area of any external w.c.. It excludes communal halls and stairways, the floor area of any general store, dustbin store, fuel store, garage or balcony, any area in rooms with sloping ceilings to the extent that the height of the ceiling does not exceed 1.5 metres (5 feet) and the lobby open to the air.

- (iv) Where possible, entrance doors to all units should be approached by way of an internal staircase. Where external staircases are necessary (e.g. to avoid considerable loss of existing internal accommodation or as a means of escape in case of fire), such staircases should not be erected in an obtrusive position, or give rise to overlooking, loss of privacy of amenity to any other resident.
- (v) Where the property is situated close to the common boundary with another dwelling, there shall be no overlooking to the rear gardens of that neighbour from first floor kitchen/dining/or main living areas (excluding bedrooms). The use of obscured glazing to overcome overlooking is not considered an acceptable solution.
- (vi) Rooms in basements or semi basements, unless provided with adequate natural lighting of at least 10% of the floor area, should not in themselves form a separate unit of accommodation. Likewise, attic rooms with little space and low ceilings should normally be combined with the floor below to form a single unit. In addition, the floor area of attic rooms intended for use as bedrooms, shall only include floor space where the ceiling height is 1.52m (5 ft) or above.
- (vii) Floor, walls and ceilings, where appropriate, will require special treatment to inhibit the movement of noise from one unit to another. For details of techniques and specifications for such insulation, contact should be made direct to the Council's Environmental Health Department.

ANNEXE 2 : CONVERSION OF EXISTING DWELLINGS TO FLATS

- (viii) It is clear that, when a single dwelling unit is sub-divided then it is likely that each of the units created could generate the need for parking space. On street parking is generally not acceptable and an alternative is therefore necessary, e.g. access is often available to the rear (although this would not be acceptable if via a long unmade alleyway) while part of a front garden could also be used. Under normal circumstances, one and a half spaces per unit should be provided in close proximity to the units which they serve. This standard, however, will be dependent upon the type and size of unit.
- (a) For development of 6 or more units, and where no undue loss of amenity would be occasioned to surrounding residents, at least one third of the spaces should be provided within garages or open cart lodges.
 - (b) The normal car parking provision of at least 1.5 spaces per unit would apply for a development of mainly 1 bed flats.

For schemes with a substantial element of 2 or 3 bed units the provision should be closer to the 200% required for normal family housing.

- (ix) Amenity space for flats shall be as follows:
- (a) 1 Bedroom flats: 25 square metres per flat, which can be distributed about the building to provide usable amenity space and/or to provide a landscaped setting for the development;
 - (b) 2 Bedroom flats: 50 square metres per flat. 25 square metres of this can be distributed as for (ix)
 - (a). At least 25 square metres of this is to be devoted to a safe private and usable amenity space, which is conveniently accessible from the flats which it is intended to serve.
- (x) The Council as Housing Authority are required to have regard to the provisions of the Housing Act 1985 and in particular Part X Section 326 as it relates to overcrowding.

The Local Planning Authority will therefore expect full recognition of the space standards specified within these provisions, and shall require that a 2 person bedroom shall have a floor area of not less than 110 sq. ft. (approx. 10 sq. m.) while a single person bedroom shall extend to not less than 70 sq.ft. (approx. 6.5 sq.m.)

ANNEXE 3 : HISTORIC BARNs - CONVERSION TO ALTERNATIVE USE

The following criteria relate to Policy BE21 in the Written Statement. They have been drawn from, and based upon, the advice contained in the approved supplementary planning guidance 'Historic Barn Conversions - A Way Forward', produced by Essex County Council.

- (i) Any proposed conversion should not alter the character of the original building, particularly in the following respects:-
 - (a) The original structure;
 - (b) The original external cladding materials;
 - (c) The internal spatial character;
 - (d) All original external openings;
 - (e) The skyline silhouette and roof planes;
 - (f) The immediate and the landscape setting of the building.
- (ii) There will be strict control over the curtilage and setting of the listed building and permitted development rights under the general development order will be withdrawn;
- (iii) The introduction of new alien structural members will not be permitted;
- (iv) Only full planning applications for change of use accompanied by an application for listed building consent, showing all proposed works and a complete structural survey, will normally be considered;
- (v) Where the site is identified as being of archaeological interest, the applicant should discuss the proposals with the county and local archaeological officers at an early stage and take measures to avoid unnecessary archaeological disturbance;
- (vi) Where archaeological disturbance is unavoidable, arrangements should be made for an adequate archaeological record to be made in advance of the works.

ANNEXE 4 : POLICIES AND STANDARDS RELATING TO GYPSY CARAVAN SITES

A4.1 DEVELOPMENT CONTROL POLICIES

- (i) The Council will adopt a flexible and sympathetic approach to applications for planning permission for gypsy caravan sites in that such permission may be granted on the basis of minimal facilities being initially provided and subsequently improved to an appropriate standard, where no demonstrable harm would be caused by such development to amenity or interests of acknowledged importance. Gypsy caravan sites are not regarded as being among the uses of land which are normally appropriate in the Green Belt and such development will not be permitted there, unless the applicant can demonstrate very special circumstances why it should be.
- (ii) Until such time as there is adequate provision in the Borough to accommodate gypsies residing in or resorting to the area, enforcement action will only be taken against unauthorised encampments where these cause demonstrable harm to amenity or interests of acknowledged importance. Location of a site in the Green Belt shall not, in itself, be taken to represent such an interest. Where enforcement action is taken, Stop Notice procedures may also be instigated, where appropriate.

A4.2 SITE DEVELOPMENT STANDARDS

Applications for planning permission to develop permanent residential gypsy caravan sites should have regard for the following standards. These standards may be the subject of conditions on any site licence issued by the Council under the Caravan Sites and Control of Development Act 1960 (Planning permission is a prerequisite for the issue of a site licence under part III of the Act):

- (i) Access to and within the site should be from properly surfaced roads;
- (ii) Adequate hardstandings and additional paved space should be provided for caravans and car parking/domestic purposes;
- (iii) Adequate sanitary facilities should be provided;
- (iv) An electricity supply should be provided to meet all site needs;
- (v) Fire precautions/equipment should be provided in accordance with Fire & Rescue Service recommendations;
- (vi) Adequate means of collection and disposal of domestic refuse should be provided;
- (vii) Fences or other suitable means of defining each pitch should be provided.

ANNEXE 5 : CAR PARKING STANDARDS

Thurrock Borough Council has adopted the Essex County Council advisory car parking standards, with certain specific amendments. These standards will be applied to all new developments in the Borough. The standards are as follows:

A5.1 SECTION A - RESIDENTIAL PLACES

A1 New and Extended Dwellings

Dwellings when built or extended shall have the following minimum standard of provision for off-street car parking:

<p>A1 STANDARD</p> <p>(i) DWELLINGS WITH A GROSS FLOOR AREA OF 99 SQUARE METRES OR LESS SHALL HAVE A MINIMUM PROVISION FOR CAR PARKING OF ONE CAR PARKING SPACE PLUS ONE GARAGE OR GARAGE SPACE WITHIN THE CURTILAGE OF THE DWELLING.</p> <p>(ii) DWELLINGS WITH A GROSS FLOOR AREA OF 100 SQUARE METRES OR MORE SHALL HAVE A MINIMUM PROVISION OF TWO CAR PARKING SPACES PLUS ONE GARAGE OR GARAGE SPACE WITHIN THE CURTILAGE OF THE DWELLING.</p> <p>(iii) ONE-BED DWELLINGS (INCLUDING FLATS), WITH COMMUNAL PARKING SHALL HAVE 1.5 CAR PARKING SPACES PER UNIT, LOCATED CONVENIENTLY FOR ACCESS TO EACH UNIT WHICH THEY SERVE, SUBJECT ALSO TO (v) BELOW.</p> <p>(iv) FLATTED SCHEMES WHICH INCLUDE 2 OR 3 BEDROOM UNITS WITH COMMUNAL CAR PARKING SHALL MAKE THE FOLLOWING PROVISION FOR PARKING:-</p> <ul style="list-style-type: none">- 2 BEDROOM UNITS - 175% PARKING SPACES PER UNIT- 3 BEDROOM UNITS - 200% PARKING SPACES PER UNIT. <p>THE PARKING SPACES SHALL BE LOCATED CONVENIENTLY FOR ACCESS TO EACH UNIT WHICH THEY SERVE SUBJECT ALSO TO (v) BELOW.</p> <p>(v) FOR DEVELOPMENTS OF 6 OR MORE UNITS WITH COMMUNAL PARKING PROVISION, AND WHERE NO UNDUE LOSS OR AMENITY WOULD BE OCCASIONED TO SURROUNDING RESIDENTS, AT LEAST ONE THIRD OF THE SPACES SHOULD BE PROVIDED WITHIN GARAGES OR OPEN CART LODGES.</p>
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Provision for off-street parking is to be made in addition to provision required by other policies of the Local Planning Authority for private amenity space (Calculation of gross floor area excludes the area used for garaging or parking of motor vehicles).

Garages should have minimum internal dimensions of 2.4m x 4.8m.

ANNEXE 5 : CAR PARKING STANDARDS

Where planning permission is required to convert an existing garage into an extra room, permission will usually only be granted if space is provided elsewhere on the property, or nearby, for a replacement garage.

With the normal arrangement of a garage at the side of a house, this means that a distance of approximately 6m (20 ft.) should be provided between the back of the public footpath and the garage, to avoid parked cars overhanging the pavement.

A2 Sheltered Housing for Elderly Persons

Housing for the elderly comprising independent dwelling units but enjoying the services of a resident warden and/or staff available at all times in case of emergency. Car ownership by the residents of such housing is generally low.

This standard may be relaxed in its initial provision where a lower car occupancy can be proven, subject to an agreement being entered with the local planning authority for the provision of additional car parking up to the approved standard should this be required by the local planning authority at any future time.

This standard may be relaxed in the case of local authority schemes where there is control over occupancy.

A2 STANDARD

ONE CAR PARKING SPACE FOR THE RESIDENT WARDEN AND, IN ADDITION, ONE SPACE FOR VISITORS TO THE WARDEN

AND;

FOR STAFF, RESIDENTS AND VISITORS, ONE CAR PARKING SPACE FOR EVERY TWO DWELLING UNITS.

A3 Community Homes

Homes for children, physically and mentally handicapped adults and children, and elderly persons.

This standard relates to homes for elderly persons where catering and other services are communal and excludes sheltered housing schemes (see A2 above).

Homes for the physically handicapped may differ in that the residents may possess their own transport, either "invacars" or suitable modified production cars. This may be reflected by a higher parking requirement than that of other communal homes.

A3 STANDARD

FOR EACH UNIT OF RESIDENT STAFF ACCOMMODATION, TWO CAR PARKING SPACES, ONE OF THE SPACES BEING PROVIDED FOR VISITOR PARKING;

AND;

FOR VISITORS, NON-RESIDENT STAFF, ETC., ONE CAR PARKING SPACE FOR EVERY FOUR BEDSPACES.

ANNEXE 5 : CAR PARKING STANDARDS

A5.2 SECTION B - COMMERCIAL PLACES

B1 Industry

All forms of industrial premises. All industrial uses classified as light industry, general industry or within the special industrial classes in the Town and Country Planning (Use Classes) Order.

Applications for small industrial estates with communal parking and servicing will be considered on their merits.

Where uses are proposed which result in open storage of materials, equipment or vehicles awaiting attention, space should be provided for this purpose which is separate from and additional to the car parking provision. This is particularly important where activities such as car repairers locate on small industrial estates.

In view of the control which can be exercised by industrial enterprises over working hours and employee vehicle movements, there may be circumstances where parking spaces may be provided in tandem (i.e. in pairs where access to one space can only be obtained over the second space). Developers are strongly advised to consult the local planning authority before proposing any parking spaces of this type.

B1 STANDARD

A MINIMUM PROVISION OF 2 CAR PARKING SPACES PER UNIT AND, IN ADDITION,

1 SPACE FOR EVERY 50m² GROSS FLOORSPACE, EXCEPT THAT, WHERE THE OFFICE FLOORSPACE EXCEEDS 200m² OR 20% OF THE TOTAL FLOORSPACE OF THE DEVELOPMENT, PROVISION SHALL BE 1 SPACE FOR EVERY 30m² GROSS OFFICE FLOORSPACE AND 1 SPACE FOR EVERY 60m² OF THE REMAINING FLOORSPACE.

In all cases, adequate provision must be made for the parking and turning of service vehicles delivering or collecting goods to or from the premises.

ANNEXE 5 : CAR PARKING STANDARDS

B2 Warehousing

All enterprises providing storage and distribution as a service, but excluding 'cash and carry' warehouses (see B3). This category of development includes open storage of, for example, timber, containers or motor vehicles.

N.B. This standard shall apply only to "bona fide" warehouse proposals. Where any possibility exists of future conversions of premises to industrial use, standards applicable to industry will apply.

B2 STANDARD

- (i) *For development of gross floorspace less than 5,500m²: A MINIMUM PROVISION OF 3 PARKING SPACES AND, IN ADDITION, 1 SPACE FOR EVERY 280m² GROSS FLOORSPACE.*

For developments of gross floorspace greater than 5,500m²: EACH APPLICATION TO BE DEALT WITH ON ITS MERITS. Intending applicants are advised to consult the local planning authority before the formal submission of a planning application.

- (ii) **WHERE PREMISES ARE PROPOSED FOR THE USE OF A SPECIFIED CLIENT, THE APPLICATION WILL BE DEALT WITH ON ITS MERITS IN RELATION TO THE NEEDS OF THE INTENDING OCCUPIER.**

In all cases, adequate provision must be made for the parking and turning of service vehicles delivering or collecting goods to or from the premises.

It is desirable to segregate service vehicle turning and parking areas from staff and visitor car parking.

B3 Cash and Carry Wholesale Warehouses

Wholesale warehouses where goods are delivered in bulk, but removed in smaller quantities by customers, usually retailers, who provide their own transport. Customers are often limited to holders of identity cards issued by the wholesaler. Adequate parking and turning provision for service vehicles delivering goods to the warehouse will be necessary, but the needs of vehicles removing goods are met by the parking standard for customers.

B3 STANDARD

- (i) *Developments of gross floorspace below 5,500m²*
FOR STAFF: A MINIMUM OF 3 CAR PARKING SPACES AND, IN ADDITION, ONE SPACE FOR EVERY 280m² GROSS FLOORSPACE.
FOR CUSTOMERS: A MINIMUM OF 5 CAR PARKING SPACES, AND, IN ADDITION, ONE SPACE FOR EVERY 100m² OF FLOORSPACE.

- (ii) *Developments of gross floorspace greater than 5,500m²*
PROPOSALS FOR DEVELOPMENT WILL BE CONSIDERED ON THEIR INDIVIDUAL MERITS.

... continued

ANNEXE 5 : CAR PARKING STANDARDS

Intending developers are advised to consult the local planning authority before the submission of a planning application.

In all cases, adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises.

B4 High Technology Industry

Office/research/laboratory/production units, primarily in the fields of electronics, micro-engineering, pharmaceuticals and biochemistry. The flexibility of floorspace utilisation within a unit is taken into account in the parking standard.

This standard is also applied to groups of high technology premises forming “science parks” or “technology parks”.

B4 STANDARD

ONE CAR PARKING SPACE FOR EVERY 35m² GROSS FLOORSPACE

Adequate provision must be made for the parking and turning of service vehicles delivering or collecting goods to or from the premises.

B5 Offices

(i) *General Offices*

All office premises other than service offices as defined below.

(ii) *Service Offices*

Offices providing services direct to the public, who may be expected to visit the premises. Such premises include banks, building societies, estate agents, photocopying firms, solicitors, accountants and surveyors.

N.B. Head offices or regional offices of banks, building societies, etc., which are not generally visited by the public but deal mainly with information received by post or telecommunications are considered to be general offices.

B5 STANDARD

(i) *General Offices*

A MINIMUM OF 2 CAR PARKING SPACES PER UNIT, AND, IN ADDITION, ONE CAR PARKING SPACE FOR EVERY 30m² GROSS FLOORSPACE.

HOWEVER, WHERE OFFICES ARE TO BE BUILT TO THE REQUIREMENTS OF A SPECIFIC CLIENT WHOSE STAFFING AND VISITOR REQUIREMENTS ARE KNOWN, THE APPLICATION WILL BE CONSIDERED ON ITS INDIVIDUAL MERITS.

(ii) *Service Offices*

ONE CAR PARKING SPACE FOR EVERY 25m² GROSS FLOORSPACE

B6 Retail Stores and Shops

All premises defined as a shop in the Town and Country Planning (Use Classes) Order. This category includes shops, supermarkets, superstores and hypermarkets. Also included are take-away food outlets.

Excluded from this category are certain types of non-food retail warehouse (see B7) and garden centres (see B8).

It is envisaged that lower levels of provision may be acceptable in town centre locations, more so for non-food stores. Account should be taken of the new traffic likely to be generated compared to that existing at a centre. Part (iii) of the Standard is based on out-of-centre food-based stores enjoying an average level of trading: a slightly higher ratio is likely to be justified for the largest of such schemes.

B6 STANDARD

FOR EACH SHOP UNIT PROPOSED, A MINIMUM OF ONE CAR PARKING SPACE AND, IN ADDITION:

- (i) *For units of up to 499m² gross floorspace,*
ONE PARKING SPACE FOR EVERY 25m² FLOORSPACE;
- (ii) *For units of 500m² gross floorspace,*
ONE PARKING SPACE FOR EVERY 20m² FLOORSPACE;
- (iii) *For units of 2000m² gross floorspace and over,*
ONE PARKING SPACE FOR EVERY 10m² FLOORSPACE;

In all cases, adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises and, where appropriate, delivery vehicles operating from the premises.

B7 Retail Warehouses

Non-food retail warehouses selling primarily bulky goods, including Do-it-Yourself (D.I.Y.), furniture, carpet and electrical retail warehouses.

D.I.Y. units generate more traffic than other categories and a correspondingly higher parking provision is required.

Where a retail warehouse also includes a garden centre, parking provision for the garden centre should be made in accordance with the appropriate standard (B8 below).

Retail Warehouse Parks

Where several retail warehouses are to be grouped together on one site and there is an element of sharing of parking space. The more communal parking space there is, the lower the acceptable ratio of parking spaces to floorspace may be.

N.B. The standards provided for retail warehouse units and retail warehouse parks are based on the assumption that the local planning authority will normally oppose the subsequent change of use of such units to general or food retailing.

ANNEXE 5 : CAR PARKING STANDARDS

B7 STANDARD

- (i) *D.I.Y. Warehouses*
ONE CAR PARKING SPACE FOR EVERY 15m² GROSS FLOORSPACE.
- (ii) *Other retail Warehouses*
ONE CAR PARKING SPACE FOR EVERY 30m² GROSS FLOORSPACE.
- (iii) *Retail Warehouse Parks*
PROVISION TO BE MADE ON THE BASIS OF THE EXPECTED COMPOSITION OF THE PARK AS BETWEEN D.I.Y. UNITS AND OTHERS IN ACCORDANCE WITH (i) AND (ii) ABOVE; WHERE THIS IS NOT POSSIBLE THE STANDARD WILL BE ONE SPACE FOR EVERY 22.5m² GROSS FLOORSPACE.

In all cases, adequate provision shall be made for the parking and turning of service vehicles delivering goods to the premises and, where appropriate, any delivery vehicles operating from the premises (i.e. vehicles delivering goods too bulky for transport in customers' own vehicles or vehicles available for hire by customers).

B8 Garden Centres

Premises retailing plants, gardening and horticultural materials, supplies and equipment, including garden furniture and, as an ancillary use, supplies for pet animals.

“*Relevant area*” is defined as the gross floorspace of any buildings, plus open areas for trading or display, but excluding areas used for the production of plants and materials but closed to the public.

Part II of the standard is based on the busiest out-of-centre locations with good access from the road network. Lower standards may be acceptable according to location, variety of goods sold and expected usage.

B8 STANDARD

- (i) *Centres of less than 1000m² relevant area:*
ONE CAR PARKING SPACE FOR EVERY 35m² OF COVERED RELEVANT AREA PLUS ONE SPACE FOR EVERY 50m² OF UNCOVERED RELEVANT AREA.
- (ii) *Centres of 1000m² relevant area or more:*
ONE CAR PARKING SPACE FOR EVERY 15m² RELEVANT AREA.

ANNEXE 5 : CAR PARKING STANDARDS

B9 Petrol Filling Stations

Premises supplying fuel, lubricants, etc., to motor vehicles, but not providing vehicle repair or overhaul facilities. These premises, by virtue of their function, contain car parking area sufficient for customer needs, but staff requirements should also be satisfied.

B9 STANDARD

SUFFICIENT CAR PARKING SPACE SHOULD BE PROVIDED TO MEET STAFF REQUIREMENTS. WHERE A SHOP IS INCORPORATED, EXTRA PARKING PROVISION SHOULD BE MADE CLEAR OF THE FUEL PUMPS TO ACCOMMODATE THE ADDITIONAL TRAFFIC GENERATED.

B10 Service Garages

Premises at which motor vehicles are repaired, overhauled or serviced in return for payment. Such premises may also include petrol filling station facilities and car sales space. Where a car sales area is included, separate parking provision should be made satisfactory to B11 below.

B10 STANDARD

Where the number of employees is not known:

A MINIMUM OF 4 CAR PARKING SPACES AND, IN ADDITION, ONE SPACE FOR EVERY 35m² FLOORSPACE, EXCLUDING ANY CAR SALES DISPLAY AREA.

Where the number of employees is known:

ONE CAR PARKING SPACE PER EMPLOYEE.

Adequate provision shall be made for the parking and turning of service vehicles delivering or collecting goods, parts or vehicles to or from the premises.

B11 Car Sales Showrooms

Showrooms or open display areas for the sale of motor vehicles. The standard relates only to staff and customer parking and not to vehicles displayed for sale, nor to the needs of service vehicles.

The parking spaces should be clearly delineated from the display area and should not be used as additional display or storage area.

B11 STANDARD

A MINIMUM OF TWO CAR PARKING SPACES AND, IN ADDITION, ONE SPACE FOR EVERY 45m² OF THE AREA USED FOR THE DISPLAY OR STORAGE OF VEHICLES FOR SALE.

ANNEXE 5 : CAR PARKING STANDARDS

B12 Hotels and Motels

Hotels, motels, boarding and guest houses. The standard is designed to meet the parking needs of both staff and guests.

Adequate provision should be made for the parking and turning of service vehicles.

B12 STANDARD

ONE CAR PARKING SPACE PER GUEST BEDROOM AND ONE CAR PARKING SPACE PER STAFF BEDROOM.

Where a restaurant open to non-residents or a room for public functions is provided, its car parking requirements should be assessed separately at the restaurant standard (Standard B14 below). However, when the surface area of the restaurant has been calculated, 1m² per guest bedroom may be subtracted therefrom before the restaurant standard is applied.

B13 Public Houses and Licensed Clubs

Public houses, licensed clubs and bars whose prime function is the retail of drinks (accompanied by food, where appropriate) for consumption on the premises. The standard is designed to satisfy customer and staff parking requirements only. The public area includes all circulation and service space, e.g. corridors, toilets, etc.

B13 STANDARD

ONE CAR PARKING SPACE FOR EVERY 3m² OF COVERED PUBLIC FLOOR AREA

Where an outside area for drinking (e.g. a beer garden) is also provided, additional parking may be required. Where the proprietor and/or any other staff are resident, parking provision for them will be made at the normal standard for residential development (A1).

B14 Restaurants

Restaurants, cafes and similar premises retailing prepared food for consumption on the premises by the general public (Excluded are roadside restaurants and transport cafes; see B15 and B16 below). The standard is designed to satisfy customer and staff car parking requirements only. Adequate provision should be made for the turning and parking of delivery vehicles.

Where a restaurant offers a take-away service in addition to its restaurant function, the area provided for customers to order and await service shall be regarded as dining area for the purpose of calculating parking provision. Take-away food stores with no facilities for consumption of food on the premises are considered to be shops to which parking standard B6 applies.

... continued

ANNEXE 5 : CAR PARKING STANDARDS

B14 STANDARD

ONE CAR PARKING SPACE FOR EVERY 5m² OF DINING AREA.

Where the proprietor and/or any other staff are resident, parking provision for them will be made at the normal standard for residential development (A1).

B15 Roadside Restaurants

Restaurants adjacent to inter-urban classified roads and primarily providing food and refreshments for road users. Often referred to as motorists' restaurants.

B15 STANDARD

ONE CAR PARKING SPACE FOR EVERY 4m² OF DINING AREA.

B16 Transport Cafes

Cafes catering principally for the needs of the drivers of commercial vehicles. Special parking provision is necessary for these establishments since the customers' vehicles are frequently heavy goods vehicles which may require as much as 4 times the space required for a private car. Because of the character of the customer traffic, it is particularly important that parking spaces are suitably reinforced and metalled and it is essential that all vehicles should be able to enter the highway in forward gear.

B16 STANDARD

ONE LORRY SPACE OF DIMENSIONS 15m x 3m FOR EVERY 2m² OF DINING AREA. THE VEHICLE PARKING AREA MUST BE PROVIDED WITH ADEQUATE ARRANGEMENTS TO ENABLE ALL VEHICLES TO ENTER AND LEAVE THE PUBLIC HIGHWAY IN FORWARD GEAR.

ONE CAR PARKING SPACE SHALL BE PROVIDED FOR EACH MEMBER OF STAFF NOT RESIDENT ON SITE.

A5.3 SECTION C - RELIGIOUS, MEDICAL AND SOCIAL PLACES

C1 Places of Worship

Buildings for public worship or religious instruction. Where seating for worshippers is not provided, it will be necessary for the applicant to indicate to the local planning authority the number of worshippers likely to be present at any one time in order that agreement on a parking requirement may be obtained.

ANNEXE 5 : CAR PARKING STANDARDS

C1 STANDARD

ONE CAR PARKING SPACE FOR EVERY 10 SEATS OR PART THEREOF, OR ONE CAR PARKING SPACE FOR EVERY 10m² WHICHEVER IS THE GREATER. WHERE THE BUILDING IS ALSO TO BE USED FOR FUNCTIONS OTHER THAN WORSHIP, THE STANDARD APPLICABLE TO PLACES OF ASSEMBLY (D1) WILL BE APPLIED.

C2 Hospitals

General and specialised hospitals in both the public and private sectors. Excluding convalescent homes, nursing homes and sanatoria (see A3). Where a hospital includes a nurses' hostel, the parking requirement for the hostel will be assessed separately by agreement with the local planning authority.

Where out-patients facilities, casualty department or consulting rooms are provided, additional parking provision at Standard C3 should be made.

C2 STANDARD

ONE CAR PARKING SPACE PER DOCTOR OR SURGEON AND, IN ADDITION, A MINIMUM OF 2 PARKING SPACES FOR EVERY 3 BEDS OR ROOMS, WHICHEVER IS THE GREATER, TO SERVE THE REQUIREMENTS OF OTHER STAFF AND VISITORS.

C3 Health Centres, Surgeries and Clinics

Health centres, clinics and the surgeries of doctors, dentists, other medical specialists and veterinary surgeons in both public and private sectors. The standard assumes the operation of an appointment system. Where such a system is not in use, additional parking for patients (or persons accompanying patients) may be necessary. Where a practitioner is resident on the premises, parking for his/her household should be provided at the private residential standard (A1) and the parking space for the practitioner required below may be omitted.

C3 STANDARD

ONE CAR PARKING SPACE FOR EVERY PRACTITIONER (i.e. DOCTOR, DENTIST, ETC.), ONE CAR PARKING SPACE FOR EVERY 2 MEMBERS OF OTHER STAFF PRESENT AT THE BUSIEST TIME AND 2 VISITOR CAR PARKING SPACES FOR EACH CONSULTING ROOM.

ANNEXE 5 : CAR PARKING STANDARDS

C4 Day Care Centres for the Physically Handicapped

This standard has a higher requirement than that applicable to certain other day care centres (see below), reflecting the ownership of private vehicles by physically handicapped persons.

C4 STANDARD

ONE CAR PARKING SPACE FOR EVERY 2 MEMBERS OF STAFF AND ONE SPACE FOR EVERY 4 PERSONS ATTENDING.

The parking spaces for persons attending should be of minimum width 3.2m.

C5 Day Centres for the Elderly

Day care centres for the elderly. Where additional services such as Meals-on-Wheels are provided from the premises, adequate additional vehicle parking provision will be required.

Where a number of persons attending a day centre is not known, parking provision should be calculated on the basis of the average number of persons expected to attend.

C5 STANDARD

ONE CAR PARKING SPACE FOR EVERY 2 MEMBERS OF STAFF, AND IN ADDITION, ONE SPACE FOR EVERY 8 PERSONS ATTENDING THE CENTRE.

WHERE A DAY CENTRE IS ALSO THE BASE FOR ADDITIONAL SERVICES, SUCH AS MEALS-ON-WHEELS SERVICE, ADEQUATE ADDITIONAL PARKING PROVISION SHALL BE MADE.

ONE CAR PARKING SPACE FOR EVERY 2 MEMBERS OF STAFF, AND IN ADDITION, ONE SPACE FOR EVERY 8 PERSONS ATTENDING THE CENTRE.

WHERE A DAY CENTRE IS ALSO THE BASE FOR ADDITIONAL SERVICES, SUCH AS MEALS-ON-WHEELS SERVICE, ADEQUATE ADDITIONAL PARKING PROVISION SHALL BE MADE.

C6 Other Day Care Centres

Day centres other than those for the physically handicapped or elderly.

C6 STANDARD

ONE CAR PARKING SPACE FOR EVERY 2 MEMBERS OF STAFF.

ANNEXE 5 : CAR PARKING STANDARDS

C7 Family Centres

Centres established by local government and/or voluntary organisations to provide counselling and help for families experiencing difficulties in family relationships and particularly where children are considered to be “at risk”. Occasionally, overnight accommodation may be provided for individual young persons “at risk”. Occasional use for other social service purposes (e.g. discussion groups) may occur. Although related to the number of staff, parking is intended for use by staff and visitors.

C7 STANDARD

ONE CAR PARKING SPACE FOR EVERY MEMBER OF FULL-TIME STAFF OR EQUIVALENT.

C8 Juvenile Justice Centres

Centres established under the Criminal Justice Acts to provide counselling, educational and social activities for young persons under 16 years of age convicted of criminal offences not considered to warrant custodial sentence.

C8 STANDARD

ONE CAR PARKING SPACE FOR EVERY 2 MEMBERS OF FULL-TIME STAFF OR EQUIVALENT.

A5.4 SECTION D - PLACES OF ENTERTAINMENT, RECREATION AND COMMUNITY USES

D1 Places of Assembly

Halls used as venues for meetings and formal entertainment (i.e. where ordered seating can permit relatively large numbers of people to be accommodated). Such buildings are generally adaptable to a wide variety of uses, through a spectrum from youth clubs and playgroups to formal political meetings. Within this category of development are church halls, village halls, parish halls, public halls and community centres.

The use of such buildings is often largely outside the normal working day and, where this is the case and public car parking is in close proximity, it may be possible for this standard to be substantially relaxed at the discretion of the local planning authority.

D1 STANDARD

ONE CAR PARKING SPACE FOR EVERY 3 MEMBERS OF STAFF NORMALLY PRESENT, AND IN ADDITION, ONE SPACE FOR EVERY 4m² OF PUBLIC FLOORSPACE (EXCLUDING ANY TOILETS, STORE-CUPBOARDS, ETC.).

ANNEXE 5 : CAR PARKING STANDARDS

D2 Miscellaneous Cultural Buildings

Craft centres, art galleries, museums and similar buildings.

D2 STANDARD

A MINIMUM OF 2 CAR PARKING SPACES WITH, IN ADDITION, ONE CAR PARKING SPACE FOR EVERY 30m² OF PUBLIC FLOORSPACE.

D3 Public Entertainment Buildings

Cinemas, theatres, bingo halls, concert halls, dance halls and discotheques. Many buildings in this category will be in urban centres where existing public car parks may be available and a specific car parking provision will not therefore be necessary. In the case of theatres and concert halls, additional parking provision may be required to accommodate performers and staff.

D3 STANDARD

ONE CAR PARKING SPACE FOR EVERY 4m² OF PUBLIC ACCOMMODATION (EXCLUDING TOILETS, ETC.).

Where a cafeteria or restaurant open to the public is provided, additional parking at Standard B14 should be provided.

D4 Sports Grounds

Sports grounds for outdoor recreation, including the playing of association football, cricket, golf (including golf driving ranges), hockey, lacrosse, rugby football, tennis, shooting and archery. Calculation of the number of players should include substitute players, referees, umpires and other persons essential to the playing of the sport concerned. Stadia to which spectators are admitted on payment will be assessed on their individual merits.

D4 STANDARD

ONE CAR PARKING SPACE FOR EVERY 2 PEOPLE TO USE THE PLAYING AREA(S) AT ANY ONE TIME.

Where clubhouse facilities are provided, additional parking at licensed club standard (B13) shall be provided.

D5 Indoor Sports Centres and Leisure Centres

Buildings used primarily for indoor physical recreation, including: Sports centres, Sports halls, Leisure centres, Ice rinks, Roller skating rinks, Snooker centres, Health and fitness centres, Gymnasias, Saunas.

“Public area” excludes storage rooms, toilets and corridors except where corridors have a dual function as spectator galleries.

ANNEXE 5 : CAR PARKING STANDARDS

Joint Use Sports Centres

Where sports centres have a joint use function, usually in association with schools or colleges, the parking requirement may be satisfied, in whole or in part, by the parking provision already made for the school/college. This should be agreed with the local planning authority.

Specialised Sports Centres

Where a specialised sports centre is designed and built for exclusive use for a particular sport (e.g. indoor tennis centre, indoor bowls centre, equestrian centre), the parking requirement may be varied in relation to the number of people able to use the facility at any one time. See also Standard D6 below in relation to squash and badminton clubs.

D5 STANDARD

ONE CAR PARKING SPACE FOR EVERY 10m² OF PUBLIC AREA. SPACE SHOULD BE PROVIDED FOR 2 BUSES OR COACHES TO PARK WHEN REQUIRED.

Where a licensed bar or clubroom is provided, additional parking at Standard B13 should be provided.

Where a restaurant or snack bar is provided, additional parking at Standard B14 should be provided.

D6 Squash Clubs and Badminton Clubs

This standard applies to squash and badminton clubs which are purpose built and do not have a joint use function (see D5 above). Where a bar is provided, additional car parking is required and should be assessed at the licensed club standard (B13 above).

D6 STANDARD

THREE CAR PARKING SPACES FOR EACH COURT.

Where a bar is provided, additional parking shall be provided in accordance with Standard B13.

D7 Swimming Baths

Swimming baths and swimming pools for public use or by club members. "Public area" here includes both the surface area of the pool(s) and surrounding "dry" areas.

D7 STANDARD

ONE CAR PARKING SPACE FOR EVERY 10m² OF PUBLIC AREA. SPACE SHOULD BE PROVIDED FOR 2 BUSES OR COACHES TO PARK WHEN REQUIRED.

ANNEXE 5 : CAR PARKING STANDARDS

D8 Caravan Sites

Residential caravan sites and mobile home sites and permanent holiday caravan sites.

D8 STANDARD

PROVISION SHALL BE MADE IN ACCORDANCE WITH THE CARAVAN SITE LICENCE CONDITIONS.

D9 Marinas

Marinas and similar recreational sailing establishments.

Where other facilities open to the public such as, for example, shops, restaurants and bars are included, additional parking requirements should be assessed at the appropriate standard (e.g. B14 for restaurants, B6 for shops, etc.).

Dual use of parking areas, providing for the laying-up of boats during the winter months, for example, should be encouraged where the uses will not conflict or cause congestion.

D9 STANDARD

ONE CAR PARKING SPACE FOR EVERY 2 MOORING BERTHS.

Additional parking spaces for restaurants, bars, shops and similar facilities forming part of a marina but open to persons not using the berthing or mooring facilities shall be provided at the appropriate standard.

A5.5 SECTION E - PLACES OF EDUCATION

E1 Schools and colleges of further education

All Schools and colleges.

Car parking standards for schools and colleges have been approved in principle by the County Council. Every proposal for a school must indicate the manner in which parking provision at the full County Council standard can be made. Parking to the Department of Education and Science code standard must be provided before any school is opened and, if any problems occur in the locality of a school as a result of the inadequacy of parking facilities at the school, consideration will be given to further provision in accordance with the approved plans (i.e. towards the County Council standard).

However, the County Council has resolved that this standard will be used with a reasonable degree of flexibility in the light of the circumstances of each case.

Residential staff at schools should be provided with parking spaces at the normal residential standard.

ANNEXE 5 : CAR PARKING STANDARDS

Parking space for parents

There will be instances where highway conditions are such that increased parking provision for visitors cars may need to be provided. In the planning of the siting and layout of roads serving new schools, provision for roadside parking should be considered.

E1 STANDARD

Primary and Infant Schools:

- (i) **SPACE SHALL BE ALLOCATED IN THE LAYOUT TO PROVIDE ONE CAR SPACE FOR EACH FULL-TIME MEMBER OF TEACHING STAFF OR EQUIVALENT AND, IN ADDITION;**
- (ii) **ONE CASUAL PARKING SPACE SHALL BE ALLOCATED FOR EACH CLASSROOM SUBJECT TO A MAXIMUM OF 10 SPACES.**

Secondary Schools:

- (i) **SPACE SHALL BE ALLOCATED IN THE LAYOUT TO PROVIDE ONE CAR SPACE FOR EACH FULL-TIME MEMBER OF TEACHING STAFF OR EQUIVALENT AND, IN ADDITION;**
- (ii) **ONE CASUAL PARKING SPACE SHALL BE ALLOCATED FOR EACH CLASSROOM SUBJECT TO A MAXIMUM OF 20 SPACES.**

In primary and secondary schools:

- (i) **A SUITABLE PART OF THE HARD PLAY AREA SHALL BE ALLOCATED AND SUITABLY CONSTRUCTED SO THAT IT CAN BE USED BY CARS ON SCHOOL OPEN DAYS OR WHEN THE SCHOOL IS USED FOR FURTHER EDUCATION OR COMMUNITY PURPOSES DURING THE EVENINGS OR AT THE WEEKEND;**
- (ii) **WHERE NECESSARY, ADEQUATE WAITING AND PARKING SPACE FOR LOCAL EDUCATION AUTHORITY BUSES, IN CERTAIN CIRCUMSTANCES BY MEANS OF A LAYBY, SHALL BE PROVIDED.**

Colleges of Further Education:

SPACE SHALL NORMALLY BE ALLOCATED IN THE LAYOUT FOR A CAR PARKING SPACE FOR EACH MEMBER OF STAFF AND ONE PARKING SPACE FOR EVERY SIX UNITS OF STUDENT CAPACITY.

Particular circumstances which may require the alteration of the standards in any specific case should be taken into account as, for example, the relationship between any site and other available parking facilities and the availability of public transport.

ANNEXE 5 : CAR PARKING STANDARDS

E2 Day Nurseries

Day nurseries and nursery schools providing for the care, supervision and education of children below school age.

E2 STANDARD

ONE CAR PARKING SPACE FOR EVERY FULL-TIME MEMBER OF STAFF OR EQUIVALENT.

Where necessary, adequate waiting and parking space for visitors' or parents' cars, in certain circumstances by means of a layby, shall be provided.

E3 Libraries

The provision of libraries is a function of the County Council, and taking account of this and the relative infrequency of applications for such buildings it is considered that a specific standard is not required.

E3 STANDARD

EACH APPLICATION WILL BE CONSIDERED ON ITS INDIVIDUAL MERITS. PARKING PROVISION APPROPRIATE TO THE LOCATION AND CIRCUMSTANCES OF A PARTICULAR APPLICATION WILL BE REQUIRED.

ANNEXE 6: ACCESS FOR DISABLED PEOPLE

The Council has resolved to recognise the special access needs of disabled people within the planning process. In this regard:

- (i) All new developments will be required to provide full and appropriate access arrangements;
- (ii) Conditions will be attached to the grant of planning permission, to achieve (i) above;
- (iii) The Council will not hesitate to refuse planning permission if such access is unreasonably omitted;
- (iv) The guidance notes, 'Access for Disabled People - Design guidance notes for developers', produced by the Access Committee for England, are accepted by the Council. These notes offer comprehensive advice on how to design a more accessible environment for disabled people. Whenever possible, these requirements should be incorporated into all appropriate developments. Extracts from the guidance notes are set out in the following pages.

N.B. The Council's Access Officer has the role of co-ordinating responsibilities regarding the special access needs for disabled people, in respect of all new development.

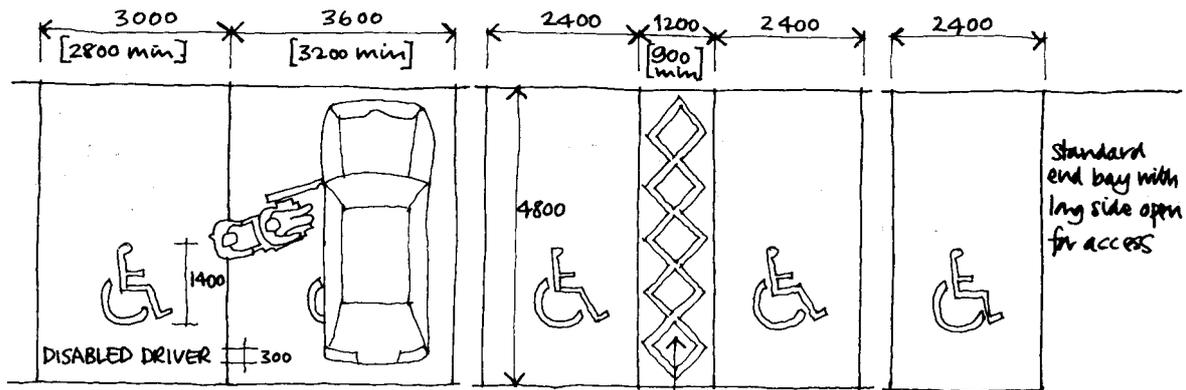
EXTERNAL FEATURES

Car Parking

- * Located close to accessible entrance
- * Desirably under cover
- * For pedestrianised areas, within 50 metres of destination uncovered, 100 metres covered

Parking Bays

- * Wide enough for wheelchair transfer to and from the car
- * Designated for use by disabled people, and clearly signed at entrance



ambulant disabled user - only where space is limited, full width for wheelchair user preferred particularly in public car parks

wheelchair user

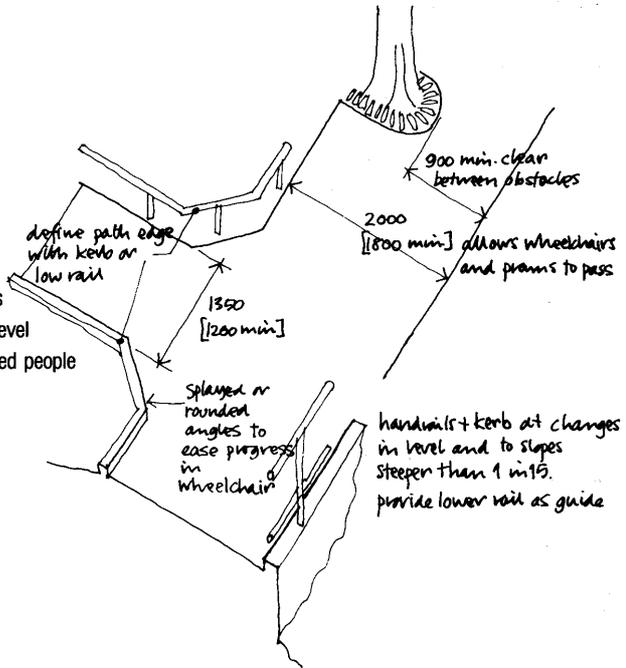
marked out shared space between 2 standard bays

Standard end bay with long side open for access

EXTERNAL FEATURES

Paths

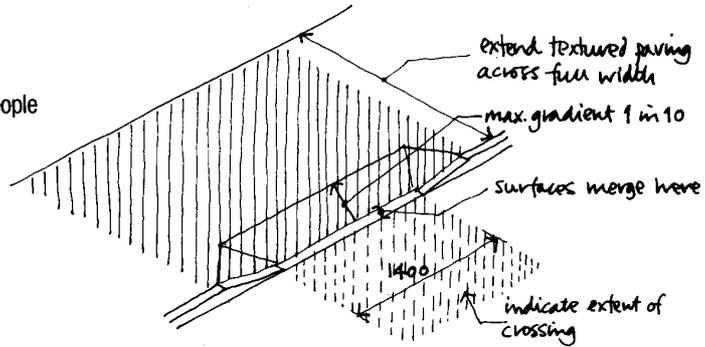
- * To be firm, non-slip and well-laid
- * Edges to be defined
- * Railings where provided to have low rail for detection by blind people using canes
- * Handrails to extend beyond changes of level
- * Colour contrast can assist partially sighted people



EXTERNAL FEATURES

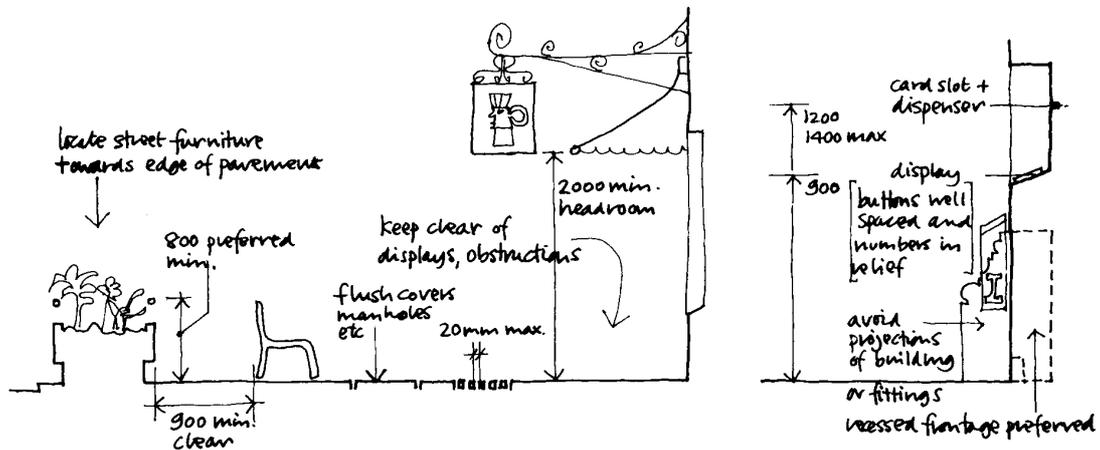
Kerbs

- * To be blended at intersections
- * Textured surfaces can assist blind people

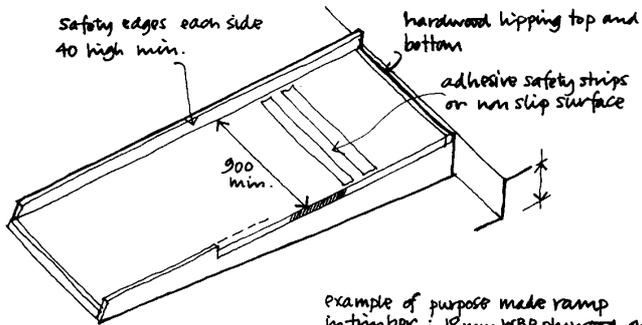


Street Furniture

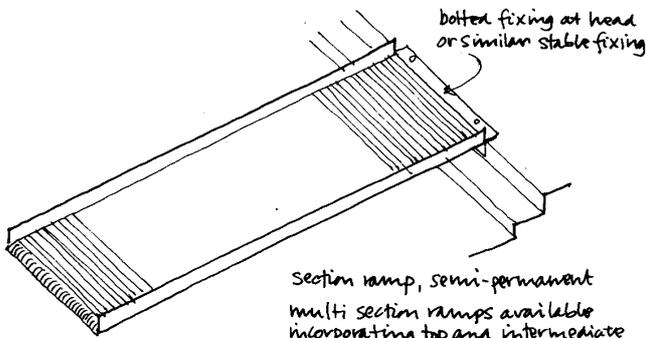
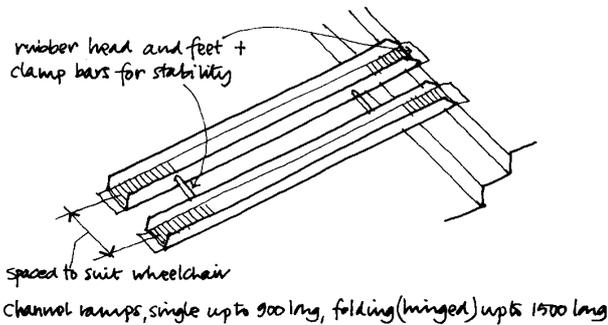
- * Readily distinguishable from surroundings
- * Low projecting awnings, signs, outward opening windows to be avoided
- * Projecting covers, isolated steps and large-aperture gratings to be avoided
- * Cash points, letter boxes, stamp machines etc to be accessible to wheelchair users



EXTERNAL FEATURES



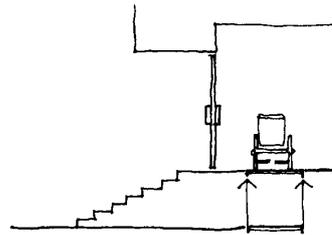
Example of purpose made ramp in timber : 18 mm WBP plywood on timber bearers at 400 c/s max. maximum rise 600mm.



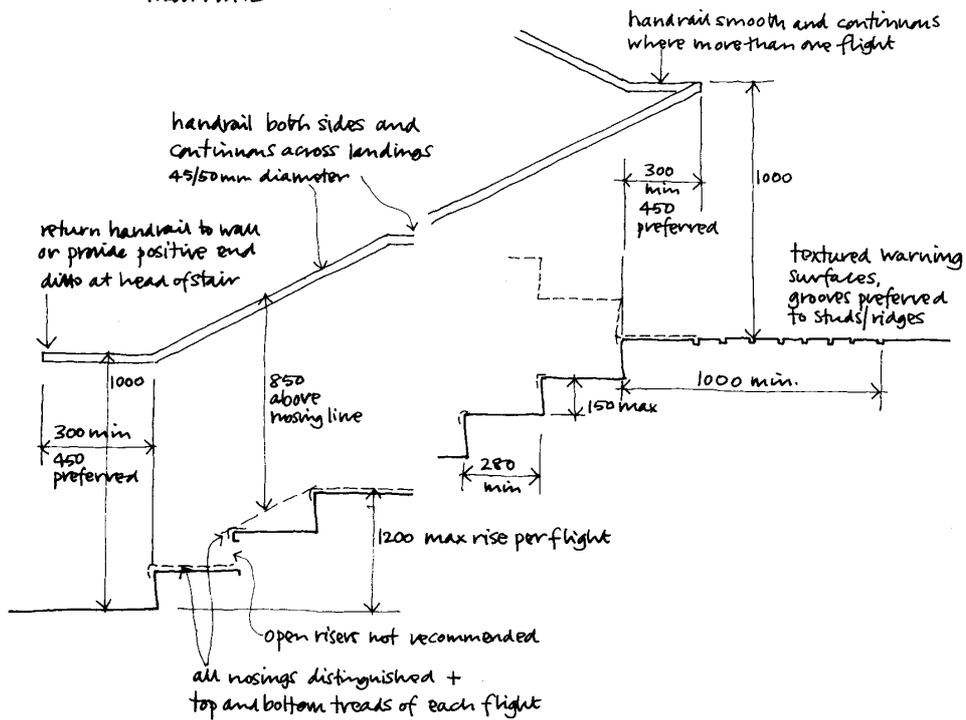
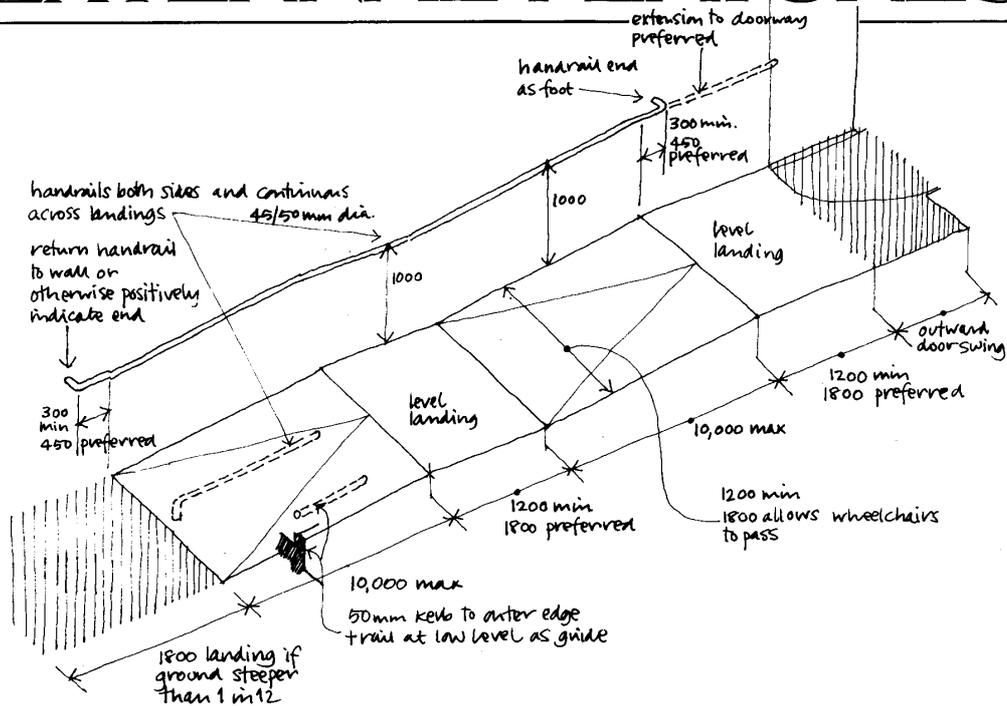
Section ramp, semi-permanent multi section ramps available incorporating top and intermediate landings and with supporting legs

Ramps and Steps

- * The principal building entrance to be accessible to wheelchair users
- * Preferred ramp gradient 1:20, max 1:12
- * Where ramps are steep (more than 1:20), steps to be available also, level platform to be provided in front of entrance door
- * Handrails to both sides of ramps and steps
- * Handrails to be easy to grasp; hardwood or nylon-coated are more comfortable to touch
- * All stepped approaches to be suitable for ambulant disabled people, treads min 280, risers max 150
- * Weather protection and good lighting
- * Short-rise powered lifting platforms, outside or inside a building, can be an option

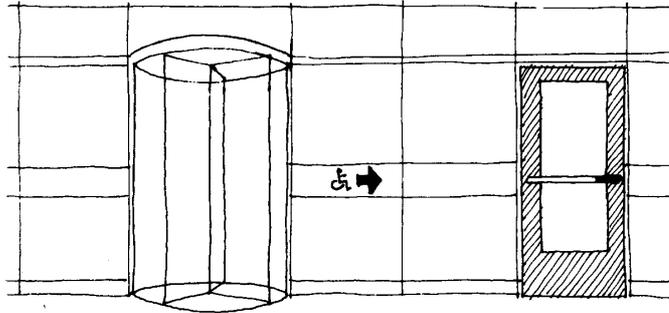


EXTERNAL FEATURES

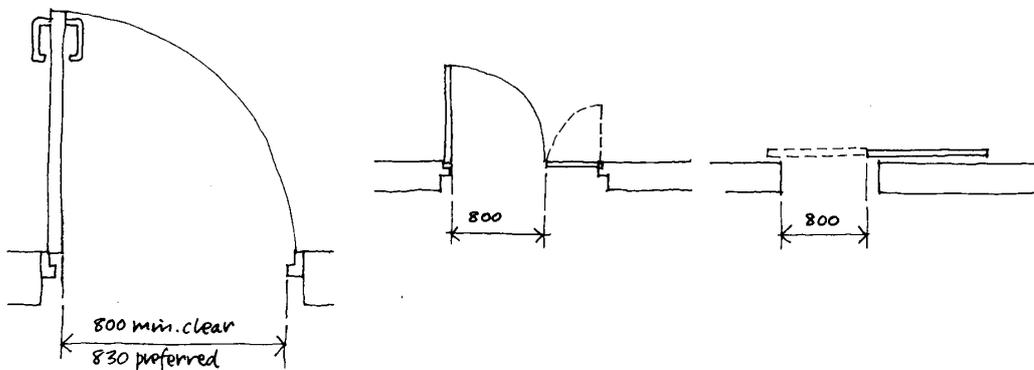


EXTERNAL FEATURES

Entrance Doors

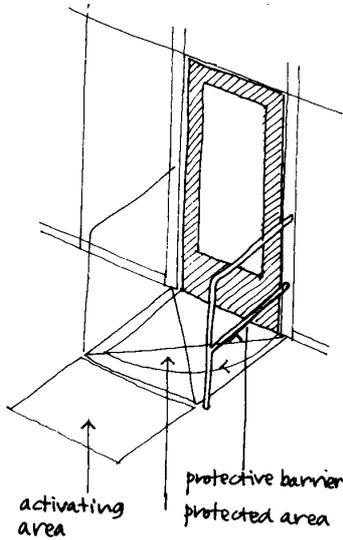


- * Minimum clear opening width 800, 830 preferred, for wheelchair access
- * Where double doors, at least one leaf to be min 800 clear
- * Thresholds to be flush
- * Single steps in association with doors to be avoided
- * Revolving doors to be supplemented by accessible side-hung or sliding door in regular use
- * Glazed doors to be clearly identifiable
- * Vision panels desirable, extending below middle rail for visibility
- * Ironmongery to be easily usable and clearly identifiable
- * Door closers to have a minimum practicable opening pressure
- * Doors to have kicking plates

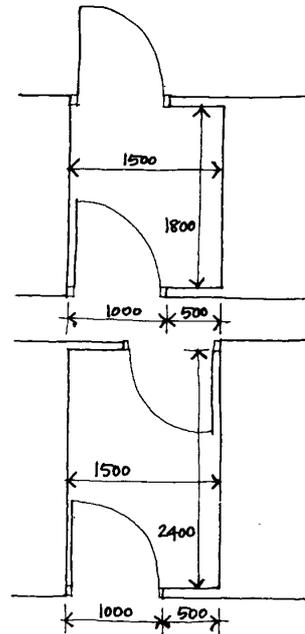


EXTERNAL FEATURES

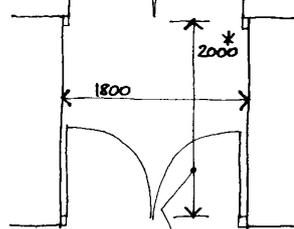
Automatic Doors



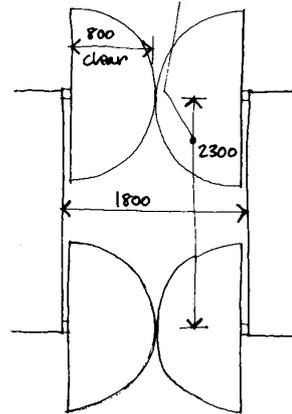
- * Automatic doors desirable
- * Hinged doors require extra care to prevent accidental injury



- * 2100 : automatic sliding doors
- * 2500 : automatic hinged doors

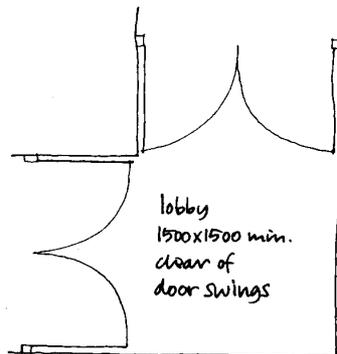


between door faces



Approach and Lobbies

- * Doors to be sited for easy, unobstructed approach
- * Lobbies to allow for wheelchair manoeuvre
- * Mats to be close-fitting, flush with floor surface, and firm



ANNEXE 7: DEVELOPMENT WITHIN BUFFER ZONES

The following criteria relate to development proposals within Buffer Zones identified under Policy BE9 in Written Statement.

A7.1 DEVELOPMENT ACCEPTABLE WITHIN A BUFFER ZONE

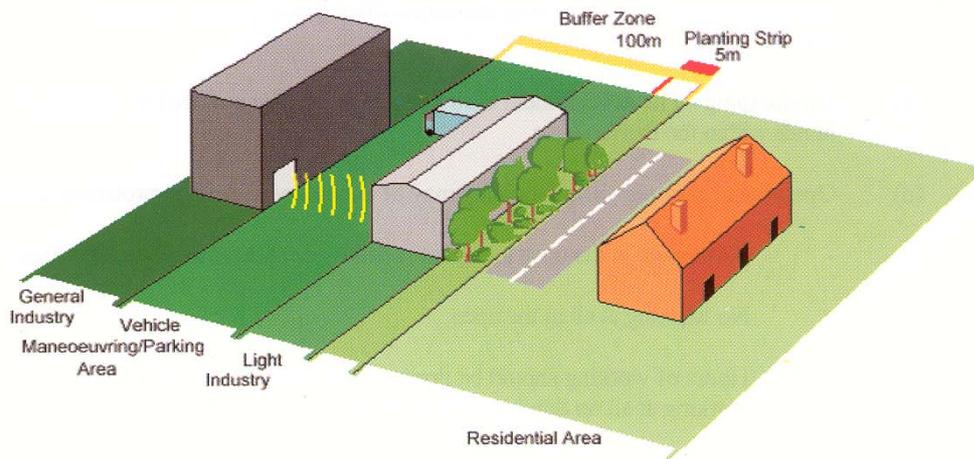
It will no doubt be found that there are many uses which can function satisfactorily as environmental buffers. However, the main uses of land which are considered acceptable and most likely to occur within designated Buffer Zones are:-

- (i) Open Space - for example, playing fields, allotment gardens, woodland or public open space. These uses can form suitable buffers, provided they are of sufficient depth to permit the dispersion of smoke, fumes and sound pressure waves to low and innocuous levels. The desired effect may be enhanced by appropriate ground contouring and be visually reinforced, where required, by landscape planting (see Example A).
- (ii) Class B.1 - 'Business' (i.e. office, research and development, light industrial processes); or in some circumstances, Class B.8 - 'Storage or Distribution', both as scheduled in the Town and Country Planning (Use Classes) Order 1987 (see Example B).

BUFFER ZONES EXAMPLES

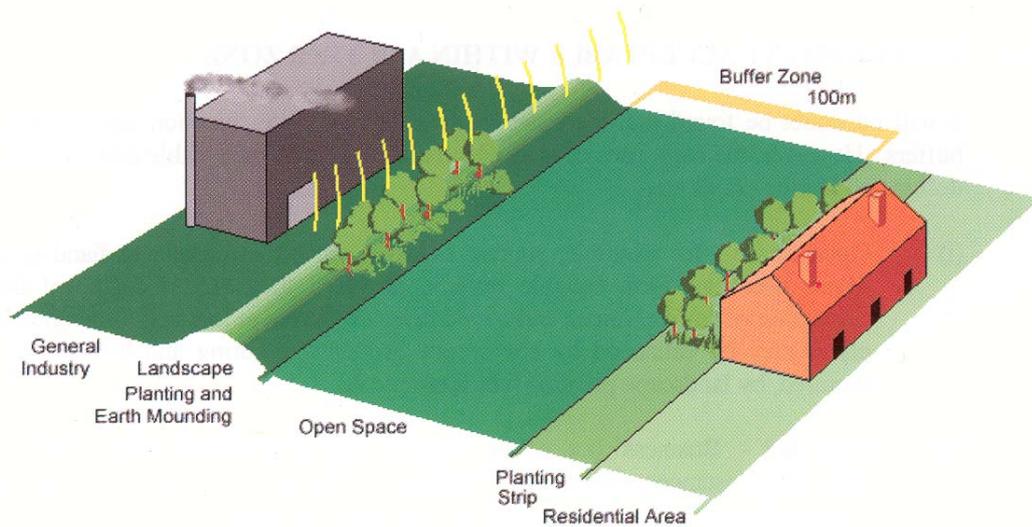
Example A : Industrial Buffer

Example A : Industrial Buffer



ANNEXE 7 : DEVELOPMENT WITHIN BUFFER ZONES

Example B : Open Space Buffer



All such development shall be subject to the following:

- (a) Site layout - Building(s) should be interposed between open areas, such as vehicle parking/circulation space, and housing areas. It should be ascertained that the buildings will remain, to act as a barrier, or be replaced as long as the site use continues.
- (b) Built Form - The size and appearance of buildings should be in keeping with a residential outlook. The orientation of buildings should maximise noise containment and attenuation. For example, openings should face away from housing areas, especially large openings such as vehicular access doors.
- (c) Landscaping - The development shall be screened and/or softened by landscape planting, walls or bunds within the Buffer Zone.
- (d) Operational controls - The following may be necessary in order to protect residential amenity:-
 - No storage in the open except in specially designated and screened areas;
 - No working at all in the open;
 - Hours of working should be limited to between 7 a.m. and 7 p.m. on weekdays, with no working at all on Sundays and Bank Holidays;
 - Hours of access for HGV's should be limited to between 6 a.m. and 10 p.m. on weekdays, with no access at all on Sundays and Bank Holidays;
 - No storage of toxic materials;
 - No adverse effects should be caused to residential amenity by noise, vibration, smell, fumes, smoke, soot, ash, dust, grit or by any other means.

ANNEXE 7 : DEVELOPMENT WITHIN BUFFER ZONES

Physical features, such as differences in ground level, or other existing natural or man-made barriers to the transmission of industrial emissions into residential areas, should be taken into account in assessing the need for specific design characteristics within or operational controls over new development.

A7.2 DEVELOPMENT NOT APPROPRIATE WITHIN A BUFFER ZONE

'Class B.2 - 'General Industrial' of the Town and Country Planning (Use Classes) Order 1987 as subsequently amended (including former Classes B.4 to B.7 - 'Special Industrial Groups' A-E), and uses of a broadly similar nature, such as oil and chemical storage, open storage, road haulage depots and some warehousing uses, are uses which can be expected to generate adverse effects on the amenity of residential areas. As such, they will not be permitted in a Buffer Zone unless they can be adequately and effectively controlled so as not to cause any harm to residential amenity. Such controls will be applied through the use of planning conditions or obligations. These may, for example, seek to limit the use of land to specific activities, where others within the same use class could generate noise or other emissions of a type or scale not taken account of in the original development proposal, and where the only alternative would thus be a refusal of planning permission.

Also, because it is their amenity which is to be protected or improved, it will not generally be appropriate for houses, or any other developments which are sensitive to industrial impact, to be built in a Buffer Zone. In order that residential development may, exceptionally, be considered acceptable within a Buffer Zone, where a housing site abuts an existing industrial area, the design and layout of the housing development will need to ensure that a satisfactory living environment is achieved by having regard to the following guidelines:-

- (a) The layout and orientation of housing areas should not be such that the principal elevations and openings of dwellings (the windows and doors) face an industrial area in close proximity, even if a high wall or other screen is proposed.
- (b) A residential access road could be located within the Buffer Zone, positioned between the dwellings and the industrial area so as to add distance between the conflicting uses. Double-glazing and trickle-ventilation should be provided in the houses and a screen of trees or landscaped bund provided on the industrial side of the road.
- (c) Where it is unavoidable that the rear elevations of dwellings will face an industrial area, it is essential that their private or communal garden areas should not directly abut or be in close proximity to industry. Otherwise the enjoyment of the gardens by occupiers of the dwellings is likely to be prejudiced as a result of unavoidable industrial emissions.
- (d) Parking areas and/or garages should, where possible, be positioned between the rear or communal gardens of dwellings and the industrial area to add distance and some structural buffering. The buffer effect should be reinforced with landscape planting, and walling or fencing or, where possible, with bunding.
- (e) Alternatively, dwellings should be so orientated that an elevation containing windows serving non-habitable rooms or circulation areas, usually in a gable end wall, faces the industrial area. In this case, the private or communal gardens should be far enough away, or sufficiently well buffered from the industrial area to remain usable and enjoyable as intended at all times.

ANNEXE 8: CRITERIA RELATING TO THE CONTROL OF RESIDENTIAL DEVELOPMENT IN THE GREEN BELT

A8.1 EXTENSIONS TO EXISTING DWELLINGS

The following criteria relate to Policy GB5 in the Written Statement.

- (i) Extensions to existing dwellings in the Green Belt will be strictly controlled. Where extensions are considered acceptable, it is desirable that they should be limited to a fixed maximum size, this being the floor area represented by two reasonably sized rooms (calculated from the dwelling as originally constructed), including what is permitted by the Town and Country Planning General Development Orders. Any extension must be of a scale, size, siting and design, and of materials of construction, that the appearance of the original dwelling, the immediate locality and the countryside in general, is not adversely affected.
- (ii) Extensions which are tantamount to the creation of an additional dwelling will not be permitted.
- (iii) Reasonableness of extensions will be judged in terms of the adequacy of the internal living space for particular dwelling, rather than the requirements of a particular existing or prospective occupier.
- (iv) There will be a presumption against extensions to dwellings that are not in permanent residential use, to temporary dwellings, and to dwellings nearing the end of their lives on sites where replacement would not be permitted.
- (v) The extension of the curtilage of a residential property which involves an incursion into the Green Belt will not be permitted.

A8.2 ONE-FOR-ONE REPLACEMENT OF EXISTING DWELLINGS

The following criteria relate to Policy GB3 in the Written Statement.

- (i) The property to be replaced must be in permanent residential use. The replacement of temporary dwellings, or those nearing the end of their lives, will not be permitted.
- (ii) The direct replacement of floor area and volume of the existing dwelling.
- (iii) The addition to (ii) above of the existing policy of permitting the equivalent of a two reasonably sized room extension. Extensions previously agreed, or made to the original dwelling, will be taken into account.
- (iv) Accommodation within the roof space of a replacement dwelling may be acceptable provided the total floor area, at ground and first floor, does not exceed that calculated in (ii) and (iii) above. The potential use of the roof space for habitable purposes will be taken into consideration.
- (v) Separate garage accommodation.
- (vi) The extension of the curtilage of a residential property, which involves an incursion into the Green Belt, will not be permitted.
- (vii) New development will be judged in terms of the above policy rather than the requirements of a particular or prospective occupier. A high standard of design and the use of appropriate materials will be required.
- (viii) Replacements which adversely effect the appearance of the immediate locality, and the countryside in general, will be resisted.

ANNEXE 9 : INFILL AND BACKLAND DEVELOPMENT - RESIDENTIAL PRECINCTS

A9.1 POLICY GUIDANCE

A9.1.1 Background:

This guidance relates to Policy H11 in the Written Statement and identifies areas of special character in Thurrock to which the policy and specific development constraints and criteria apply.

These areas were identified at the Council's Local Plan Panel meeting held on 15th February, 1993. The detailed constraints and criteria were agreed for inclusion in this Annexe at the Local Plan Panel meeting on 14th September, 1993.

A9.1.2 National policy context:

Department of the Environment Planning Policy Guidance Note 3 'Housing' (March 1992), outlines changes in emphasis to national policy guidance with regard to housing. There has been a withdrawal of the special presumption in favour of releasing land for housing (formerly in Circular 22/84).

Encouragement is now given to the formation of policies that tackle the issue of 'town cramming' and look to carefully control new development in existing established residential areas. This planning policy guidance is considered to conform with the spirit of that national guidance.

A9.1.3 Local Plan policy context:

This guidance must be viewed within the context of other policies contained in the draft Local Plan, notably those contained in the 'Built Environment' and 'Housing and Population' chapters.

A9.1.4 Purpose:

The purpose of Policy H11, and this guidance, is to place the character and appearance of certain identified areas in a position of substantial importance (these areas are hereinafter referred to as 'Residential Precincts'). When development proposals are being considered, the impact and implications for the character of the Residential Precincts will be considered as well as the factors relating to siting, design, external appearance, landscaping and access.

A9.1.5 Residential Precincts:

The Residential Precincts identified as having special character are set out in the Schedule at A9.2, together with the features and considerations relevant to them.

A9.1.6 Boundaries:

The boundaries for the Residential Precincts have been based on instances where there are clear changes in character and form of development, or the existence of other prominent features such as roads and open spaces. The Residential Precincts may include patterns of development, or comply with the identified special character. Indeed, it is often the case that their existence has been a contributory reason for introducing the policy.

ANNEXE 9 : RESIDENTIAL PRECINCTS

A9.1.7 Spaciousness:

The Residential Precincts tend to be of low density housing. Their spacious nature is, in most instances, a vital characteristic which should be protected. Proposals which would significantly erode this particular characteristic will be looked at most critically, even when design and other detailed layout considerations might be acceptable in their own right.

A9.1.8 Density:

The detailed figures as set down in Policy H8 - 'New Housing Densities', will not necessarily be directly applicable to the Residential Precincts. The relationship between appearance and density is considered to be only tenuous and is a matter that must always be mediated by design. At a given density, much variety in design is possible and it is not necessarily the case that strict compliance with some specific figure will result in the achievement of a satisfactory residential environment. In assessing development proposals, density will be only one contributory element. Site characteristics, surroundings, existing natural features, design, external appearance, as well as the retention of spaciousness, may be equally important in protecting the identified character.

A9.1.9 General design considerations:

It will not be necessary to design new houses which are simply copies of those that already exist. However, they should be sympathetic in terms of bulk, proportion, style and their position in relation to neighbours. Compatibility may be important in respect of very detailed matters such as window and door proportions/styles, external finishing materials, roof details, and the retention of existing as well as the provision of new landscaping.

A9.1.10 Housing land supply:

The policy approach to character and appearance advocated here is stringent. As such, it may have the effect of making some proposed developments totally unacceptable, or only acceptable when made much smaller in scale/size. The impact of the guidance upon housing land supply has been taken into account. A reduced potential contribution, from the Residential Precincts, towards increases in total housing stock numbers would not jeopardise the obligations of the Council to identify sufficient land available for future residential development.

A9.1.11 Precedent:

As outlined above, in assessing proposed developments, primary emphasis must be given to the character, appearance, general density and pattern of existing dwellings that together, or in part, make the Residential Precincts special. The presence of any existing nearby or isolated dwellings that in themselves have little value, or make no contribution to the special character, should not be used as a precedent for proposals of a similar nature.

ANNEXE 9 : RESIDENTIAL PRECINCTS

A9.1.12 The Homesteads:

The policy area was originally identified within the adopted East Thurrock Local Plan 1991. Within that Plan it is stated:

‘The Homesteads Ward has developed at a rapid rate over the last 15-20 years, and the provision of public open space and community facilities has not matched that development. In 1951, the population of the ward was 400 and by 1989 it had increased to almost 9,000. Much of the development has taken the form of infilling and subdivision of large garden plots. This has dramatically changed the character of the area. It is considered important to retain some of the original character of the Homesteads by restricting new development to specified sites. This will maintain a mix of housing types and density within the area’.

A policy was included in the East Thurrock Local Plan making a general presumption against further infill and backland development within The Homesteads Ward, except on certain selected sites. The sites fall within two categories:

- (i) Sites where infilling or development may be permitted in principle, subject to development control criteria and physical infrastructure.
- (ii) Sites with more constraints where consideration to new developments can be given, but will require greater control than above to protect the character of the area.

For the purposes of the Borough Local Plan, it has been resolved that The Homesteads area be treated as a Residential Precinct, and its protection be incorporated into the general infill and backland policy. The specific parts of The Homesteads ward where residential development may be permitted, in accordance with (i) and (ii) above, are outlined in section C of the following schedule.

ANNEXE 9 : RESIDENTIAL PRECINCTS

A9.2 DETAILED PLANNING POLICY CRITERIA

A. GRAYS

A.1 **1-49 St. George's Avenue (Odd) 60-66 Southend Road 67-99 Ward Avenue 14-56 Bradleigh Avenue 22-32 Langthorne Crescent**

Characteristics:

- A mix of semi-detached and detached dwellings on well-defined building lines.
- Exceptionally deep back gardens backing and flanking on to one another, which form a very substantial undeveloped area. These are an important amenity area which has matured significantly over the year.

Boundaries:

- On all sides the area is bounded by the roads which the dwellings front.

Considerations:

- Proposals which would entail incursions into the undeveloped area will be resisted.

A.2 **8-12 Bradleigh Avenue 1-27 Langthorne Crescent 14-34 College Avenue**

Characteristics:

- A mix of detached and semi-detached houses on relatively formal building lines.
- The area is particularly spacious, especially to the Bradleigh Avenue and College Avenue frontages.
- A variety of house type, sizes and architectural styles.
- Rear garden sizes and shapes are particularly variable but in combination create a mature, well-treed interior that may be glimpsed between buildings.

Boundaries:

- On all sides the area is bounded by the roads which the dwellings front.

ANNEXE 9 : RESIDENTIAL PRECINCTS

Considerations:

- The spacious nature of area will be safeguarded.
- There will be a presumption against the sub-division of any plots for the purposes of providing additional and increased frontage development. This is especially the case with regard to the rear of 34 College Avenue and 12 College Avenue.
- Proposals which would entail an incursion into the existing rear garden areas will be resisted.

A.3 'Comus - Fair Court', College Avenue 13 & 15 College Avenue 1-9 Cresthill Avenue

Characteristics:

- Significant and mature vegetation in verges and front gardens, particularly at the corner of College Avenue/Cresthill Avenue and along College Avenue.
- Mix of dwelling types, some of distinctive and prominent appearance.
- Spacious appearance to the street scene with clear gaps, of variable widths, between dwellings.

Boundaries:

- On all sides the area is bounded by the roads which the dwellings front.

Considerations:

- The spacious nature of the area will be safeguarded.
- Redevelopment of plots leading to their sub-division will be resisted.

A.4 2-6 Bradleigh Avenue 2-34 Cresthill Avenue 1-11 College Avenue

Characteristics:

- A continuous frontage containing a mix of architectural styles both in detached and semi-detached form. Some dwellings stand as a very prominent feature in the street scene.
- No regular building line.

Boundaries:

- To the rear, these properties are adjoined by the curtilages of other dwellings.

ANNEXE 9 : RESIDENTIAL PRECINCTS

Considerations:

- Infilling on the few narrow gaps that still exist will be resisted.
- Redevelopment of plots leading to their sub-division will be resisted.
- Any new development proposals must pay careful and due regard to neighbours (especially where these are older dwellings), in terms of bulk, proportion and style.

A.5 17-23 College Avenue 38-58 College Avenue East Lodge + Berwood, College Avenue

Characteristics:

- Detached dwellings on broad plots.
- Dwellings of a variety of architectural styles with detailed features of interest.
- Mature vegetation within the roadside verges and front gardens are important in visual amenity terms.
- Irregular building lines and significant but variable open gaps between dwellings.

Boundaries:

- North : School playing fields, gardens to other dwellings.
- South : Area of old quarry, now largely reverted to nature and within the grounds of a school.
- East : School.
- West : Bradleigh Avenue.

Considerations:

- Visual appearance of this mature and very attractive street scene will be rigorously safeguarded.
- The infilling of the narrow gaps that exist will be resisted.
- Proposals which would result in the sub-division of existing plots for the purposes of providing additional and increased frontage development will be resisted.
- Any new development proposals must pay careful and due regard to neighbours in terms of bulk, proportion and style.

ANNEXE 9 : RESIDENTIAL PRECINCTS

A.6 7-41 Palmers Avenue 4-24 Palmers Avenue

Characteristics:

- Large, primarily detached dwellings on relatively broad, and in some cases, deep plots. Dwellings often appear as very dominant features in the street.
- Dwellings of a variety of styles and designs.
- Very regular building line.

Boundaries:

- With the gardens of other properties to the rear and flanks.

Considerations:

- The dominant character of development on this busy thoroughfare should be retained.
- Development which would result in the sub-division of existing plots for the purposes of providing additional frontage development will be resisted.

A.7 14-74 Windsor Avenue (East) 23-79 Chestnut Avenue (West) 2-86 Chestnut Avenue (East) 1-99 Connaught Avenue (West)

Characteristics:

- An area of suburban type development comprising dwellings of varying styles situated on deep plots. Development laid out in this manner originally extended over a wider area.
- Substantial rear garden areas which, when taken together, form areas of significant amenity value.

Boundaries:

- North : Dwellings on smaller plots.
- South : Higher density development largely created by the sub-division of previously deep plots.
- East & West : Higher density development largely created by incursions into what were previously areas of back garden.

Considerations:

- The character of this remaining area of low density suburban development will be protected. Development upon the rear garden areas in the form of short cul-de-sacs (as presently evident between existing and adjoining avenues) will be resisted.

ANNEXE 9 : RESIDENTIAL PRECINCTS

A.8 186-208 Lodge Lane

Characteristics:

- Large detached dwellings varying in design, size and style.
- Deep building lines which have allowed for substantial vegetation/planting between the roadside and buildings.
- Mature trees and shrubs which are of strong visual significance in the street scene and open to view over wide distances.
- Impact of cars on the street scene is minimised by the siting of dwellings and the planting in depth that exists.
- Large plot sizes both in width and depth. Variable open gaps between the dwellings.
- Spacious feel is reinforced by the wide distance between the main carriageway of Lodge Lane and front boundaries.

Boundaries:

- North : Largely curtilages of dwellings in a relatively recent backland development.
- South : Lodge Lane and a slip road/verge fronting Lodge Lane.
- East : Nutberry Avenue and rear boundaries of properties fronting that road.
- West : Relatively recent frontage development.

Considerations:

- The well established and mature planting to the front of dwellings should be safeguarded. The deep building lines should be adhered to.
- Proposals which would result in the sub-division of existing plots for the purposes of providing increased frontage development will be resisted.
- Significant spaces between dwellings must be retained.
- Development of the character adjoining, opposite and fronting Lodge Lane will be resisted.

A.9 92-116 Lodge Lane

Characteristics:

- Detached dwellings of varying style, size, age and design.
- Variable building lines.
- Sporadic planting results in dwellings being quite exposed in the street scene. Open gaps between dwellings are very evident.
- Slip road and verge between the front boundaries and Lodge Lane reinforces the spacious feel.
- Wide and, in some cases, deep plots.

ANNEXE 9 : RESIDENTIAL PRECINCTS

Boundaries:

- The area is bounded by other residential development on three sides but sub-divided by Connaught Avenue.
- Lodge Lane and a slip road/verge to the front.

Considerations:

- The obvious spacious feel to the area will be safeguarded.
- Proposals which would result in the sub-division of existing plots for the purposes of providing increased frontage development will be resisted.
- Proposals which would entail an incursion into the existing rear garden areas will be resisted.
- Development of the character adjoining opposite and fronting Lodge Lane will be resisted.

B. CORRINGHAM

B.1 The Frost Estate comprising part or all of York Avenue, Windsor Avenue, Chamberlain Avenue, Lampits Hill Avenue, Balmoral Avenue, Arundel Drive, Carisbrooke Drive, Central Avenue, Giffords Cross Avenue, Pembroke Avenue, Montfort Avenue, Lampits Lane and Lampits Hill

Characteristics:

- A distinctive inter-war, low density estate consisting primarily of detached and semi-detached bungalows on regular building lines and in some cases very deep plots.
- Most of the avenues on the estate have not been adopted for highway purposes and in the main are nothing more than vehicle-wide concrete strips with substantial grass verges either side.
- The configuration of road, verges and occasional planting combine to give a spacious feel to the street scene, yet of a scale not dictated or dominated by the needs of the motor car.
- Large areas of rear garden which in places combine to form wider areas of significant amenity value.
- Small pockets of infill development have taken place which are not wholly in keeping with the character of the estate.

Boundaries:

- North : Residential development of a much higher density.
- South : Sports ground, allotments and other residential development of varying character.
- East : Lampits Hill together with shops, commercial premises and other properties fronting that road.
- West : The high density residential area known as The Crux Estate, sports ground, church and Springhouse Road.

ANNEXE 9 : RESIDENTIAL PRECINCTS

Considerations:

- When considered acceptable, new development should be of a similar size, bulk, scale and form to that comprising the original estate.
- The estate is an isolated enclave of spacious low density development, in what is an otherwise substantially built-up urban area. Proposals repeating the more intensive and higher density residential developments, which may be found elsewhere in the locality, will be resisted.
- The open and spacious character of the estate will be protected. Incursions into existing rear garden areas will be resisted.
- The sub-division of broader plots to provide increased frontage residential development will be resisted.
- Any new development proposals must pay careful and due regard to neighbours in terms of bulk, proportion and style. High or two storey dwellings will be resisted in areas which are primarily original estate bungalows.

C. THE HOMESTEADS WARD

The whole area is identified as a Residential Precinct where infill and backland development will not normally be permitted. However, within the area, the following sites have been identified as having potential for development within either Category A - Development acceptable in principle, or Category B - Sites with more constraints, as defined in Section A9.1.12 above.

Category A : Development acceptable in principle

C.1A 'The Willows', Morley Hill

- Site is situated on the eastern side of Morley Hill, immediately to the north of number 98.
- It has a frontage of approximately 43 metres and depth of 66 metres.

C.2A 'Hillview', Morley Hill

- Site is on the west side of Morley Hill and to the north of Branksome Avenue.
- It is not a regularly shaped site but with a frontage to Branksome Avenue of approximately 52 metres and a return frontage to Morley Hill of 110 metres.

C.3A Rear of 'Windyridge', Branksome Avenue and south west of Aldria Road and Straun Avenue

- Site is the rear-most portion of the extensive homestead plot of 'Windyridge'.
- It has a depth of approximately 70 metres to the rear of 'Windyridge' and is tapering in nature.

ANNEXE 9 : RESIDENTIAL PRECINCTS

C.4A Site off south-west end of Avondale Gardens

- Site is an open area formerly part of an extensive homestead curtilage.
- It is regular in shape measuring approximately 70 metres x 34 metres.

C.5A Site rear of 'Failand', Branksome Avenue

- Site is the rear-most portion of the extensive homestead plot of 'Failand'.
- Relatively recent residential development adjoins the site on either side fronting Hobhouse Road and Silverdale East.
- The depth of the site is variable, being, at its maximum, approximately 75 metres. The width is approximately 41 metres.

C.6A Site rear of 181, Southend Road

- Site formerly formed part of the very deep curtilage of 181, Southend Road.
- It is closely adjoined, on three sides, by residential development and the open rear garden area of 183, Southend Road on the remaining side.
- It measures approximately 20 metres x 64 metres.

Category B : Sites with more constraints

C.1B Land rear of 'The Mudlarks', Southend Road

- Site is the rear half of the curtilage of 'The Mudlarks'. It is adjoined on all sides by existing residential development.
- It is rectangular in shape having an approximate breadth of 20 metres and depth on its boundaries of approximately 46 metres.

C.2B Land rear of 'Magnolia', Branksome Avenue

- Site is a portion of a once, much wider, homestead plot. It is presently landlocked with no roads directly adjoining or abutting.
- In size it is approximately 27 metres x 50 metres.

C.3B Land between 'Failand' and 'Hollingside', Branksome Avenue

- An infill plot with direct frontage to Branksome Avenue.
- Frontage width is approximately 18 metres and depth 24 metres. It tapers in shape, being slightly broader at the rear.

ANNEXE 9 : RESIDENTIAL PRECINCTS

C.4B Land rear of 183 and 191, Southend Road

- A land locked site that presently forms the greater part of two deep back gardens.
- It is of a regular size being approximately 37 metres x 64 metres.

APPENDIX 1

ESSEX STRUCTURE PLAN POLICIES REFERRED TO IN THIS PLAN

The policies of the Essex Structure Plan are taken from the approved First and Second Alterations, which are based on the monitoring and review of the 1982 Approved Essex Structure Plan.

BUILT ENVIRONMENT

- BE1** Best use should be made of vacant, derelict or under used land within built up areas.
- BE2** Residential development should in general achieve the highest density compatible with local environmental considerations and with the desirability of providing a wide range of sizes and types of houses. Densities will be related to the function and existing character of the area. Estate development should normally achieve a density of not less than 30 dwellings per hectare (12 per acre) and/or 150 habitable rooms per hectare (60 per acre). In the development or redevelopment of urban areas, considerably higher densities may be appropriate, provided that the development be compatible with its surroundings and that suitable community and other facilities be available.
- BE5** Proposals for mobile homes/permanent caravans and houseboats shall be considered with the general policies for the location of residential development, Green Belt, rural areas and the conservation of natural resources.
- BE6** Provision is to be made for gypsy caravan sites in exercising the functions of the caravan sites act 1968. All proposals for gypsy caravan sites whether public or private will be considered against;
- (i) total number of gypsy families to be accommodated in Essex;
 - (ii) migratory habits, primary areas of local trade and employment, seasonal or permanent;
 - (iii) requirements of gypsy families in respect of permanent sites, transit sites and temporary stopping places on the basis of the needs within each district Council area.
- BE7** The local planning authority will seek to ensure that:
- (i) all new buildings are appropriate in their setting, and materials are in keeping with the character of the locality;
 - (ii) the layout of new residential areas provides satisfactory living conditions for the residents; and
 - (iii) within new residential areas all modes of movement are made safe and convenient.
- BE12** Proposals for development intensifying or extending a built-up area should make satisfactory provision for the location and amount of open land.
- BE13** The townscape value of major natural features and important areas of open space in towns and villages shall be safeguarded.
- BE15** Development which may lead to unacceptable levels of pollution of natural resources will not be permitted.

APPENDIX 1 (CONT'D)

CONSERVATION

- C1** Within conservation areas all those buildings, open spaces, trees, views and other aspects of the environment which go to make up the character of such places will be protected and enhanced. Proposals for new development which would be to the detriment of the local scene and character of the area will normally be refused. In the consideration of applications for development affecting conservation areas, regard will be paid to the following desiderata:
- (i) the position of new buildings should enhance the townscape character of the area. All new development or redevelopment which would be to the detriment of the local scene and character of the area will normally be refused;
 - (ii) the materials to be used should be appropriate to the area and sympathetic to the adjoining buildings;
 - (iii) the mass of the building should be in scale and harmony with the adjoining buildings and the area as a whole;
 - (iv) the design of the building should be such that the proportions of the parts relate to each other and to the adjoining buildings.
- C3** In areas where development will not otherwise be allowed the conversion of buildings of architectural or historic interest may be permitted in appropriate circumstances where this would preserve a building.
- C4** Development which would substantially and adversely affect an area or site of outstanding archaeological interest will not normally be permitted.
- C5** Important archaeological areas and sites in the county will be protected and conserved wherever possible.
- C6** Where important archaeological sites and monuments, whether scheduled or not, and their settings, are affected by a proposed development, there will be a presumption in favour of their preservation in situ. In situations where there are grounds for believing that the proposed development would affect important archaeological sites and monuments, developers will be required to arrange for an archaeological field assessment to be carried out before the planning application can be determined thus enabling an informed and reasonable planning decision to be made. In circumstances where preservation is not possible or feasible, then development will not be permitted until satisfactory provision has been made for a programme of archaeological investigation and recording prior to the commencement of the development.

SETTLEMENT PATTERN

- S1** Development will be concentrated in urban areas and selected settlements in rural areas. Provision is made for 95,750 dwellings (net) in Essex between April 1986 and March 2001. (Provision for Thurrock is indicated at 9,900 net.)
- S2** Proposals for locating new residential development will be considered in relation to the following criteria as well as other policies in this statement:
- (i) accessibility to employment, schools, shops, community services and public transport;
 - (ii) capacity of services such as water and drainage;
 - (iii) the effect of the development upon the character of the settlement and upon the viability of village community life;
 - (iv) the relationship of the scale of the development to the size of the settlement.

APPENDIX 1 (CONT'D)

- S3** Displacement of open land uses from within built up areas into the Green Belt to provide for further building will not normally be permitted.
- S5** Development of community facilities will be encouraged in those places where they can benefit the greater number of people while endeavouring to ensure that services are accessible to villages in general.
- S6** A Green Belt will be maintained in the south and west of the county. The main purposes of the Green Belt are to prevent the outward spread of London, to preserve around London a stretch of open country and to prevent the coalescence of towns and villages within it. The precise boundaries of this Green Belt will be defined in local plans, but, as a general indication, the outer boundary should start at the County boundary with Hertfordshire to the north west of Bishop's Stortford, to run eastwards to meet the approximate line of the M11 motorway which it should follow southwards as far as the crossing with the A1060 road. The boundary should then follow the approximate line of the A1060 road to the western edge of Chelmsford, gird the west and south sides of that town to reach the approximate line of the A130 road, along which it should run to Rettendon place before turning eastwards towards South Woodham Ferrers. From the western boundary of the town it should run south to the River Crouch which it follows to the confluence with the River Roach. The boundary should then run west of Foulness Island to meet the Thames estuary and thence westwards, excluding existing built-up areas, as far as the county boundary with Greater London.
- S7** The Green Belt is defined tightly against London's continuously built-up area. The boundaries around towns and villages will be defined by reference to the foreseen long-term expansion of their built-up areas acceptable in the context of the stated purpose of the Green Belt and to the provisions specified in this plan.
- S9** Within the Green Belt permission will not be given, except in very special circumstances, for the construction of new buildings or for the change of use or extension of existing buildings (other than reasonable extensions to existing dwellings), or for purposes other than agriculture, mineral extraction or forestry, small-scale facilities for outdoor participatory sport and recreation, institutions requiring large grounds, cemeteries or similar uses which are open in character. Dwellings for agricultural workers may be permitted in conjunction with farms if it can be shown that the worker must be resident on the agricultural holding. Any development which is permitted shall be of a scale, design and siting such that the appearance of the countryside is not impaired.
- S13** Sites in institutional use as defined in the Town and Country Planning (Uses Classes) Order 1987 may become available for development which will increase the provision for development specified in this plan unless already indicated in local plans. Any such development proposals in the Green Belt and rural areas which may exceptionally be permitted will be considered in relation to the following criteria:
- (i) The siting of existing buildings and their relationship to an urban area;
 - (ii) The need for the retention and enhancement of the amenity value of the site and public access to it;
 - (iii) Any redevelopment should not normally occupy a larger area nor exceed the height of existing buildings.

NATURAL RESOURCES

- NR1** There will be a general presumption against development causing the sterilisation or disruption of commercial farmland and, where possible, land unsuitable for productive agricultural use should be developed instead.

APPENDIX 1 (CONT'D)

- NR2** Development which would result in the loss of land included in grades 1, 2 and 3a of the Ministry of Agriculture, Fisheries and Food land classification will normally be refused unless it can be shown that no suitable alternative site of lesser agricultural value is possible and there is an overriding need for the development.
- NR3** Development ancillary to agriculture but not forming part of a farm holding will not be permitted in the countryside unless it can be demonstrated that there is a justifiable agricultural need, and that the activity could not be located in a town or built-up area.
- NR4** High standards of layout and design for farm buildings in the countryside will be promoted and encouraged in order that new buildings complement the character of the countryside in which they are to be situated.
- NR6** There will be a presumption against any development which would adversely and materially affect designated national nature reserves and sites of special scientific interest.
- NR7** Proposals for new nature reserves in appropriate locations will be encouraged and existing nature reserves will be protected from development as far as possible.
- NR8** Development prejudicial to the retention and management of important wildlife habitats and their inter-relationships will normally be refused.
- NR12** Within special landscape areas, in addition to other policies set out elsewhere in this statement, there will be a presumption against development unless its location, siting, design, materials and landscaping accord with the character of the area in which the development is proposed. The special landscape areas are:
- Mardyke;
Langdon Hills.
- NR13** In areas where the landscape needs improvement, emphasis will be given to measures that will help to restore and enhance damaged landscape.
- NR13A** The satisfactory restoration of derelict or despoiled land to achieve appropriate after-uses will be sought by planning conditions, Section 106 agreements, orders made under the 1991 Minerals Act, or by voluntary action by the industry and/or the Mineral Planning Authority.
- NR14** In order to improve the physical environment, encouragement will be given to the planting of native trees and shrubs. Priority for tree planting schemes will be given to areas denuded of healthy trees by disease or decline in the course of farming changes and to landscape improvement areas. The needs of good farming, together with the need to conserve more important elements of the existing landscape, will be taken into account.
- NR15** In proposals for development existing woods, trees and hedgerows should be retained wherever possible and new planting of appropriate species will normally be required to replace any losses resulting from development.
- NR16** Existing woodlands should be retained wherever possible with management appropriate to age, use, location and scientific interest.
- NR17** Any proposals which would adversely affect the physical appearance of the protected lanes of historic or landscape value or give rise to a material increase in the amount of traffic using these lanes will not normally be allowed.
- NR18** There shall be the most stringent restrictions on development on the rural and undeveloped coastline outside built-up areas and any development which is exceptionally permitted shall not adversely affect the open and rural character or wildlife.

APPENDIX 1 (CONT'D)

- NR19** Mineral working will be permitted only where there is an identified national, regional or local need for the mineral concerned.
- NR20** Wherever possible, potentially workable mineral deposits will be safeguarded from surface development that would sterilise the minerals or prejudice their working. If, in the opinion of the council, surface development should be permitted, consideration will be given to the prior extraction of the minerals to the extent that such extraction would not be likely to render the site unsuitable for the development proposed.
- NR21** Mineral workings will not be permitted where such operations are likely to have an undue impact on the conservation of other natural resources including water resources, special landscape areas, areas of scientific, historic or archaeological interest, and nature reserves.
- NR23** Mineral working and associated activities will not be permitted where they are likely to have an adverse effect on public safety and local amenity, unless proposals are included to adequately mitigate the adverse effects to the satisfaction of the local plan authority.
- NR24** Mineral working proposals will not be permitted unless there is accompanying evidence that the land contains minerals in sufficient quantity and quality.
- NR25** Planning permission will not normally be given for the working of minerals unless the land concerned is capable of being restored within a reasonable time to a condition such as to make possible an appropriate and beneficial after-use. Where planning permission for mineral working is given on grade 1, 2 or 3a of the Ministry of Agriculture's land classification, the land will be required to be restored within a reasonable time and as nearly as possible to its former agricultural quality. Where filling material is necessary, permission will not be given until it is shown that suitable material will be available. Wherever possible land permitted for mineral working will be restored to agricultural use, but due regard will also be had to the need for areas for nature conservation, water-based recreation, afforestation and leisure activities. Where permission is given, conditions will be imposed to secure:
- (i) progressive working and restoration; and
 - (ii) after care and maintenance of the restored land for not less than 5 years; and
 - (iii) a beneficial after use of the restored land including the use of areas that remain waterfilled.
- NR26** When mineral working is permitted, provision should be made for use of the most appropriate form of transport with preference for the movement of materials over long distance by rail, sea or pipeline rather than by road.
- NR31** The primary processing plant will normally be expected to be located within the limits of any mineral working at either a low level or with steps being taken to mitigate its visual and aural impact. Sites with their own processing plant will be preferred to minimise movement of material on public roads and, by conditions imposed on permission, plant will not normally be available for material imported on to the site.
- NR32** Plant for the secondary treatment of minerals will only be acceptable for location on mineral extraction or processing sites where it can be demonstrated that the use will not cause unacceptable environmental conditions or traffic problems and that the mineral won from the associated working will form the bulk of material used in the process. Such plant will be removed when mineral extraction or processing ceases.
- NR33** The provision of depots for mineral importation and distribution, either by rail or water, will be encouraged subject to the suitability of the site in terms of its impact on the environment, access to the primary road network and acceptance in terms of other policy considerations.

APPENDIX 1 (CONT'D)

EMPLOYMENT

- E1** Economic activity and job creation will be encouraged and promoted except where development would conflict with other planning policies. The main provision for the expansion of existing firms and the introduction of new employment in the County is to be concentrated in the urban areas. Industrial and warehousing land will be in a variety of easily accessible areas. The table below indicates the scale of provision which is expected to be required in each district council area.

1986-2001

<u>District</u>	<u>Industrial/ Warehousing (Hectares)</u>	<u>Offices over 1000m² (‘000m²)</u>
Thurrock	270	<10

In addition provision will be made, where appropriate, for small scale office developments of less than 1000m², generally to cater for local service needs.

- E1A** Greater flexibility in the use of industrial land for development providing employment will be allowed, particularly at West Thurrock and in the town of Basildon.
- E6** Office development over 4,000m² (43,000 sq.ft.) will be developed primarily within the towns of Basildon, Chelmsford, Clacton, Colchester, Harlow, Southend and in the urban areas of Thurrock Borough accessible to public transport facilities.
- E7** Office development between 2,000-4,000m² (21,500-43,000 sq.ft) will be developed primarily in the towns of Basildon, Braintree, Brentwood, Chelmsford, Clacton, Colchester, Harlow, Rayleigh, Southend, Wickford and Witham, in the urban centres of Laindon and Pitsea, and in the urban areas of Thurrock Borough.
- E9** Proposals for the establishment and/or limited expansion of suitable small-scale industrial activities in existing premises, or on new sites within urban areas but outside areas reserved for industry, will normally be permitted provided that the proposal does not conflict with other planning policies.
- E10** Wholesale and storage warehouses, and associated distribution facilities and haulage depots, will normally be permitted within sites reserved for industrial purposes provided they have good access to the primary road network.
- E12** New oil refinery, petro-chemical or gas installations will not be permitted unless it can be demonstrated that the development will not add materially to environmental, safety or health hazards. When determining applications for development at existing installations, the local planning authority will take into account the same considerations but will also have regard to the need to accommodate changes in technology and economic circumstances.

PUBLIC SERVICES

- P1** Land for further development will only be released when necessary resources are likely to be available to provide the services and facilities which are essential for the convenience and well-being of those living on, working on, or using that land.
- P3** Proposals for development within the flood plains of watercourses will not normally be permitted.

APPENDIX 1 (CONT'D)

SHOPPING

SH1 Retail development will normally be concentrated in sub-regional and district centres and supplemented, where appropriate, by local shopping centres elsewhere within the built-up areas of towns and villages. The current hierarchy of shopping centres listed below will be maintained and enhanced. Proposals for shopping development should generally be consistent with the role of each centre and should sustain or enhance its attractiveness.

(i) Sub-regional shopping centres -

Lakeside Centre, West Thurrock.

(ii) District shopping centres -

Grays.

(iii) Local shopping centres.

Retail development may exceptionally be permitted elsewhere subject to Policy SH4.

SH4 Within the locations identified in SH1, retail development will normally be concentrated in existing town and local shopping centres subject to environmental and traffic considerations and should sustain or enhance the viability of those centres.

Large food stores and retail warehouse development may be permitted elsewhere within the urban area.

All large scale retail development proposals will normally need to satisfy the following:-

1. Individually or cumulatively with other recent and proposed large scale development, it should not materially affect the vitality and viability of any existing centre as a whole.
2. It should be accessible to car-borne shoppers, to those using public transport, and to other users, and
3. It should not give rise to problems of access, road safety or traffic congestion, and
4. It should provide adequate car parking and servicing arrangements, and
5. It should not be materially harmful to the visual character of the area or cause unreasonable loss of amenity to adjoining land uses, and
6. It should not materially prejudice the provision of other major land uses particularly the supply of land for employment, housing, and community uses such as open space, and where land is scarce.

LEISURE, RECREATION AND TOURISM

Subject to other Policies in the Plan, and in particular to Policy NR8.

L3 Facilities for informal countryside recreation including, where appropriate, further provision and extension of country parks, will be encouraged in the following locations:

Mardyke Valley;
Horndon on the Hill to Langdon Hills.

APPENDIX 1 (CONT'D)

Within these areas encouragement will be given to the establishment of agreements, and the management of land, for public access. Development which would prejudice the recreational value of these areas will not normally be permitted.

- L6** The provision of recreational facilities within areas of derelict or despoiled land will be favourably considered providing:
- (i) the use is compatible with adjoining uses;
 - (ii) the visual appearance of the area is enhanced;
 - (iii) the ecological value of the area is not impaired;
 - (iv) the traffic generated by the proposed use can be accommodated by the adjoining road network in both physical and environmental terms.
- L7** Major countryside recreation facilities will be safeguarded and measures will be employed to control capacity and to accommodate a range of activities appropriate to the sites.
- L7A** The network of definitive public rights of way will be safeguarded and improved and publicised. Where appropriate new rights of way will be created.
- L10** The creation of inland water which could be brought into recreational use will be encouraged in appropriate places and in particular where there is a marked deficiency in water space.
- L12A** The development of new hotels and motels will be encouraged within towns and coastal resorts and, in appropriate circumstances, adjoining them so long as they are well related to the primary road network and do not conflict with other planning policies.
- L15** Tourist facilities, such as transit picnic sites and tourist information points, will be concentrated on or near the major roads in places which do not conflict with countryside conservation policies.
- L17A** The development of leisure facilities in areas allocated for industrial or retail use, or developed in association with these uses, may be permitted providing satisfactory car parking and access can be provided, there is no adverse impact on the amenities of the area and there is adequate land and premises available elsewhere to meet industrial, warehousing and commercial needs.
- L18** The development and management of an appropriate range and standard of sports facilities will be encouraged.

TRANSPORT

- T2** The road system in the county will be improved in order to achieve a functional hierarchy of roads based on the following categories:

- Strategic motorway.
- Strategic primary road.
- Regional primary road.
- Principal county/urban road.

The County Council will support the trunk road schemes and studies listed in Table 1; and will encourage the Department of Transport to implement them as quickly as possible.

APPENDIX 1 (CONT'D)

Table 1 - Motorway and trunk road proposals and studies

M25	Dartford - Thurrock crossing approach roads.
M25	Thurrock Motorway service area.
M25	widening of dual 3 lane section.
A13	Lakeside Development (Phase II).
A13	Wennington to Mardyke (M25)
	Essex - Kent Lower Thames crossing study.

Table 2 - Major Road Proposals other than Department of Transport schemes

(a) Major County Road Proposals on Primary Routes

A13 Stanford-le-Hope to 5 Bells - dual carriageway.

T3 Other roads in the county will be kept to a standard consistent with road safety, the demands of local traffic and the legal requirements for the maintenance of highways, although protected lanes will not be adapted to meet all the demands of local traffic.

T5 The highway schemes listed (below) are abandoned.

Aveley Southern Bypass
A128 Chadwell St. Mary Eastern Bypass
Butts Lane, Walton Hall Lane, Stanford-le-Hope
Romford Road, Aveley
Fobbing Bypass
A126 Grays Southern Bypass
A1012 Hogg Lane Dualling
Princess Margaret Road Bata's - Muckingford
A128 Claudian Way - Alex. Close
Old Southend Road, Stanford-le-Hope
A128 Alexandra Close to Orsett
Princess Margaret Road Bata's, East Tilbury
B186 South Road, South Ockendon
B186 North Road, South Ockendon
A13/A126 Junction, West Thurrock
Mill Lane, South Stifford
Stonehouse Lane, Purfleet
A126 London Road dualling
B1007 Horndon Bypass

Management of the Highway Network

Lack of money and environmental problems mean that it will be difficult to build roads to cater for all traffic demands. There is an increasing need, therefore, for low cost but efficient traffic management measures to ease traffic flows, reduce environmental damage and aid public transport, particularly where there are problems of congestion at peak hours. It is County Council's policy to encourage the training of road users and supply information to ensure the road network is used in the most efficient and safe manner.

T6 Traffic management measures will be used, in appropriate circumstances, to improve the environment of conservation areas, town centres and housing areas, to improve the safety and efficiency of existing roads and to improve operational conditions for public transport.

APPENDIX 1 (CONT'D)

- T7** Proposals for new public car parks will be allowed where they meet local needs, avoid congestion on local access roads, reduce undesirable on-street parking or maintain and enhance the commercial viability of town centres.
- T8** Proposals for new development shall make appropriate provision for on-site parking.
- T9** Safe and convenient conditions for cyclists and pedestrians will be encouraged, in particular by the improvement and extension of cycleways and footpaths, the provision of facilities when new traffic management measures are introduced and by encouraging the provision of links between homes, workplaces and other facilities when new developments are planned.
- T10** In areas where there are road capacity problems the county council may, as appropriate, together with the other authorities involved, implement appropriate co-ordinated policies of traffic restraint by in particular:
- (i) restricting the provision of long stay car parking facilities in town centres;
 - (ii) providing short stay parking for business and shopping purposes within town centres;
 - (iii) restricting any long stay car parks to the edge of town centres within reasonable distance on foot or by public transport of the centre;
 - (iv) giving priority to the improvement of public transport facilities;
 - (v) improving facilities for travelling on foot or by cycle.
- T12** In consultation with public transport operators, a reliable public transport service to meet the needs of the travelling public will be encouraged by:
- (i) seeking to secure improvements to interchanges at railway stations;
 - (ii) seeking to secure adequate car parking at or near stations;
 - (iii) introducing suitable means to improve bus movements in congested areas.
- T14** Lorries and other heavy vehicles will be directed to use suitable routes based on the road hierarchy. The provision of facilities for lorry drivers will be encouraged related to strategic routes.
- T15** Rail access will be encouraged in areas of industrial, commercial and port development, and to serve large areas of residential development.
- T17** Facilities for transport of freight by water will be encouraged where appropriate.
- T18** Support may be given in appropriate circumstances towards the operation of ferry services which form direct links for journeys to and from work or encourage tourism.
- T20** Development of the docks and associated facilities at the Port of Tilbury will be supported, including the principle of extending the docks and related facilities immediately to the east and the improvement of road and rail access will be provided and encouraged.

APPENDIX 2

CONSERVATION AREAS, LISTED BUILDINGS

AND SCHEDULED ANCIENT MONUMENTS

This Appendix lists, alphabetically by settlement, all conservation areas, listed buildings and Scheduled Ancient Monuments designated in the Borough of Thurrock, as at 1 April 1995. The Scheduled Ancient Monuments and conservation areas are also listed separately at the end of the Appendix.

The Appendix is for information purposes only. It does not comprise the full details contained in the statutory List of Buildings of Special Architectural or Historic Interest or the County List of Scheduled Monuments, both of which are subject to periodic change.

The advice of Council Officers should be sought at the earliest possible opportunity with regard to any proposals within conservation areas or which might involve, affect or have implications for listed buildings or scheduled ancient monuments.

AVELEY

Listed Buildings

Grade I:	Church of St. Michael, High Street.
Grade II*:	Bretts Farmhouse, Romford Road. Sir Henry Gurnett P.H., Romford Road.
Grade II:	79 High Street. Crown and Anchor Hotel, High Street. Park Corner House, High Street. 54 and 56 High Street. Courts Farmhouse Barn, Park Lane. Bretts Farmhouse Barn, Romford Road. Aveley Hall, Ship Lane.

Scheduled Ancient Monuments

Aveley Manor, Moat.

BULPHAN

Listed Buildings

Grade I:	Church of St. Mary, Church Road.
Grade II*:	Old Plough House, Brentwood Road.
Grade II:	Garlesters, Brentwood Road. Barnards, Brentwood Road. Slough House, China Lane. Blankets Farmhouse, Dunnings Lane. Little Tillingham Hall, Dunnings Lane. Field House Farm, Dunnings Lane. Old England, St. Marys Lane.

APPENDIX 2 (CONT'D)

CHADWELL ST. MARY

Listed Buildings

Grade I:	Church of St. Mary, Linford Road.
Grade II:	Biggin Farmhouse, Biggin Lane. Sleepers Farmhouse, Chadwell Hill. Chadwell House, Chadwell Hill. High House, High House Lane. Heath Cottage, Hornsby Lane. Heath Place, Hornsby Lane. Mill House, Linford Road. Chadwell Place, Marshfoot Road.

CORRINGHAM

Conservation Area

Corringham.

Listed Buildings

Grade I:	Church of St. Mary, Church Road.
Grade II:	Rose Cottage, Church Road. Bell House, Church Road. Bull Inn, Church Road. Hall Farm Cottages, Church Road. Corringham Hall, Church Road. 21 and 23 Fobbing Road. 1 and 2 Thatched Cottage, Herd Lane. Bush House, Rookery Hill. Fearings Farmhouse, Rookery Hill.

DUNTON

Listed Buildings

Grade II:	Doesgate Farmhouse, Doesgate Lane. Lower Dunton Hall, Lower Dunton Road.
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EAST TILBURY

Conservation Area

East Tilbury (Bata).

Listed Buildings

Grade I:	Church of St. Katharine, Princess Margaret Road.
Grade II:	The Rectory, Princess Margaret Road. Buckland, Station Road. 2-18 (even) and 24-34 (even), Bata Avenue. Factory building, Bata Estate.

APPENDIX 2 (CONT'D)

EAST TILBURY (Cont'd)

Scheduled Ancient Monuments

Coalhouse Fort Battery and Artillery Defences.
East Tilbury Battery.
Second World War anti-aircraft battery at Bowaters Farm.

FOBBING

Conservation Area

Fobbing.

Listed Buildings

Grade I: Church of St. Michael, High Road.
Grade II*: Copeland House, High Road.
Grade II: Walnut Tree Cottages, Fobbing Road.
Pell House, High Road.
Curtis Cottages, High Road.
Granary, Curtis's Farm, High Road.
Wheeler's House, High Road.
Fisher's Cottage, High Road.
Barn, Fisher's Cottage, High Road.
Granary, Fisher's Cottage, High Road.
Cart Lodge, Fisher's Cottage, High Road.
Paynes Cottages, High Road.
Prosbush Hall, High Road.
Church Cottages, High Road.
White Lion P.H., Lion Hill.
1 and 2 Lion Hill.
Fobbing Hall, Wharf Road.
Ship Cottages, Wharf Road.
Hillcrest Cottages, Wharf Road.

GRAYS

Listed Buildings

Grade II: State Cinema, George Street.
Church of St. Peter and St. Paul, High Street.
Wharf P.H., Wharf Road.

Scheduled Ancient Monuments

Deneholes, Hangmans Wood.
Cropmarks, south of Stifford Clays Road, Orsett.

APPENDIX 2 (CONT'D)

HORNDON-ON-THE-HILL

Conservation Area

Horndon-on-the-Hill.

Listed Buildings

Grade I: Church of St. Peter and St. Paul, Orsett Road.
Grade II*: Bell Inn, High Road.
High House, High Road.
Grade II: Wyfields Farmhouse, Black Bush Lane.
Barn, Wyfields Farmhouse, Black Bush Lane.
Cholleys Farmhouse, Black Bush Lane.
Halls Row, High Road.
Post Office Stores, High Road.
Woolmarket, High Road.
Woolmarket Cottage, High Road.
The Stores, High Road.
Mayfield Cottage, High Road.
Swan Inn, High Road.
Swan Cottage, High Road.
Hill House, High Road.
Butchers, High Road.
Shop adj. to Bell Inn, High Road.
K6 Telephone Kiosk, opp. Wesleyan Chapel, High Road.
Great Malgraves, North Hill.
Wrens Park, North Hill.
Arden Hall, North Hill.
Dovecote, Arden Hall, North Hill.
Outbuilding immediately to the east of Arden Hall, North Hill.
The Gables, Pump Street.
10, 11, 12 Pump Street.
Saffron Garden, Pump Street.
Walls, Saffron Garden, Pump Street.
Lower Thatched Cottage, South Hill.
The Old House, South Hill.

LANGDON HILLS

Listed Buildings

Grade II*: Church of St. Mary and All Saints, Old Church Hill.
Grade II: Langdon Hill Hall Farmhouse, Old Church Hill.
Hall Farm Cottage, Old Church Hill.
Parsonage House, Old Church Hill

LINFORD

Listed Buildings

Grade II: Smithy Cottage, Princess Margaret Road.
Sutton's Farmhouse, Waltons Hall Road.

APPENDIX 2 (CONT'D)

LITTLE THURROCK

Listed Buildings

Grade II* : Church of St. Mary The Virgin, Dock Road.

MUCKING

Listed Buildings

Grade II* : Church of St. John The Baptist, Mucking Wharf Road.
St. Clere's Hall, Stanford Road.

Grade II: The Vicarage, Mucking Wharf Road.
Mucking Hall, Mucking Wharf Road.
Outbuilding, St. Clere's Hall, Stanford Road.
Waltons Hall, Waltons Hall Lane.
Barn, Waltons Hall, Waltons Hall Lane.
Walton Hall Cottages, Waltons Hall Lane.

ORSETT

Conservation Area

Orsett.

Listed Buildings

Grade I: Church of St. Giles and All Saints.
Grade II* : Orsett House, High Road.
Grade II; Baker Street Windmill, Baker Street.
Thatched Cottage, south of Neville's Farm, Baker Street.
1 & 2, Grays Corner Cottage, Baker Street.
Loft Hall, Brentwood Road.
Barn, Bareham's Boarding Kennels, Brentwood Road.
Ongar Hall, Brentwood Road.
Barn, Ongar Hall, Brentwood Road.
Conways Farmhouse, Conway's Road.
Lorkins Farmhouse, Conway's Road.
Barn, Lorkins Farm, Conway's Road.
Cartlodge, Lorkins Farm, Conway's Road.
Whitfields, Fen Lane.
Barn, Whitfields, Fen Lane.
The Wilderness, Fen Lane.
Poplars Farmhouse, Fen Lane.
Monument, Church of St. Giles and All Saints, High Road.
Nos. 11, 13 and Post Office, High Road.
No. 15 High Road.
Nos. 29 and 31 High Road.
Nos. 33 and 35 High Road.
Nos. 39 and 41 High Road.
Nos. 93 to 99 High Road.

APPENDIX 2 (CONT'D)

ORSETT (Cont'd)

No. 2 High Road.
No. 6 High Road.
Nos 8 and 10 High Road.
Village Lock Up, High Road.
Garden Wall and gates, Orsett House, High Road.
Larkins, Maltings Lane.
Parkers Farmhouse, Parkers Farm Road.
Old Hall Farm House, Pound Lane.
Maltings Cottages, Pound Lane.
Andyville, Prince Charles Avenue.
The Bothy, Prince Charles Avenue.
Orsett Hall, Prince Charles Avenue.
Old North's Cottage, Rectory Road.
Birch Cottage, Rectory Road.
Whitmore Arms P.H., Rectory Road.
The Larches, Rectory Road.
Stables, The Larches, Rectory Road.
Murrells Cottages, Stanford Road.
Whitcroft's Farmhouse, Stanford Road.
Greygoose Farmhouse, Stifford Clays Road.
Little Wellhouse, Stifford Clays Road.
Mill House, Stifford Clays Road.

Scheduled Ancient Monuments

Bishop Bonners Palace, Pound Lane.
Causewayed enclosure and Anglo-Saxon cemetery, ENE of Heath Place.
Springfield style enclosure and Iron Age enclosures, Hill House, Baker Street

PURFLEET

Conservation Area

Purfleet.

Listed Buildings

Grade II:
No. 5 Powder Magazine, Centurion Way.
Clock Tower, Centurion Way.
Church House, Church Hollow.
Church Bungalow, Church Hollow.
Church Cottage, Church Hollow.
Hollow Cottages, Church Hollow.
Royal Hotel, London Road.
Fanns Farmhouse, London Road.
High House, London Road.
Dove Cote, High House, London Road.
Barn, High House, London Road.

Scheduled Ancient Monuments

No. 5 Powder Magazine, Clock Tower, Barrel Store, at Purfleet Garrison.

APPENDIX 2 (CONT'D)

SOUTH OCKENDON

Listed Buildings

Grade I:	Church of St.Nicholas, South Road.
Grade II*:	Little Belhus, Little Belhus Close. Walls and Gateway, Little Belhus, Little Belhus Close.
Grade II:	Kemps, Dennis Road. Kemps Farm Cottage, Dennis Road. Walled garden, Belhus Park, adj. Irvine Gardens. Bentons Farmhouse, Mollands Lane. Little Mollands, Mollands Lane. Great Mollands, Mollands Lane. Barn, Great Mollands, Mollands Lane. Granary, Great Mollands, Mollands Lane. Grange Farm House, Mollands Lane. Gateway, Groves Barns, North Road. Moat, Bridge, Gateway, South Ockendon Hall. Royal Oak Inn, South Road. Quince Tree Farmhouse, South Road. Stench Pipe, Belhus Woods Street Farmhouse, West Road.

Scheduled Ancient Monuments

Gatehouse and Moat, South Ockendon Hall.
Burial Mound, South Ockendon Hall.

STANFORD-LE-HOPE

Listed Buildings

Grade I:	Church of St.Margaret of Antioch, Church Hill.
Grade II:	Tomb, Church of St.Margaret of Antioch, Church Hill. The Village Inn, Church Hill. Hassenbrook Hall, Dunstable Road. Garden Walls, Hassenbrook Hall, Dunstable Road. Great Garlands Farmhouse and Stable, High Road. Barn, Old Garlands Farm, Manor Way. Old Hall, Thameshaven Road.

STIFFORD

Listed Buildings

Grade I:	Church of St.Mary The Virgin, High Road.
Grade II:	Ford Place, Stifford Hill. Gardners Cottage and Wall, Ford Place, Stifford Hill. Daveydowns, Back Lane. Fircot and Caira, High Road. Stifford Moat House, High Road. Wall, Stifford Moat House, High Road. Coppid Hall, High Road.

APPENDIX 2 (CONT'D)

STIFFORD (Cont'd)

Former Granary, adj. Coppid Hall, High Road.
Churchview Cottages, High Road.
The Thatched Cottage, High Road.
Lilac and Susan Cottage, High Road.
Barcris and Honeysuckle Cottage, High Road.
Laburnum Cottage, Middlecot and Old Post Cottage, High Road.
Stifford Clays Farmhouse, High Road.
Barn, Stifford Clays Farmhouse, High Road.

TILBURY

Listed Buildings

Grade II: Worlds End Inn, Fort Road.
Riverside Station and landing stage, Tilbury Docks.

Scheduled Ancient Monuments

Tilbury Fort.

WEST THURROCK

Listed Buildings

Grade I: Church of St. Clement, St. Clements Road.
Grade II: Ship P.H., London Road.

WEST TILBURY

Conservation Area

West Tilbury.

Listed Buildings

Grade II*: Church of St. James, Church Road.
Marshalls Cottages, Blue Anchor Lane.
Grade II: West Tilbury Hall, Church Road.
Barn, adj. West Tilbury Hall, Church Road.
Polwicks, Church Road.
Walnut Tree Cottage, Church Road.
Manor Farmhouse, The Green.
Granary, Manor Farmhouse, The Green.
Kings Head P.H., The Green.
The Cottages, The Green.
Well House, The Green.
The Bakery, The Green.
Gun Hill Farmhouse, Gun Hill.
Post House, Rectory Road.

Scheduled Ancient Monuments

Earthworks near West Tilbury Church.

APPENDIX 2 (CONT'D)

SCHEDULED ANCIENT MONUMENTS

Monument No.	Title	Ordnance Survey Grid reference
36	Bishop Bonner's Palace, Orsett	TQ 641 822
40	Earthworks near church, West Tilbury	TQ 661 776
80	Tilbury Fort, Tilbury	TO 651 754
129	Mound north east of South Ockendon Hall, South Ockendon	TQ 603 834
130	Gatehouse and moat of South Ockendon Old Hall, South Ockendon	TQ 603 831
131	Dene holes in Hangman's Wood, Grays	TQ 631 794 TQ 631 793
151	Purfleet Magazine, Purfleet	TQ 548 787
153	Interrupted ditch system west of Seaborough Hall, Orsett	TQ 652 805
174	Crop mark complex, Orsett	TQ 623 809 TQ 624 810 TQ 631 813
179	Site of moated manor house east of St. Michael's church, Aveley	TQ 568 801
12707	Coalhouse Fort battery and artillery defences, East Tilbury	TQ 691 766
12708	East Tilbury battery, East Tilbury	TQ 687 774
12709	Second World War anti-aircraft battery at Bowaters Farm, East Tilbury	TQ 679 771
24869	Springfield Style Enclosures south of Hill House, Baker Street, Orsett	TQ 639 845

(Source : English Heritage "County List of Scheduled Ancient Monuments")

APPENDIX 2 (CONT'D)

CONSERVATION AREAS

CORRINGHAM CONSERVATION AREA

General characteristics

A small village with an attractive group of mainly weather boarded houses surrounding a church of Norman origins and extensive church yard in 'Old Corringham' village. Raised location above the River Thames and the surrounding marshland. At the northern end of the conservation area, the Rectory stands in large grounds containing several mature trees.

Notable buildings and features

The Church of St. Mary stands on a well treed church yard that forms a green tongue of land between Church Road and Rookery Hill. The Norman tower of the church is the dominant feature, both within the conservation area and from outside.

Along Church Road there is an attractive group of weather boarded buildings including The Bull Inn, Rose Cottage, Bell House and Hall Farm Cottages. The churchyard forms an attractive setting for this group. On the opposite side of the church there are two further listed houses - Bush House and Fearings Farmhouse. At the end of Church Road, the brick built Corringham Hall is a large listed building standing in extensive grounds and highly visible from all areas to the south.

APPENDIX 2 (CONT'D)

EAST TILBURY CONSERVATION AREA

General characteristics

A planned 'Garden' village centred upon an the British Bata Shoe Company, established by the Czech, Tomas Bata in 1933. Compact in form, with industrial buildings, estate housing and community facilities arranged in zones around extensive open space. The master plan for the village and the early 'modern movement' buildings were designed by architects from Zlin, in Moravia, including Vladimir Karfik and Frantizek L Gahura.

The Estate provided for all the housing and social needs of its workforce, the majority of these buildings and facilities being present within the conservation area.

Notable buildings and features

Three five storeys factory buildings date from the 1930's and were constructed using the same techniques as those used in Zlin, based upon a standard concrete frame. One of these is now listed.

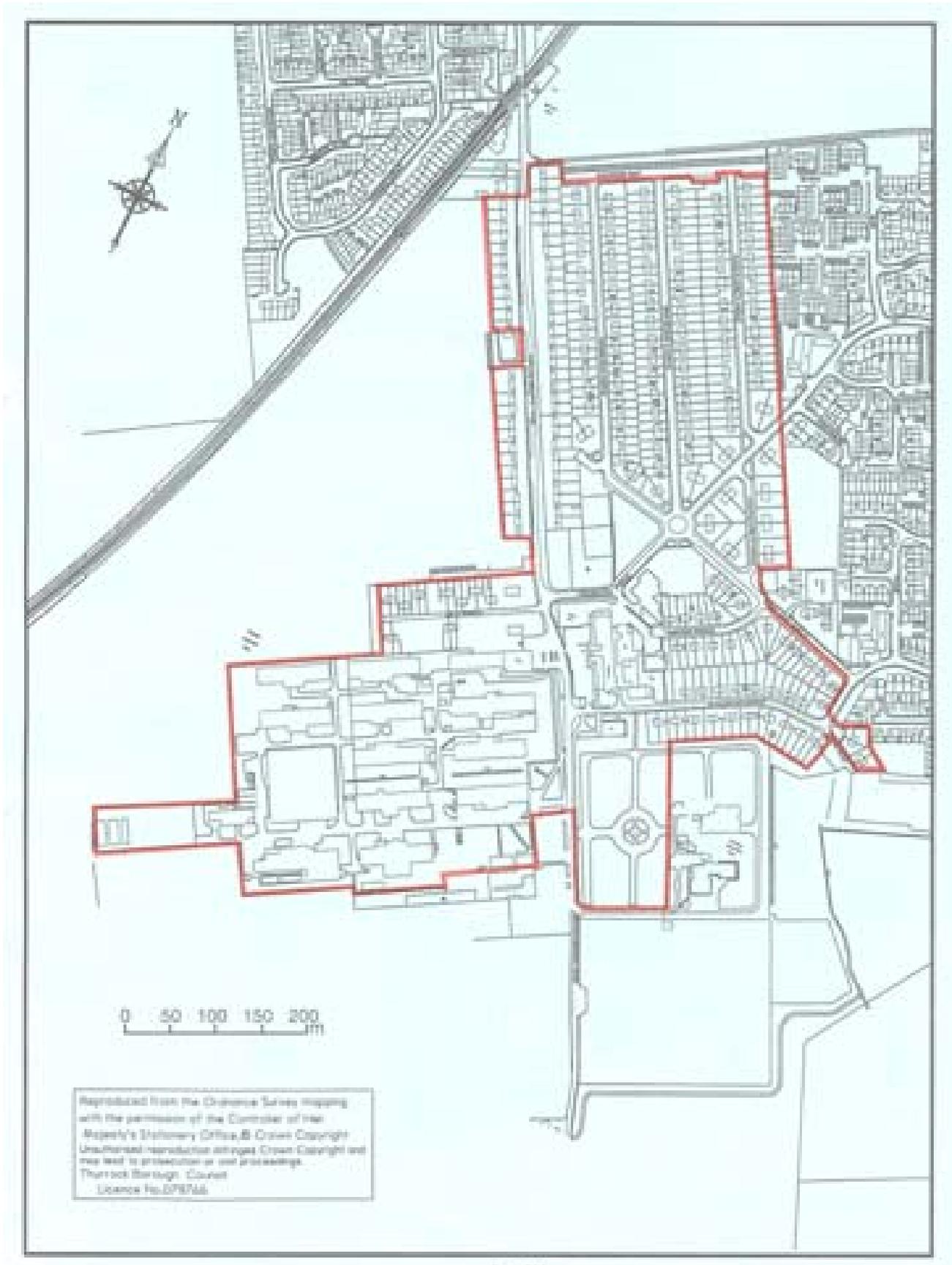
The small semi-detached houses along Bata Avenue were built by local contractors to a Czechoslovakian design during 1933. One row is listed. Several streets of housing built to a similar, flat roofed design were constructed by the Company in uniform rows immediately before and after the Second World War.

The estate's social facilities centre upon the area around 'Community House' - the company hotel, again based upon a similar building in Zlin, by Karfik. Adjacent is the Village hall, formerly a cinema, built in 1938.

Two large areas of open space, formerly accommodating recreational facilities, provide the hub of the estate. Many important trees, and groups of trees remain, particularly the rows of poplar trees along roadsides, such as in Coronation Avenue.

APPENDIX 2 (CONT'D)

MAP SHOWING BOUNDARY OF EAST TILBURY CONSERVATION AREA



APPENDIX 2 (CONT'D)

FOBBING CONSERVATION AREA

General characteristics

A linear village located on an extension to the low Essex hills with views over the River Thames and the surrounding marshland areas. The village extends, in a ribbon, along High Road and winds down Wharf Road towards a dis-used wharf that was used for trade, and often smuggling activities, until the 1920's. Lion Hill descends steeply from its junction with High Road and affords dramatic views along its length.

It is likely that the village was established in fifth century and derived from the Saxon "settlement of the people of Fobba" who was probably a tribal leader. The village gave rise to the famous peasant's revolt of 1381 following the imposition of a poll tax by the government of the time.

Notable buildings and features

The church of St. Michael originates from the eleventh century and the church tower is a dominant element in the composition of the village, especially when viewed from the falling land to the south and west.

Many of the village houses date from the 15th and 16th centuries. Several are timber framed and weather boarded buildings, as is the vernacular in coastal locations, including Copeland House, Wheelers House and Hillcrest Cottages. The plastered Curtis' farm Cottages form a visual stop at the top of Lion Hill. Fobbing Hall was the manor house and has accommodated several famous families.

The village is surrounded by open land and the conservation area encompasses extensive open space including a recreation ground and vineyard. There are several mature trees in the grounds of the church and of the former Rectory House, known as Pell House after the curate John Pell. Also, at the front of Fobbing Hall and in the grounds of Ship and Hillcrest cottages.

APPENDIX 2 (CONT'D)

MAP SHOWING BOUNDARY OF FOBBING CONSERVATION AREA



APPENDIX 2 (CONT'D)

HORNDON-ON-THE-HILL CONSERVATION AREA

General characteristics

The conservation area centres upon the historically important road way of High Road, with a concentration of varied historic buildings in the site of the former market place at the junction of High Road and Orsett Road. Hill top setting. Extensive views to gravel terraces and Thames beyond.

The market place (known as the Wool market) was an important medieval centre for the trading of wool between the twelfth and seventeenth century. Upon its decline during the sixteenth century, the land was sold off and infilled with houses and there are many surviving examples dating from this time.

Notable buildings and features

There is a great variety of buildings and use of materials along the ancient High Road. These include several with exposed timbers including the Woolmarket, with its upper storey supported by massive oak posts. The 'Bell Inn' is one of two listed public houses and originates from the 14th century, parts of which were standing when the martyr Thomas Higbed was burned at the stake in this locality. Mayfield Cottage and Halls Row are examples of timber framed and weather boarded cottages. Some buildings, such as High House, are of brick, others incorporate brick facades, indicating the popular use of the brick during the 16th and 17th centuries. 'The Stores' is a brick clad building dating back to the 15th century. Roof coverings employ the use of red tile, slate and thatch.

The Church of St. Peter and Paul dates from 1290. The spire is highly visible from all directions. The church grounds feature an avenue of pollarded lime trees along Orsett Road.

APPENDIX 2 (CONT'D)

MAP SHOWING BOUNDARY OF HORNDON-ON-THE-HILL CONSERVATION AREA



APPENDIX 2 (CONT'D)

ORSETT CONSERVATION AREA

General characteristics

The historic core of a large village which takes in a large portion of the High Road and its T-junction with Rectory Road. There are numerous listed buildings throughout the conservation area. The area has a spacious feel. Important spaces include the area around the memorial at the junction of High Road and Rectory Road; the open space and trees in the grounds of St. Giles and All Saints Church and the attractive green on which stands the village Pound and lock-up.

There is a long history of human occupation in the area dating from Roman times. The name Orsett may mean "Horse heath" or perhaps "water" and "place". The Orsett Estate was a thriving agricultural community which centred upon Orsett Hall (outside the conservation area).

Notable buildings and features

St. Giles and All Saints Church originates from the twelfth century and stands in large grounds, with row of chestnut trees along the boundary of High Road. These are strikingly important features within the conservation area.

Many seventeenth century, or earlier, houses exist along High Road and Rectory Road. Several listed pairs of nineteenth century houses are in grey gault and yellow stock brick. There is a listed group around the junction of High Road and Rectory Road, where a war memorial stands, with strong visual links to the church.

The village Pound and lock-up, standing on a green at the corner of High Road and Pond Lane, enabled the Parish officials to impound any stray animals in the Pound and keep offenders in the weather boarded 'Lock up'.

APPENDIX 2 (CONT'D)

MAP SHOWING BOUNDARY OF ORSETT CONSERVATION AREA



APPENDIX 2 (CONT'D)

PURFLEET CONSERVATION AREA

General characteristics

A village with a strong military and industrial legacy. The conservation area abuts the River Thames and is surrounded by the modern residential and industrial development of the town of Purfleet. Its military history dates from 1760, when the construction of the gunpowder magazine at Purfleet commenced. At the northern end of the conservation area, the No.5 magazine and sections of the wall of the former garrison, including the clock tower, remain. Much of the remainder depicts the industrial heritage of Purfleet. Several buildings are constructed within steep faced former quarries and hollows consequent of the chalk extraction which took place from the 16th century onwards. Many are part of a planned village which was built by the one time owners of the chalk quarries, the Whitbread family.

Notable buildings and features

The Purfleet No.5 Magazine is a Scheduled Ancient Monument and the last remaining of five gunpowder magazines at the inner sanctum of the magazine. Sections of the wall of the inner sanctum may be seen within the Garrison housing estate. The Clock Tower, built around 1800, is the sole surviving entrance, of four original entrances, built into the wall. The open space adjacent to the No.5 magazine formed part of the design of the garrison and is one of a very few locations in Thurrock that front directly onto the River Thames. It forms an important visual link with the River.

The important industrial heritage of the area includes three buildings in the former chalk quarry - the former chapel, school house and school masters house. Two terraces of houses remain that were provided for the estate workers. These are Hollow Cottages and Botany Terrace. The Parsonage includes remnants of the former Whitbread House.

There are several important trees on the riverside open space, including a large evergreen oak by the Royal hotel and a wide variety in Church Hollow.

APPENDIX 2 (CONT'D)

MAP SHOWING BOUNDARY OF PURFLEET CONSERVATION AREA



APPENDIX 2 (CONT'D)

WEST TILBURY CONSERVATION AREA

General characteristics

A small village in a hill top position above an escarpment with views over the Thames estuary. The village consists of a group of historic buildings centred upon a village green and a hamlet at the secondary manor of Low Street.

The village is steeped in archaeology and history. The 'manor' of West Tilbury is mentioned in the Domesday Book of 1086. Much evidence of the manorial farming system may be seen in the land in, and around, West Tilbury and Low Street.

Notable buildings and features

West Tilbury Hall dates from the early 16th century and has accommodated many Lords of the Manor over the centuries. The adjacent St. James's church dates from the 11th century and, in its raised position atop the escarpment, forms one of the dominant landmarks of south Essex.

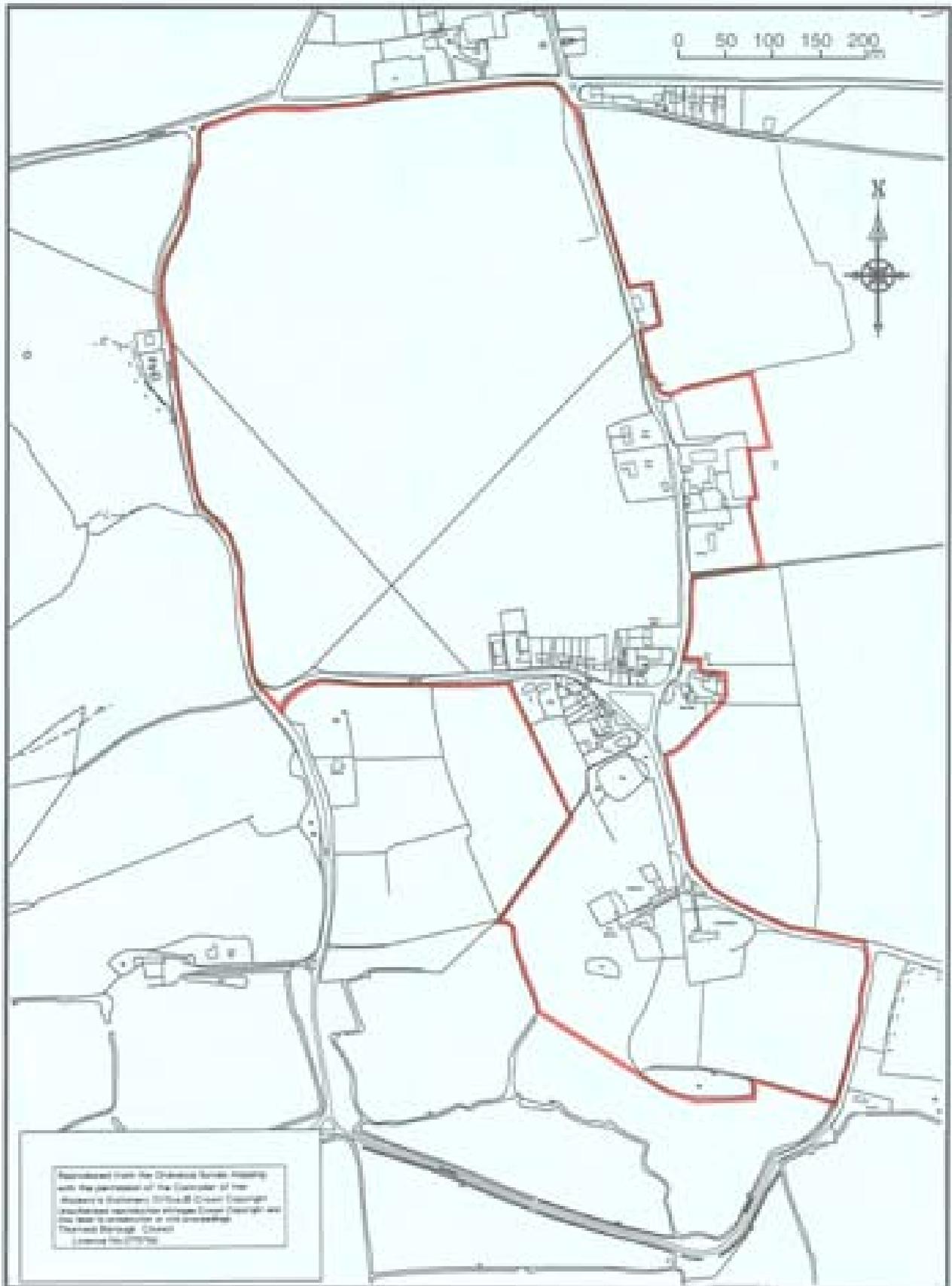
The Green is an important remnant of the medieval commercial centre known as the "Fayre Green". Adjacent is a large, rectangular pond, originally cut away to exploit an ancient spring. The Green is surrounded by a group of buildings representing many phases in the evolution of the village settlement.

The hamlet of Low Street developed in the fifteenth century around the secondary manor of Condovers, now known as Walnut Tree Cottage. The adjacent Polwicks dates from around 1620.

The conservation area includes part of an extensive historic landscape evidencing the medieval system of open field system of cultivation and encompasses surviving medieval common land.

APPENDIX 2 (CONT'D)

MAP SHOWING BOUNDARY OF WEST TILBURY CONSERVATION AREA (WEST TILBURY VILLAGE PORTION)



APPENDIX 2 (CONT'D)

MAP SHOWING BOUNDARY OF WEST TILBURY CONSERVATION AREA (LOW STREET PORTION)



APPENDIX 3

DETAILED CRITERIA FOR DEFINING THE GREEN BELT BOUNDARY

To ensure a consistent approach to the definition of the Green Belt boundary over the Borough, a detailed set of criteria has been established.

As a starting point, the boundary needs to be easily identified and so:

- (i) Wherever possible it follows recognisable physical features rather than arbitrary lines across open areas;
- (ii) Where the boundary follows a road, land, railway line, bridleway or footpath, the boundary is normally on the built-up side of the route.

On the edge of settlements which are to be excluded from the Green Belt, sites which contribute to the character and function of the Green Belt will, as far as possible, be included within it. All school sites and grounds on the periphery of the urban area will generally be included within the Green Belt. The land uses stated in Structure Plan Policy S9 (see Appendix 1) are generally included. To prevent any anomalies or confusion over the delineation of the boundary edge, the line will be drawn tightly against the physical hard edge of the built up areas. The "thickness" of the boundary line therefore will, in all cases, lie within the Metropolitan Green Belt.

The detailed criteria adopted for determining the Green Belt boundary are:

- (i) Agricultural units, horticultural units and nurseries are normally included.
- (ii) Areas of mineral extraction and reclamation sites are normally included.
- (iii) Parks, recreation grounds, sports grounds, public open spaces and allotments are normally included.
- (iv) Churchyards and cemeteries are generally included.
- (v) Highways, railway lines, verges, bridleways and footpaths are included where appropriate.
- (vi) Schools, hospitals and other institutional buildings which preserve the openness of the Green Belt are normally included, as are major developed sites which have become established outside the built up area. Annex C of PPG2 provides guidance for hospital sites and major developed sites within the Metropolitan Green Belt. Future uses should be planned with careful regard to the sites contribution to the Green Belt and amenity of the area.
- (vii) Hospitals and other institutional buildings, where they form an identifiable part of the built-up area, are normally excluded. Open areas associated with such building are generally included.
- (viii) Domestic gardens on the edge of non Green Belt settlements will normally be excluded from the Green Belt. Where such gardens are large, or there is a possibility of inappropriate back land development, they may be partially included.
- (ix) "Ribbon" and plotland development, where it extends onto land with Green Belt qualities, is normally included.
- (x) The boundary line as delineated on the plans will be drawn tightly against the edges of settlements and built up areas. The thickness of the line, therefore, will in all cases lie within the Metropolitan Green Belt.

APPENDIX 4

ESTABLISHED RESIDENTIAL FRONTAGES IN THE GREEN BELT (Referred to in Policy GB4)

Fobbing	Oakdene to Bay Cottages, High Road. Murdale to Paynes Cottages, High Road. Ma Clair to Wheelers House, High Road. Post Office Stores to Wychwood, High Road. Kinder to The Rectory, High Road. 1 - 9, The Avenue. The Bungalow, The Avenue. 1 - 9, Tripat Close. Braemount, Lion Hill. 1 - 7, Gildborne Close. Morfa to Mon Abri, Wharf Road. Peasants Croft to Ship Cottages, Wharf Road.
East Tilbury	Tilcot to Castle Gate, Princess Margaret Road. Lynwood to Last House, Princess Margaret Road.
Southfields Orsett	1 Sandown Road to Selby House, Sandown Road. Rosedale to Toad Hall, Sandown Road. Valhalla to Haven, Stanford Road.
Orsett Heath	151 to 157, Heath Road. Dog Pound site to 130, Heath Road. 167, Heath Road. 3 to Applegrove, Gowers Lane. Malvern to April Rise, Gowers Lane. Monte Verde, Hornsby Lane. Linbar to Wayside, Hornsby Lane. 1 to 9, Badgers Mount. 1 to 7, Squirrels Chase. 1 to 6, Foxes Green.
North Stifford	The Rectory to 43, High Road. 6 to Westbrook, 1 to 7 Brown Cottages, High Road. 2 to 8, Marian Close. 1 to 12, Sherwood. 1 to 47, Clockhouse Lane. Karibu to The Bungalow, Clockhouse Lane.
Aveley	191 to 247, Purfleet Road. Alandale to Three Ways, London Road.
Bulphan	33 to 71, Church Road. 2 to 86, Church Lane. Francis House to Oakleigh, Church Lane.
Baker Street	4 to 22, Baker Street. Kings Arms to 6 Millview, Baker Street. Kings Arms to 6, Stifford Clays Road. 163 to 91, High Road. 158 to 110, High Road.
South Ockendon	35 to 155, Mollands Lane.

APPENDIX 5

LANDSCAPES OF LOCAL IMPORTANCE : CRITERIA FOR DESIGNATION

This appendix sets out the criteria used to define the Landscapes of Local Importance covered by Policy LN3 of the Local Plan. All areas of Thurrock outside Special Landscape Areas and major towns were considered. The criteria were as follows:

The presence of:	Relief/Views. Trees/Hedgerows. Water. Sympathetic Buildings.
The absence of:	Urban Features (Buildings, pylons, major road, etc.). Active Mineral Extraction/Tipping sites. Derelict Land.

These features are described in more detail below.

1. **Relief/Views**

- 1.1 Escarpments, undulating river valleys and marshland with wide horizons, all exist in Thurrock and are worthy of designation. In other cases abandoned quarries have also matured into attractive landscapes.

2. **Trees/Hedgerows**

- 2.1 The presence of copses, free-standing trees and hedgerows gives the landscape a fine grain of detail which can be lost in the prairie-like landscapes brought about by modern agricultural methods. Larger areas of deciduous woodland are important landscape features in their own right.

3. **Water**

- 3.1 The River Thames is a key landscape feature in the south of Thurrock, particularly in areas where the riverside is undeveloped. The River Mardyke is also a key feature. Elsewhere, small streams, although not themselves very visible features, have been important determinants of landscape, creating distinctive shallow valleys. Naturally occurring standing water is rare in Thurrock, and lakes created following abandonment of quarries have created an important new element in the landscape in certain areas.

4. **Sympathetic Buildings**

- 4.1 Traditional building methods were sympathetic to landscape, using natural shelter, or hugging hilltops in marshy areas liable to flood. In this way buildings such as churches, village cores and traditional farms can add to the visual appeal of landscapes. In other areas, old industrial buildings or fortifications are important landscape features.

5. **Urban Features**

- 5.1 By contrast to traditional buildings, 20th century urban development has largely ignored and overridden landscape features, as technological advances have enabled building to take place on a scale, and in places, which cause the original features of the landscape to be destroyed or hidden.

APPENDIX 5 (CONT'D)

6. Active Mineral/Tipping Sites

6.1 Active mineral extraction and waste disposal sites are thoroughly alien features in the local landscape. They not only destroy many landscape features which previously existed, but are also of a massive scale, out of keeping with the fine grain of the landscape.

7. Derelict Land

7.1 Former mineral extraction sites and waste tips, as well as derelict industrial sites, can leave ugly scars on the landscape. Even after "restoration", many of these sites remain as an alien landscape feature. In a few cases, however, restoration or even in some cases natural regeneration, has created attractive areas which add variety to the landscape.

Landscapes of Local Importance: Check-list of Features

	Presence of											Absence of					
	Relief/ Views					Trees		Water			Sympathetic Buildings			Urban Features	Mineral/Tipping	Derelict Land	
	Former Quarries	Escarpments	River Valleys	Marshland	Fen	Undulating	Woodland	Copse/ Hedgerow	Rivers	Creeks/ Streams	Lakes	Church/ Village	Farms	Industrial Archaeology			
Belhus Woods			○				○	○		○			○		●	●	●
Aveley Lakes/Pits	○							○			○						
Aveley Marshes				○					○							●	
Lower Mardyke Valley			○				○		○				○	○			
Palmers Shaw			○				○										
Bulphan Fen					○		○	○				○	○		●	●	●
Horndon on the Hill						○	○	○				○			●	●	●
Chadwell/ West Tilbury		○		○				○	○			○				●	●
Linford		○						○									
East Tilbury Marshes		○		○				○	○						●		
Stanford Marshes	○		○	○					○	○	○	○					
Corringham/ Fobbing		○		○					○	○		○					●
East Tilbury Village				○					○			○	○		●		●
Tilbury South				○						○	○				●	●	

APPENDIX 6

EXISTING STATUTORY ALLOTMENTS IN THURROCK (as at 31.12.96)

Site	Statutory	Temporary
Adams Road, Stanford-le-Hope	X	
Anchor Field, West Thurrock		X
Belmont, Grays	Part	Part
Billet Lane, Stanford-le-Hope	X	
Bull Meadow, Little Thurrock	X	
Cromwell Road, Grays		X
Essex Road, West Thurrock		X
Feenan Highway, Tilbury		X
Fire Station, Corringham	X	
Gifford Cross, Corringham	X	
Hall Road, Aveley	X	
High Street, Aveley	X	
High Road, Horndon-on-the-Hill		X
Hogg Lane, Grays	X	
Kingsley Walk, Chadwell St. Mary		X
Merton Place, Chadwell St. Mary		X
Mollands Lane, South Ockendon	X	
Orsett Heath, Chadwell St. Mary		X
Orsett Recreation, Orsett		X
Rosedale Road, Little Thurrock	X	
Station Road, East Tilbury	X	
Thurloe Walk, Grays		X
Tilbury Recreation, Tilbury	X	
Ward Avenue, Grays	X	
Wharf Road, Stanford-le-Hope		X
Whitehall Lane, Grays	X	

(Source : Thurrock Borough Council records)

APPENDIX 7

HIERARCHY OF SITES DESIGNATED FOR NATURE CONSERVATION

1. SITES OF SPECIAL SCIENTIFIC INTEREST (SSSIs)

Under the provisions of the Wildlife and Countryside Act 1981, where English Nature considers an area to be of special interest (usually on a national or regional basis) because of its flora, fauna, or geological or physiographical features, it has a duty to notify the site as a Special Scientific Interest to the relevant local planning authority, every owner and occupier of the land and to the Secretary of State.

SSSIs are given a degree of protection under the Act, in that certain specified operations on the land are prohibited without English Nature's permission. It is also possible for the owners or occupiers to enter into a Management Agreement with English Nature, which provides payment for management activities which will benefit the scientific interest of the site.

The following sites in Thurrock had been notified as SSSIs by 1993:

- | | |
|---|---------------------------------|
| a) Globe Pit, Grays | f) Inner Thames Marshes |
| b) Grays Chalk Pit | g) Vange and Fobbing Marshes |
| c) Lion Pit, Grays | h) Basildon Meadows |
| d) Purfleet Chalk Pits | i) Mucking Flats and Marshes |
| e) West Thurrock Lagoons
and Marshes | j) Hangman's Wood and Deneholes |

All the above sites are shown on the Proposals Map.

There was, in 1990, no statutory recognition of the importance of other areas of nature conservation significance outside SSSIs. However, when the Secretary of State approved, in principle, the Strategic Plan for the South-East (1971) he stated that -

"...local authorities will have a major role to play in developing a range of positive policies for dealing with those countryside areas which the plan designated as being of regional significance, and for identifying and planning those areas which are of sub-regional or local significance. These policies will be an important element in their Structure Plans".

2. PROPOSED SPECIAL PROTECTION AREAS AND RAMSAR SITES

Thames Estuary and Marshes are presently a Potential Special Protection Area (SPA) and a potential Ramsar site. SPAs are classified under the EC Directive on the Conservation of Wild Birds and Ramsar sites are listed under the Convention on Wetlands of International Importance. The Mucking Flats and Marshes SSSI is included within this designation. This designation is one of international importance.

APPENDIX 7 (CONT'D)

3. SITES OF IMPORTANCE FOR NATURE CONSERVATION (SINCS)

These are areas identified by the Essex Wildlife Trust as being of value for nature conservation. They include sites of Special Scientific Interest and also areas which are not of sufficient importance in a national context to be so designated but which are important on either a country-wide or more local basis.

The sites may be considered of importance for their special or rare flora or fauna, the presence of a particular habitat or community, or because they form an important link with other similar habitats locally or in other parts of the County.

Sites of Importance for Nature Conservation (SINCS) are listed below. They are also shown on the Proposals Map except where they are shown as SSSIs.

A. Woodland

	<u>Area/Length</u>	<u>Grid Ref.</u>
Warwick Wood	5.5 ha	TQ 558828
White Post Wood	5.2 ha	TQ563828
Watts Wood	11.4 ha	TQ565788
Brickkiln Wood	2.6 ha	TQ572822
Hangman's Wood, South Ockendon	4.0 ha	TQ578805
Oak Wood	5.4 ha	TQ 578817
Dilkes Wood	0.9 ha	TQ 583812
Millard's Garden	5.9 ha	TQ 584805
Brannett's Woods	17.9 ha	TQ 585803
Brickbarn Wood	5.0 ha	TQ 587800
Little Palmer's Shaw	0.9 ha	TQ 602814
Great Palmer's Shaw	2.0 ha	TQ 603812
Stifford Wood	2.6 ha	TQ 609809
Hangman's Wood, Grays (SSSI)	5.6 ha	TQ 631794
Terrel's Heath	2.5 ha	TQ 638793
Linford Wood	3.0 ha	TQ 677797
Hall/Gravelhill Woods (Country Park)	10.3 ha	TQ 677875
Grove House Wood	1.3 ha	TQ 686818
Coombe Wood (Country Park)	6.2 ha	TQ 684863
Great Sutton Wood	3.0 ha	TQ 686857
Northlands Wood (Country Park)	15.0 ha	TQ 691856
Northlands Wood Extension (Country Park)	3.7 ha	TQ 692857
Martinhole Wood (Country Park)	6.7 ha	TQ 699862

APPENDIX 7 (CONT'D)

B. Grassland

	<u>Area/Length</u>	<u>Grid Ref.</u>
Aveley Marshes (SSSI) *	110.0 ha	TQ 544793
Mar Dyke Grasslands	67.1 ha	TQ 555791 to TQ 591802
Thurrock Marshes Reedbed	4.2 ha	TQ 582770
St. Clements Churchyard	0.4 ha	TQ 593773
Gunhill	12.0 ha	TQ 654778
Orsett Golf Course	50.6 ha	TQ 656805
Hall Hill, West Tilbury	1.8 ha	TQ 660777
West Tilbury Church	0.5 ha	TQ 662777
Horndon Meadow (EWT Reserve)	0.8 ha	TQ 672851
Stanford Meadow	3.0 ha	TQ 685813
Stanford Warren (EWT Reserve)	12.1 ha	TQ 687814
One Tree Hill Country Park Grasslands	5.0 ha	TQ 696860
"Basildon Meadow" (SSSI part of)	2.0 ha	TQ 697863
Dry Street Hill Fields	14.0 ha	TQ 703864
Corringham Marshes	247.7 ha	TQ 725832
Vange and Fobbing Marshes (part of SSSI and part EWT Reserve)	130.3 ha	TQ 730838
Parting Gut Reedbed	0.8 ha	TQ 730852
Fobbing Reserve (EWT Reserve) *	58.9 ha	TQ 733846

C. Mosaic

	<u>Area/Length</u>	<u>Grid Ref.</u>
West Thurrock Lagoons & Marshes (SSSI) *	37.8 ha	TQ586762
Warren Farm Pit	27.2 ha	TQ 597793
Lion Pit (part Geological SSSI)	10.1 ha	TQ 598785
Grays Chalk Quarry (SSSI, EWT Reserve)	20.0 ha	TQ 608790
Tilbury Marsh	49.0 ha	TQ 650756
Tilbury Centre (EWT Site)	3.1 ha	TQ 657762

D. Freshwater

	<u>Area/Length</u>	<u>Grid Ref.</u>
Aveley Lakes	10.3 ha	TQ 556823
Pond in Belhus Woods Country Park	0.5 ha	TQ 575819
Gobions Lake	16.1 ha	TQ 682802
Mucking Lakes	25.3 ha	TQ 692814
Belhus Woods Country Park Lakes	5.9 ha	TQ 575827

APPENDIX 7 (CONT'D)

E. Coastal

	<u>Area/Length</u>	<u>Grid Ref.</u>
Mucking Flats and Marshes (SSSI) *		TQ 692763 to TQ 710814

F. Geological SSSIs

	<u>Area/Length</u>	<u>Grid Ref.</u>
Purfleet Chalk Pits		TQ 563784
Lion Pit		TQ 598781
Globe Pit		TQ 625783

* Measurements for the SINCS indicated exclude areas of salt marsh and mudflat beyond the sea wall.

4. LOCAL NATURE RESERVES (LNRs)

These are areas designated by the Local Authority under Section 21 of the National Parks and Access to the Countryside Act 1949. The land is set aside and managed for the preservation of flora, fauna, geological or physiographical features and/or to provide special opportunities for the study of or research into the wildlife of Great Britain or the study of the geological/physiographical features of the site.

A Local Nature Reserve may also be a Site of Special Scientific Interest or Site of Importance for Nature Conservation but does not necessarily have to be so. It will contain interesting wildlife or geology in a Borough-wide context but not necessarily of sufficient interest to warrant notification as an SSSI or SINCS.

However, before a site can be designated as a Local Nature Reserve, English Nature must approve the site and agree that its ecology or geology are of sufficient interest to make it suitable as a Local Nature Reserve. The most important feature of an LNR is that it is set aside primarily for conservation or research purposes and is managed as such.

Proposed Local Nature Reserves are set out in Policy LN14.

5a. AREAS OF LOCAL NATURE CONSERVATION SIGNIFICANCE (ALNCS)

There are many areas in the Borough which are very poor in nature conservation terms, for example West Thurrock, Grays, Aveley and Chadwell St. Mary. In such situations, a site which would be of only minor conservation significance in a rich area, and would not warrant consideration as a Local Nature Reserve or Site of Importance for Nature Conservation, has a much greater value in its local context. Such sites are important for both their local nature conservation value and in providing a site where the nearby population can experience nature - this is especially important for children. These sites are Areas of Local Nature Conservation Significance.

Because the choice of an ALNCS depends on the richness of wildlife in the local area, there can be no general criteria for their choice, other than the extent of the role that each site plays in its locality.

APPENDIX 7 (CONT'D)

ALNCS are listed below. They are also shown on the Proposals Map.

A. Woodland

The Shrubbery	4.8 ha	TQ566814
Ash Plantation	6.8 ha	TQ577816
Freeman's Shaw	1.5 ha	TQ578836
South West of Stifford Hill	1.6 ha	TQ592804
Ford Place	1.2 ha	TQ596806
The Wilderness	2.6 ha	TQ600839
West of China Lane	3.8 ha	TQ623863
Fen Covert	4.2 ha	TQ635834
North of High Road, Orsett	1.6 ha	TQ636817
The Decoy	3.0 ha	TQ638823
North of Ring and Bailey, Orsett	5.3 ha	TQ640826
Gorwyn's Plantation	1.3 ha	TQ646833
Old House Wood	2.1 ha	TQ648799
Well Wood	1.5 ha	TQ648826
Snake Spinney	1.5 ha	TQ648832
Fox Holes	1.5 ha	TQ650827
New Covert	3.4 ha	TQ650832
Long Covert	2.5 ha	TQ651830
Larch Plantation	0.6 ha	TQ652815
Sticking Hill Covert	1.7 ha	TQ653831
Shrove Hill Wood	3.9 ha	TQ654782
East of Black Bush Lane	2.1 ha	TQ659835
Ashen Shaw	0.6 ha	TQ661799
Rainbow Wood	2.2 ha	TQ662799
Parsonage Shaw	2.6 ha	TQ664775
East of Lower Dunton Road	1.9 ha	TQ668857
Low Street	1.1 ha	TQ670778
The Park	18.7 ha	TQ679860
Old Hill	10.8 ha	TQ683856
North of Greenacre's Farm	3.4 ha	TQ684849
North West of A13	1.0 ha	TQ694853
Oily Ponds	1.0 ha	TQ705848

B. Other Open Land

Mardyke Magazine	3.0 ha	TQ551790
North of GATX Terminal (excluding lorry parking area)	3.6 ha	TQ603788
Manorway, Grays	0.2 ha	TQ619775
Blackshots Informal Open Space	15.1 ha	TQ632807
Rear of Victoria Road	6.4 ha	TQ683827
Stanford Bird Sanctuary, Wharf Road	0.7 ha	TQ687819
Churchyard, Old Corringham	0.2 ha	TQ710833

APPENDIX 7 (CONT'D)

C. Water

Alexandra Lake

6.1 ha

TQ 584790

5b. Ecological Corridors In order for both flora and fauna to be able to colonise new sites, they must be able to migrate from existing sites. On moving from one site to another, it is necessary for there to be acceptable "routes" where plants and animals can survive, finding food and shelter in non-hostile conditions. These routes are known as wildlife or ecological corridors and take a variety of forms, including hedgerows, roadside verges, rivers and railway embankments. They are often, but not always, linear features. They provide a vital source of individual animals and a seed bank from which nearby sites can be colonised when conditions are suitable. As such, they are extremely important elements in the conservation of nature in both rural and urban environments and their identification and retention is vital.

Ecological corridors are listed below. They are also shown on the Proposals Map:

River Thames.

River Mardyke.

Holehaven Creek.

Hassenbrook/Mucking Creek.

A13 embankments.

A1013/A1306 verges (old A13).

M25 Embankments.

A1089 (Dock Approach Road) embankments.

Grays/Upminster Railway cuttings/embankments.

London Tilbury and Southend Railway cuttings/embankments.

APPENDIX 8

SECTION 39 OF THE WILDLIFE AND COUNTRYSIDE ACT 1981

Management agreements with owners and occupiers of land.

1. A relevant authority may, for the purpose of conserving or enhancing the natural beauty or amenity of any land which is both in the countryside and within their area or promoting its enjoyment by the public, make an agreement (in this section referred to as a "management agreement") with any person having an interest in the land with respect to the management of the land during a specified term or without limitation of the duration of the agreement.
2. Without prejudice to the generality of subsection (1) a management agreement:
 - (a) may impose on the person having an interest in the land restrictions as respects the method of cultivating the land, its use for agricultural purposes, or the exercise of rights over the land and may impose obligations on that person to carry out works or agricultural or forestry operations or do other things on the land;
 - (b) may confer on the relevant authority power to carry out works for the purpose of performing their functions under the 1949 Act and the 1968 Act; and
 - (c) may contain such incidental and consequential provisions (including provision for the making of payments by either party to the other) as appear to the relevant authority to be necessary or expedient for the purposes of the agreement.
3. The provisions of a management agreement with any person interested in the land shall, unless the agreement otherwise provides, be binding on persons deriving title under or from that person and be enforceable by the relevant authority against those persons accordingly.
4. Schedule 2 to the Forestry Act 1967 (power for tenant for life and others to enter into forestry dedication covenants) shall apply to management agreements as it applies to forestry dedication covenants.
5. In this section "the relevant authority" means:
 - (a) as respects land in a National Park (and outside a metropolitan county), the county planning authority; ((aa) as respects land with the Broads, the Broads authority);
 - (b) (Repealed); and
 - (c) as respects any other land, the local planning authority.
6. The powers conferred by this section on a relevant authority shall be in addition to, and not in derogation of, any powers conferred on such an authority by or under any enactment.

APPENDIX 9

POPULATION LEVELS, ESTIMATES AND FORECASTS

1. **Population Forecasts**

- 1.1 Population forecasts are produced for all Essex Districts by Essex County Council using a cohort survival model. The model is calibrated using Structure Plan housing provision and national population and household projections. The most recent forecast, published in April 1992 is, however, based on the 1981 Census and 1985 - based OPCS projections. The 'forecast' population for the County in 1991 produced by the model was however significantly higher than the 'actual' figure in the OPCS mid-year estimates. At local level, the forecast figure for Thurrock was 134,600 compared to an actual 129,600.
- 1.2 The County model is to be re-calibrated using 1991 Census results and OPCS projections, but no results were available at the time this Adopted Plan was being prepared. It would not, therefore be helpful to present the out of date 1992 forecasts in this Plan.
- 1.3 This appendix therefore includes very simple forecasts based on a continuation of current rates of housebuilding of 730 additional dwellings per annum, a reduction in average household size from 2.6 in 1991 to 2.45 in 2001, in line with regional trends, and a 3% vacancy rate in the dwelling stock.
- 1.4 These population forecasts for each settlement are set out in Table 1 below.

Table 1: Population by Settlement.

	1991 ¹	1992 ²	1996 ³	2001 ³
Aveley	7400	7500	7500	7600
South Ockendon	15700	15800	16100	16700
West Thurrock ⁴	7800	8600	12700	17400
Grays	34900	35200	35400	36000
Chadwell St. Mary	9800	9800	9600	9600
Orsett area	4900	5000	5200	5400
Tilbury	11800	11800	11600	11400
East Tilbury	6100	6100	6000	5800
Stanford-le-Hope/Corringham	31200	31400	30600	29800
TOTAL	129600	131200	134700	139800

Notes:

- 1. Source : 1991 OPCS Mid Year Estimates.**
 - 2. Source : 1992 OPCS Mid Year Estimates.**
 - 3. Source : Thurrock Council Forecast.**
 - 4. Includes Chafford Hundred.**
 - 5. Totals may not add due to rounding.**
-

APPENDIX 9 (CONT'D)

- 1.5 Table 1 shows a forecast population in Thurrock of nearly 140,000 in 2001. This is lower than the current Essex County Council forecast of 146,000, but still shows a significant increase. This follows a period of stable population levels. Between 1971 and 1991 the population grew by only 4,500. The 1992 OPCS estimate already shows an increase of 131,200.
- 1.6 In the event that available housing land is developed more quickly in the future, then the population could rise more rapidly. This is, however, dependent on market demand.
- 1.7 The majority of the population increase will be at Chafford Hundred. This new neighbourhood of Grays will eventually accommodate around 12,000 people, although it may well not be complete by 2001. Significant development at Grays South and at South Ockendon will also result in population increases. Development elsewhere in the Borough will be offset by the fall in average household size, and the 2001 population in these areas will not be greatly different from that in 1991.

2. The Age of the Future Population

- 2.1 The age structure of the population in 2001 is likely to be significantly different from that in 1991. This is shown in the table below.

Table 2: Thurrock Population Forecasts by age.

	Change 1991-2001
Under School Age (0-4)	+ 17.5%
School & FE (5-19)	+ 7.1%
Working Population (20-59/64)	+ 7.3%
Elderly (59/64 -79)	NIL
Very Elderly (80+)	+ 41.2%

Source: ECC Population Forecasts.

- 2.2 The period 1991 - 2001 will see a considerable rise in the very elderly population, in line with national trends. There will also be a significant increase in children, of both school age and pre-school age. The main reason for this is the increased rate of house-building, which normally attracts a large number of young married couples, many of whom will have children by the end of the plan period. These school children will therefore be disproportionately located in the areas of major house-building, in particular at Chafford Hundred. The necessary provision of schools to serve this population is considered in the Community Facilities chapter of the Plan.

3. Economic Activity

- 3.1 The number of economically active people in Thurrock in 1991 (that is the number working or looking for work) was 64,300. This figure will rise significantly by 2001, due both to the rise in total population and a forecast increase in the proportion of women who will be economically active from 63% in 1991 to 65% in 2001. A population of 140,000 in 2001 is likely to result in about 70,500 economically active residents, an increase of over 6,000 in the 1991 figure.

APPENDIX 9 (CONT'D)

4. Place of Work

4.1 Thurrock is a major employment location. However, significant proportions of Thurrock residents work outside the borough, particularly in Greater London. Non-manual, particularly office workers, are most likely to work outside Thurrock. This is shown in the table below:

Table 3: Thurrock Residents : Places of Work 1981.

	Non Manual	Manual	All Employees
In Thurrock	1550 (52%)	1934 (68.5%)	3484 (60%)
Elsewhere	1451 (48%)	887 (31.5%)	2338 (40%)
TOTAL	3001 (100%)	2645 (100%)	5822 (100%)

Source: 1991 Census of Population.

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APPENDIX 10

**HOUSING LAND - LARGE SITES* WITH OUTSTANDING PLANNING
PERMISSION AT 31ST MARCH 1993**

			<u>Potential Completions</u>		<u>Total No.</u>
			<u>1.4.1993 to</u>	<u>1.4.1998</u>	<u>of Units</u>
			<u>31.3.1998</u>	<u>onwards</u>	<u>Outstanding</u>
a.	THU/320/87	T.B.M., London Road, Purfleet	138	-	138
b.	THU/690/87	Watts Wood, Purfleet	126	-	126
c.	THU/702/85 & THU/540/89	Chafford Hundred	2350	1747	4097
d.	THU/872/88	adj. Mill Road, Aveley	-	90	90
e.	THU/43a/88	r/o. 40-70, Mill Road, Aveley	15	-	15
f.	THU/1104/88	The Orchard, Crescent Way, Aveley	13	-	13
g.	THU/10/91	Culverhouse School Site, South Ockendon	158	-	158
h.	THU/863/88	South Ockendon Hospital, South Ockendon	300	300	600
i.	THU/1019/85	Meesons Lane, Grays	47	-	47
j.	THU/825/84	Brooks Works, London Road, Grays	455	-	455
k.	THU/36/88	Bruce's Wharf, Grays	199	-	199
l.	THU/252/92	Palmers/Theobalds Avenue, Grays	58	-	58
m.	THU/302/53	West of Sabina Road,/St.Francis Way, Chadwell St. Mary	-	131	131
n.	THU/1006/86	Land South of Linford Road, Chadwell St.Mary	80	-	80
o.	THU/318/87	London Road, (r/o. Moore Avenue) Tilbury	50	-	50
p.	THU/197A/87	OCL Container Site, Brentwood Road, Orsett	251	-	251
q.	THU/196/92	Magazine Store, Garrison Site, Purfleet	-	135	135
r.	THU/12/91	Branwood/Mardyke School, Cruick Avenue, South Ockendon	85	-	85
s.	THU/266/92	Rectory Road/Overcliff Road, Grays	14	-	14
t.	THU/13/93	adj. Woodacre School, Erriff Drive, South Ockendon	66	-	66
u.	THU/357/92	Hume Avenue, Tilbury	-	60	60
v.	THU/483/92	Adelaide Road, Tilbury	18	-	18
w.	THU/197/92	Between 148-174 Centurion Way, Purfleet	40	-	40
x.	THU/524/92	2-422 Centurion Way, Purfleet	62	-	62
y.	C/DS/THU/ 10/92	Thameside School Site, East Thurrock Road, Grays	-	37	37

* Sites with a residual capacity of 12 or more units.

APPENDIX 11

AFFORDABLE HOUSING -

CALCULATION OF NEED AND BENCHMARK FOR LOW-COST HOUSING

A. AFFORDABLE HOUSING NEED

1. These notes relate to the following calculations used as the basis for the percentage affordable housing (AH) target as set out in the reasoned justification for Policy H5.
2. The initial calculation of affordable housing need was based on available data as at 1st April 1991 and on the need to address two aspects of the Council's housing waiting list (WL), viz:-
 - (i) To counter the projected annual average increase in the waiting list;
 - (ii) To meet the Council's target of reducing the average length of waiting for new lettings to 3 years by 2001.
3. The product of these calculations was expressed as a percentage of the net private sector housing site capacity for the period up to 2001. Housebuilding was at a high level in the 1990/1991 period (977 and 938 [gross] completions in successive years and an annual average of 760.4 [gross] in the Structure Plan period 1986-1991). At those rates, much of the residual capacity would have been developed by 2001, so it was considered appropriate to base the percentage on the dwelling site capacity, net of anticipated losses due to redevelopment and also net of housing association earmarked sites (to avoid double counting and relate the percentage to the developments subject to AH Policy).

Projected Annual Increase in Waiting List

4. The housing WL had been growing steadily towards the end of the 1980s, rising from 3,197 in 1988 to 3,503 applicants at 1st April 1990.

Due to a change in lettings policy and WL eligibility, the list fell significantly in the year to April 1991 (and again to a lesser extent to 1992). However, analysis allowing for this change indicated a continuing underlying trend towards an average annual WL increase of at least 100.
5. It was assumed in the calculation that this upward trend would be maintained throughout the 1990s if no action was taken to reduce it. The updated change in the WL is tabulated below, indicating the reductions between 1990 and 1992 and the large increase which followed in 1993 as the change in lettings policy worked through. The average annual change between 1990 and 1993 is 103, while between 1990 and 1995 it is 101.8, indicating that the assumed trend is, in fact, continuing.

APPENDIX 11 (CONT'D)

Table 1 : Thurrock Council Housing Waiting List

As at 1st April	1988	3,197
	1989	3,213
	1990	3,503
	1991	3,070
	1992	2,893
	1993	3,812
	1994	3,844
	1995	4,012

Source : Thurrock Council HIP returns.

Three Year Waiting List Target

6. The Council's target is to achieve a 3 year waiting list for new lettings by 2001, based on the net lettings achieved in the year up to 1st April 1991 of 770 (net of transfers and nominations to housing associations). This was the optimum level the Council could expect to achieve in current circumstances and for the foreseeable future and is also used as the basis of this part of the updated calculation (although net lettings fell to 670 in 1995).

Calculation as at 1st April 1993

7. The position has worsened since the initial calculation of AH need. Not only has the WL risen and net lettings fallen, but the housing completion rate has fallen (to 509 (net) by 1995), making it likely that a significant proportion of the housing site capacity will not be taken up by 2001.
8. The updated calculation to 1993 indicates that some 30% AH dwellings would be needed out of the net capacity to meet both the Council's WL objectives. In view of the falling completion rate, it might be more appropriate to re-calculate the AH need as a percentage of the net dwellings likely to be completed by 2001, assuming the 1986-1993 average completion rate (744 net) is maintained:- $744 \times 8 = 5,952$ dwellings. However, this would produce a requirement for 39% to be AH units to meet the total need of 2,326 over 8 years. The calculation based on dwelling capacity as at 1st April 1991 and also at 1st April 1993 are set out on the following page.

APPENDIX 11 (CONT'D)

Calculation of affordable housing requirement

1.	<u>As at 1st April 1991</u>			<u>Units Needed</u>
	A.	Average annual increase in WL projected over 10 years 1991-2001	100×10	= 1,000
	B.	3 Year WL at 1991 net lettings	770×3	= 2,310
	C.	Reduction to B from 1991 WL over 10 years 1991-2001	$3,070 - 2,310$	= 760
	D.	Total AH units needed by 2001		= 1,760
	E.	Private Sector* net dwelling capacity 1991-2001		= 9,027
	F.	AH need as % of E	$\frac{1,760 \times 100}{9,027}$	= 19.5%
2.	<u>As at 1st April 1993</u>			
	A.	Average annual increase in WL projected over 8 years 1993-2001	103×8	= 824
	B.	3 Year WL at 1991 net lettings	770×3	= 2,310
	C.	Reduction to B from 1993 WL over 8 years 1993-2001	$3,812 - 2,310$	= 1,502
	D.	Total AH units needed by 2001		= 2,326
	E.	Private Sector * net dwelling capacity 1993-2001		= 7,771
	F.	AH need as % of E	$\frac{2,326 \times 100}{7,771}$	= 29.9%

*Excluding housing association earmarked sites (and TBC Estate Action Sites 1993)

APPENDIX 11 (CONT'D)

B. LOW-COST HOUSING BENCHMARK

Department of the Environment Circular 13/96 on Planning and Affordable Housing states that local authorities should define in local plans what they regard as affordable housing and indicates that the terms “affordable housing” or “affordable homes” can encompass both low-cost market and subsidised housing. Affordable housing has been defined in the reasoned justification for Policy H5 in this Local Plan as “housing that will be available to people who cannot afford to occupy houses generally available on the open market”, a definition which includes “low-cost market housing” as well as subsidised housing, such as that provided by housing associations.

Some housebuilders have commented to the Council that many people whose income enables them to rent housing association dwellings could also afford to purchase houses whose market value is below a certain threshold. The Council therefore considers that the best way to determine what constitutes “low-cost market housing” is to compare its purchase cost with the net cost of renting an equivalent type of dwelling from a housing association. This relationship, while itself being fixed, will allow for variations over time in the cost of housing rents and will thus endure for the life of the Plan.

The following simple formula has been drawn up to enable the appropriate “benchmark” value to be established at any given time. This will enable housebuilders to plan for appropriate numbers of dwellings to be built within the necessary cost parameters to meet any affordable housing target they may have agreed with the Council under Policy H5. The formula and methodology set out below will be used by the Council to confirm that such planning agreements are complied with, the calculation being relevant at the time when the subject dwellings are first offered for sale.

Where;

- m = monthly mortgage repayment value over 25 years to be calculated in respect of each specified dwelling type¹ proposed as affordable housing.
- a = annual rent payable on comparable² housing association dwelling type, being the average of three such rents in Thurrock or, where there are insufficient in the Borough, in comparable areas, for the financial year in which the subject dwellings are first offered for sale.
- b = annual maintenance cost of specified dwelling type. In the case of houses or bungalows, this will normally represent the overall annual maintenance cost and will equate to two-thirds of the latest Audit Commission baseline figure for public dwelling maintenance, with allowance for inflation in accordance with the BCI index (the sum is discounted because a private owner will not incur the administrative costs of a housing association). In the case of flats or other developments with communal maintenance funded through a service charge, the baseline figure will be taken to represent the combined cost of the service charge plus the maintenance cost of the private areas of the dwelling.
- c = annual property insurance premium on the specified dwelling type, where not included in b. above, being the average of three quotations obtained from recognised insurers within 3 months prior to the subject property first being offered for sale. In the case of flats or other developments with communal maintenance funded through a service charge, the will property insurance will normally be included in the service charge and need not be accounted for separately.

¹ E.g. 3-bed 5/6 person semi-detached house; 2-bed 4 person flat; 1-bed 2 person maisonette etc.

² In the TCI floor area band which is within 5% (+ or -) of the subject dwelling floor area.

APPENDIX 11 (CONT'D)

Formula:

$$m = \frac{a - (b+c)}{12}$$

The product of this calculation is the amount which would be available as monthly mortgage repayments.

The maximum amount which could be borrowed at this level of repayment over 25 years will then be determined either by reference to tables published by mortgage lenders, by quotation obtained directly from lenders, or by calculation from standard interest tables and based on interest rates published or quoted by lenders. The cost of Interest Only mortgages should also include the monthly repayments on the linked endowment policy, pension or PEP plan. Any special discounts for first-time buyers may be taken into account. Such quotations or published figures should be those in operation within 3 months prior to the subject property first being offered for sale.

The maximum available mortgage loan will normally be for less than the full purchase value of any property (usually 90%), so the sum calculated from the percentage balance, equivalent to the deposit the purchaser is required by the lender to pay, should be added to produce the full value of the dwelling which may be purchased. This is the benchmark value at or below which the subject dwellings may be counted towards the affordable housing provision.

Example: 45m², 1-bed, 2 person flat

- assuming;-
- (a) average annual housing association rent = £2,930
 - (b) average annual maintenance cost = £550
 - (c) average annual property insurance premium = included in b) above

then, $m = \frac{2,930 - (550 + 0)}{12} = £198.33$

If maximum Capital Repayment mortgage quoted over 25 years, for 95% of the property value and interest rate of 7.25%:- 300 payments at 198.33 = £30,000.

Add 5% deposit (5.263% of loan = £1,579), then the affordable housing benchmark value of the above dwelling type would be £31,579.

APPENDIX 12

NOTIFIABLE INSTALLATIONS AND CONSULTATION DISTANCES

Notifiable Installations

1.	North Thames Gas, Grays Gasholding Station	60m
2.	Murco Petroleum, Grays	250m
3.	GATX Terminals Ltd., Grays	250m
4.	Proctor and Gamble, West Thurrock	1000m
5.	C.E.G.B., West Thurrock Power Station	250m
6.	Thames Matex, West Thurrock	1500m
7.	Civil and Marine, West Thurrock	400m
8.	Purfleet Deep Wharf and Storage Co., Purfleet	300m
9.	Esso Petroleum, Purfleet	250m
10.	Powell Duffryn Terminals Ltd., Purfleet (Upstream, Cornwall, Foreshore & Dipping Sites)	250m
11.	Shell Haven Refinery, Stanford-le-Hope	2000m
12.	Mobil Oil Refinery and Bulk Terminal, Coryton	2000m
13.	Calor Gas Co., Coryton	2000m
14.	Cargill-Albion, Tilbury Docks	300m
15.	Aerated Concrete, Linford	300m
16.	Bata Factory, East Tilbury	300m
17.	North Thames Gas, Stanford-le-Hope Gasholding Station	60m

Notifiable Pipelines

(High Pressure Gas Transmission Pipelines)

1. Baker Street to Canvey
2. Braintree to Horndon
3. Canvey to Berwick Pond Road
4. Clockhouse Lane to West Thurrock
5. Coryton to Mobil Oil
6. Esso Branch
7. Fords to Mardyke
8. Horndon to Abridge
9. Horndon to Canvey
10. Horndon to Clockhouse Lane
11. Horndon to River Thames North
12. Mardyke to Stock
13. Orsett to Chadwell St. Mary
14. Purfleet Arterial Road to Stonehouse Corner
15. Refinery line
16. Romford to Baker Street
17. Stonehouse Corner to Thames Board Mills

APPENDIX 13

ROAD SCHEMES ABANDONED **(Referred to in Policy T5)**

- (a) Aveley Southern Bypass.
- (b) A128 Chadwell St. Mary Eastern Bypass.
- (c) Butts Lane, Walton Hall Lane, Stanford-le-Hope.
- (d) Romford Road, Aveley.
- (e) Fobbing Bypass.
- (f) A126 Grays Southern Bypass.
- (g) A1012 Hogg Lane Dualling.
- (h) Princess Margaret Road, Bata's to Muckingford.
- (i) Princess Margaret Road, Bata's to East Tilbury.
- (j) A128 Claudian Way to Alexandra Close.
- (k) A128 Alexandra Close to Orsett.
- (l) Old Southend Road, Stanford-le-Hope.
- (m) B186 South Road, South Ockendon.
- (n) B186 North Road, South Ockendon.
- (o) Junction A13/Purfleet Bypass, Purfleet.
- (p) Mill Lane, South Stifford.
- (q) Stonehouse Lane, Purfleet.
- (r) A126 London Road, Dualling.
- (s) B1007 Horndon Bypass (Pump Street route).
- (t) East-West Cross Route, Grays.

APPENDIX 14

GLOSSARY

A. BODIES, ORGANISATIONS ETC.

- **Chafford Hundred Ltd.** :

A management company established to co-ordinate the comprehensive redevelopment of the extensive area of despoiled and derelict land known as Chafford Hundred. They intend to remain in control of the entire area throughout the envisaged life of its development.

- **Department of the Environment (DOE)** :

The Government department which, amongst other things, is responsible for the preparation of statutory planning legislation and other guidance. The Planning Inspectorate who are responsible for the determination of planning appeals, is an executive agency of the DOE.

- **Department of Transport** :

The Government department which is the highway authority for trunk roads, including motorways. Amongst other things, they prepare proposals to improve or widen existing special or trunk roads, together with the construction of new ones. They are concerned with safeguarding the lines of new roads and those intended to be improved. They must be consulted where it is considered that a proposal would have material implications in any of these contexts.

- **English Nature (Nature Conservancy Council for England)** :

The statutory body which looks to achieve, enable and promote nature conservation in England, (formerly known as The Nature Conservancy Council).

- **Environment Agency** :

The Agency was created by the Environment Act 1995 and seeks to provide a comprehensive approach for the protection and management of the environment by combining regulation relating to air, land and water. The creation of the Agency merged the expertise of the National Rivers Authority, Her Majesty's Inspectorate of Pollution, the Waste Regulation Authorities and several smaller units from the Department of the Environment.

- **Essex Wildlife Trust** :

An organisation that works both in its own right, and in conjunction with local authorities and other bodies, to protect the wildlife heritage of Essex.

- **Health and Safety Executive** :

A body that provides advice and guidance on the nature and severity of risks presented by identified hazardous sites, installations etc. They are also responsible for notifying local authorities of relevant "consultation zones" around such sites and installation.

- **South East Regional Planning Conference (SERPLAN)** :

The advisory regional planning authority for London and the South East formed by representatives of district and county councils.

APPENDIX 14 (CONT'D)

- **Statutory Undertaker :**

A public or private body with statutory powers to undertake infrastructure development and maintenance.

- **Woodland Trust :**

A body that seeks to manage, restore and protect (by ownership), areas of broad-leaved trees.

B. DOCUMENTS, STUDIES, ETC.

- **Approved Review Development Plan 1976 (ARDP) :**

Statutory plan prepared by Essex County Council and set out in the form of a written statement and a series of 6" = 1 mile scale land use allocation maps, known as "Town Maps".

- **Borough Shopping Policy Part 2 :**

A locally adopted policy that was sought to control the growth of non-retail service uses in specifically identified shopping areas.

- **East Thurrock Local Plan :**

This adopted statutory local plan covers the settlements of Corringham and Stanford-le-Hope in the eastern part of Thurrock.

- **Essex Coast Protection Subject Plan 1984 :**

This statutory plan, produced by Essex County Council, defines the specific area of the coast to which Policy NR18 of the approved Essex Structure Plan, should apply.

- **Essex County Council - Countryside Conservation Plan 1985 :**

This non-statutory plan with its accompanying maps, expands the strategic policies set out in the approved Essex Structure Plan as they relate to nature conservation, landscape and agriculture.

- **Essex Design Guide :**

Prepared by Essex County Council and fully titled 'A design guide for residential areas'. The aim of the guidance is to encourage a more varied and imaginative approach to housing area design, and to discourage the creation of characterless and bland suburban uniformity.

- **Essex Structure Plan :**

Prepared by Essex County Council and first approved in 1982, this statutory plan sets out the broad strategic framework for local plans. The First Alteration was approved in 1991, and the Second Alteration was approved in 1995.

- **Grays South Planning Brief 1987 :**

This was prepared by Thurrock Council and relates to the area of the Thames-side between Wouldham Cement Works and Tilbury Docks. It sets out land use objectives and the broad principles/criteria considered appropriate in the redevelopment of the area.

APPENDIX 14 (CONT'D)

- **Thames Chase :**

The 'community forest' being established adjacent to East London and in south Essex. A non-statutory document, the Forest Plan, has been prepared for the Thames Chase Area.

- **Town Map :**

See Approved Review Development Plan (ARDP), above.

- **West Thurrock Local Plan :**

This local plan, which reached consultation draft stage in 1989, covered the West Thurrock and Purfleet area of the Borough. It was not adopted.

- **'Wildlife in Towns and Cities' :**

Published by English Nature in June, 1992. Its principal aims are to aid and encourage local authorities in the preparation of Nature Conservation Strategies. Model policies and associated detailed notes are provided.

C. **STATUTES, ORDERS & OTHER GOVERNMENTAL ADVICE.**

- **Town & Country Planning Act 1990 :**

This Act, together with the Planning and Compensation Act 1991, sets out the basis for the statutory town planning system in the United Kingdom.

- **Planning and Compensation Act 1991 :**

Amongst other matters, this Act has set out the primacy of Development Plans in the determination of planning applications.

- **Town and Country Planning General Development Order 1988. (GDO) :**

This Order deals with many procedures connected with the determination of planning applications. It also permits certain forms of development without the need for express planning permission from a local planning authority.

- **Town and Country Planning (Use Classes) Order 1987 :**

This Order specifies classes of use of building or other land. Planning permission is usually required for the change of use between different classes, except where permitted under the provisions of the General Development Order 1988.

- **Department of the Environment Circulars :**

Circulars are advisory and provide local planning authorities with guidance on a wide range of matters related to statutory town planning.

APPENDIX 14 (CONT'D)

- **Department of the Environment Planning Policy
Guidance Notes (PPG's) :**

These set out the broad framework for the preparation of development plans and the operation of development control. Their content will be taken into account by the DOE in the consideration of planning appeals.

D. OTHER TERMS.

- **Affordable housing :**

Housing provided with a subsidy to enable the asking price/rent to be lower than the prevailing market level in the locality. It is available to those whose income denies them the opportunity to buy/rent on the open market. It is subject to arrangements to ensure its availability in perpetuity.

- **Agricultural land classification :**

To assist in assessing land quality, the Ministry of Agriculture, Fisheries and Food (MAFF), have classified agricultural land in five grades. This information is available in map form.

- **Backland development :**

Development suggested to take place in the back gardens to individual or groups of dwellings. There is often no direct road frontage and, amongst other things, matters of access and the provision of adequate space between new and existing properties can present serious problems.

- **Briefs :**

Statements prepared, in most cases, by the local planning authority indicating how the authority envisages the development of a particular site. Their content can be wide-ranging covering amount, type, design and height of buildings, materials, landscaping, car parking requirements, etc.

- **Buffer Zone :**

An area of land situated adjacent to residential areas which are at risk from nuisances associated with some industrial activities. Certain industrial activities will not be allowed in such areas and neither will new housing.

- **Common land :**

Has the meaning given by section 22(1) of the Commons Registration Act 1965. That is:

(a) land subject to rights of common (as defined in this Act) whether those rights are exercisable at all times or only during limited periods;

(b) waste land of a manor not subject to rights of common; but does not include a town or village green or any land which forms part of a highway.

- **Conservation area :**

An area of special architectural or historic interest the character or appearance of which it is considered desirable to preserve or enhance. Conservation areas are designated by the local planning authority under Section 69 of the Local Planning (Listed Buildings and Conservation Areas) Act 1990.

APPENDIX 14 (CONT'D)

- **Development area (gross) :**

The total area of a development site, including any land to be used for roads, amenity open space or other public or communal purposes. When sub-divided into development plots, the gross development area of each plot will include half the width of any adjacent road or other access-way.

- **Development area (net) :**

The area of a site to be used for development, excluding any roads, amenity open space or other public or communal areas. When sub-divided into development plots, the net development area of each plot will be as measured to the boundary of each curtilage.

- **Development control standards :**

These cover a wide range of matters concerning the control of development. They have been approved by the Council but not subjected to any statutory procedures. They provide a basis for deciding planning applications and conditions to be attached to planning permissions.

- **East Thames Corridor (now known as Thames Gateway) :**

An area of land, either side of the Thames, that runs eastwards from Docklands to Thurrock, in Essex and Swale, in Kent. It has been identified as an area for major redevelopment and economic regeneration to counter-balance the well developed western corridor out from London and take advantage of the Channel Tunnel Rail Link.

- **Environmental assessment :**

A written evaluation of the effect on the environment of a proposed development, as detailed in DOE Circular 15/88.

- **Environmental statement :**

As part of Environmental assessment, this is the specific information gathered by a developer and put forward in conjunction with a planning application.

- **Flexible workspace :**

Development capable of accommodating all the uses permissible under class B1 : Business in the Use Classes Order 1987.

- **Forest of Thurrock :**

This is an initiative by the Council aimed at increasing the tree and woodland cover within the Borough. It includes planting schemes undertaken by the Council itself, and aiding private individuals and community groups to plant trees and manage woodland areas.

- **Gypsies :**

Persons of nomadic habit of life, whatever their race or origin but not travelling showmen or persons engaged in travelling circuses.

- **Green Belt :**

The Green Belt is an area surrounding London within which there is a strong presumption against new development except in certain specified circumstances.

APPENDIX 14 (CONT'D)

- **Industry** :

Defined by the Town and Country Planning (Use Classes) Order 1987 as -

Class B1 : Business.

Use for all or any of the following purposes:

- (a) as an office other than for visiting members of the public,
- (b) research and development, or
- (c) any industrial process.

which can be carried out in a residential area without detriment to the amenity of the area.

Class B2 : General Industrial.

Use for an industrial process other than those in Class B1 or B4 to B7.

Class B4 to B7 : Special Industrial.

Uses which are likely to cause significant environmental pollution.

Class B8 : Storage or Distribution.

Use as a storage or distribution centre.

- **Infill development** :

Development suggested to take place in gaps that exist between buildings, or in gaps created by the demolition of one or more buildings. Sites of this nature usually have direct road frontage.

- **Landscaping** :

The treatment of land for the purposes of enhancing and protecting amenities, and including fencing, walls or other means of enclosure, the planting of trees, hedges, shrubs or grass, and the formation of gardens and courts.

- **Landscape Improvement Areas** :

Areas in which, largely because of the addition of unsympathetic man-made features and the carrying out of certain activities, the landscape needs improvement to maintain and enhance its rural character.

- **Legal agreement** :

An agreement normally entered into, under the terms of Section 106 of the Town and Country Planning Act 1990, to restrict or regulate the development or use of land.

- **Listed building** :

A building included in the current List of Buildings of Special Architectural or Historic Interest prepared under the Planning (Listed Buildings and Conservation Areas) Act, 1990. Special restrictions relate to such buildings.

APPENDIX 14 (CONT'D)

- **Planning obligations** :

These can relate to land, roads or buildings other than those covered by a planning permission, provided there is a direct relationship between the two. They assist the local planning authority in ensuring that new development or redevelopment can take place while having regard to the interest of the local environment and other planning considerations.

- **Protected Lanes** :

These are designated by Essex County Council. Policy NR17 of the Essex Structure Plan relates to them. They exhibit certain traditional characteristics and are of historic or landscape value. The intention is to protect and maintain the road surface itself, together with banks, ditches and verges. Trees and hedges will also be protected.

- **Rounding off** :

The provision of a new dwelling, or dwellings, to existing sporadic, dispersed, linear and/or irregular forms of development in the Green Belt. Rounding off is inappropriate.

- **Scheduled Ancient Monument** :

Buildings, earthworks, structures or other sites, usually unoccupied, scheduled under the Ancient Monuments and Archaeological Areas Act 1979. Their protection is similar to that given to listed buildings.

- **Semi-natural landscape** :

There is little of Britain's land which has not in some way been modified or completely changed by human intervention. 'Semi-natural' landscape is that which has been modified by human management or activity, but which nevertheless has been allowed to respond naturally to that activity. Examples include coppiced woodland and unimproved grassland. It does not include agricultural land or any intensively managed land.

- **Semi-natural vegetation** :

This refers to vegetation which has been relatively undisturbed by human intervention and which has developed naturally in response to human activity, without intensive management having taken place. Examples include ancient woodlands, marches and mudflats.

- **Shopping hierarchy** :

A functional hierarchy of shopping centres defined by Policy SH1 of the Essex Structure Plan as :

- (i) Sub-regional Shopping Centres - including Lakeside.
- (ii) District Shopping Centres - including Grays.
- (iii) Local Shopping Centres.

- **Sites of Importance for Nature Conservation (SINCS)** :

Sites identified as important habitats by the Essex Wildlife Trust.

- **Sites of Special Scientific Interest (SSSI)** :

Areas designated as such by English Nature, in view of their particular value and interest for nature conservation and as wildlife habitats.

APPENDIX 14 (CONT'D)

- **Special Landscape Areas** :

Areas that are important to the County's natural heritage. Their high quality landscape is a result of a combination of natural features such as vegetation, cover and relief.

- **Socio-economic deprivation** :

The high incidence in an area of a number of features such as overcrowding, low car ownership, lack of basic amenities, lack of central heating, unemployment, lone parenthood, single pensioners and long-term limiting illness. Tilbury and South Ockendon score highest in Thurrock on these indices.

- **Stand-alone office development** :

Office development which is not ancillary to the principal use of land for other purposes, such as Industrial.

- **Supplementary planning guidance** :

Approved and adopted local planning authority guidance not contained as policy in the Local Plan. This guidance is often updated, changed and added to.

- **Sustainable development** :

Defined as "ensuring that the needs of the present are met without compromising the ability of future generations to meet their needs" (Our Common Future - Report of the Brundtland Commission 1987).

- **Temporary Buildings** :

Buildings or structures which are constructed of short-life materials, or which have no permanent foundations, or which are readily demountable and movable from site to site.

- **Thames Gateway (formerly known as East Thames Corridor)**:

An area of land, either side of the Thames, that runs eastwards from Docklands to Thurrock, in Essex and Swale, in Kent. It has been identified as an area for major redevelopment and economic regeneration to counter-balance the well developed western corridor out from London and take advantage of the Channel Tunnel Rail Link.

- **Town cramming** :

A phrase used to express the concern about too much development being crowded into towns and suburbs, where space and greenery are just as highly valued as in the countryside.

- **Townscape** :

Those elements, including buildings, groups of buildings, trees, views, street furniture and shop fronts, which make up the appearance and contribute to the character of a town.

- **Transport Policies and Programmes (TPP)** :

The TPP is an Essex County Council statement of proposed road programmes and estimated costs over a five-year period. The TPP is rolled forward on an annual basis.

APPENDIX 14 (CONT'D)

- **Tree Preservation Order** :

An Order giving statutory protection for identified trees, groups of trees or woodlands, in the local authority area.

- **“Ways Through Essex” Project** :

This is the Essex County Council and Countryside Commission rights of way project. It began in January 1988. Its aim is to create new opportunities for local people and visitors to enjoy the Essex countryside using the County network of footpaths, bridleways and byways. It looks to explore the potential in linking country parks, other publicly owned land, disused railway lines etc.