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Thurrock Strategic Green Belt Assessment Stages 1a and 1b

FINAL REPORT

On behalf of **Thurrock Borough Council**



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1 Introduction

1.1 Purpose of the Green Belt Assessment

- 1.1.1 This report by Peter Brett Associates, now part of Stantec (PBA) and Enderby Associates has been undertaken on behalf of Thurrock Borough Council to assist in the preparation, explanation and justification of the Thurrock Local Plan.

1.2 Green Belt Commission

- 1.2.1 The Council have commissioned PBA to undertake **Stages 1A and 1B** to assess the Green Belt. **Stage 2** will be undertaken at a later date, if required.
- 1.2.2 **Stage 1A and B** relates to the identification of strategic Green Belt parcels and the assessment of those parcels against the purposes of the Green Belt.
- 1.2.3 **Stage 1B** relates to implications for the strategic Green Belt assessment of the preferred route announced by Government on the route and location of the proposed Lower Thames Crossing. This report does not provide a full reassessment of all the Green Belt parcels, which the Council may wish to undertake at a later date.
- 1.2.4 **Stage 2** assessment will identify detailed assessment of sites and boundaries in the Green Belt to identify defensible long-term boundaries and provide recommendations on detailed boundary changes. **Stage 2** will proceed only in the event that there is a clearly demonstrated exceptional circumstances to amend the boundaries of the Metropolitan Green Belt in order to meet future development needs.
- 1.2.5 This report relates to **Stages 1A and 1B** of the project.

1.3 Local Plan

- 1.3.1 The Council has an adopted Core Strategy and Policies for the Management of Development DPD (2011), which identifies a housing requirement of 23,500 new homes over the period 2001 to 2026. The Council are committed to undertaking a review of the Green Belt to allocate sufficient land to meet its housing delivery targets.
- 1.3.2 The Core Strategy identifies proposed Broad Locations for housing development to be released from the Green Belt by alterations identified through detailed Green Belt boundary changes in the then Site Allocations and Policies DPD, although this is now being replaced by a new Local Plan. Several of the proposed Broad Locations for development, identified in the Core Strategy, that are in the Green Belt have subsequently been built out.
- 1.3.3 There is a new Local Plan being prepared which will require up-to-date information relating to housing need and potential supply. Preparation of the new Local Plan also requires a review of the Green Belt, with a decision to be taken about whether there are exceptional circumstances for the Green Belt to change and if so how. The opportunity can be taken to look for the most appropriate long-term boundary for the Green Belt, having regard to the requirement in the NPPF to consider the identification of safeguarded land and the need to ensure that the Green Belt boundaries are 'readily recognisable and likely to be permanent'.

1.4 The Green Belt in Thurrock District

- 1.4.1 With the exception of the principal urban area of Thurrock, and the towns and villages, all of the land within the Borough is designated as Green Belt. The plan at **Appendix A** identifies

the land that is within the Green Belt. Green Belt is a strategic designation concerned with the relationships between built and unbuilt areas and between settlements, and so the plan shows the Green Belt within adjoining local authority areas as well as within Thurrock. This review only relates to the Green Belt within Thurrock Borough, although neighbouring local authorities have/are also undertaking Green Belt reviews, which are set out in **Section 2**.

- 1.4.2 It should be noted that although there is land designated as Green Belt in Thurrock, these areas of Green Belt are Metropolitan Green Belt. That is, they were included in the Green Belt designated around London in the 1950's under the Ministerial Guidance prevailing at the time that suggested that the Green Belt be drawn 'a few miles wide'.
- 1.4.3 The extent of the Green Belt has previously been subject to a comprehensive review, by the Council, as part of work undertaken on the Thurrock Borough Local Plan of 1997. The Green Belt had been extended eastward across the Borough in earlier development plans. A subsequent net addition to the Green Belt land was made in boundary changes under the adopted Core Strategy of 2011.
- 1.4.4 National Planning Policy Framework (NPPF) states, in paragraph 133, that *"the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open: the essential characteristics of Green Belts are their openness and their permanence."* NPPF sets out the 5 purposes of Green Belt:
- To check the unrestricted sprawl of large built-up areas (first purpose);
 - To prevent neighbouring towns from merging into one another (second purpose);
 - To assist in safeguarding the countryside from encroachment (third purpose);
 - To preserve the setting and special character of historic towns; and
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

1.5 Associated Studies/Strategies

- 1.5.1 There are a range of studies and strategies that have informed the assessed of the Green Belt in Thurrock, including:
- Landscape character assessments at county and district level;
 - Thurrock Integrated Landscape Character Assessment (2018);
 - Green Belt studies undertaken in neighbouring districts; and
 - Previous Green Belt work undertaken in Thurrock.
- 1.5.2 Whilst landscape character is not a basis for Green Belt designation, it can inform the understanding of how land fulfils Green Belt purposes, notably the perception of sprawl (relevant to Purpose 1); the distinction between large built-up areas (relevant to Purpose 2), and whether there is encroachment (relevant to Purpose 3). It is also relevant to the consideration of setting in relation to the special character of historic towns (Purpose 4), although this is not a Green Belt purpose that is relevant to the Green Belt in the Borough which does not possess truly historic towns (although there are smaller village settlements of historic interest, notably East Tilbury). Planning Appeal cases have also confirmed that the visual considerations are also relevant to the consideration of the 'openness' of land within Green Belt.

- 1.5.3 The Green Belt work was informed initially by the Thurrock Landscape Capacity Study (2005) which post-dates the Essex LCA (2003). This has been overtaken by the recently completed, Thurrock Integrated Landscape Character Assessment (2018), which forms part of the evidence base for the new Local Plan.
- 1.5.4 Other studies include The Thames Gateway South Essex Greengrid Strategy and the Thurrock Greengrid Strategy which identify the opportunities for the delivery of a structured multi-functional landscape of accessible spaces and connecting landscapes. Whilst such strategies are clearly very important for shaping the landscape and quality of life of the area in tandem with the need to accommodate significant future development, they are of no relevance to the consideration of how land performs against Green Belt purposes. They are relevant to the consideration of the suitability of potential development allocations, along with the related landscape sensitivity and capacity of such locations and how those areas may fit with the identified strategy; as such they inform the overall development of the spatial strategy and identification of locations for strategic development.

1.6 Approach for Assessing Thurrock Green Belt

- 1.6.1 The examination of the Green Belt in Thurrock Borough has been undertaken according to its contribution to the first three purposes set out in the NPPF; the reasons for not including the fourth and fifth purposes is set out in **Section 3.6** below.
- 1.6.2 One of the requirements set for local planning authorities with Green Belt in their areas in the NPPF is that in making a plan for their area, they *“should satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period”*. The NPPF continues that they should, *“where necessary, identify in their plans areas of ‘safeguarded land’ between the urban area and the Green Belt, in order to meet longer term development needs well beyond the plan period”*. It will be for the Council in setting out proposals in its Local Plan to determine whether there are exceptional circumstances to allocate Green Belt and identify safeguarded land.
- 1.6.3 This assessment (**Stage 1**) of the Green Belt in Thurrock cannot propose a new Green Belt boundary. **Stage 1a** assessment looks at the functionality of the Green Belt parcels, against the purposes of the Green Belt set out in the NPPF. **Stage 1b** relates to implications for the strategic Green Belt assessment of the preferred route announced by Government on the route and location of the proposed Lower Thames Crossing.
- 1.6.4 At **Stage 2** the Green Belt Study will need to explore whether the Green Belt boundary should be redefined.

2 Cross Boundary Green Belt Considerations

2.1 Introduction

- 2.1.1 Green Belt functionality does not stop at administrative boundaries. If, during the Local Plan making process, the Council identify exceptional circumstances to allocate sites within the Green Belt, the Council will also need to consider neighbouring local authority Green Belt Assessment Studies.
- 2.1.2 In considering which parcels should be assessed, it can be appropriate to look across administrative boundaries; this is because Green Belt within the Borough is part of the wider Metropolitan Green Belt which extends across adjoining local authority areas and because Green Belt issues do not stop at administrative boundaries. However, where the administrative boundaries are based on clearly defined natural or man-made features which provide well-defined boundaries to the parcels, these have been used as the boundaries of those parcels (as is the case on the northern edge of the Borough where the administrative boundary follows a railway line – a clear, enduring feature).
- 2.1.3 The project involved a meeting with neighbouring local planning authorities to help inform the Green Belt Assessment. The first meeting was held to discuss the methodology and to share strategic issues, such as Green Belt and housing provision. The approach taken to assessing the Green Belt which crosses administrative boundaries should ideally be on a consistent basis, and it has been necessary for Thurrock Council to seek to work with neighbouring authorities on an ongoing and positive basis to address Green Belt matters. The relationship between neighbouring authorities, in relation to the Metropolitan Green Belt issues, needs to be carefully considered and explored in detail.
- 2.1.4 The initial session explored what work has been done by each authority and the scope, timing, methodologies and possible outcomes for each local authority, to share objectives and information, all with a view to positive planning and assistance in meeting the legal and soundness tests arising from the duty to cooperate.
- 2.1.5 A summary of the work being undertaken by each of the neighbouring local planning authorities is set out below:

2.2 Basildon Council

- 2.2.1 Basildon Council carried out a comprehensive review of the Borough's Green Belt in 2013. This work helped to inform the identification of strategic growth locations within the Council's Core Strategy Revised Preferred Options Report which was subject to public consultation in early 2014. The Council are now producing one Local Plan document.
- 2.2.2 During the consultation on the Revised Preferred Options the Council received a number of comments regarding the Green Belt Study (October 2013) and the Council has recently updated and published this piece of evidence (Basildon Borough Green Belt Review 2015; December 2015).
- 2.2.3 Since preparing the Basildon Borough Green Belt Study 2015 there has been a Draft Local Plan consultation which gave rise to representations relating to how the study had been prepared and its results presented. In late 2016, the Council asked the Planning Advisory Service (PAS) to carry out an Independent Review of the methodology used in the Green Belt Study 2015 and advise of whether any changes need to be made to make it more robust. Following the conclusion of this Review, the Council made the minor amendments suggested to its methodology and has reappraised the entire Green Belt against it. The Basildon Borough Green Belt Review 2017, supersedes the 2015 version and is used to inform the emerging Basildon Borough Local Plan.

- 2.2.4 The Basildon Local Plan sets out the proposed planning policies and site allocations for the period 2014 to 2034. Basildon Council had intended to publish the draft Local Plan in the early part of 2018 but at an Extraordinary Meeting of Basildon Council the decision was taken to rescind the previous approval of the Publication Draft Local Plan in order to review various aspects of the plan. Basildon Council has since published a Revised Publication Local Plan in November 2018 which following consultation will be submitted to Government for Examination.

2.3 Brentwood Borough Council

- 2.3.1 Brentwood Borough Council have commissioned consultants to undertake an independent assessment of the potential effect of developing site options within the Green Belt, which were identified through the plan making process.
- 2.3.2 This first stage of Green Belt evidence was to assess the sites' contributions to the purposes of the Green Belt designation, in line with the NPPF. This study is in draft form and a working draft has been published on the Council's website, with a final draft to be published in due course.
- 2.3.3 The methodology assesses Green Belt in relation to potential housing, employment and mixed use sites against their relevant contribution to the purposes of the Green Belt, rather than assessing the whole Green Belt area.
- 2.3.4 Each purpose is assumed to be of equal importance. Purpose 5, *"to assist in urban regeneration, by encouraging the recycling of derelict and other urban land"*, has not been assessed within the study as it assumes that development will be directed towards land not contained within the Green Belt in the first instance.
- 2.3.5 Brentwood Borough Council commissioned a second stage of Green Belt evidence in the form of a borough-wide Green Belt Review. Unlike the previous assessment of potential sites in the Green Belt, the focus of the review is to assess the level of contribution of general land areas (Green Belt Parcels), across the whole of the Borough, to fulfilling the purposes of the Green Belt on a strategic level.
- 2.3.6 A third stage of the Green Belt evidence assesses housing, employment and mixed used sites in the Green Belt and their relative contribution the purpose of Green Belt designation. The Green Belt evidence was published in 2018.
- 2.3.7 Following consultation on the draft Local Plan in 2016 and draft Preferred Sites Allocations in early 2018, Brentwood Council agreed to the publication of draft Local Plan (regulation 19) for consultation in late 2018. Following consultation, it is intended that local plan would be submitted for Examination.

2.4 Castlepoint Borough Council

- 2.4.1 Castlepoint Borough Council have undertaken three studies of the Green Belt:
- Castle Point Green Belt Functions Assessment (September 2010);
 - Castle Point Green Belt Landscape Assessment (September 2010); and
 - Castle Point Green Belt Boundaries Review (November 2013).
- 2.4.2 The Green Belt Functions Assessment identified the Green Belt areas that were assessed and identified parcels based on clear physical features or boundaries. The methodology set out to identify areas of the existing Green Belt which contribute most effectively to meeting the

purposes of the Green Belt, and how the Green Belt in Castle Point fulfils the purposes of the Green Belt at a strategic and sub-regional level.

- 2.4.3 The Green Belt Landscape Assessment was a study of the Green Belt to provide information on the sensitivity of different landscape areas to development. The study assessed the landscape sensitivity and visual sensitivity of the various areas identified.
- 2.4.4 The Green Belt Boundaries Review was a review of the Borough's Green Belt and boundaries. A series of sites were assessed to meet the housing land requirement for a five-year land supply and for years 6-15 and beyond. The methodology sets out the considerations for each site:
- Would the Green Belt in the location of the proposed development site continue to fulfil its purpose if the site was removed from the Green Belt?
 - Could development of the site occur without resulting in significant impact to the visual sensitivity of the landscape? and
 - Could the Green Belt boundary be redefined clearly, using physical features?
- 2.4.5 Castle Point Council consulted on a draft 2016 New Local Plan that was then submitted for Examination. However, the 2016 Plan was subsequently withdrawn from Examination. A new Local Plan 2018 is being prepared and has been subject to public consultation. Castle Point Council are preparing a draft publication version of the Local Plan with the intention of consultation in early 2019. In preparing the New Local Plan 2018 a further limited review of the Green Belt has been undertaken but the evidence has not been published at this stage.

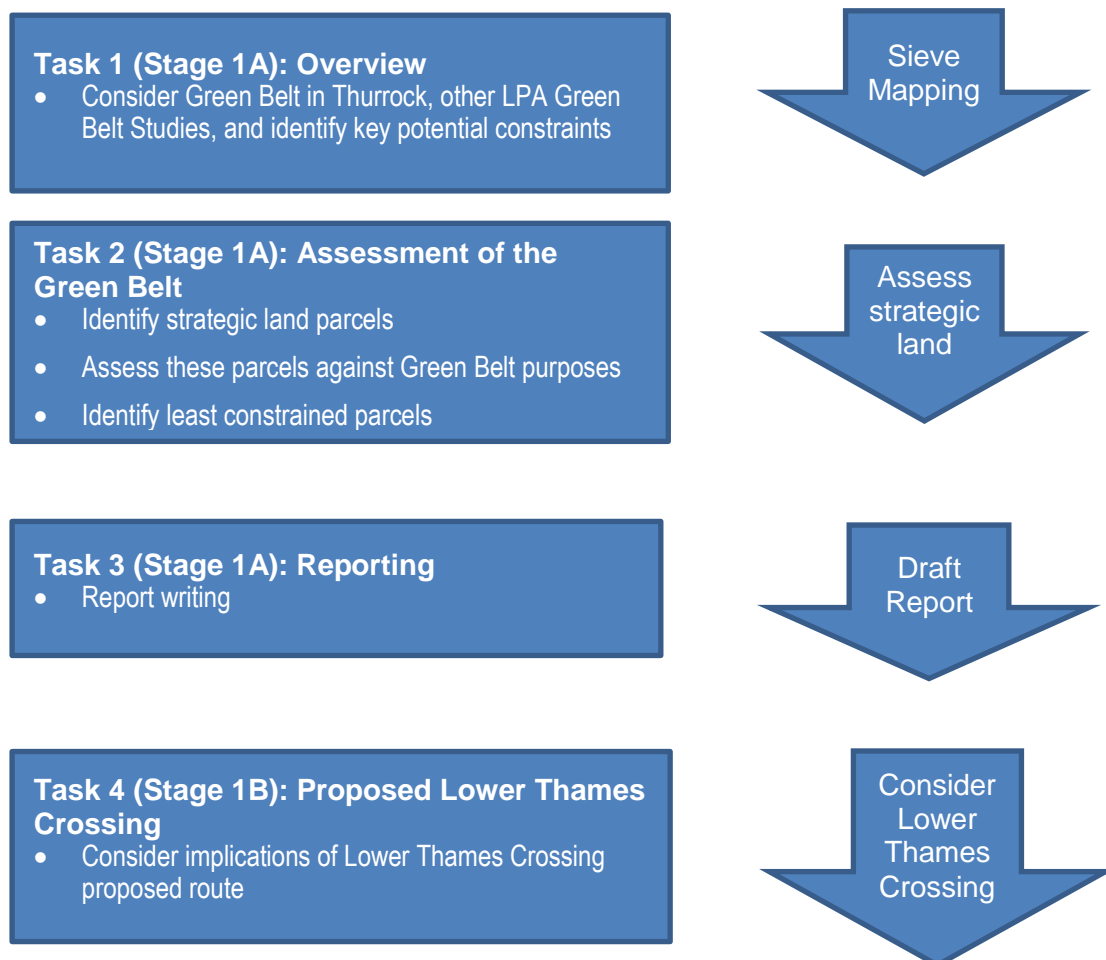
2.5 London Borough of Havering

- 2.5.1 The London Borough of Havering are taking forward a new Local Plan to replace the 2008 Local Development Framework. As part of this process landowners have put forward sites for consideration for removal from the Green Belt.
- 2.5.2 The Borough completed a strategic assessment of the Green Belt in 2016, based on the first 3 purposes of the Green Belt as set out in the NPPF, and the contribution that each parcel makes to these purposes. The fourth purpose was not considered on the basis that there are no historic towns that are relevant to the purpose. The contribution of the Green Belt to assisting urban regeneration (fifth purpose) was also not considered on the basis that it is the overall restrictive nature of Green Belt that encourages regeneration and the re-use of land.
- 2.5.3 Subsequent work has led to the publication (in three parts) of the 'Site Green Belt Assessment and Sustainability Assessment' (2018). The study considered 84 potential development sites that were submitted to the Council for release from the Green Belt and examined the potential harm that may arise to the Green Belt from their release.
- 2.5.4 The Havering Council New Local Plan was published in 2018 and is subject to Examination in late 2018 at the time of the preparation of this report.

3 Methodology

3.1 Introduction

- 3.1.1 This section sets out the methodology for the **Stage 1** Green Belt Assessment.
- 3.1.2 The Green Belt Assessment has been carried out in a number of distinct tasks. The process identifies the degree to which the strategic parcels fulfil Green Belt purposes and their overall importance in Green Belt terms. The tasks for the Green Belt Assessment are outlined in the diagram below.



3.2 National Planning Policy Framework

- 3.2.1 National policy on Green Belts is set out in the National Planning Policy Framework 2018 (the Framework). The Green Belt review has been undertaken in the context of this policy. There is no published guidance from Government sources on how a Green Belt review should be undertaken.
- 3.2.2 The Framework provides for changes to the Green Belt to be made through the development plan, and the Local Plan to define any revised Green Belt boundary. This will need to be the case in Thurrock Borough, with the Local Plan now in preparation.

3.3 Assessment Against Green Belt Purposes

3.3.1 The 2018 Framework mirrors the 2012 Framework by setting out five purposes of the Green Belt. These are:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and spatial character of historic town; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

3.3.2 The Framework does not give numbers to the five purposes, but this has been done for convenience in this report. Neither does the Framework attach any hierarchy to the purposes so that they are assumed to all be of equal importance, and this is the approach followed in this review.

3.3.3 The Green Belt Assessment for Thurrock assesses the whole area of Green Belt within the Borough.

3.4 Stages of the Green Belt Review

3.4.1 The Green Belt review has been carried out in a number of stages:

- Identifying the study area;
- Identify the key constraints (i.e. those 'high level' constraints that are likely to prevent or severely limit the potential for development to occur);
- Identifying land parcels for the assessment;
- Assessing the parcels against the purposes for including land in the Green Belt; and
- Identifying the relative potential importance of the contribution of parcels to the Green Belt in the context of their suitability to accommodate a strategic level of development.

3.4.2 These stages are described below.

3.5 Task 1: Overview

Identifying Constraints

3.5.1 At this stage PBA were asked to consider the entire Green Belt in Thurrock and identify the main constraints which would potentially inform the assessment of parcels. The map at **Appendix A** shows the Green Belt in Thurrock and neighbouring areas. The map at **Appendix B** shows the Green Belt in Thurrock together with the principal environmental constraints. These key constraints were agreed with the Council and include:

- Ancient Woodland;
- Registered Parks and Gardens of Special Historic Interest;
- Sites of Special Scientific Interest (SSSI);
- Ramsar sites;
- Special Protection Area (SPA);
- Flood Zone 3;
- Special Area of Conservation (SAC); and
- Grade 1 and 2 agricultural land (grade 3 land has not been considered as the data available does not differentiate between grade 3A land – ‘best and most versatile’ (BMV) – and grade 3B which is not BMV).

3.5.2 Following the Cross-Boundary workshop, it was agreed that areas subject to key constraints listed would not be excluded from the assessment parcels. Whilst they are substantial constraints they are noted (where applicable) within the assessment of Green Belt parcels.

3.6 Task 2: Assessment of the Green Belt

Area of Study

3.6.1 The entire Green Belt within the Borough has been subject of this Green Belt assessment, including the assessment with key constraints taken into account.

3.6.2 For the purposes of this study, PBA confirmed with the Council the categorisation of settlements in Thurrock. The categorisation of settlements relates to the purposes of the Green Belt set out in the Framework, specifically ‘large built-up areas’ (as per first purpose) and ‘neighbouring towns’ (second purpose).

3.6.3 The categorisation of settlements in Thurrock is set out in the table below:

Table 3.1: Thurrock Settlement Categorisation for Green Belt Parcel Assessment

Green Belt Settlement Definition	Within Thurrock	Outside Thurrock
‘Large built-up areas’	<p>The Thurrock urban area comprising (combined area):</p> <ul style="list-style-type: none"> – Chadwell St Mary – Chafford Hundred – Grays/Stifford Clays – Lakeside/West Thurrock – Little Thurrock/Socketts Heath – Purfleet – South Stifford – Tilbury <p>Stanford-le-Hope/Corringham (combined area)</p> <p>Coryton/London Gateway</p>	<p>The separate urban areas of:</p> <ul style="list-style-type: none"> – Basildon – South Benfleet/Thundersley – Brentwood – Upminster/Hornchurch/Rainham

Green Belt Settlement Definition	Within Thurrock	Outside Thurrock
'Neighbouring towns'	<p>The following are considered to form one contiguous large town (combined area):</p> <ul style="list-style-type: none"> – Chafford Hundred – Grays/Stifford Clays – Lakeside/West Thurrock – Little Thurrock/Socketts Heath – Purfleet – South Stifford <p>Aveley</p> <p>Chadwell St Mary</p> <p>South Ockendon</p> <p>Stanford-le-Hope/Corringham (combined area)</p> <p>Tilbury</p>	<p>As above</p> <p>Canvey Island - town</p>

Identifying Parcels for Assessment

- 3.6.4 Areas were broken down into identifiable strategic parcels and each of the parcels was assessed in terms of its contribution to Green Belt purposes. This identified parcels considered to be most and least suitable for further study.
- 3.6.5 The identification of these strategic parcels of land was informed through a desk based review and site work. The identification of the 'parcels' was based on features on the ground which could provide meaningful boundaries (and consistent with Green Belt requirements for the identification of clear physical features to create recognisable and enduring boundaries), as identified from site work and from the use of mapping information.

Green Belt Assessment

- 3.6.6 Once the parcels were identified, each was assessed in terms of its performance in fulfilling Green Belt purposes. The study examined the parcels by using the first three of the Green Belt purposes for including land in the Green Belt set out in the NPPF:
- To restrict the unrestricted sprawl of large built-up areas (first purpose);
 - To prevent neighbouring towns from merging into one another (second purpose); and
 - To assist in safeguarding the countryside from encroachment (third purpose).
- 3.6.7 With regard to the consideration of the second purpose, reference is made to the relationship between 'Neighbouring towns' and also to 'Large built-up areas'. Whilst reference is also made to villages, their relationship to these larger settlements has no influence on the assessment of the contribution of the parcels to this purpose.
- 3.6.8 The fourth purpose of Green Belts is to *"preserve the setting and special character of historic towns."* There are no towns in the Borough which may be regarded as having a particularly 'special' historic character or where such character is particularly derived from or complemented by its landscape setting (such as is the case, for example, at Oxford or York, which are both historic towns surrounded by Green Belt which contributes to their special historic character and setting). The Borough contains a number of Conservation Areas but, in

the main, these are part of smaller settlements. Whilst there may be a noticeable relationship between such areas and their surroundings which contributes to their local character and setting, these areas are not considered relevant to the strategic nature of this Green Belt purpose. However, where distinct relationships between Conservation Areas and Green Belt land beyond are noted, this will be referred to in the consideration of the third Green Belt purpose in the context of the protection that this purpose provides in safeguarding such countryside from inappropriate development and hence maintain this relationship.

- 3.6.9 The purpose “to assist in urban regeneration, by encouraging the recycling of derelict land”, is not used at all in the assessment. If there is any effect at all in this respect, it is the overall restrictive nature of having Green Belt policy that encourages regeneration and the re-use of previously used land by stifling the supply of other land. That said, the modern evidence-based planning system is intended to deal with the supply of land primarily through positive provision in a development plan rather than through the piecemeal consideration of planning applications for development proposals. Either way, it is generally not possible to judge how any given parcel of land would contribute to the fulfilment of this purpose, or to distinguish between different parcels on this basis.
- 3.6.10 The table below outlines the criteria against which the parcels were assessed in respect of the Green Belt purposes used in the assessment. The assessment is based on whether development would fundamentally, substantially or significantly impact on the Green Belt purpose. These terms are defined below through the identified characteristics which provide the basis for categorising different parcels of land against the different Green Belt purposes.

Table 3.2: Criteria to assess parcels against Green Belt Purpose 1

Green Belt Purpose 1. To check the unrestricted sprawl of large built-up areas		
Criteria	Fulfilment of Green Belt Purpose	
<p>Land where strategic level of development would conflict fundamentally with Green Belt purpose.</p> <ul style="list-style-type: none"> The land provides a distinct, well-defined area that contains the large built-up area and provides strong containment that prevents the perception of ‘sprawl’. There may be/is no alternative strong physical/landscape boundary(s) further from the edge of the large built-up area that would perform a similar role in containing growth and ensuring a ‘good fit’ for development - strategic level of development may lead to perception of uncontained growth. The land may/may not be affected already by the existing physical/visual presence of the large built-up area and may have a varied character. 	<p>Fundamental importance to Green Belt Purpose Continued inclusion within Green Belt of fundamental importance</p>	Fundamental
<p>Land where strategic level of development would conflict substantially with Green Belt purpose.</p> <ul style="list-style-type: none"> The land contains/contributes to the containment of the large built-up area (although its character may be influenced by it). Strategic level of development has potential to create perception of poorly contained growth, although other physical/landscape boundaries may exist further from the edge of the large built-up area that could define and contain growth and prevent the perception of ‘sprawl’ (although these may require reinforcement to achieve a well-defined limit to development and a new Green Belt boundary). 	<p>Major importance to Green Belt Purpose Continued inclusion within Green Belt of major importance</p>	Major
Land where strategic level of development would	Moderate importance to	Moderate

Green Belt Purpose 1. To check the unrestricted sprawl of large built-up areas		
Criteria	Fulfilment of Green Belt Purpose	
<p>conflict significantly with Green Belt purpose.</p> <ul style="list-style-type: none"> The land provides some containment of the large built-up area although it is significantly influenced by its presence and related features/land uses leading to a poorly defined edge, or it may be slightly removed from the edge of the large built-up area and therefore contribute less to the purpose (other land closer to the edge performs the function of containment). 	<p>Green Belt Purpose Continued inclusion within Green Belt of moderate importance</p>	
<p>Land where strategic level of development would have limited/negligible impact on this purpose of Green Belt.</p> <ul style="list-style-type: none"> The land may be physically <u>and</u> visually related to the large built-up area and already perceived to be part of/or closely related to the built-up area, giving a poorly defined edge and possibly the perception of 'sprawl'; or is an area that has very little relationship to the large built-up area and of little importance to containing 'sprawl' (land closer to the built-up area fulfils this function to a greater degree). Development may allow opportunities for enhancement of degraded land and the definition of a stronger long-term Green Belt boundary, or there are other strong boundaries that would contain development. 	<p>Slight/Negligible importance to Green Belt Purpose Continued inclusion within Green Belt of minor/negligible importance</p>	Slight/ Negligible
<p>Land where strategic level of development would have no impact on this purpose of Green Belt.</p> <ul style="list-style-type: none"> Land is largely contained by existing development and already forms part of, and is perceived as, part of the large built-up area; or Land is unrelated /has no significant relationship with a large built-up area. 	<p>No importance to Green Belt Purpose Continued inclusion within Green Belt of no importance</p>	None

Table 3.3: Criteria to assess parcels against Green Belt Purpose 2

Green Belt Purpose 2. To prevent neighbouring towns from merging into one another (see Note 1 below)		
Criteria	Fulfilment of Green Belt Purpose	
<p>Land that is fundamental to physical separation of neighbouring towns.</p> <ul style="list-style-type: none"> Any significant reduction in extent would result in physical coalescence, or a perception of merging that would erode the distinct separate identity and character of the towns/large built-up areas. 	<p>Fundamental importance to Green Belt Purpose Continued inclusion within Green Belt of fundamental importance</p>	Fundamental
<p>Land that provides substantial contribution to separation between neighbouring towns.</p> <ul style="list-style-type: none"> There is no significant inter-visibility between the towns/large built-up areas currently. Some development may be possible without causing merger or perception of merging between the towns/large built-up areas. 	<p>Major importance to Green Belt Purpose Continued inclusion within Green Belt of major importance</p>	Major
<p>Land that provides significant contribution to separation between neighbouring towns/large built-up areas.</p> <ul style="list-style-type: none"> Land may be part of a substantial gap (3km or more) between neighbouring towns/large built-up areas with separate identities. 	<p>Moderate importance to Green Belt Purpose Continued inclusion within Green Belt of moderate importance</p>	Moderate

Green Belt Purpose 2. To prevent neighbouring towns from merging into one another (see Note 1 below)		
Criteria	Fulfilment of Green Belt Purpose	
<ul style="list-style-type: none"> Land where well-planned strategic level of development unlikely to result in merger or a perception of merging as a consequence of inter-visibility (although intervening smaller settlements within Green Belt may be affected significantly by reduction of separation, merger or inter-visibility). 		
<p>Land does not lie between towns/large built-up areas or makes limited/negligible contribution to separation; or land does not provide strategic level of separation.</p> <ul style="list-style-type: none"> Strategic level of development would have little impact on this Green Belt purpose, although smaller settlements may be affected by reduction in separation, merger, or inter-visibility depending on their proximity to the existing edge of the town/large built-up areas. Other strong/well-defined boundary(s) may exist to restrain growth/prevent merging. Width of Green Belt may already be narrower at an adjacent location. 	<p>Slight/ Negligible importance to Green Belt Purpose</p> <p>Continued inclusion within Green Belt of minor/negligible importance</p>	Slight/ Negligible
<p>Land does not lie between towns/large built-up areas and makes no contribution to separation.</p> <ul style="list-style-type: none"> It may lie between parts of the same town and fulfil a local purpose of maintaining the separation/identity of communities. 	<p>No importance to Green Belt Purpose</p> <p>Continued inclusion within Green Belt of no importance</p>	None

NOTE 1: 'Neighbouring Towns' are those towns defined in Table 3.1; it does not include villages or other small settlements, although reference is made to these where there is the potential for merging to occur.

Table 3.4: Criteria to assess parcels against Green Belt Purpose 3

Green Belt Purpose 3. To assist in safeguarding the countryside from encroachment		
Criteria	Fulfilment of Green Belt Purpose	
<p>Countryside is fundamental to the purpose of retaining land within Green Belt.</p> <ul style="list-style-type: none"> Land possesses a strong, unspoilt rural character which Green Belt designation protects. 	<p>Fundamental importance to Green Belt Purpose</p> <p>Continued inclusion within Green Belt of fundamental importance</p>	Fundamental
<p>Countryside is of substantial importance to the purpose of retaining land within the Green Belt.</p> <ul style="list-style-type: none"> Land possesses a predominantly rural character. There may be other constraints (such as a noticeable landscape feature) that would limit encroachment, but the Green Belt provides valuable protection. 	<p>Major importance to Green Belt Purpose</p> <p>Continued inclusion within Green Belt of major importance</p>	Major
<p>Countryside is of significant importance to the purpose of retaining land within the Green Belt.</p> <ul style="list-style-type: none"> There may already be a perception of significant encroachment by development (or other uses, such as large-scale mineral extraction) and land may possess a semi-rural character. There may be other constraints to further encroachment. 	<p>Moderate importance to Green Belt Purpose</p> <p>Continued inclusion within Green Belt of moderate importance</p>	Moderate
<p>Countryside is of limited/negligible importance to the purpose of retaining land within the Green Belt.</p> <ul style="list-style-type: none"> Land may possess a semi-urban character and is no longer perceived to be part of the open countryside. 	<p>Slight/Negligible importance to Green Belt Purpose</p> <p>Continued inclusion within</p>	Slight/ Negligible

Green Belt Purpose 3. To assist in safeguarding the countryside from encroachment		
Criteria	Fulfilment of Green Belt Purpose	
<ul style="list-style-type: none"> It may contain degraded land that provides opportunities for enhancement. 	Green Belt of minor/negligible importance	
Countryside is no importance to this purpose of Green Belt. <ul style="list-style-type: none"> Land forms very narrow area between existing parts of an urban area or other strong boundary. Such areas may be protected by other policies/designations (such as open space or Green Wedge). 	No importance to Green Belt Purpose Continued inclusion within Green Belt of no importance	None

Assessment of Parcels

- 3.6.11 The assessment of parcels against individual purposes was then combined to give an overall judgement of their suitability, for Areas of Search for development, based on overall Green Belt purposes only.
- 3.6.12 The outcome of this stage is the identification of strategic parcels of land that has no importance to Green Belt purposes and therefore a higher potential for development if the parcels were removed from the Green Belt, as well as land that is fundamental importance to the Green Belt and therefore very low suitability for development in Green Belt terms.

Table 3.5: Suitability of land parcels based upon assessment of Green Belt purposes

Relative Suitability of strategic parcels based upon assessment of Green Belt purposes			
Very Low Suitability	Very Low	One or more Green Belt purpose(s) is considered to be of Fundamental importance.	Land Fundamental to Green Belt
Low Suitability	Low	One or more Green Belt purpose(s) is considered to be of Major importance; there are no purposes that are of Fundamental importance.	Retain Land in Green Belt
Moderate Suitability	Moderate	One or more Green Belt purpose(s) is considered to be of Moderate importance; there are no purposes that are of Fundamental or Major importance.	Potential longer-term Area of Search
High Suitability High Development Potential so removal from Green Belt recommended.	High	One or more Green Belt purpose(s) is considered to be of Slight/Negligible importance; there are no purposes that are of Fundamental, Major or Moderate importance.	Potential Area of Search

3.7 Task 3: Proposal Lower Thames Crossing (Stage 1b)

- 3.7.1 Following the production of the initial Stage 1a assessment, PBA assessed the implications of the location of the Lower Thames Crossing (LTC) (as proposed at that time), on the assessment of Green Belt parcels.
- 3.7.2 Since that time the route has been subject to changes and further refinement and the implications of the proposed revised route (which is subject to further public consultation on Green Belt parcels is considered below.
- 3.7.3 The line of the proposed preferred route (a dual carriageway) was initially reviewed in summer 2016 with the benefit of general horizontal and vertical profile of the illustrative LTC scheme drawings.
- 3.7.4 As noted above, the route has been developed further and the findings of the earlier work have been reviewed in the light of these changes. As shown on the plan in **Appendix F**, the proposed route, which is now 3 lanes in both directions, would emerge from bored tunnel below the river within parcel 34 and then run in generally north westerly direction across parcels 30, 25, 27, 14-16 before joining the M25 just north of the borough. There would also be small incursions into the south west corner of 41 and northern part of 28 at the proposed A13/A1089 interchange. There is a proposed slip road junction with Brentwood Road. Several structures at road and rail crossings would be required, with an approximately 800m long section of viaduct where the route joins the northbound M25.
- 3.7.5 It should be noted that the route referred to is subject to further public consultation in late 2018 and may be subject to further development as the design is progressed over the next two years.
- 3.7.6 The route will form a very clear linear boundary and, together with embankments, elevated structures, moving vehicles and signage (and lighting where this is to be provided), will form a prominent intrusive feature within much of the landscape through which it passes. In time it may be expected that mitigation planting will provide some reduction in the visual effects of the scheme. The route will pass through four Landscape Character Areas (LCAs; as defined in the draft Thurrock Integrated Landscape Character Assessment prepared by LUC, 2018) – Tilbury Marshes (LCA F2); East & West Tilbury Open Undulating Farmland (H1); Orsett & Horndon on the Hill Open Undulating Farmland (H2); Bulphan Fenland (A1); and Belhus Farmed River Terrace Gravels (C1). In effect it would subdivide the parcels that it crosses and form a profound encroachment into and through some of the more rural parts of the borough beyond the eastern, north western and northern periphery of the Thurrock built-up area, and beyond the adjoining towns of Tilbury, Chadwell St Mary and South Ockendon, and the smaller settlements of West and East Tilbury, Linford, Orsett, and Baker Street. The implications of the route in Green Belt terms are considered further in **Section 5**.

4 Stage 1a Findings

4.1 Introduction

- 4.1.1 This section demonstrates how the purposes of including land in the Green Belt have been used in assessing the performance of the land parcels and illustrates this with examples from the findings.
- 4.1.2 This explanation is followed by the detailed parcel-by-parcel, purpose-by-purpose assessment of the Green Belt in Thurrock Borough, set out in **Appendix D**.
- 4.1.3 The findings presented in **Appendix D** are also presented in a summary table in **Table 4.1** and graphically by the maps in **Appendix E**, with individual maps for each of the three purposes that have been assessed, and with a map which aggregates the assessment in one composite presentation.

Table 4.1: Summary matrix of the assessment of parcels against Green Belt purposes

Parcel	1. To check the unrestricted sprawl of large built-up areas	2. To prevent neighbouring towns from merging into one another	3. To assist in safeguarding the countryside from encroachment	Overall importance of Green Belt parcel
1	Major	Major	Fundamental	Fundamental
2	Major	None	Fundamental	Fundamental
3	Moderate	None	Fundamental	Fundamental
4	None	None	Fundamental	Fundamental
5	Major	Major	Moderate	Major
6	Major	Slight/Negligible	Major	Major
7	Major	Major	Moderate	Major
8	Fundamental	Moderate/None	Fundamental	Fundamental
9	Fundamental	None	Fundamental/ Major	Fundamental
10	Fundamental	None	Fundamental	Fundamental
11	Fundamental	Slight/Negligible	Major	Fundamental
12	None	None	Fundamental	Fundamental
13	None	None	Fundamental	Fundamental
14	None	None	Fundamental	Fundamental
15	None	None	Major/Moderate	Major/Moderate
16	None	None	Fundamental	Fundamental
17	Moderate	Major	Major/Moderate	Major
18	None	Major/None	Moderate	Major/None
19	Slight/Negligible or None	Slight/Negligible	Major/Moderate	Major/Moderate
20	Slight/Negligible	Slight/Negligible	Moderate/ or Slight/Negligible	Moderate/ Slight
21	Major	Major	Slight/Negligible	Major
22	None	Major	Major	Major
23	None	Major	Major	Major
24	None	None	Major	Major
25	Major	Slight/Negligible	Major	Major
26	Major	Slight/Negligible	Major	Major
27	Major	Slight/Negligible	Slight/Negligible	Major
28	None	Fundamental	None	Fundamental
29	Fundamental	Fundamental/ Major	Major	Fundamental
30	Slight/Negligible or none	None	Major	Major
31	Slight/Negligible	Fundamental/ or	Slight/Negligible	Fundamental/

Parcel	1. To check the unrestricted sprawl of large built-up areas	2. To prevent neighbouring towns from merging into one another	3. To assist in safeguarding the countryside from encroachment	Overall importance of Green Belt parcel
		Slight/Negligible		Slight/Negligible
32	Fundamental	Fundamental/ Major	Fundamental	Fundamental
33	Fundamental	Major	Fundamental	Fundamental
34	None	None	Major	Major
35	None	None	Major/Moderate	Major/Moderate
36	Fundamental	None	Major/Moderate	Fundamental
37	Fundamental	None	Fundamental	Fundamental
38	Major	Moderate	Fundamental	Fundamental
39	Major	Major	Major	Major
40	Fundamental	None	Fundamental	Fundamental
41	None	None	Major/Moderate	Major/Moderate
42	Slight/Negligible	Major	Fundamental	Fundamental

4.2 Interpretation of the Green Belt Purposes for the Assessment

- 4.2.1 It is also important to note that the strategic nature of this part of the study leads to, in many areas, the definition of quite large parcels. As such the consideration of their contribution to Green Belt purposes is strategic, being informed by broad judgements based on the nature of each parcel; there may be local variations in the level of contribution that different parts of a parcel make to a particular purpose. Where a significant difference in contribution is apparent in particular parcels this is noted by a 'dual score'.

Purpose 1: To Check the Unrestricted Sprawl of Large Built-up Areas

- 4.2.2 The sense of permanence provided by Green Belt designation is fundamental to the limitation of 'sprawl' and it is the high level of constraint that the designation places upon new development within the designated area that ensures the outward expansion of urban areas (the Purpose explicitly refers to large-built-up areas which, for the purposes of this study, are defined within this study) remains heavily constrained, thereby limiting 'sprawl'. However, well located and planned urban extensions are unlikely to constitute 'sprawl' (a term that is based on negativity suggesting the unplanned, uncontrolled spread of development).
- 4.2.3 It may be said that all Green Belt land is likely to contribute to the fulfilment of this Purpose to some degree. However, land that lies close to the periphery of an urban area is likely to contribute most to this Purpose as it is that land which provides the boundary and zone of constraint to urban expansion. Land that is more remote is likely to become progressively less important to this Purpose (although 'free-standing' development in such areas, by virtue of being remote, is likely to be perceived potentially as 'sprawl'). Another important consideration in assessing the potential of land parcels against this Purpose is whether the land is well contained or not. Where land is well contained it is more likely that development may be accommodated within it without giving rise to the perception of 'sprawl' as the development would be contained by logical and clearly identifiable physical and/or visual boundaries, reducing its influence upon the land beyond.
- 4.2.4 This Purpose has a strong relationship with Purpose 3 (safeguarding of the countryside from encroachment).
- 4.2.5 The perception of 'sprawl' can, of course, be reduced by intelligent and sensitive planning of strategic development including the creation of robust green infrastructure which can provide a framework to new development. However, this approach is not apparent in past development within Thurrock although Core Strategy policies (CSSP5 and CSTP18) make the delivery of green infrastructure a specific requirement. Therefore, whilst areas may be identified as being

of importance to this first purpose, this does not necessarily mean that development could not be accommodated in a sensitive manner which reduces/avoids the perception of 'sprawl'. Early investment in green infrastructure to establish frameworks for future development should be a key component in strategic planning to meet future long-term development needs.

- 4.2.6 In some areas, thresholds are less defined, but the land may nevertheless still provide a good level of containment around the urban edge, ensuring a reasonable 'fit' of the urban area within its landscape context. These areas are categorised as being of 'Major' importance. In some places there may be other locations, further from the urban edge that have the potential to perform a similar function if the urban area were to expand (for example at parcel 014 where the A13 forms a strong, clear boundary and the area within that parcel would become the primary constraint to 'sprawl').
- 4.2.7 The 'Moderate' category generally applies to land that is only a little removed from the large built-up area; whilst the intervening land provides the 'first line' of constraint other intervening land fulfils a containment function. However, with respect to parcel 17, intervening parcel 20 already contains some areas of development which, combined with its narrow width, means it performs less well in terms of containing 'sprawl' and parcel 17 takes on a more important role in respect of this purpose.
- 4.2.8 Where a parcel is very closely related to an existing town and particularly influenced by its physical and visual presence, the land may be categorised as being of 'Slight/Negligible' importance with respect to this Purpose as the perception of 'sprawl' is already readily apparent (parcels 20 and 31 for example). In such locations there may be opportunities to adjust the Green Belt boundary to create a clearer boundary that provides greater containment, a better 'fit' for existing or potential development, and one that respects the landscape characteristics of the place and better reflects the strategic nature of Green Belt.
- 4.2.9 Land considered to be of 'No' importance to the Purpose is generally land that is either almost entirely contained by existing development within the built-up area (parcel 28 between Little Thurrock and Chadwell St Mary for example) or land that is separated and distinct from the large built-up area due to other well-defined parcels or distinct boundaries. However, it should be noted that, in respect of the latter, any large-scale development in such remote areas is very likely to be perceived as 'sprawl' as such development will be unrelated to existing built-up areas, although sustainability considerations are likely to preclude such development unless a new settlement is proposed.
- 4.2.10 The Green Belt boundary along the northern part of the Thurrock Urban Area is generally well defined by clear and obvious boundaries provided by primary roads which, in some cases, are also supplemented by landscape features such as associated planting, existing woodlands, or topography such that they also form recognisable visual boundaries which assist with limiting the perception of 'sprawl'. However, there are some areas where the urban area has extended to boundaries that are less well defined – such as the north eastern and eastern periphery of Chafford Hundred and parts of Chadwell St Mary where the interface between the built-up area and Green Belt is along weaker hedge-lines and rear gardens and where academic and recreational uses have 'blurred' the boundary. As a consequence, the influence of the built-up area extends over the level land within the adjoining Green Belt creating the perception of poorly contained development.
- 4.2.11 Significant Green Belt land lies between the western and north western sides of the Thurrock built-up area and the outskirts of Upminster/Hornchurch/ Rainham. Areas of land (parcels 38 and 39) are the primary constraint to the 'sprawl' of the Thurrock urban area, as is land adjoining the built-up area on the opposite side of this open area. As parcel 19 (which extends into Havering Borough) is less than 400m from the built-up area of Rainham this land is considered to make a contribution to the prevention of 'sprawl' extending outwards from that area.

- 4.2.12 The large built-up area at Coryton (which includes the London Gateway port development and former BP oil refinery) is located in the flat, featureless and open marshland landscape of the London Gateway Port Landscape Character Area. The only part of the Green Belt boundary that is well defined in this area is that part that adjoins the A1014. Otherwise the boundaries follow what appear to be indistinct or weak features such as ditches. The large-scale nature of this development appears 'superimposed' on this marshland landscape giving the impression of 'sprawl'. Whilst important nature conservation and flood constraints exist the Green Belt designation is of fundamental importance in constraining further 'sprawl' through further expansion of this large and imposing built-up area (although 'very special circumstances' may exist to support such development).
- 4.2.13 The large built-up area of Basildon lies just beyond the Thurrock boundary. Any perception of the 'sprawl' of the built-up area is prevented by the nature of the south western edge of the town. The urban edge is largely set back from the outer exposed edge of the Langdon Hills and benefits from significant areas of mature woodland which provide containment. The Langdon Hills Country Park also provides a constraint to growth in this direction. In this context the small areas of Green Belt that exist between the Thurrock administrative boundary and edge of the Basildon built-up area contribute to this purpose by preventing outward growth beyond a clear landscape and visual threshold; as such the Green Belt in parcels 01 and 02 play an important supporting role in this area by restricting the outward growth of the town, whilst parcel 3 also supplements the constraint provided by Green Belt within the intervening land on the edge of Basildon.

Purpose 2: To Prevent Neighbouring Towns from Merging into One Another

- 4.2.14 The primary function of this Purpose is clear – it is to prevent towns merging. However, it raises the question about whether reducing the gap between towns without them merging (either physically or visually) would be acceptable, and whether the merger of other smaller settlements (which are not 'towns') is strictly covered by this Purpose. The Framework makes no mention of minimum distances (para. 2.9 of long-since superseded PPG2 indicated that *"wherever practicable a Green Belt should be several miles wide, so as to ensure an appreciable open zone all around the built-up area concerned"*).
- 4.2.15 For this assessment we have assumed that the main towns (as defined in this study) should remain separate with a clear physical and visual distinction between them such that they retain their separate identities and setting. Despite the fact that the strict definition of the Purpose appears to exclude them, significant smaller settlements are also considered to be of some relevance and these are considered within the assessment, but do not influence the assessment of the performance of land against this Purpose. The review of the performance of areas of Green Belt against this Purpose is informed by an understanding of whether there is the potential for the intervening land between towns to accommodate a strategic level of development without prejudicing their physical and visual distinction.
- 4.2.16 The performance of the land against this Purpose also reduces with the increase in distance between towns, as not all of the land is likely to be important to maintaining separation. Where a strategic level of development may be accommodated without compromising this Purpose the land may be categorised as being of 'Slight/Negligible' importance to the Purpose. However, smaller settlements may be subject to a significant reduction in physical and visual separation, or potential merger as a result of such development.
- 4.2.17 For the assessment of this Purpose (and as a matter of common sense) it is acknowledged that the Thames estuary provides complete, permanent separation between Thurrock towns and towns within north Kent, therefore any parcels that intervene between towns on either side of the estuary are deemed to make no contribution to this purpose.

- 4.2.18 Parcels 17, 20, 21, 28 and 42 which lie between the towns on the northern side of Thurrock/Grays urban area (i.e. Lakeside/West Thurrock, Chafford Hundred, Grays/Stifford Clays) and the town of South Ockendon contribute to this purpose. These parcels, which are subdivided into separate parcels by major infrastructure, collectively form a notable gap between the towns on either side; the perception of separation is also supported by the character of the land (the very well defined Mar Dyke valley and related woodland), which contributes substantially to the separate physical and visual separation of the towns, and their perception as separate places. However, taken on their own, the individual parcels may be less important to this purpose – for example, development could be accommodated within parcel 20 without leading to physical merger or perception of coalescence as long as land within the southern part of parcel 17 is retained undeveloped; similarly, development could be accommodated in parcel 21 as long as parcel 42 is retained undeveloped.
- 4.2.19 At Purfleet, parcels 22, 38 and 39 provide a very limited contribution to the prevention of the town merging with the towns on the edge of Greater London to the west/north west, where the open land separating the towns is of reasonable width. However, development within parcels 22 and 39 would have the potential to cause coalescence between Purfleet and Aveley.
- 4.2.20 Parcels 11 and 25 comprise the open land that separates Chadwell St Mary from the town of Stanford-le-Hope (part of the Stanford-le-Hope/Corringham large built-up area). Collectively these areas form a gap between the towns around 3km wide. Owing to this width and the nature of the landscape, a strategic level of development on the periphery of either town would not lead to merging or the perception of merging. As such these parcels are considered to provide a limited contribution to preventing merger.
- 4.2.21 Parcels 28 and 29 are considered to make a particular contribution to this purpose. Parcel 28 effectively lies between the towns of Grays/Little Thurrock and Chadwell St Mary and provides separation between these settlements where development could lead to merger due to the limited width of the gap. The western part of parcel 29 (immediately south of parcel 28) is of similar importance to this purpose. The situation is similar in the northern part of parcels 31.
- 4.2.22 Parcels 01 and 07 are considered to make a major contribution to this purpose. They cover significant areas of land which are important to the physical, visual and perceived separation of Corringham from the large built-up area of Basildon. Parcel 07 already contains ribbon development at Fobbing and significant development within the parcel could lead to the merging of the eastern end of Corringham with this area of development leading to a substantial reduction in the separation between Corringham and southern edge of Basildon. Because parcels 05 and 06 are more distinct parcels, contained by infrastructure and encompassed by parcels 01 and 07, they are less relevant to this purpose.

Purpose 3: To Assist in Safeguarding the Countryside from Encroachment

- 4.2.23 Any Green Belt land, particularly around the periphery of the town may be said to fulfil this Purpose. It is the overall restrictive nature of Green Belt policy that protects the surrounding countryside by constraining development and directing it towards existing settlements.
- 4.2.24 The former guidance provided in PPG2 made it clear that the quality of the landscape is not a reason for designating land as Green Belt. Whilst this is not included in the Framework, for the purposes of this review (and in line with current thinking) it has been assumed that this principle remains. The reasons for land being in the Green Belt must be the reasons for which the designation was made.
- 4.2.25 The consideration of this Purpose has been informed by an understanding of the principal landscape and visual characteristics of the parcels of land based on site work, and by information provided in the Thurrock Landscape Capacity Study (TLCS; CBA, March 2005) and the Thurrock Integrated Landscape Character Assessment. The 2005 assessment

included an evaluation of the landscape sensitivity of the character areas to different levels of development. The Integrated Landscape Assessment study considers generic types/forms of development and the sorts of areas (in generic terms, not location specific) that may be considered less sensitive to particular types of development.

- 4.2.26 All other things being equal, areas that have a strong unspoilt, largely intact rural character would be afforded particular protection via this Purpose, in contrast with those areas that possess a semi-urban character and where encroachment has already occurred. Latter areas may offer the potential for repair and/or enhancement through a well-considered approach to development. Any urban extension may be considered to be an 'encroachment' into countryside. This is where consideration of landscape character and the potential ability of the landscape to accommodate change play an important role in balanced decision-making.
- 4.2.27 Whilst the quality of the land is not a reason for designation, where land is identified as possessing a strong unspoilt rural character this purpose may be considered to be of higher importance in protecting that countryside from encroachment. In such areas any such encroachment is likely to have far more significant adverse effects on the characteristics of the countryside and its perception compared to land that possesses a much weaker or semi-urban character where the influences of development are already apparent and an intrinsic part of the prevailing character; such areas may be deemed to contribute less to safeguarding land from encroachment or may even be no longer perceived as being part of the open countryside.
- 4.2.28 A particular characteristic of Thurrock is the relationship of its southern part to the estuary with much of the adjacent landscape characterised by estuary marshland, and the open fenland landscape (Bulphan Fenland) that occupies the central northern part of the borough, separated from the estuary by the ridge that forms part of the Open Undulating Farmland (defined in the Integrated Landscape Assessment). The estuary marshland is an open, windswept landscape entirely devoid of features (other than adjoining development and higher land to the north) that contain the expansive views. Consequently, development, which is often characterised by tall buildings and structures, within and adjoining this landscape is highly visible; there are also strong visual connections across the estuary to development on the southern side in north Kent. The Bulphan Fenland landscape is devoid of significant settlement and there are wide ranging views in all directions to surrounding slopes and hills. Both areas are subject to significant flooding constraints, with the estuary landscape also containing sites of particular nature conservation value.
- 4.2.29 Around the Thurrock built-up area and the fringes of the other towns and larger villages within the borough, are areas of countryside that are generally smaller in scale, often fragmented by infrastructure and containing some level of existing development and/or influenced by adjoining development. A particular characteristic north west of South Ockendon is the extensive mosaic of woodland within the Belhus Farmed River Terrace Gravels LCA which forms part of the Thames Chase Community Woodland.
- 4.2.30 Areas around the northern and eastern fringes of the Thurrock built-up area contribute less to this purpose, being areas of land contained between the urban edge and major infrastructure, or between major roads which act as limitations to encroachment – parcels 21, 27, and 31 for example.
- 4.2.31 Parcel 28, located between Chadwell St Mary and Little Thurrock/Socketts Heath, is the only area identified as providing no contribution to this strategic purpose. Whilst it lies outside settlement boundaries and is by definition 'countryside' most of it does not possess a rural character and primarily comprises open space/recreation uses.
- 4.2.32 Significant parts of the countryside within the north west, central and southern estuary fringes of the borough contain active or former quarries and landfill sites, and these create significant 'scars' on the landscape, or uncharacteristic landforms where restored within the level marshland landscape. Whilst such uses are not inappropriate in the Green Belt where they

retain openness and do not conflict with Green Belt purposes, they do represent significant physical and visual encroachments into the countryside.

- 4.2.33 In general terms, the assessment shows that the Green Belt provides very important protection to the prevention of encroachment into the northern fenland landscape and the flank of the Langdon Hills rising up from the fenlands towards Basildon. These areas are open and with little development, with the exception of the small quite compact settlements of Horndon-on-the-Hill, Orsett, and Bulphan.
- 4.2.34 The marshland landscape in the eastern part of the district (parcels 08-10, 37) and between Chadwell St Mary and north side of Tilbury (parcels 32 and 33) also make a substantial contribution to this purpose being open undeveloped landscapes. In the case of the parcels 09,10 and 37 the Green Belt provides an important constraint to the further encroachment of the London Gateway development and development on the southern edge of Corringham/Stanford-le-Hope, whilst the parcels north of Tilbury provide an important constraint to the further northward expansion of Tilbury into this open tract of reclaimed marshland.

Purpose 4: To Preserve the Setting and Special Character of Historic Towns

- 4.2.35 None of the towns within the borough may be regarded as truly historic towns. The only town which contains a Conservation Area is Purfleet and, in that instance, the area is separated from the Green Belt by more recent development.
- 4.2.36 Parts of smaller settlements such as Orsett, Horndon-on-the-Hill, West and East Tilbury and Fobbing contain Conservation Areas, but these are not 'historic towns' and therefore of no specific relevance to this purpose.
- 4.2.37 This purpose has therefore not been assessed in this study.

Purpose 5: To Assist in Urban Regeneration, by Encouraging the Recycling of Derelict Land

- 4.2.38 It is the overall restrictive nature of Green Belt that, though its limitation of the supply of other development opportunities, encourages regeneration and re-use of land. It is therefore impossible to judge how any given parcel of land would contribute to the fulfilment of this Purpose. This purpose is not considered within the Green Belt review as all land in the Green Belt inside and beyond the borough would contribute to this purpose equally.
- 4.2.39 In the context of this constraint, the Council has identified a number of regeneration initiatives aimed at encouraging re-use of underused or derelict land. This potentially could be explored further in the **Stage 2** detailed Green Belt Assessment, if required.

5 Stage 1b Findings

5.1 Introduction

- 5.1.1 A map of Green Belt parcels and the proposed second London Thames Crossing (LTC) route is shown in **Appendix F**. The proposed highway route running through Thurrock borough, to the north of the LTC, passes through Green Belt parcels 16, 15, 14, 25, 26, 27, northern edge of 28, 30, 34 with related ancillary works encroaching into the northern part of parcel 13, southern part of 41 and western edge of parcel 35 (proposed service area).
- 5.1.2 The implications of the proposed LTC route on the parcels that it crosses are considered below (from south to north).

Parcel 34

- 5.1.3 The land-take indicated for the scheme would appear to occupy all but the western part of this parcel. The route would emerge from the tunnel portal within the central southern part of parcel 34 before rising onto viaduct 10-12m high and 1km long to cross above Station Road and the Tilbury Loop railway on the northern boundary of the parcel. This would introduce a prominent vertical unscreened structure within the central northern part of the open flat landscape of the Tilbury Marshes; this would appear as a clear encroachment into the open countryside (Purpose 3) of the open, flat marshland landscape. An interchange would be formed at the southern end of the viaduct with a roundabout below (Tilbury Junction, which straddles the boundary between parcels 34 and 35) and this, together with associated structures/slip roads and related earthworks will also bring about substantial change. Whilst the viaduct, being raised above the ground, will maintain a degree of openness and a connection between the landscape on either side of the junction below and the associated sloping slip roads will disrupt this. As the southern section of the route would be in tunnel, the southern part of the parcel would be unaffected.
- 5.1.4 The route would be remote from built-up areas and towns (around 1.8km east of Tilbury). Whilst it will form a clear physical and, for much of its length, a visual boundary, and provide an opportunity to separate the parcel the contribution of the land to Green Belt purposes would remain broadly the same.

Parcel 35

Some areas of land-take are indicated in the adjoining western part of parcel 35; part of this is for a proposed service area south west of East Tilbury. This will form a significant encroachment into the countryside within this part of the marshland landscape and introduce development closer to the edge of East Tilbury; this may be perceived as further 'sprawl' associated with the LTC and a further encroachment into the intervening landscape. The western boundary of the parcel may require adjustment to suit the final form of the LTC, but the parcel is unlikely to require subdivision.

Parcel 30

- 5.1.5 The route would cross this parcel more or less at grade with an embankment and bridge (9.5m high) carrying Muckingford Road over the LTC on the northern boundary of the parcel; for mitigation purposes a false cutting is proposed on the western side rising to 2m above road level. The route would form a prominent new boundary cutting across the landscape between Chadwell St Mary and East Tilbury, passing only some 400-600m west of East Tilbury where there is intervisibility between the line of the route and the residential outskirts and the Bata factory. It is possible that the location of the route and the proposed service area located east of the Tilbury junction may bring about pressure for development in any remaining land

between the route and south western edge of Tilbury and also within the vicinity of the junction.

- 5.1.6 The land-take indicated extends up to the western edge of East Tilbury. As a consequence, parcel 30 would become two separate parcels with the eastern part fulfilling a greater function in respect of Purpose 3 - preventing encroachment of East Tilbury westwards to the road new boundary.

Parcel 25

- 5.1.7 The route would pass along the southern side of a broad valley to Brentford Road, close to existing ground levels, crossing this area of countryside (circa 1.7km wide) that separates Linford and the eastern side of Chadwell St Mary. False cuttings to 4m above road level are proposed on both sides of the route. Hoford Road (a track) would cross over on a bridge 9m high; Brentwood Road would be carried over the road 9m above road level which would be some 2m above ground level at that point. The south western part of the parcel, which has a closer relationship with Chadwell St Mary, would be separated from the rest of the parcel. There is the prospect that this may encourage promotion of Green Belt release for development on the edges of the above two settlements; in the case of Linford there is no intermediate alternative boundary, whilst on the western side an intermediate boundary exists along High House Lane. The contribution that the land within both parts of the parcel makes to Green Belt purposes is unlikely to be altered significantly by the route.

Parcel 26

- 5.1.8 The route would pass through the centre of this parcel on a roughly west/east alignment, initially 2m or so above ground level at Brentwood Road then descending gradually into cutting around 4-5m deep below the A13 which forms the northern boundary of the parcel. The LTC junction with the A13 and A1013 creates a complex network of roads slip roads within the north western part of the parcel. The route would therefore form a new intermediate boundary between the north side of Chadwell St Mary and the A13 in an area where the existing Green Belt edge is not well defined on the edge of the town. It is apparent that the route in this location may form a new northern limit to Chadwell St Mary and, as such, the intervening land could be considered to provide a more limited contribution to Purpose 1.

Parcel 27

- 5.1.9 Part of the LTC/A13/A1013 interchange would extend into the eastern part of parcel 27 with roads on embankments and within false cuttings up to 4m above carriageway level. These roads would extend the junction to within 250-300m of the north eastern edge of Chadwell St Mary. The boundary of the town is poorly defined and the LTC would provide a more appropriate long-term Green Belt boundary in this particular location.

Parcel 14

- 5.1.10 The route would pass through the western central part of this large parcel a significant part of which falls within the Bulphan Fenland LCA. From the complex interchange with the A13 and A1089 the route would be in cutting up to 5.5m deep where it continues to cross the northern ridge of the Orsett & Horndon-on-the-Hill Open Undulating Farmland with a slip road and Stifford Clays Road rising over on embankments/bridges up to 7m above existing ground level. False cuttings up to 3m above carriageway would be created between Stifford Clay Road and Green Lane. The route then runs at grade, between false cuttings before rising onto 7.5m high embankment flanked by false cuttings as it crosses the Bulphan Fenland, with a section of viaduct over Mar Dyke.
- 5.1.11 This parcel comprises a very rural landscape that, in most parts, is perceived as being remote from the Thurrock built-up area; the route will have a significant effect on the character of this

landscape and this sense of remoteness. Whilst the line of the route would justify the subdivision of this parcel, the contribution of the area to the fulfilment of Green Belt purposes is likely to remain unchanged.

Parcel 15

- 5.1.12 The route would cross the northern part of parcel 15, a generally rural and remote landscape of the Belhus Farmed River Terrace Gravels, passing to the north of Ockendon landfill at grade/in shallow cutting with some sections of 4m high false cutting, to the B186 which is raised over the LTC by some 8m on the boundary of the parcel. The land to the south of the route has some affinity with the northern outskirts of South Ockendon, being only some 500m beyond the northern edge of the town. Whilst sub-division of the parcel is unlikely to affect the assessment of the contribution of the intervening land to Green Belt purposes 1 and 2, it is likely to strengthen its contribution to the third purpose of preventing encroachment on the basis that the area may be viewed as having potential for release to accommodate a north eastward expansion of the town (although the heritage value associated with that area around South Ockendon Hall provides a significant constraint in this area).

Parcel 16

- 5.1.13 West of the B186 North Road the road crosses open farmland north of South Ockendon more or less at grade before descending into cuttings to join into the M25. The route would justify sub-division of this parcel; the southern part, which relates more closely with the northern end of South Ockendon, would continue to fulfil its fundamental contribution to the prevention of encroachment from the northern expansion of the town, although the LTC route would provide an alternative clear boundary to contain the encroachment of the town into the landscape beyond if this area were to be considered for release from the Green Belt. If release were to occur the northern part of the parcel would then provide some contribution to Purpose 2 due to the separation that it would provide between the town and Upminster to the north (although still remaining separated by around 2.6km).
- 5.1.14 The very minor incursions of the LTC route on the edges of parcels 28 and 41 parcels would make no material difference to the existing contributions of these parcels to Green Belt purposes.

6 Conclusions

6.1 Stage 1a

- 6.1.1 This review has found that all of the land within the Green Belt within the Borough fulfils one or more of the first three purposes of the Green Belt.
- 6.1.2 Unsurprisingly parcels that provide the most significant contribution to the first purpose ('check the unrestricted sprawl of large built-up areas') are those parcels that are in more immediate proximity to the Thurrock urban area and Coryton/London Gateway within the Borough. The proximity of Basildon and the edge of Greater London beyond the Borough (Upminster/Hornchurch/Rainham) also have some influence on the assessment of this purpose. It is these parcels that provide the immediate constraint to the expansion of these large built-up areas. It would be the case that if all of (or even a significant part) of any of these parcels were to be removed from Green Belt to accommodate development, the parcel(s) beyond would then assume that function. The degree to which the parcels contribute to the fulfilment of the purpose depends on the nature and boundaries of each parcel and this is reflected in the methodology; development within a parcel that has a very defined boundary is unlikely to constitute 'unrestricted sprawl' as it would be contained within a clearly defined limit (for example, parcel 27) and the land beyond (in the case of the example, parcel 14 to the north) would fulfil this purpose (and, in that case, to a higher degree owing to its open nature which lacks alternative enduring potential boundaries).
- 6.1.3 With regard to the second purpose ('prevent neighbouring towns from merging'), the parcels on the northern side of the towns that make up the Thurrock large built-up area fulfil this purpose by preventing the merger of these towns with South Ockendon and Aveley, as do some of the parcels that separate the towns of Corringham/Stanford-le-Hope and Basildon.
- 6.1.4 The A13 sub-divides the Green Belt between the towns in the Thurrock urban area and Aveley and South Ockendon into separate parcels north and south of the road. Whilst in terms of this purpose the release of a parcel on one side of the A13 to accommodate development would not lead to physical merging of the towns (or, in this case, visual coalescence), it would lead to a clear narrowing of the gap that provides separation. It happens to be the case too that these areas are also constrained by other factors such as the important landscape feature and green infrastructure provided by the Mar Dyke valley, and flood risk. As a consequence, this area is considered to have a Low capacity for change in any event.
- 6.1.5 The parcels on the north and west sides of Purfleet (parcels 22, 38-39) provide a constraint to the prevention of the outward expansion of the town towards Rainham (and locally, the prevention of merging with the Aveley). However, even if other constraints and considerations were to indicate that this may be a suitable location for Green Belt release to accommodate some development, carefully located development within parts of these parcels would not lead to the physical or perceived merging of towns. As above, there are other strong constraints to development within this area (RSPB reserve in parcel 38; Mar Dyke valley and flood risk within parcel 39; visual exposure of land within parcel 22).
- 6.1.6 Parcels 11 and 25 combines to form a significant tract of mainly undeveloped open land, exceeding 3km in width, between the towns of Chadwell St Mary and the town that make up the large built-up area of Corringham/Stanford-le-Hope. As a consequence of the separation distance and the nature of the land within these parcels, they provide a limited contribution to the separation of the towns. The release of land from Green Belt to accommodate a strategic level of development adjoining either of the towns, whilst having some conflict with this Green Belt purpose, would not lead to merging of the towns. The difficulty that arises in this area is the absence of existing alternative strong and enduring boundaries suitable for redefining the Green Belt boundary. Whilst some roads (which would be suitable as such boundaries) exist they are generally at some distance from the existing Green Belt/settlement boundary;

alternative 'internal' boundaries are less well defined and are less suitable as alternative boundaries.

- 6.1.7 Parcels 1, 5, 7 and, to a lesser extent 8, contribute to the purpose by maintaining separation between Corringham/Stanford-le-Hope and the south west side of Basildon. This separation is supported by significant landscape features within Green Belt on the edge of Basildon and in the northern part of parcel 1 which help to physically and visually contain Basildon from the more exposed environs of Corringham/Stanford-le-Hope. However, as with the area between Chadwell St Mary and Corringham/Stanford-le-Hope, some Green Belt release on the edge of Corringham could be explored within this area without conflicting with this purpose.
- 6.1.8 With regard to the third purpose ('safeguarding the countryside from encroachment'), all of the parcels assessed, with the exception of parcel 28, have been found to contribute to this purpose, with most areas found to be of Moderate, Major or Fundamental importance to the purpose. Areas identified as being less important are parcels (or parts of parcels) 20-21, 27 and 31 on the northern and eastern periphery of the Thurrock built-up area. These areas were considered to contribute less to the purpose because there is already significant encroachment, they are not perceived to be countryside or have limited rural characteristics and are very closely related in character terms to the built-up area; they are also very distinct from areas with a stronger rural character due to the separation provided by major road infrastructure.
- 6.1.9 Parcel 28 was found to make no contribution to this purpose as it is a narrow area of land that is heavily influenced by its relationship to Little Thurrock/ Sockets Heath and the west side of Chadwell St Mary. Countryside characteristics are largely absent with the majority of the parcel in recreational and educational use.
- 6.1.10 With regard to the definition of the boundaries of the Green Belt, the review has found that boundaries are generally defined along weak features (as opposed to clearly defined and enduring features) on settlement boundaries – primarily rear gardens which often do not benefit from other features that would provide reinforcement (such as hedgerows or tree belts). In our experience this is not at all unusual and is a reflection of two things – the boundary being drawn along edges of development at the time the Green Belt was first defined, and piecemeal development that addressed immediate development needs rather than strategically planned development allocations. Even more recent developments have been defined on a field by field basis with little apparent consideration of the need for enduring boundaries; where none have existed the opportunity to create robust boundaries by the use of green infrastructure and strategic planting does not appear to have been taken. The current policy impetus for enhancing Green Belt boundaries (Core Strategy Policy CSSP4) and the strengthening of existing and creation of new green infrastructure (CS Policy CSSP5) provides a basis for the contribution to the delivery of green infrastructure through strategic development (either directly or by financial contributions).
- 6.1.11 Another aspect that has been identified in this review is the apparent anomalies that arise from the inclusion of developed school sites within the Green Belt, and the maintenance of Green Belt in Major Development sites within the Green Belt. Educational establishments often include significant development that is inconsistent with maintaining openness of the Green Belt. It is our view that these sites should be reviewed and where appropriate excluded from the Green Belt as part of the review of boundaries in the Site Allocations and Policies DPD, to be informed by the work to be undertaken as part of Stage 2 of this Green Belt Review. Similarly, now that it has been developed, the continued retention of the Major Developed Site on the north east side of South Ockendon should be considered. The site does not contribute to Green Belt purposes.
- 6.1.12 There will be significant merit in incorporating the Oil Refinery Expansion Area at Coryton into the Green Belt. The area has not been required for development and the refinery has now closed, leaving a large brownfield site for potential redevelopment. The excluded land does

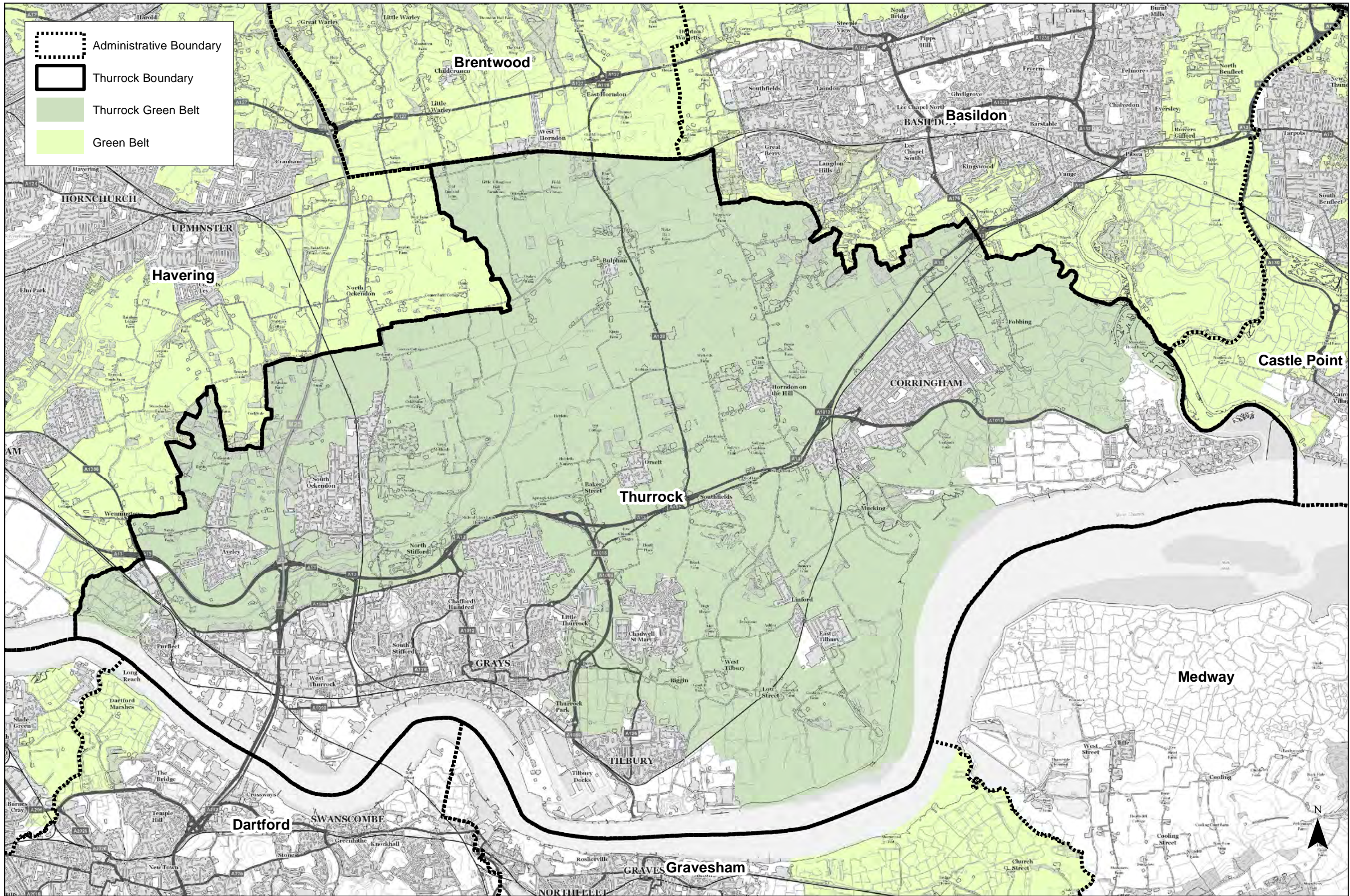
contribute (effectively as a southward extension of parcel 8) to the three assessed Green Belt purposes.

- 6.1.13 With regard to more detailed work to be undertaken in Stage 2 of the Review (which is subject to the progress made on the new Local Plan) we recommend that parcels 6, 7, 11, 15, 17, 20-22, 25-27, 31 in particular are subject to more detailed scrutiny and assessment, although other factors such as the Lower Thames Crossing (considered in Stage 1b of this Review), and the availability of potential sites to meet projected housing growth, will also have a bearing on the areas that need to be examined during that part of the study.

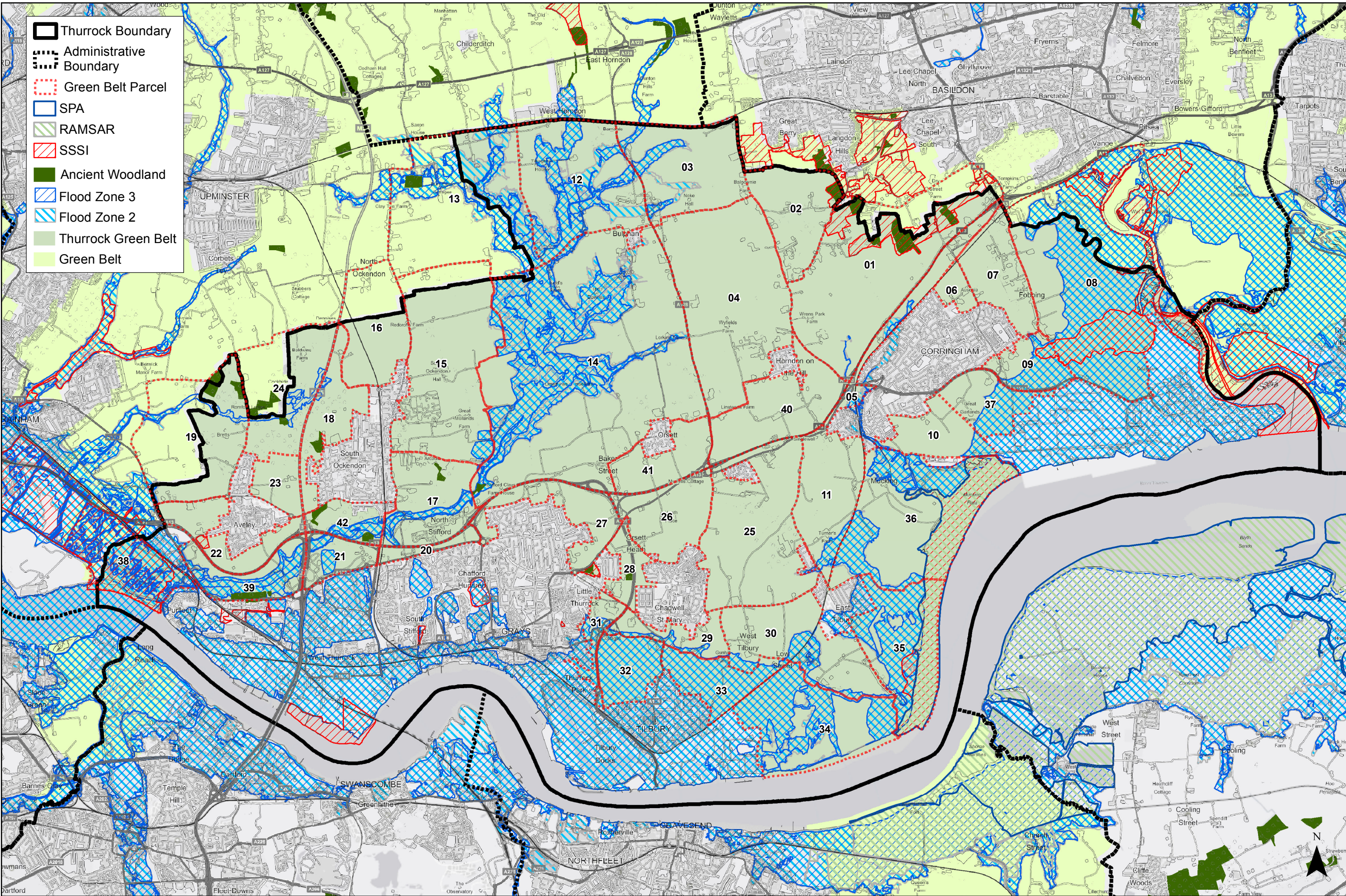
6.2 Stage 1b

- 6.2.1 The alignment of the LTC route through the central and western parts of the borough will undoubtedly have implications for the way in which some parts of the Green Belt within Thurrock fulfil Green Belt purposes. The most significant effect of the route on the Green Belt, other than the route being a significant encroachment into the countryside, would be the creation of a major enduring boundary within the Green Belt which is, in most areas, reasonably distant and in some cases very remote from the Thurrock built-up area and towns. In most parts of the borough this boundary will merely separate areas of similar open countryside with little to no effect on the way in which the related parts of the Green Belt contribute to the purposes. However, in parcel 26, the route would create a more enduring boundary beyond the northern edge of Chadwell St Mary than currently exists along the northern edge of the town. As a result, the intervening land may assume greater importance in terms of the constraint that it provides on preventing encroachment of the town into the intervening countryside in an area that will undoubtedly become subject to development pressures or, alternatively, the land could be considered as being less important as a more enduring boundary would exist up to which development could extend preventing encroachment into the countryside beyond. In this regard, there are similarities too with the southern part of parcel 16, eastern part of parcel 27, and land on the south western edge of East Tilbury within parcel 30.

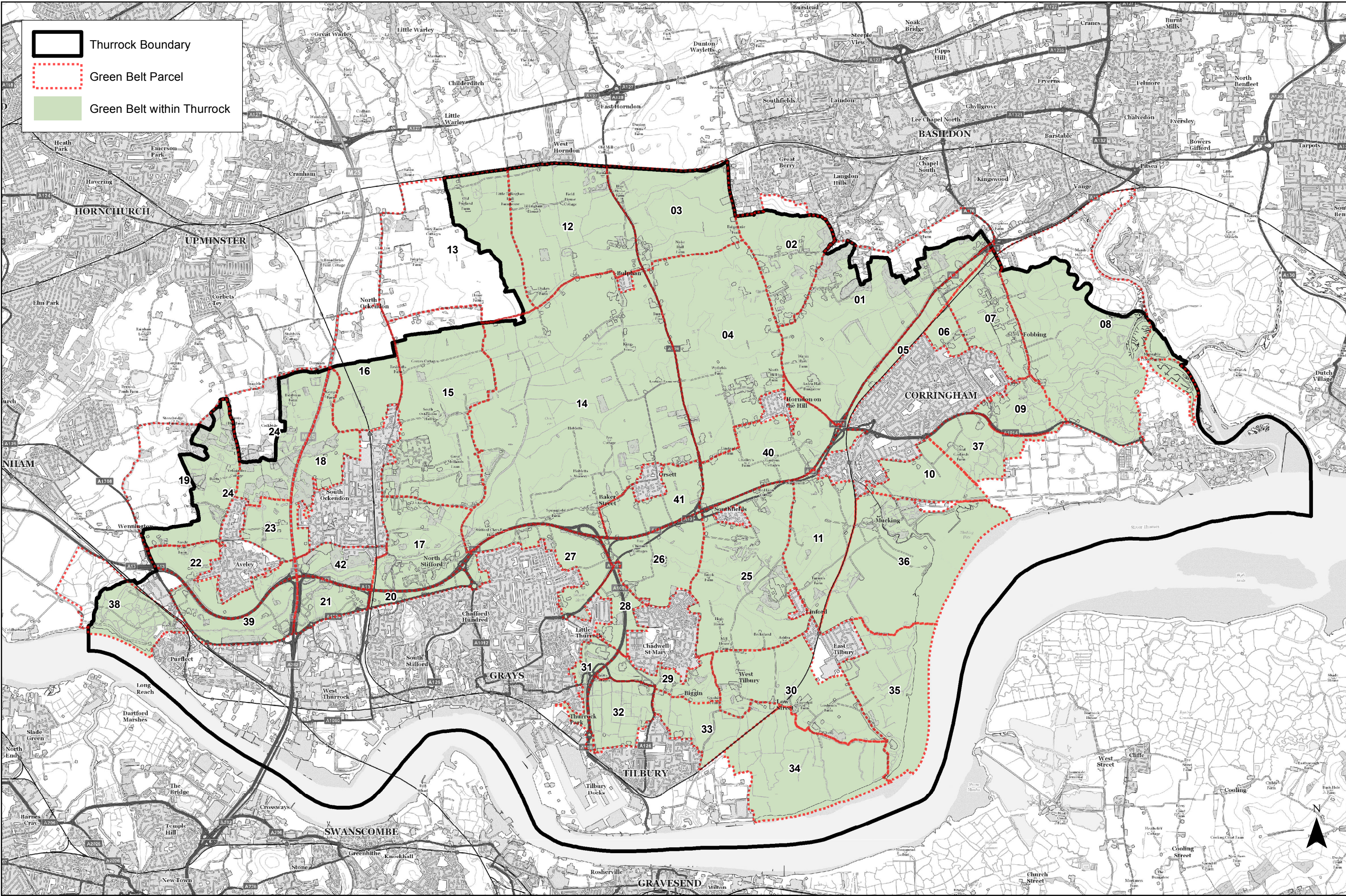
Appendix A Map of Green Belt in Thurrock and Adjoining Districts



Appendix B Map of Key Constraints



Appendix C Parcels Defined and Used in the Green Belt Assessment



Thurrock Green Belt Review



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Parcels defined and used in the
Green Belt Assessment

Rev A

Appendix D Stage 1a: Green Belt Parcel Assessments

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 01					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	<p>The north eastern part of parcel 1 provides a significant contribution to the outward expansion of Basildon, in an area on the borough boundary (which is poorly defined in relation to recognisable features in some places) where development within a complex and elevated location is likely to lead to the perception of ‘sprawl’.</p> <p>Parcel 1 is separated from Basildon by Green Belt land within Basildon Borough (parcels 60-62 of Basildon Green Belt Review, of which parcels 60 and 61 are included in parcel 1 for the purposes of this assessment as these extend to a clearly defined boundary, which the administrative boundary does not). Those areas have been assessed in that review as making a Contribution (parcel 60) or Partial contribution (parcels 62) to this Green Belt purpose.</p>				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	<p>The parcel makes a significant contribution to the separation of Corringham and Basildon. Whilst significant levels of development within this parcel are unlikely to lead to merger (assuming Green Belt within the adjoining part of Basildon Borough remains) there is the potential for a significant reduction in separation to occur which is likely to contribute to the perception of merging, most notably in the eastern part of the parcel where the gap between the administrative boundary and the edge of Corringham is narrower.</p> <p>Adjoining parcels in Basildon Borough have been assessed in the Basildon Green Belt Review as making a Partial Contribution to this Green Belt purpose.</p>				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	<p>Green Belt designation provides very important protection to this area of distinctive and strongly rural countryside which is generally of high scenic quality, much of which is particularly visible given its rising/elevated nature. Whilst there is some existing development within the northern and north eastern fringes of the parcel it is well assimilated within the landscape.</p> <p>Adjoining parcels in Basildon Borough have been assessed in the Basildon Green Belt Review as making a Partial contribution to this Green Belt purpose.</p>				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Extensive predominantly rural landscape on slopes of Langdon Hills. Strong sense of openness where less vegetation, with little development which is generally well integrated within wooded setting.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (Including intervisibility with adjoining areas)	Exposed, varied rising ground exposed to views from wider landscape to west and ridge around Horndon-on-the-Hill, forming distinctive feature and backdrop in wider views. Long distance views from elevated parts of parcel although woodland cover on higher slopes provides some visual containment.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (Including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Defined by roads on all sides; defined by Dry Street with Basildon Borough on north side as this is a more recognisable, enduring boundary than the administrative boundary which follows hedges in places. Lack of alternative internal boundary features means there is no scope for logical sub-division of parcel.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and Towns as second purpose; relationship to other 'non-principal' settlements)	Separated from edge of built up area of Basildon by small parcels of Green Belt land within that Borough, except adjoining Basildon Hospital where parcel is contiguous with Green Belt boundary (although this relationship is not appreciated from the wider area). Separated from north side of the large built up area of Corringham/Stanford-le-Hope by A13 and narrow strip of land within parcel 5.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	<p>Elevated northern part of parcel lies within LCA¹ K1, Langdon Higher Hills, with rest of parcel within LCA J1, Langdon Lower Hill Slopes, except a small area east of Horndon-on-the-Hill which lies within LCA H2 Orsett and Horndon-on-the-Hill Open Undulating Farmland. Parcel comprises a complex, varied, attractive rural landscape extending from gently undulating predominantly open, mainly arable farmland with defined field pattern in the southern part up to the wooded folded Langdon Hills. Strong woodland cover on parts of upper hill slopes.</p> <p>There are scattered and small clusters of development, with related gardens and small paddocks, associated with settlement along South Hill, Dry Street and Bells Hill Road within the northern and north eastern fringes of this parcel, much of which appears likely to have pre-dated Green Belt designation, although some infilling and piecemeal development may have occurred since. Due to the significant level of vegetation cover much of this development is well assimilated within the landscape which limits perception of encroachment and the area retains a generally strong, rural tranquil character.</p>	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Country Parks, two SSSIs, and three areas of Ancient Woodland along boundary with Basildon. Rest of parcel free of high level constraints.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

¹ LCA - Landscape Character Area (based on draft Thurrock Integrated Landscape Character Assessment; LUC October 2018).

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 02		
GREEN BELT PURPOSES	ASSESSMENT	IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	<p>Parcel separated from Basildon built up area boundary by narrow area of Green Belt (parcel 65 within the Basildon Green Belt Review) within Basildon Borough; this parcel provides a constraint to the outward expansion of the built up area towards the administrative boundary (which defines the northern boundary of parcel 2 within Thurrock) and has been assessed within the Basildon Review as providing a Contribution to this purpose. On the basis that the boundary within Basildon is more strongly defined than along the administrative boundary a small corresponding part of that parcel has been included within parcel 02 for the purposes of this assessment.</p> <p>The northern part of parcel 2 provides a significant contribution to restricting the outward expansion of Basildon, in an area where any development within the complex hill landscape of the Langdon Hills is likely to lead to the perception of 'sprawl'. In addition the designation checks piecemeal development associated with the areas of existing settlement, notably the sporadic and ribbon development along Lower Dunton Road and South Hill.</p>	Fundamental
		Major
		Moderate
		Slight/Negligible
		None
Purpose 2: To prevent neighbouring towns from merging into one another	<p>The parcel provides no contribution to this purpose; whilst it lies within the tract of land that separates west Basildon from the nearest other built up area of Corringham/Stanford-le-Hope, parcel 1 fulfils this purpose.</p> <p>Adjoining parcel 65 in the Basildon Green Belt Review (part of which is included within parcel 2) has been assessed in that review as making a Partial contribution to this Green Belt purpose. Considered on its own the small part of that adjoining parcel within the borough would not be considered to be of relevance to this purpose using the criteria for this review.</p> <p>The parcel does provide separation between the ribbon development in the southern part of the parcel.</p>	Fundamental
		Major
		Moderate
		Slight/Negligible
		None
Purpose 3: To assist in safeguarding the countryside from encroachment	<p>Green Belt designation provides very important protection to this area of distinctive countryside, much of which is particularly visible due to its rising/elevated and open nature (particularly in the northern half). Whilst there is some development in the southern part of the parcel the significant level of vegetation cover ensures that much of this development is well assimilated within the wider landscape which limits perception of encroachment.</p> <p>Adjoining parcel 65 within Basildon Borough has been assessed in that review as making a Contribution to this Green Belt purpose.</p>	Fundamental
		Major
		Moderate
		Slight/Negligible
		None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Variable perception of openness due to variations vegetation cover. More open in arable land in northern half of parcel. Loose cluster of suburban development in southern part of parcel which creates perception of encroachment into otherwise rural area.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Variable from open to enclosed due to vegetation cover and topographical variation. Forms part of distinctive backdrop of hills in views from the lower landscape to the west.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Roads form defined enduring boundaries except along north side where administrative boundary follow, in part, a weak feature and where parcel boundary has been extended into Basildon to stronger belt of woodland just inside Green Belt boundary.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Northern boundary of parcel separated from edge of built up area of Basildon by narrow strip of Green Belt land (woodland) within that Borough which contains the built up area.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	This parcel comprises a continuation (from parcel 1) of the complex, varied and attractive footslopes and hills of the Langdon Hills (LCA K1, Langdon Higher Hills and LCA J1, Langdon Lower Hill Slopes) which 'wraps' around the south western side of Basildon extending from gently undulating open farmland (more open arable fields in north, with pasture fields to south with well-defined field pattern) in the southern part up to the wooded folded Langdon Hills. There are scattered and clusters of development primarily associated with roads that define the southern parts of the parcel, much of which appears historical, although some infilling, plot re-development and piecemeal development may have occurred since. Predominantly sloping farmland with area of suburban development within smaller scale landscape in southern corner which is reasonably well integrated from wider area by vegetation. Strong woodland cover on parts of upper hill slopes adjoining edge of Basildon. Sense of tranquillity.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Block of Ancient Woodland on north eastern edge of parcel extending inside Basildon boundary. SSSI on north eastern edge of parcel and on edge of Basildon abutting parcel boundary.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 03		
GREEN BELT PURPOSES	ASSESSMENT	IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	<p>Parcel 3 is separated from Basildon built up area by narrow (around 500m wide) area of Green Belt (part of parcel 65 identified in the Basildon Green Belt review) located beyond the north eastern boundary of the parcel; as such, Basildon parcel 65 provides the immediate constraint to the outward expansion of the built up area towards the administrative boundary/parcel 3 and has been assessed within the Basildon Review as providing a Contribution to this purpose.</p> <p>Parcel 3 provides a contribution to restricting the outward expansion of Basildon into Thurrock, in an area where any development would be unrelated to the existing built up area by virtue of the existing separation provided by woodland from the broadly level and open landscape in parcel 3 where it is likely to be perceived as 'sprawl'.</p> <p>The Brentwood Green Belt Study (Crestwood Environmental; Draft Jan. 2018) has identified the land to the north (Parcel 17) as 'Not Contained' contributing to a 'Moderate/High' overall contribution of the parcel to Green Belt purposes.</p>	Fundamental
		Major
		Moderate
		Slight/Negligible
		None
Purpose 2: To prevent neighbouring towns from merging into one another	<p>Whilst the parcel lies within the countryside that separates the western edge of Basildon from the towns of North Ockendon and Upminster the separation is in excess of 5km. Therefore the parcel does not contribute to the fulfilment of this purpose.</p> <p>The Brentwood Green Belt Study (Crestwood Environmental; Draft Jan. 2018) has identified the land to the north (Parcel 17) as 'Important Countryside Gap' contributing to a 'Moderate/High' overall contribution of the parcel to Green Belt purposes.</p> <p>The Brentwood Draft Local Plan (Jan. 2016) and Preferred Site Allocations document (Jan. 2018) proposes a new development (Dunton Hills Garden Village – 2,500 homes and associated infrastructure) within land north of the railway (which defines the administrative boundary and northern boundary of this parcel). There is potential that a strategic level of development within parcel 3 could give rise to a merging of two built up areas to create a larger 'town'. As the Plan is not yet adopted, this has not been taken account of within the assessment of this parcel.</p> <p>The parcel does contribute to the separation of the small village of Bulphan from the edge of Basildon which are separated by approx. 2.3km.</p>	Fundamental
		Major
		Moderate
		Slight/Negligible
		None
Purpose 3: To assist in safeguarding the countryside from encroachment	<p>Countryside is broadly level, open and unspoilt farmland with limited encroachment from development, with exception of two industrial sites and solar farm in the north eastern corner. East part of Bulphan lies in the south west corner and is reasonably integrated by vegetation. Designation provides high level protection against inappropriate development and infilling within eastern part of Bulphan.</p> <p>The Brentwood Green Belt Study (Crestwood Environmental; Draft Jan. 2018) has identified the land to the north (Parcel 17) as 'Functional Countryside' contributing to a 'Moderate/High' overall contribution of the parcel to Green Belt purposes.</p>	Fundamental
		Major
		Moderate
		Slight/Negligible
		None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Strong perception of openness due to open nature of area closely related to open fenland landscape to west. Two areas of industrial development which lie on the north east and north west edges of the parcel appear as inappropriate development and reduce openness and residential development on the eastern edge of Bulphan also reduces openness in this edge of the parcel.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Expansive views across broadly open, very gently sloping landscape and into adjoining parcels. Clear views east to wooded rising slopes on edge of Basildon.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined on all sides by roads, and railway (on vegetated embankment) to north.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Eastern boundary around 500m from Green Belt boundary along edge of Basildon. Intervening parcel within Basildon is well wooded and contains visual influence of town.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Broad-scale primarily arable landscape on edge of fenland within eastern edge of LCA A1, Bulphan Fenland, with medium sized fields with depleted boundaries, which merges with the landscape of LCA J1, Langdon Lower Hill Slopes, in the central and eastern parts. Very limited development with a strong expansive rural, generally tranquil landscape character.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Linear areas of Flood Zones 2 and 3 in western side of parcel.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 04				
GREEN BELT PURPOSES	ASSESSMENT		IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	Parcel is removed from large built up areas and therefore does not contribute to this purpose; parcels closer to these areas (notably Basildon) provide constraint.		Fundamental	
			Major	
			Moderate	
			Slight/Negligible	
			None	
Purpose 2: To prevent neighbouring towns from merging into one another	The parcel lies within a wide tract of land that separates Basildon, towns on the eastern side of the Thurrock urban area, and the built up area of Corringham/Stanford-le-Hope and is separated from them by other parcels. Strategic level of development would not lead to merging. The compact village of Horndon-on-the-Hill lies on the southern edge of the parcel and the Green Belt contributes to the maintenance of the separate identity of the settlement, although it is separated from Basildon by adjoining parcels 1-3.		Fundamental	
			Major	
			Moderate	
			Slight/Negligible	
			None	
Purpose 3: To assist in safeguarding the countryside from encroachment	The countryside has a strong unspoilt rural character. Existing development is limited primarily to a small number of farmsteads around the perimeter and a loose cluster of development within a smaller scale landscape on the north side of Horndon-on-the-Hill. Any significant development within this parcel is likely to represent a significant encroachment into open countryside. Designation therefore provides important protection, particularly around the northern periphery of Horndon-on-the-Hill.		Fundamental	
			Major	
			Moderate	
			Slight/Negligible	
			None	

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Generally expansive landscape with strong perception of openness, reduced only along southern edge where the landscape is smaller scale and more contained with the intrusion of some encroachment from some suburban and industrial uses on northern edge of Horndon-on-the-Hill.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Generally expansive across area with visual connections to slopes of Langdon Hills to east and fenland to west. More limited locally around fringe of Horndon-on-the-Hill but with expansive views in places across the fenland landscape below.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined along roads. Parcel boundary coincides with Green Belt boundary on north and west edges of Horndon-on-the-Hill where the boundary is weak being defined along rear gardens. No better alternative boundaries appear to exist within immediate proximity of the settlement.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Separated from towns by other parcels; no clear relationship exists.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	The parcel falls within three LCAs- J1 (Langdon Lower Hill Slopes), the eastern part of A1 (Bulphan Fenland), with the southern part rising to H2 (Orsett & Horndon on the Hill open Undulating Farmland). The variation in topography between the fenland and hill slopes is reflected in the transition from the fenland to the notable ridge of higher land at Horndon-on-the-Hill, and the foot slopes of the Langdon Hills in eastern part of the parcel. The parcel comprises open productive farmland with a varied topography which forms majority of the parcel with much in arable use with weakened/removed field boundaries. Large golf course (Langdon Hills Golf Club). Variable uses (residential and industrial) in smaller scale landscape on northern side/slopes of Horndon-on-the-Hill creating fragmented rural/urban fringe landscape.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	No significant constraints.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 05						
GREEN BELT PURPOSES		ASSESSMENT			IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel is separated from the large built up area of Basildon by Green Belt within Basildon Borough (parcel 58 in the Basildon Green Belt Review where it is identified as making a Partial Contribution to this purpose) and also by Parcel 01 within Thurrock. It forms an immediate constraint to the northern/north western side of the Corringham/Stanford-le-Hope large built up area, although two fields in the south western end of the parcel are identified for housing development in the Core Strategy.				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	
Purpose 2: To prevent neighbouring towns from merging into one another	<p>The linear parcel extends from the northern side of Corringham/Stanford-le-Hope from the south western edge north eastwards to within around 700m of the southern edge of Basildon and contributes, notably in the north eastern part, together with parcel 1, to the separation of these towns.</p> <p>The north eastern part of the parcel makes a limited contribution to the separation of the edge of Basildon from the northern end of the ribbon development extending northwards from Fobbing up to the eastern edge of the parcel.</p> <p>The south western end of the parcel, whilst located on the edge of Stanford-le-Hope some 700m south east of Horndon-on-the-Hill, is separated from the village by the A13 and A103 which provides a clear constraint.</p>				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	
Purpose 3: To assist in safeguarding the countryside from encroachment	Narrow strip of mainly arable farmland contained by railway and A13 on north western and northern side of Corringham/Stanford-le-Hope. Primary infrastructure restricts access and prevents encroachment within most of this parcel which is mainly open productive farmland with a surprisingly strong rural character despite the proximity of the urban edge. The exception is in the north eastern part where Southend Road provides access through the parcel and some development encroaches into this area. Designation provides important protection to the countryside in the rural parts, and protects countryside from encroachment through infilling in the more fragmented landscape in the north eastern part. The allocated housing site in the south west end of the parcel will constitute an encroachment into the countryside in this location, although the A13 and A1013 will provide a clear outer boundary.				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	South western part of parcel read as part of wider open landscape to north extending up to north west edge of Corringham/Stanford-le-Hope despite presence of A13; although the parcel is a narrow strip of land between major transport infrastructure there is a perception of openness due to the contrast with the adjoining built up area. The north eastern part is less open due the encroachment of piecemeal development. Two areas of land on the south western edge of Stanford-le-Hope, either side of the railway, are identified as a housing allocation in the Core Strategy but development has not yet occurred. Development would reduce openness in this part of the parcel.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Reasonably well contained at a local level. Apparent as part of wider landscape in views from land rising up to Langdon Hills to the north.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Very well defined by major infrastructure. The south western end is allocated for housing development where the existing Green Belt boundary along the edge of the built up area is defined by sporadic vegetation and rear garden boundaries. Other boundaries are well defined by major road infrastructure.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	South western part has immediate relationship with northern edge of Corringham/Stanford-le-Hope.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	All but the south western end of the parcel falls within the south eastern edge of the Langdon Lower Hill Slopes (LCA J1). It is a continuous narrow linear area of arable farmland, severed from wider landscape to north by the A13, along the northern edge of Corringham/Stanford-le-Hope, contained by roads and railway on the south eastern boundary of the parcel. It possesses a surprising rural character which creates a clear rural/urban interface. Fragmented character with intrusive development in area north of Southend Road. The south western end extends into the eastern edge of the Orsett & Horndon on the Hill Undulating Farmland LCA (H2); the fields in the south western corner of the parcel (identified in the Core Strategy for release from Green Belt for housing development) lie within the Stanford-le-Hope & Corringham LCA (I2).	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Small area of Flood Zones 2 and 3 in central part of parcel. Areas of flood risk also within the south western fields (allocated for housing).	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 06					
GREEN BELT PURPOSES	ASSESSMENT			IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel adjoins the north eastern edge of the large built up area of Corringham/Stanford-le-Hope. Significant development occurs within the southern part of the parcel and creates a local perception of 'sprawl'. It therefore makes a significant contribution to this purpose.			Fundamental	
				Major	
				Moderate	
				Slight/Negligible	
				None	
Purpose 2: To prevent neighbouring towns from merging into one another	Parcel lies on north east side of Corringham and forms a part of the Green Belt land that separates Corringham from the southern edge of Basildon (minimum of 1.6km to north east) and is contained on the outer boundaries by the B1420 and railway line. It therefore provides only a very limited contribution to the separation of these built up areas; a strategic level of development would not lead to merging or the perception of merging.			Fundamental	
				Major	
				Moderate	
				Slight/Negligible	
				None	
Purpose 3: To assist in safeguarding the countryside from encroachment	The parcel comprises a patchwork of level pasture fields, the Village Fitness Club, a nursery, and some playing fields. The club building is a significant urban encroachment. The Green Belt does provide protection from further encroachment of development from Corringham into this area, although the outer boundaries could provide a potentially more defined enduring boundary than the existing back gardens along the adjoining edge of the town.			Fundamental	
				Major	
				Moderate	
				Slight/Negligible	
				None	

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	The northern half of the parcel is largely devoid of development and is perceived as open land. The southern part, south of Southend Road, is less open with the large fitness club and associated parking and a nursery and collection of low quality buildings which reduce the perception of openness; collectively these create an impression of encroachment.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Views limited by roadside and robust internal hedgerow boundaries around generally small fields within northern part; occasional views possible towards Langdon Hills. Views more open in southern part with adjoining development and club building apparent. Views of adjoining parcels generally contained by vegetation along peripheral roads and railway.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined by road on east side and railway and associated tree belt to north, and by rear gardens on edge of Corringham. Parcel subdivided by Southend Road which would form suitable alternative Green Belt boundary.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Immediate physical relationship with north eastern edge of Corringham. Urban edge softened by vegetation in northern part. In southern part this relationship is very evident due to exposed edge of urban area and local prominence of the fitness club.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Parcel located within south eastern part of LCA J1, Langdon Lower Hill Slopes, although it is only very gently undulating, with local differences in character between the two parts of the parcel. The northern part has a stronger character with the small scale field pattern and defining hedgerows maintaining the mainly rural character of the area. The character of the southern part has been eroded by the prominent fitness club, nursery and apparently unmanaged fields, although the wider influence of this on local character is limited by the containment provided by the strong hedgerow pattern.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Some areas of open space in northern part.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 07						
GREEN BELT PURPOSES		ASSESSMENT			IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	North east corner of parcel extends to within some 800m of the edge of the built up area of Basildon, but is separated from it by major infrastructure, parcel 5 and eastern part of parcel 1 and Green Belt parcels 58-60 defined in the Basildon Green Belt Review; parcel 58 was assessed as providing a Partial contribution to this purpose and parcels 59-60 assessed as providing a Contribution on the basis that they contribute to restricting sprawl on the edge of the built up area where there is already scattered development. Parcel 7 provides a Major contribution to the containment of sprawl on the north eastern edge of the Corringham/Stanford-le-Hope built up area, in a location where the edge of existing development/Green Belt is reasonably well defined but along weak boundaries in places. It provides a constraint to the expansion of the settlement towards the linear settlement of Fobbing beyond.				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	
Purpose 2: To prevent neighbouring towns from merging into one another	<p>The parcel forms a significant area of land, the eastern side of which contains significant ribbon development, which lies between Basildon and the eastern edge of Corringham. As such it provides a significant contribution to the maintenance of separation between the two towns. Basildon parcels 58-60 are defined as providing a Contribution or Partial contribution to this purpose. Strategic development within the northern half of the parcel, in combination with existing ribbon development to the north of Fobbing, is likely to give rise to merging, or a perception of merging.</p> <p>The adjoining parcels (which are of limited size) within the Basildon Green Belt Review have been assessed as providing No contribution or Partial contribution to this purpose.</p> <p>Development within the parcel could lead to the merging of the eastern end of Corringham with the ribbon of development north of Fobbing.</p>				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	
Purpose 3: To assist in safeguarding the countryside from encroachment	<p>The parcel has a mixed character. The western part is a patchwork of level farmed fields with a defined rectilinear hedgerow structure which is almost devoid of encroaching development (although the south west boundary adjoins back gardens on the edge of Corringham). The eastern part is characterised by almost continuous ribbon development along High Road north of Fobbing with further sporadic development in small plots along Mill Lane behind. Overall, this development constitutes a substantial encroachment into countryside with a consequential effect on character. However, Green Belt designation provides a strong constraint to further piecemeal development and infilling, which would otherwise be difficult to resist, leading to further loss of countryside.</p>				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Perception of openness within western part. Ribbon of development along Mill Lane and High Road on eastern side encroaches onto higher land, where associated vegetation cover in small field pattern and plots. Southern part of parcel provides openness separating edge of Corringham from Fobbing. Separation of Fobbing and Corringham apparent from higher land on southern flank of Langdon Hills north of A13.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Generally visually discrete area except from edge of Corringham, road along north west boundary, and development at Fobbing.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Clearly defined along B1420, railway, High Road and Lion Hill. Weakly defined by rear gardens on edge of Corringham on south west side; no clearly defined alternative internal boundaries to this edge.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	South west part has direct physical and visual relationship with edge of built up area of Corringham where boundaries are formed by field/garden boundaries. Other parts have no clear relationship with the town. The parcel also has direct relationship with village of Fobbing and the ribbon development extending northwards.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Parcel located within south eastern part of LCA J1, Langdon Lower Hill Slopes and possesses a variable character. Predominantly level farmland in small medium sized rectilinear fields in western half virtually devoid of development. Fragmented rural/suburban, fragmented fringe character associated with ribbon development north of Fobbing in eastern part, with mixed use development and many horse paddocks. Elevation of eastern part means this area is more exposed in wider views, particularly along High Road where ribbon development is exposed to views across marshland beyond to the east.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	South eastern part adjoins Fobbing Conservation Area. Local wildlife site in western part.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 08		
GREEN BELT PURPOSES	ASSESSMENT	IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	<p>The northern edge of the parcel adjoins the southern edge of Basildon (separated from it by the A13 and railway) and includes land identified as parcel 73 in the Basildon Green Belt Review; the southern part adjoins the large built up industrial area of Coryton and London Gateway. Therefore the parcel constrains the extension of these built up areas, although the dual carriageway and adjoining railway line along the northern boundary of the parcel forms the primary physical constraint to southward expansion of Basildon into the northern part of this parcel. The boundary of the parcel with Coryton adjoins the former refinery complex and an area of land (outside the Green Belt) to allow for its future expansion; at London Gateway the edge is defined in part by the A1014 corridor. There are no intermediate boundaries within the floodplain that would provide clear containment to any expansion of development into this open area. In the north any development would be perceived as separate from the existing urban area and constitute sprawl; similarly any further expansion of the industrial area to the south would appear as sprawl. The whole parcel has therefore been identified as being of Fundamental importance to this purpose.</p> <p>The Basildon Green Belt Review assesses parcel 73 as making a Contribution to this purpose.</p> <p>The Castle Point Green Belt Functions Assessment (2010) assessed parcel 27 (covering the Creeks just to the east of the southern part of the parcel 8 boundary) and parcel 28 (beyond parcel 27) as contributing to the prevention of sprawl of Canvey Island. Other land adjoining parcel 8 was not assessed.</p>	Fundamental
		Major
		Moderate
		Slight/Negligible
		None
Purpose 2: To prevent neighbouring towns from merging into one another	<p>The north west part of the parcel lies between the southern edge of Basildon and eastern edge of Corringham. This part (including the land beyond the borough boundary) makes a contribution to the separation of the two towns (although only the western part of the parcel adjoining Fobbing is free of flood constraints that would otherwise restrict/prevent growth); development in this area would not lead to merging. The rest of the parcel does not contribute to this purpose.</p> <p>The Basildon Green Belt Review assesses parcel 73 as making a Partial contribution to this purpose.</p> <p>The Green Belt Functions Assessment assessed parcel 27 (covering the Creeks just to the east of the southern part of the parcel 8 boundary) and parcel 28 (beyond parcel 27) as not contributing to the prevention of merging of towns.</p> <p>Contributes to wider expanse of open fenland separating western edge of South Benfleet and Canvey Island from Fobbing, although this is over 5km. wide.</p>	Fundamental
		Major
		Moderate
		Slight/Negligible
		None
Purpose 3: To assist in safeguarding the countryside from encroachment	<p>With minor exceptions (notably at Brook Drive in the north west corner where there is a small cluster of small residential plots) this area of countryside is almost entirely free of development. Much of it is open and expansive marshland/floodplain, although the western part comprises rising open farmland up to the elevated ridge extending north from Fobbing on the western boundary of the parcel. Any significant development within this open landscape would be perceived as a clear encroachment; Green Belt status assists (in conjunction with other environmental constraints) with safeguarding the countryside.</p> <p>The Basildon Green Belt Review assesses parcel 73 as making a Contribution to this purpose.</p> <p>The Castle Point Green Belt Landscape Assessment did not examine the majority of the land to the east of parcel 8. Parcel 27 (within Castel Point, covering the Creeks just to the east of the southern part of the parcel 8 boundary) was recorded as having a Very High landscape sensitivity with the land within parcel 28 beyond being assessed as being of Medium sensitivity. Both areas were assessed in the Green Belt Functions Assessment as safeguarding the countryside from encroachment.</p>	Fundamental
		Major
		Moderate
		Slight/Negligible
		None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Exceptional sense of openness. Encroachment limited to small part in north west.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Expansive and far reaching.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined by roads along north west and southern sides. South eastern side defined through area of marshes allocated for expansion of oil refinery (now closed). Eastern boundary follows Vange and Holehaven Creeks to estuary. No alternative internal boundaries exist.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	No direct or visual relationship with towns. Open relationship with former Coryton refinery. Open relationship with village of Fobbing and ribbon development extending northwards along western edge of parcel.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	The varied landscape character of the parcel is reflected by the two LLCAs identified in this area – LCA H3, Fobbing Ridge Open Undulating Farmland, on the higher land and slopes north of Fobbing, characterised by open exposed pasture fields, and LCA F4, Fobbing Marshes and Haven Creek, extending east and south which is an expansive, exposed marshland landscape (with extensive areas of restored landfill) with open views with the hills to the north forming a backdrop. Uncontained edge of Coryton refinery to the south creates a stark and incongruous relationship between the marshland landscape and prominent industrial development.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Substantial areas of nature conservation value (SSSI); former landfill sites. Much of parcel is within Flood Zone 3. Fobbing Conservation Area on south western edge of parcel.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 09						
GREEN BELT PURPOSES		ASSESSMENT			IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel lies directly to the north of the large built up area of London Gateway/Coryton and therefore contributes to this purpose by restricting the northward expansion of this area of development towards the town of Corringham/Stanford-le-Hope within an area where there are no other clear boundaries to provide containment. Expansion of the built up area northwards would give rise to the risk of development joining up with Corringham/Stanford-le-Hope to create one large built up area.				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	
Purpose 2: To prevent neighbouring towns from merging into one another	<p>The parcel has no relationship with another town (Canvey Island is almost 5km to the east) and therefore makes no contribution to this purpose.</p> <p>The parcel provides separation between the south eastern side of Corringham and the large London Gateway port development which links to industrial development (former oil refinery) at Coryton to form a continuous large area of development. Whilst this development is not a 'town', if the parcel were to be removed from Green Belt to accommodate development, Corringham and this industrial area are likely to merge to form a connected area of development. In turn, the eastern edge of Coryton is only separated from Canvey Island by Holehaven Creek estuary (approx. 850m wide).</p> <p>It also provides separation between London Gateway and the village of Fobbing, the southern edge of which lies in the northern corner of the parcel.</p>				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	
Purpose 3: To assist in safeguarding the countryside from encroachment	The parcel contributes to the protection of the countryside from encroachment of inappropriate uses along the south eastern edge of Corringham where the land is not otherwise constrained by the floodplain, fragmented by existing uses and contains smaller more enclosed parcels of fragmented farmland land that may otherwise be attractive for development. This area represents a transitional landscape between the more elevated and contained land on the fringe of the town and the open marshes on the north side of the estuary. Land away from the more immediate settlement edge is visually exposed being raised above the marshes and development within this area is likely to be perceived as an encroachment into the estuary landscape towards the London Gateway development (which is a very prominent encroachment into the estuary landscape). The parcel provides a constraint to northward expansion of port development which is defined by the major access road alongside the southern boundary of the parcel.				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Strong sense of openness across most of the area with very little development in parcel except encroachments of built development (educational, recreational and industrial/storage) on periphery of Corringham which has eroded the integrity of the landscape in this location and 'blurred' the boundary with the countryside.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Fringes of Corringham raised above marshes within rest of parcel. Expansive views from most parts of parcel with some visually discreet areas in north west part. Open visual relationship with parcel 08.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Definition of northern part of parcel coexistent with Green Belt boundary where the edge is poorly defined and 'blurred' by development and weak along garden boundaries. Western and southern boundary of parcel well defined along A1014. Eastern boundary defined along weak feature (flood defence bank and footpath) but no better alternative boundary exists to east until eastern boundary of parcel 08.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Northern edge adjoins Corringham where edge is integrated to some degree by vegetation and smaller scale field pattern. Beyond this area the relationship is not evident due to the rise in topography and vegetation towards the edge of the town. Part of the village of Fobbing lies in the northern edge of the parcel and the marshland landscape contributes to its setting.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Parcel contains two distinct areas of character – open marsh landscape in central and southern part forming part of LCA F4 (Fobbing Marshes and Haven Creek), and small scale, fragmented semi urban fringe more elevated landscape along periphery of Corringham which lies within LCA H3 (Fobbing Ridge Open Undulating Farmland) where horse paddocks, recreation uses and water bodies (on former areas of sand and gravel extraction) are the principal land uses. This rising land forms a backdrop to views from the estuary landscape. Pylons are a detracting feature. The marshland landscape contributes to the setting of Fobbing (a Conservation Area), set on higher ground above the marshes, with its church tower apparent as a local landmark visible across the marsh landscape below.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Extensive area of Flood Zone 3. Western end of a SSSI in north east corner of parcel. Corringham Conservation Area within north west part of parcel; Fobbing Conservation Area to north east. Mostly grade 2 agricultural land. Number of interlinked local Nature Conservation sites.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 10					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel lies directly west of the large built up area of London Gateway/Coryton and east of the south western part of Corringham/Stanford-le-Hope. It therefore contributes to this purpose by restricting the expansion of these areas of development towards each other within an area where there are no other clear boundaries to provide containment. Expansion of either area would give rise to the risk of development joining to create one large built up area.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	The parcel does not lie between two towns.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	Designation safeguards the countryside from the encroachment of development along the southern edge of Stanford-le-Hope. The landscape falls gently towards the estuary and is generally expansive and open, with some more enclosed areas along parts of the urban fringe. There is little encroachment from development, although the new London Gateway access road is a significant encroachment as it cuts a direct line across the landscape separating the parcel from parcel 37. The designation is fundamental to safeguarding this area of countryside.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Broadly open with land falling away south to estuary. Few signs of encroachment except for allotments (not 'inappropriate' development) and new London Gateway access road which cuts across the landscape separating the parcel from parcel 37.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Generally open across farmland forming hinterland of estuary. Visual relationship with parcels 36 and 37.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Reasonably defined along roads on edge of Stanford-le-Hope with some weaker edges on boundaries with development. Eastern and southern sides well defined by new London Gateway access road and railway respectively. Rainbow Lane forms a weaker internal boundary.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Northern edge has immediate physical and visual relationship with edge of Stanford-le-Hope. Rest of area has no clear relationship with town but does have a relationship with edge of London Gateway which is not defined as a 'settlement'.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Generally expansive and open landscape of regular sided arable fields falling gently towards the estuary with more enclosed areas along town fringe. Most of parcel falls within south western end of LCA H3, Fobbing Ridge Open Undulating Farmland which extends around southern side of the town, falling towards Fobbing Marshes & Haven Creek, LCA F4, in the south eastern corner and forms a backdrop to views from the estuary landscape. Pylons are a detracting feature within the landscape.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Small area of Flood Zone 3 in south eastern part. Local nature conservation site in south east corner. Areas of open space on edge of Stanford-le-Hope. Mostly grade 2 agricultural land.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 11						
GREEN BELT PURPOSES		ASSESSMENT			IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	<p>The northern edge of the parcel has an immediate relationship with the south western edge of large built up area of Corringham/Stanford-le-Hope. As such it provides an immediate constraint to the growth of the built up area in a southerly direction where there are no alternative boundaries until Buckingham Hill Road, Walton Hill Road or the railway beyond which defines the southern boundary of the parcel.</p> <p>It is located 1.8km from the nearest edge of the Thurrock urban area (the eastern edge Chadwell St Mary).</p>				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	
Purpose 2: To prevent neighbouring towns from merging into one another	<p>Parcel provides a limited contribution to this purpose. Whilst the northern end of the parcel adjoins a recently completed residential development (St Clere's, which appears to extend south beyond the broad allocation in the Core Strategy) on the south western edge of Stanford-le-Hope there remains substantial separation (1.8km) between the parcel and the eastern edge of Chadwell St Mary which is the nearest town. Strategic development within this parcel would not lead to merging of the towns.</p> <p>If the parcel was to be removed from the Green Belt there is the potential that large scale development extending south from Stanford-le-Hope could adversely affect the separate identities of the villages of Linford and East Tilbury (which are connected physically).</p>				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	
Purpose 3: To assist in safeguarding the countryside from encroachment	<p>The parcel straddles a ridge and associated slopes characterised by open sloping exposed arable land in the southern half and a golf course in the northern part; a large quarry (partly restored/wooded and a Local Wildlife Site) lies within the central western part. The parcel is devoid of inappropriate development although the quarry, which is reasonably discreet within the landscape due to vegetation cover, is a locally disruptive feature. The recent development at the St Clere's allocation site appears to include a peripheral landscape buffer to define the outer southern/south western edge of the development.</p>				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Parcel contains very little development and retains clear sense of openness, notably in the southern part which is open sloping arable land.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Variable – more limited in northern part due to vegetation cover in golf course and woodland at quarry; open in central part with expansive views across estuary and beyond; area south of Walton's Hall Road comparatively level with higher tree cover which limits views. Land south of ridge particularly inter-visible with parcel 36. There are expansive views over the estuary into north Kent from the higher land and southern part of the parcel which faces towards the estuary.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined by roads and railway, except in north east corner adjoining new development at the St Clere's allocation site where the boundary (if adjusted to reflect recently constructed development) would not appear to follow clearly defined existing features, although there is evidence that a new area of open space/landscape buffer will define a new edge. East of Butts Lane Green Belt/parcel boundary follows railway line and rear garden boundaries of houses adjoining St Clere's School (which is within Green Belt); a clearer boundary could be defined along the tree belt/paved public footpath on the southern side of the school grounds. This would form a more logical boundary in the context of the new development on the opposite side of Butts Lane, Walton's Hall Road and the railway to the east form an alternative clear internal boundary to the south.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Direct physical and visual relationship with new development on north east side with edge of Stanford-le-Hope. Southern end of parcel extends to east side of Linford and close to the northern edge of East Tilbury (both of which are not principal settlements); East Tilbury Road along the edge of the parcel forms a defined edge to the eastern side of Linford.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Parcel lies within the north eastern part of LCA H1, East & West Tilbury Open Undulating Farmland and has a varied character due to considerable variations in topography, the presence of a broad ridge in the western part, and land use. Golf course in modified landscape in northern part rising up northern slope of ridge which creates an urban/rural fringe character, and where the new development off Butts Lane appears as a significant localised, but reasonably contained encroachment beyond the existing settlement edge. Some areas of restored former quarry to the south of golf course with evidence of new planting and paths extending south/south west of the new St Clere's housing development. Central part dominated by open arable land in amalgamated fields on top and south east slopes of the ridge, traversed by prominent electricity pylons, with woodland around the quarry site forming a partly wooded skyline feature. East of Linton, south of Walton's Hall Road. Smaller fields of pasture with some woodland and scrub characterise the area.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Local Nature Reserve in part of quarry area. Local Nature Reserve and area of Flood Zone 3 south of Walton's Hall Road. Significant area of grade 2 agricultural land.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 12		
GREEN BELT PURPOSES	ASSESSMENT	IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	<p>Parcel located between large built up areas of Greater London at Upminster (almost 3.5km to the west) and Basildon (located over 2.5km to east); therefore land on the edges of those areas contributes to this purpose. Whilst parcel lies between Brentwood and Thurrock urban area there is substantial separation (over 4km) and the parcel provides no contribution to this purpose.</p> <p>The Brentwood Green Belt Study (Crestwood Environmental; Draft Jan. 2018) has identified the land to the north, west and east of West Horndon (Parcels 18a and 18b) as 'Partly Contained' contributing to a 'Moderate' overall contribution of the parcels to Green Belt purposes.</p>	Fundamental
		Major
		Moderate
		Slight/Negligible
		None
Purpose 2: To prevent neighbouring towns from merging into one another	<p>As above – large built up areas referred to above are also towns. Any development within parcel would not give rise to merging between them due to the substantial separation that exists.</p> <p>Village of West Horndon lies directly to north of parcel. Development in northern part of parcel likely to lead to merger with this small settlement. This in turn has the potential to lead to merging with the potential Dunton Hills Garden Village (2,500 homes and associated infrastructure) proposed in the Brentwood Draft Local Plan (Jan. 2016) and Preferred Site Allocations document (Jan. 2018) within land to north of the railway (which defines the administrative boundary and northern boundary of this parcel) to the north of parcel 3. There is potential that a strategic level of development within the northern part of parcel 12 could give rise to a merging of two built up areas to create a single 'town'. As the Plan is not yet adopted and there remains uncertainty, this has not been taken account of within the assessment of this parcel and there would be the opportunity to maintain separation through the incorporation of green infrastructure.</p> <p>The Brentwood Green Belt Study (Crestwood Environmental; Draft Jan. 2018) identifies Parcel 18a as 'Minor Countryside Gap' and 18b as 'Non-Critical Countryside Gap', contributing to a 'Moderate' overall contribution of the parcels to Green Belt purposes.</p>	Fundamental
		Major
		Moderate
		Slight/Negligible
		None
Purpose 3: To assist in safeguarding the countryside from encroachment	<p>Parcel comprises northward continuation of the open, strongly rural fenland landscape from parcel 14 to the south. Green Belt designation provides valuable protection to this distinctive open fenland countryside.</p> <p>The Brentwood Green Belt Study (Crestwood Environmental; Draft Jan. 2018) identifies Parcels 18a and 18b as 'Functional Countryside', contributing to a 'Moderate' overall contribution of the parcels to Green Belt purposes.</p>	Fundamental
		Major
		Moderate
		Slight/Negligible
		None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Strong perception of openness due to wide, open nature of former fenland landscape and absence of any significant development apart from small cluster of development north of Bulphan and a few farms. Strong sense of remoteness.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Expansive and far reaching; inter-visible with land beyond borough to north, and all adjacent parcels and parcel 02. Some long distance glimpses to tall structures in Thurrock urban area.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Clearly defined by roads and railway on northern boundary. Possible alternative internal boundary along track serving Tillingham Hall but this is a much weaker boundary.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	No relationship to principal settlements. Northern boundary, defined by railway line, adjoins the south side of the small village of West Horndon where redevelopment of an existing employment area on the western side of the village for housing is proposed.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Parcel located in northern part of LCA A1, Bulphan Fenland. It has a strong rural character comprising predominantly flat large scale arable and pasture within rectilinear fields defined in places by low hedges and ditches; low level of vegetation cover. Strong sense of rurality and tranquillity (except near railway). Expansive views with Langdon Hills on west side of Basildon forming rising wooded backdrop to east.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Significant areas of Flood Zones 2 and 3 following watercourses.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 13						
GREEN BELT PURPOSES		ASSESSMENT			IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	<p>Parcel not directly related to edge of Greater London at Upminster, the edge of which is some 1.4km to the west and is separated from it by other land which, together with the M25, constrains the outward growth of that built up area. Almost 4km separates the southern edge of the parcel from the northern edge of the Thurrock urban area; over 5km separates it from the nearest edge of Basildon to the east. As such other land adjoining these large urban areas fulfils this purpose.</p> <p>The Brentwood Green Belt Study (Crestwood Environmental; Draft Jan. 2018) has identified the land to the north of the parcel (and separated from it by the railway line) as Parcels 21 and 23 assessed as 'Not Contained', contributing to a 'Moderate' overall contribution of the parcel to Green Belt purposes.</p>				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	
Purpose 2: To prevent neighbouring towns from merging into one another	<p>As purpose 1. The separation of this parcel from other towns, including South Ockendon means that any strategic level of development would not lead to merging, although separation would be reduced to some extent.</p> <p>The Brentwood Green Belt Study (Crestwood Environmental; Draft Jan. 2018) identifies Parcels 21 and 23 assessed as 'Minor Countryside Gap', contributing to a 'Moderate' overall contribution of the parcel to Green Belt purposes.</p>				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	
Purpose 3: To assist in safeguarding the countryside from encroachment	<p>A broad expansive former fenland landscape in the eastern part forming a continuation of the fenland landscape from parcel 12. Area possesses a strong sense of openness and long distance views with development limited primarily to farmsteads and small areas of development along roads on north, west and east sides; greater incidence of scattered development at North Ockendon creating some sense of encroachment. Designation provides high level of protection against piecemeal encroachment of inappropriate development, particularly adjoining existing development.</p> <p>The Brentwood Green Belt Study (Crestwood Environmental; Draft Jan. 2018) identifies Parcels 21 and 23 assessed as 'Functional Countryside', contributing to a 'Moderate' overall contribution of the parcel to Green Belt purposes.</p>				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Very strong perception of openness, with development mainly limited to farmsteads; some sporadic development along St Mary's Lane and B186 which creates some sense of encroachment.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Expansive and long distance, including to hills to north and north east, and rising ground to west. More enclosed in north west part where vegetation cover is slightly more significant. Mainly inter-visible with parcels 12, 14 and northern edge of 15.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined along roads, with much of parcel extending into Brentwood as no alternative boundary within Thurrock. Railway forms northern boundary to ensure consistency with parcels 03 and 12, although St Mary's Lane forms an alternative northern boundary.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	No apparent relationship. North east corner adjoins the village of West Horndon located beyond the railway line.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Open level former fenland landscape rising up to south west. Eastern part within borough lies within north western part of LCA A1, Bulphan Fenland. Rest of parcel extends into Havering Borough where the landscape character is more consistent with a northward continuation of LCA C1, Belhus Farmed River Terrace Gravels defined within Thurrock. Geometric largely open arable and pasture fields with low level of vegetation cover, more fragmented/smaller scale through North Ockendon area where suburban development and varied land uses evident. Utility features (sewage works, sub-station and associated overhead infrastructure) present.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Significant areas of Flood Zone 2 and 3 within eastern and northern part of parcel. Much of parcel within Thurrock is within this flood risk area. Area of grade 2 agricultural land in south western part of parcel. Block of Ancient Woodland in north west.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 14					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	All but southern side of the parcel is remote from large built up areas and therefore provides no contribution to this purpose. The southern boundary is well-defined by the A13, with narrow parcel 27 separating the road/parcel boundary from the northern edge of Grays/Stifford Clays. Parcel 27 and this major infrastructure contain the built up area; on this basis, even though this southern part of the parcel is close to the edge of the built up area, it is not considered to contribute to this purpose.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	The parcel is reasonably well separated from towns by other parcels such that strategic level of development would not lead to merging. Development in southern part of parcel could lead to merging with the village of Orsett which adjoins the southern boundary of the parcel.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	Designation safeguards an expansive, low lying, open, former fenland landscape with a very strong sense of openness with little encroachment of inappropriate development, except for historic residential development on southern edge of Bulphan (core of settlement is excluded from Green Belt). Green Belt designation provides valuable protection to this distinctive area of countryside.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Very strong with very limited encroachment.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Generally expansive and far-ranging; slightly more enclosed around Bulphan. Inter-visible with all adjoining parcels, except most of parcel 41.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined along roads except around north side of Orsett where coexistent with Green Belt boundary along rear gardens, and tracks along western side where Mar Dyke could form alternative parcel boundary.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Southern boundary extends close to northern edge of Grays/Stifford Clays but is separated from it by A13 and parcel 27 which forms a clear boundary. Adjoins small village of Orsett, set on higher ground adjoining south eastern edge of parcel, and Bulphan on north east corner of parcel.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Expansive, low lying open, former fenland landscape most of which lies within LCA A1, Bulphan Fenland, where land is primarily in arable use with a low level of vegetation cover allowing expansive views across a strongly rural landscape, which has a pronounced sense of tranquillity and remoteness away from the A13 corridor. The southern eastern parts fall within the northern fringe of LCA H2, Orsett & Horndon on the Hill Open Undulating Farmland which reflects the gently sloping nature of the landform in this part. Settlement is limited primarily to farms with some other uses (industrial/storage) apparent south of Bulphan.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Significant areas of Flood Zone 3 associated with the Mar Dyke in western and northern part of parcel. Scheduled Monuments adjoining A13 and west and northern sides of Orsett, part of which is a Conservation Area.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 15						
GREEN BELT PURPOSES		ASSESSMENT			IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	Large parcel that is separated from the Thurrock urban area by parcel 17 (minimum distance of approx. 800m between southern edge of parcel and north edge of Grays/Stifford Clays), and by some 2.9km minimum from the Greater London built up area by parcel 16 and other intervening land in Havering. As such the parcel provides no contribution to this purpose.				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	
Purpose 2: To prevent neighbouring towns from merging into one another	Parcel located beyond north east edge of South Ockendon on west side of large gap (over 8km wide) between the town and Basildon to the north east, and almost 6km from Corringham/Stanford-le-Hope. Strategic level of development would have no effect on merging of these towns. Development in southern part of parcel would not lead to merging with towns making up the Thurrock urban area (South Ockendon is already closer to the northern edge of Chafford Hundred) although it would reduce separation between the south east side of South Ockendon and Grays/Stifford Clays, but not lead to merging.				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	
Purpose 3: To assist in safeguarding the countryside from encroachment	The southern part of the parcel contains significant encroachment from residential development off Sycamore Way (a Major Developed Site in Green Belt), Gypsy and Traveller development (north of Buckles Lane) and other small incidental developments. Much of the landscape within the parcel has been disrupted by mineral extraction sites (partly restored, some to lakes for recreation use). All but the southern part has generally pronounced rural, largely open character with productive farmland and a distinct sense of openness. The small northern part of the parcel that lies within Havering comprises arable fields and a golf course (with a complex of buildings) which is at odds in character terms with the surrounding landscape but nevertheless forms part of the open countryside which adjoins this part of the parcel. The designation provides a strong constraint to development around the edge of South Ockendon, although this is not apparent from the erosion of the countryside by various uses, notably gypsy and traveller development on former landfill north of Buckles Lane, and neglected restored land.				Fundamental	
					Major	
					Moderate	
					Slight/Negligible	
					None	

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Northern half largely open with no significant intrusion by development. Major development site in Green Belt on north east edge of South Ockendon does not contribute to openness and warrants removal from Green Belt. Southern part contains significant encroachment by Gypsy and Traveller sites.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Varied views –expansive/long distance in northern part due to elevated topography, falling away to former fenland landscape to east, from which there are views of chimneys and tall buildings in Thurrock urban area to south. Woodlands and tree belts in area east of South Ockendon create a more contained landscape.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Erratic boundary along western side coexistent with Green Belt boundary/settlement edge. North west, north and south boundaries defined by roads/lanes. Eastern boundary along tracks (mainly associated with past/present quarry/landfill sites) which are often flanked by notable vegetation. No other alternative clearer internal boundaries exist; Mar Dyke could form an alternative eastern boundary with parcel 14. Parts inter-visible with parcels 14, 16 and 17.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Direct physical and visual relationship between southern part of parcel with edge of South Ockendon (built up area at Sycamore Lane falls within Green Belt).	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Most of parcel lies within LCA C1, Belhus Farmed River Terrace Gravels which extends around South Ockendon. Principally strong rural character in northern half with much arable land. Settlement primarily focused on higher ground along B186 with small group of dwellings at North Ockendon. Prevailing degraded urban fringe and residential character in southern part adjoining South Ockendon. Some mineral workings and landfill sites (some possibly still active) have affected character of parts of parcel; some restored to lakes. Southern part particularly fragmented, with areas of neglected land and fly-tipping.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Extensive areas of landfill (including historic landfill sites). Flood Zone 3 along Mar Dyke on parts of eastern boundary. Two small Scheduled Monuments at South Ockendon Hall. Grade 2 agricultural land around fringe of South Ockendon/along western edge of parcel.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 16					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	Parcel is remote (over 3km) from northern edge of Thurrock urban area, lying closer (1.9km) to the edge of Greater London area at Upminster. As such it provides no contribution to checking the growth of Thurrock urban area and no contribution to constraining the outward expansion of Greater London as other intervening land within Havering fulfils this function.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	Provides no contribution to preventing the merger of the northern edge of South Ockendon with Upminster due to the significant separation which exists, and the boundary provided by the M25.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	Parcel comprises an expansive, broadly level, open/semi open and largely unspoilt area of productive farmland, with a notable field pattern. Existing development is confined to small clusters of residential development in northern part which is generally well assimilated within the landscape. Designation provides valuable protection to this area of countryside.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Strong perception of openness throughout area with little encroachment by development.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Flat landscape with limited vegetation cover allows open views across area. Inter-visible with adjacent part of parcel 15.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Very well defined by roads on all sides, including section of M25. Railway forms an alternative boundary in south western part although it is not a significant visual feature in the landscape.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Physical and visual relationship with development on northern edge of South Ockendon.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Productive, level, primarily arable farmland with generally weak field boundaries, with largely unspoilt rural character, lying within mostly within the LCA C1, Belhus Farmed River Terrace Gravels (within Thurrock, but likely to extend, in character terms, into Havering within northern part of parcel) which extends around South Ockendon. Whilst southern edge adjoins north side of town, and development is apparent it does not exert a strong influence on this prevailing character.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Area of former landfill south of North Ockendon, and former quarry (restored) north of North Ockendon station. Grade 1 agricultural land throughout which could be considered as a substantial constraint.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 17					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	Southern part of this large parcel provides some protection to the northward expansion of the Thurrock urban area, although major intervening infrastructure and narrow parcel 20 provide more immediate constraint to northward expansion.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	Southern part of parcel provides substantial contribution to separation of South Ockendon from Chafford Hundred and north western edge of Grays/Stifford Clays (parcel 20 to the south is narrow and provides very limited physical separation between the towns).				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	Southern part of parcel contains small straggling village of North Stifford located above the southern side of the Mar Dyke valley; northern part contains large concentration of Gypsy and Travelling Showpeople sites (on former quarry/landfill sites south of Buckles Lane) which creates a significant encroachment into the countryside. Mardyke Valley golf course occupies much of the middle ground. Whilst much of the parcel (north of the valley) has been subject to past landfilling, restoration has largely been successful and the area provides significant containment to the edge of the town. Given the immediate relationship of this parcel to the south eastern part of South Ockendon the designation is important in safeguarding the parcel from encroachment (including piecemeal development around North Stifford), although it does not appear to have acted as a constraint to the expansion of the Gypsy and Travelling Showpeople development.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Very variable – clear perception of openness along Mar Dyke valley but this is eroded by encroachment of gypsy and traveller development in the northern part of the parcel. Existing development in North Stifford reduces openness in southern part where there is a sense of encroachment engendered by the redevelopment of a previously developed site on the west side which is at odds with the main form of the village. The perception of openness is heightened in the context of the parcel's location within a relatively narrow area between adjoining areas of substantial development.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Very variable due to topography and vegetation cover. Contained within valley; partial to more open views elsewhere. Some views from edge of North Stifford to north edge of Chafford Hundred. Glimpses from south west part into parcel 42.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Defined clearly by railway and main road along west side, A13 on south side, lane along north side and access lane on east side. Road through North Stifford forms potential internal boundary. Western boundary with parcel 42 could be defined along Stifford Hill Road instead of railway. Limited inter-visibility with south west part of parcel 14 and eastern part of parcel 42; clearly inter-visible along northern side with southern part of parcel 15.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Direct physical and partial visual relationship with South Ockendon although south east edge of town well defined by road and associated vegetation.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Parcel straddles three LCAs - C1, Belhus Farmed River Terrace Gravels which covers the area north of the Mar Dyke; B1, Lower Mar Dyke River Valley, and the western end of H2, Orsett & Horndon-on-the-Hill Open Undulating Farmland. These differences in character give a varied character throughout the parcel ranging from degraded urban fringe on northern edge, modified landscape of golf course, the natural secluded valley character of the Mar Dyke with a sense of enclosure and seclusion that belies its proximity to built-up areas, and the distinct small village of North Stifford within a small scale landscape of horse paddocks and poorly managed land on the south side of the valley.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Extensive former quarry/landfill sites north of Mar Dyke; Flood Zone 3 in Mar Dyke valley; local nature conservation sites; areas of open space at North Stifford. Grade 2 agricultural land throughout most of parcel, although quality may have been degraded by landfilling in much of area.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 18					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel has very limited correlation with Thurrock urban area. The southern boundary is located some 1.3km from the northern edge of the urban area, and separated from it by parcels 21 and 42 which fulfil this purpose.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	The parcel is situated on west and north west side of South Ockendon and over 3km from the edges of the towns of Rainham and Upminster. The western part of the parcel contributes, in combination with parcel 23, to the separation of the town from Aveley where the gap at the narrowest point is approximately 600m (which contains the M25) and where there is some inter-visibility between the two towns; the parcel therefore makes a significant contribution to this purpose. Southern end of parcel provides no contribution to prevention of merger of South Ockendon with Purfleet (approx. 1.6km to south west) which is separated by the M25, Aveley and other parcels.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	Fragmented countryside on western side of town where part of Belhus Park has been separated from main parkland by M25 leaving small parcels of land for recreational uses and horse grazing. To the north is a large-scale landfill site being reclaimed to create a country park. Designation protects these areas from inappropriate development, although designations (including Ancient Woodland and areas of Park and Garden of Special Historic Interest) and open space uses provide significant level of protection to most of parcel.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Almost entirely devoid of development. Pockets of open land contained by woodlands, M25 and western side of South Ockendon. Land in southern part forms part of narrow open area between town and Aveley providing a perception of separation between the two settlements.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Views limited due to vegetation and development. Semi open views between South Ockendon and Aveley (M25 in cutting). Very open to north from area of new country park due to raised levels. Northern end inter-visible with parcel 16; southern end with parcel 23.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined on three sides by roads. Eastern side defined by Green Belt edge along west side of town, formed by roads, woodland rear gardens and open space. No obvious alternative internal boundaries.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Direct relationship to South Ockendon but woodland provides significant visual containment along much of the western edge.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Parcel falls within LCA C1, Belhus Farmed River Terrace Gravels which extends around South Ockendon. Woodland and open space provides some unity of character, which will be reinforced with the development of the large country park which is currently degraded former landfill. Degraded urban fringe character at southern end where there is visual encroachment from development and visual connection to edge of Aveley. 'Finger' of arable land east of M25 in northern part of parcel. The M25 has severed the eastern part of Belhus Park from larger part to west (within parcel 23); this area has a distinctive wooded character although compromised substantially in the narrower central and southern part by the influence of the motorway.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Ancient Woodland and local sites of nature conservation value; remnant area of Park and Garden of Special Historic Interest (Belhus Park); former landfill sites; open space including formative country park on former landfill. Northern part is grade 1 agricultural land.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 19				
GREEN BELT PURPOSES	ASSESSMENT			IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel lies approx. midway between large built up area of Thurrock urban area and large built up area of Upminster/Hornchurch/Rainham on edge of Greater London. Other intervening land on the periphery of those urban areas (parcel 22 in Thurrock) provide this constraint, although the edge of Rainham is less than 400m from the north west edge of the parcel and the adjoining part of the parcel does make some contribution to containing the outward growth of that built up area.			Fundamental
				Major
				Moderate
				Slight/Negligible
				None
Purpose 2: To prevent neighbouring towns from merging into one another	The parcel lies on eastern side of an area of open land, 2.6-3km wide, that separates Aveley from the towns of Upminster and Rainham, with northern part forming part of open area midway between South Ockendon and Rainham (parcel 24 is more relevant to the containment of South Ockendon) which is separated by around 4km. Strategic level of development in the Thurrock part of this parcel would reduce separation between Aveley and Rainham, but would not lead to merging.			Fundamental
				Major
				Moderate
				Slight/Negligible
				None
Purpose 3: To assist in safeguarding the countryside from encroachment	Approx. 50% of the parcel (much of which is within that part of the parcel that lies beyond the administrative boundary), is or has been subject to mineral extraction/landfilling with a consequential adverse effect on the character of the countryside, although it is to be expected that restoration upon cessation of use will re-establish a more rural appearance to these areas. The remaining undisturbed parts (primarily within Thurrock) have a strong rural character which designation assists in safeguarding.			Fundamental
				Major
				Moderate
				Slight/Negligible
				None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Strong perception of openness in most parts as very little encroachment except from active/disused mineral workings (not inappropriate development).	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Variable. Contained/limited in most eastern parts due to high level of vegetation cover. Visually exposed with open views in western part across lower lying land and marshes beyond, including views towards tall buildings within Central London.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined along roads extending beyond borough boundary, as no alternative boundaries exist within parcel.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	No clear relationship. South east corner adjoins Aveley but generally well contained from it.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Parcel falls within LCA C1, Belhus Farmed River Terrace Gravels. Two distinct areas of differing character within parcel. Strongly wooded and rural in north eastern part (part of Belhus Woods Country Park within Thames Chase Community Forest) where there is Open Access. Much of exposed sloping western half of parcel is open degraded land with no landscape structure, due to past landfilling or quarrying, much of which is restored or being restored. Immature golf course on part of restored landfill.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Some areas of local nature conservation value. Belhus Park Country Park (part of Thames Chase Community Forest) and associated Open Access land. Some Grade 1 agricultural land in western part of parcel (mainly beyond Thurrock boundary) but most disturbed by quarrying/landfill. Blocks of Ancient Woodland within country park in north eastern part.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 20					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	Narrow strip of land lying north of A1306 defines northern periphery of Chafford Hundred and therefore restricts northward growth of the built up area. The road provides a clear boundary to growth.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	Contributes to a limited degree (due to its narrow width), to the separation of the north side of Chafford Hundred from south eastern edge of South Ockendon. Provides separation between Chafford Hundred and village of North Stifford which lies immediately north of the parcel (separated from it by the A13).				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	Designation assists in safeguarding further encroachment into this fragmented partially developed area. Only the eastern half of the parcel is actively farmed countryside.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Significant encroachment exists in the western half of the parcel in the form of sports academy, car/coach park for Lakeside shopping centre, Gypsy and Travellers site at Pilgrims Lane, and public house and associated car park. This reduces perception of openness, which is greatest in the eastern part which is undeveloped and actively farmed.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Western half generally well contained from external locations due to vegetation along north side of A3106 and southern side of A13. Very limited visual relationship with North Stifford despite its proximity. Glimpsed more open views possible in vicinity of Cuckoo Lane, where outlook is more rural.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Defined on all sides by major roads. The A13 on the northern side creates a possible alternative well-defined Green Belt boundary (although this would extend very close to the village of North Stifford). The western part of the parcel could be subdivided along Pilgrims Lane (east of the coach/car park). Parcel subdivided by Pilgrims Lane, Clockhouse Lane and truncated Cuckoo Lane (now a right of way).	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Defines northern periphery of Chafford Hundred and contributes to separation of the town from the village of North Stifford directly to the north. A1306 and associated vegetation generally disassociate town from the parcel.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	The parcel falls within the western end of LCA H2 - Orsett & Horndon on the Hill Open Undulating Farmland which forms a transition between the Settled Chalk Ridge (LCA E2) within the built up area to the south and the narrow Lower Mar Dyke River Valley (LCA B1) to the north. The parcel is a narrow linear tract of undeveloped land. Western half contains various 'inappropriate' land uses which erode its character and create a fragmented and low quality urban fringe landscape; overhead powerlines and associated pylons are also dominant features running west-east along the parcel. The eastern half has a more rural character arising from the narrow strip of remnant managed farmland lying between the two roads. The reasonable level of vegetation is a unifying landscape element. High level of traffic noise and disturbance.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Small areas of historic quarry/landfill (parts developed). Open space (Lakeside Sports Ground) in north west corner. Grade 2 agricultural land.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 21			
GREEN BELT PURPOSES	ASSESSMENT	IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	Land contributes to containment of northern side of Lakeside/West Thurrock (part of Thurrock urban area).	Fundamental	
		Major	
		Moderate	
		Slight/Negligible	
		None	
Purpose 2: To prevent neighbouring towns from merging into one another	Forms approx. half of the width of Green Belt that separates Lakeside/West Thurrock from southern side of South Ockendon. Also contributes to separation of Lakeside/West Thurrock from Aveley to north west although M25, A13, and narrow eastern part of parcel 22 contribute to separation.	Fundamental	
		Major	
		Moderate	
		Slight/Negligible	
		None	
Purpose 3: To assist in safeguarding the countryside from encroachment	Designation limits encroachment into remaining areas of countryside within parcel which is partially developed.	Fundamental	
		Major	
		Moderate	
		Slight/Negligible	
		None	

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Land does provide recognisable openness as it contributes to the perception of separation of Lakeside/West Thurrock from South Ockendon (although there is generally little intervisibility between the two towns), although there is significant encroachment from existing development – M25 services, karting and speedway complex – and electricity infrastructure. Sunken nature of much of area reduces visibility. Notable sense of openness within Mar Dyke valley in north western part.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Views are generally contained by main roads on all sides, vegetation and the sunken nature of the area and there is no clear visual relationship with adjoining parcels. Most significant views are eastwards, over the lake in the former quarry, from the services at the western end and from the M25 and A13 as they cross the section of Mar Dyke valley.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Defined on all sides by major road infrastructure, frequently reinforced by belts of vegetation.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Lies immediately beyond northern edge of Lakeside/West Thurrock (separated from it by A3106); whilst topographical changes and vegetation reduce visual relationship between the parcel and the built up area its immediate presence is very apparent. No physical and visual relationship with South Ockendon to north or to Aveley to north west.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	An area of 'left over' land positioned between major roads lying mostly within LCA E1 – West Thurrock, Lakeside and Purfleet on the north western edge of the Settled Chalk Ridge, which covers the western part of the Thurrock built up area. Existing uses mean much of area is partially developed/degraded and fragmented with an unappealing character. This contrasts with the lake and associated wooded sides which creates an attractive local feature, although largely concealed from areas beyond, and the small attractive accessible section of Mar Dyke valley in the north west corner (part of LLCA B1, Lower Mar Dyke River Valley), the sides of which are flanked by woodland, but heavily influenced by adjoining road infrastructure. Overhead electricity lines on pylons run along the southern side of the parcel.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Local Wildlife Site in northern and central parts. Quarry and former landfill sites extend over almost all of area. Flood Zone 3 in Mar Dyke valley and quarry east of motorway services.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 22					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel adjoins south and west parts of Aveley which is a town not a 'large built up area'. Containment of outward growth of Purfleet to the south and south west is constrained principally by parcel 39 which adjoins it south of the A13.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	The southern part of the parcel forms a significant part of the undeveloped land (which includes the Mar Dyke valley within parcel 39) which separates Aveley from the northern side of Purfleet and north west edge of West Thurrock/Lakeside which is 0.8 and 1km wide respectively. The western part also provides a minor contribution to the separation of Aveley from Rainham some 1.8km to the west. Development within the southern part of the parcel would lead to a reduction in separation between Aveley and Purfleet/ Lakeside/West Thurrock and this is likely to lead to the perception of narrowing if intervisibility occurs.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	Designation protects the broad sweep of countryside which wraps around the southern and western parts of the village and protects it from encroachment from further outward expansion of Aveley (the adjoining boundaries of which are weak in places) towards the physical boundary of the A13. Land in the east of the parcel is productive farmland whilst land to the west/north west is unmanaged or restored landfill, notably north of Purfleet Road.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	There is a sense of openness as the land is mainly open and almost entirely free of encroachment by 'inappropriate development'. Elevated location and gap provided by the Mar Dyke valley to the south enhances perception of openness and separation from northern edge of Purfleet. A13 located in cutting so does not impact on openness. Ribbon of houses either side of Purfleet Road crosses the parcel.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Views variable and, where not restricted by roadside vegetation developing along top of A13 cutting, are expansive and long distance to south and west (power station, QE2 bridge and as far as Canary Wharf). Containment also provided by vegetation south of Purfleet Road. No clear visual relationships with adjoining parcels except from edges of parcel where views open out towards estuary and Purfleet. Due to elevation parts of parcel will be apparent in views inwards from more distant external locations.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Mainly rear gardens on edge of Aveley with more recent development creating a poorly defined interface and boundary to the Green Belt; softened in areas of older development. More variable edge along south east side of village where vegetation and tree belts provide softening. Outer boundary defined by well integrated A13; northern boundary by B1335 and associated hedgerows. Parcel could be subdivided along Purfleet Road and also Ship Lane.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	No clear relationship to nearby town to south. Direct relationship to Aveley where it forms the immediate setting of the adjoining fringes of the town.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Parcel located within south western part of LCA C1, Belhus Farmed River Terrace Gravels and comprises mixed farmland which is mainly open arable between village and A13 to south and west, with horse paddocks and rough grassland in south west and south east parts. Rough grassland (former landfill) between Purfleet Road and B1335. Parcel contributes to setting of village, notably in approach along Ship Lane. Field pattern removed (notably where landfilling has occurred) and eroded, and overgrazed horse paddocks and some unmanaged pockets of land detract from character. Town is located on higher land set back from the ridge edge and slopes which fall within the parcel, and the land therefore contributes to its elevated setting. Vegetation along periphery of older parts of town assimilates development and lends character.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	SSSI and Local Wildlife Site adjoining A13 south of Purfleet Road. Former quarry landfill sites, mainly between Purfleet Road and B1335, and either side of Ship Lane. Small Scheduled Monument adjoining church on edge of parcel. Mostly Grade 1 agricultural land.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 23					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel lies between east side of Aveley and M25 to west of South Ockendon (both are towns). It is therefore of no importance to the prevention of the outward expansion of the Thurrock urban area (parcels 21 and 39 fulfil this purpose to a greater degree in this locality).				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	The parcel lies between the towns of Aveley and South Ockendon; as such it contributes (in conjunction with the southern part of parcel 18) to this purpose. Therefore development within parcel would reduce separation between the two towns.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	Designation assists in providing protection to this area of countryside, which is predominantly a recreational landscape within the setting of a Park/Garden of Special Historic Interest (Belhus Park). Whilst this designation and open space uses means that there is significant other protection to the land, Green Belt designation provides a further level of protection to a generally distinctive area of landscape.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Area lacks 'inappropriate' development, except for Ormiston Park Academy buildings which detract locally from openness. Belhus Park Leisure Centre is not 'inappropriate' development. Area has clear sense of openness due to lack of development and generally good level of containment from visual influence of adjoining built up areas due principally to the high level of vegetation cover.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Area benefits from significant level of mature vegetation, including dividing tree belts, which provides containment limiting views. No clear intervisibility with adjoining parcels, except at southern edge (adjoining east end of parcel 22).	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Parcel edges reasonably defined by clear features. Northern boundary with parcel 24 defined by woodland and tree belt along public right of way.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Whilst close to the town of South Ockendon, the parcel is distinct from it. The southern edge of the parcel adjoins new development on the edge of Aveley, separated from it by the Aveley bypass. The eastern edge of Aveley is contained by a woodland belt along the parcel's western boundary although the development edge is more apparent along the boundary with the Aveley bypass on the south west side of the parcel and where there is some limited intervisibility to development on the south western edge of South Ockendon adjoining the southern end of parcel 18.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Parcel located within southern part of LCA C1, Belhus Farmed River Terrace Gravels and comprises a distinctive primarily recreational parkland landscape of Belhus Park (truncated on eastern side by M25) with extensive golf course and playing fields around central leisure centre. Areas of woodland to north west and north. Academy playing field, pasture fields and block of woodland in southern part. Generally a well-managed amenity landscape with historic origins with small area of degraded horse paddock south of academy. High level of vegetation provides significant visual containment and separation from South Ockendon.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Most of parcel is a Park and Garden of Special Historic Interest. South eastern part is former quarry/landfill. Small area of Grade 1 land.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 24					
GREEN BELT PURPOSES	ASSESSMENT			IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel is quite remote (approx. 2.6km) from northern edge of Thurrock urban area, but lies closer to edge of Greater London area at Upminster (1.3km) and Rainham (2.2km). As such it provides no contribution to checking the growth of Thurrock urban area (and Aveley intervenes) and a negligible contribution to constraining the outward expansion of Greater London as other intervening land within Havering fulfils this function.			Fundamental	
				Major	
				Moderate	
				Slight/Negligible	
				None	
Purpose 2: To prevent neighbouring towns from merging into one another	The parcel forms part of countryside that separates Aveley and South Ockendon from Rainham and Upminster. Strategic level of development would not lead to merging of these separate towns, although it would reduce separation to some degree.			Fundamental	
				Major	
				Moderate	
				Slight/Negligible	
				None	
Purpose 3: To assist in safeguarding the countryside from encroachment	The parcel comprises extensive area of countryside parts of which have been modified significantly by quarrying/landfill operations. These areas have been restored and the landscape forms an attractive and complex mosaic of existing and developing woodlands interspersed with fields. A significant central southern part forms part of Belhus Woods Country Park (part of Thames Chase Community Woodland). South eastern part of parcel contains northern part of Belhus Park (Park and Garden of Special Historic Interest). There is some encroachment by development (haulage yard, storage and light industrial uses) along Romford Road. Whilst significant constraints apply in some areas Green Belt designation provides additional protection.			Fundamental	
				Major	
				Moderate	
				Slight/Negligible	
				None	

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Very little development and clear sense of physical openness (visual openness limited by substantial woodland cover).	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Views within and out of parcel limited by vegetation cover.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined on three sides by roads (extending beyond borough boundary). Southern boundary along clear bridleway route. No obvious internal boundaries.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Southern edge of parcel and Country Park adjoins northern end of Aveley where there is significant woodland which contains the settlement edge.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Parcel located within southern part of LCA C1, Belhus Farmed River Terrace Gravels and possesses a predominantly strong rural character with extensive woodland forming part of Country Park/Thames Chase.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Belhus Woods Country Park and Open Access land; Ancient Woodland, local nature conservation sites; part of Registered Park & Garden; extensive areas of former quarries and landfill. Some areas of Grade 1 agricultural land. Some areas of Flood Zone 3.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 25				
GREEN BELT PURPOSES	ASSESSMENT		IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	The south western part of this parcel adjoins the eastern edge of the Thurrock urban area at Chadwell St Mary which is defined primarily by a hedgerow; as such it therefore contributes to the containment of this urban area. Also occupies significant part of the Green Belt land that separates Chadwell St Mary from the south western edge of the large built up area of Corringham/Stanford-le-Hope.		Fundamental	
			Major	
			Moderate	
			Slight/Negligible	
			None	
Purpose 2: To prevent neighbouring towns from merging into one another	The large parcel occupies a large part of the countryside (which includes the northern part of parcel 11) that separates the eastern side of Chadwell St Mary from the south western edge of Stanford-le-Hope. Due to the considerable separation that exists (just over 3km) the parcel provides a Slight contribution to this purpose. The village of East Tilbury lies 2km to the east and the southern half of the parcel provides separation between the town and the village.		Fundamental	
			Major	
			Moderate	
			Slight/Negligible	
			None	
Purpose 3: To assist in safeguarding the countryside from encroachment	Whilst there is an impression of fragmentation from the different uses, the area still retains a predominantly rural character. Due to its accessibility and proximity to the Thurrock urban area the designation does provide important constraint to encroachment from development, notably the eastward expansion of Chadwell St Mary and small scale development on the fringes of the small settlements (Linford and Northfields) which are inset within the Green Belt.		Fundamental	
			Major	
			Moderate	
			Slight/Negligible	
			None	

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Clear sense of openness although areas of development (including the cluster of development at Southfields adjoining the northern boundary), large industrial site and associated quarry within the south eastern part near Linford (excluded from Green Belt) do impinge upon perception of openness of the area.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Views affected by varied topography and vegetation cover; some open expansive views, notably in more elevated southern parts to and across the estuary, and more enclosed in areas where vegetation cover increases (golf course and around industrial site). Limited inter-visibility with adjoining parcels. Open views from south western part to edge of Chadwell St Mary.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined by roads. Parcel boundary is contiguous with Green Belt boundary along edge of Chadwell St Mary, mainly following residential estate road and weak hedge line. Weakly defined boundaries along rear gardens in places on edges of Southfields and Linford. Limited inter-visibility with parcel 26 to west. Tracks along High House Lane, Hoford Road and south of Southfields provide some internal boundaries which could form alternative defined Green Belt boundaries, particularly if reinforced with planting.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Immediate relationship with eastern edge of Chadwell St Mary in the south western part of the parcel. The rest of parcel has no clear relationship. South eastern part defines northern edge of village of East Tilbury and cluster of houses at Linford and northern part forms immediate setting of cluster of development at Southfields.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	The parcel falls within LCA H1, East and West Tilbury Open Undulating Farmland. The character is variable containing a mix of open, slightly elevated productive farmland within the central and southern parts, a wooded golf course within the northern part and small area of development adjoining the A103, a large industrial site (concrete block plant – Major Developed Site in Green Belt) and associated quarry within the south eastern part adjoining the Linford (excluded from Green Belt). The hamlet of Southfields on the northern boundary is also excluded from the designation. The southern part provides a rural setting to the eastern side of Chadwell St Mary. A number of high voltage electricity lines are detracting features. Whilst there is an impression of fragmentation from the different uses the area still retains a predominantly rural character.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Quarries (active and disused/restored/landfilled), notably in south of Southfields and north of Linford). Local wildlife sites at quarries on west and east sides of parcel. Large area of grade 2 agricultural land.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 26						
GREEN BELT PURPOSES		ASSESSMENT			IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel lies on north side of Chadwell St Mary on north east side of Thurrock urban area. As such it constrains the expansion of the built up area where existing boundaries are generally not robust giving the perception of poorly contained development.	Fundamental				
		Major				
		Moderate				
		Slight/Negligible				
		None				
Purpose 2: To prevent neighbouring towns from merging into one another	The parcel does not lie directly between two towns (being separated from the eastern edge of Chafford Hundred by parcel 27), although its release from Green Belt would reduce the width of Green Belt between Chadwell St Mary and the south western edge of Stanford-le-Hope this would remain around 2.3km wide. The parcel therefore provides a limited contribution to this purpose. The small cluster of development at Southfields to the east extends close to the north eastern edge of the parcel.	Fundamental				
		Major				
		Moderate				
		Slight/Negligible				
		None				
Purpose 3: To assist in safeguarding the countryside from encroachment	The parcel has a predominantly rural character although influenced along its southern part by its relationship to the built up edge (including tall buildings) of Chadwell St Mary, infrastructure, a quarry site in the north east corner, and the cluster of development at the junction of Heath Road/Hornsby Lane. There are signs of some encroachment from urban fringe uses close to the urban area but overall the area retains a rural character that is largely free of inappropriate uses.	Fundamental				
		Major				
		Moderate				
		Slight/Negligible				
		None				

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	A broadly level semi open landscape with a distinct perception of openness, although adjoining development on edge of Chadwell St Mary does influence perception.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Views over most of the area which, owing to level nature of area, are interrupted by limited and fragmented hedgerows. Some limited inter-visibility with parcel 41 and parcel 25 to north and east respectively.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Defined by roads on all sides and some rear gardens along Green Belt boundary on edge of Chadwell St Mary. Hornsby Lane forms a defined internal boundary.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Clear, direct relationship with northern edge of Chadwell St Mary.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	The parcel lies within the north western part of LCA H1, East and West Tilbury Open Undulating Farmland and has predominantly rural character of mainly arable fields, with influences from edge of Chadwell St Mary along southern part, roads and electricity infrastructure, quarry, and development at Heath Road/Hornsby Lane.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Scheduled Monument on eastern side; quarry site in north east corner. Entire parcel is Grade 2 agricultural land.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 27						
GREEN BELT PURPOSES		ASSESSMENT			IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel defines the northern and eastern sides of at Grays/Stifford Clays on the periphery of the Thurrock urban area. The parcel is contained by the urban area and major roads and does limit growth of the urban area within an area that would appear to be an attractive location for urban expansion. The major roads that contain the outer edges of the parcel on the north east and south eastern sides do provide alternative boundaries that would restrict urban expansion into countryside beyond.	Fundamental				
		Major				
		Moderate				
		Slight/Negligible				
		None				
Purpose 2: To prevent neighbouring towns from merging into one another	The south eastern part of the parcel lies between Grays and Chadwell St Mary. This part provides some contribution to the separation of the towns (although Little Thurrock also partially intervenes).	Fundamental				
		Major				
		Moderate				
		Slight/Negligible				
		None				
Purpose 3: To assist in safeguarding the countryside from encroachment	Whilst designation assists in safeguarding the countryside from further encroachment of the urban area, the eastern part of the parcel is well contained from the wider countryside beyond.	Fundamental				
		Major				
		Moderate				
		Slight/Negligible				
		None				

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Generally strong perception heightened by marked contrast between urban and rural area.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Variable views – open and expansive along north side; more broken by vegetation in other parts and contained by development along settlement edge. Notable inter-visibility with expansive landscape of parcel 14 from northern edge of parcel.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Defined by major roads along north east and south eastern sides. Inner boundary follows Green Belt boundary along periphery of Grays, defined by mix of rear garden boundaries and other roads creating an erratic edge. The William Edwards School site on the northern edge of Grays is identified for release from the Green Belt and development for housing in the Core Strategy and has quite well defined boundaries, except on the very north east corner where it follows a fence line. The northern boundary of the parcel is well defined with the land beyond extending to the A13 relating to the open landscape stretching away to the north. The eastern and south eastern urban edges are more variable and fragmented with a consequential influence from the urban area on the character and perception of the land beyond. The small area of land on the western edge of the parcel is well contained by the urban area, major roads and vegetation such that it is separated from wider countryside. Potential for sub division of parcel along Long Lane and Blackshots Lane, and redefinition of Green Belt boundary along parcel boundary on western edge.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Strong relationship throughout parcel with fringes of Chafford Hundred.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	The parcel lies on the western edge of LCA H1, East and West Tilbury Open Undulating Farmland, and has a varied character comprising small areas of productive farmland, former landfill, and sports/recreation areas associated with William Edwards School (identified as a housing allocation), a rugby club, leisure centre and athletics stadium, and area of sports fields/play space. An arable field on the northern edge forms part of the open landscape which extends into parcel 14 to the north. The areas on the western, eastern and south eastern sides of the parcel are variable and fragmented and influenced by their close relationship with the urban area. The small area of land on the north western edge of the parcel is separated from wider countryside by the urban area, major roads and vegetation.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Part of Scheduled Ancient Monument on northern edge (crossed by A13); local nature conservation site on former quarry on north eastern side; open space and proposed additional open space. Almost all of parcel is Grade 2 agricultural land.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 28					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	The majority of this parcel lies between parts of the Thurrock urban area (Little Thurrock/Socketts Heath to the west and Chadwell St Mary to the east); as such it falls within built up area and constrains growth within it. Therefore its containment and close relationship with the existing urban area indicates that its removal from Green Belt would not give rise to unrestricted growth and perception of sprawl beyond the built up area. The release from the Green Belt and redevelopment of the Woodside/South Essex College site and associated playing fields has led to a 'rounding off' of the edge of the built up area on the south eastern edge of the parcel.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	The parcel is located within the town of Thurrock/Grays, between Little Thurrock/Socketts Heath and Chadwell St Mary. As such it provides a particular contribution to the separation of these towns. The narrow nature (in places only 100-250m wide) means that even small scale development could lead to merging of these towns, although the A1089 provides a physical barrier between them.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	The fragmented area of land does not have a particular rural character and with the majority being in open space/recreation uses; intervisibility between areas of development contributes to its urban fringe character. Whilst its Green Belt status constrains further encroachment it does not safeguard countryside; it principally safeguards open space.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	The parcel provides an area of undeveloped land between the east side of Little Thurrock/Socketts Heath and western edge of Chadwell St Mary and creates a local gap between development, albeit subdivided by the A1089 which is in cutting. Due to the narrow nature of the gap there is a perception of encroachment due to the proximity of development and inter-visibility between the adjoining built up areas. Two schools located within parcel.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Views limited to within parcel by adjoining development. Vegetation along A1089 through centre of parcel also interrupts internal views. Limited views into fields on northern side of parcel.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Poorly defined along rear gardens, and by roads on north and south sides and some estate roads and buildings. A1089 provides alternative internal parcel boundary. The former Woodside/South Essex College site on the southern edge of the parcel was released from the Green Belt and allocated for housing in the Core Strategy and has since been developed. The access road would appear to form a suitable boundary to the Green Belt.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Clear relationship to development which forms most of parcel boundary.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	The parcel lies in the south western corner of LCA H1, East and West Tilbury Open Undulating Farmland where the character is defined primarily by recreational uses, the A1089, schools, with some limited areas of grassland providing horse grazing, creating a fragmented semi urban character. New housing development on site of former college in south western part (land removed from Green Belt), with land between site and A1089 retained in Green Belt and free of development.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Restored quarry/landfill site west of Chadwell St Mary. Block of Ancient Woodland/local wildlife site adjoining west side of A1089. Open/recreation spaces. Grade 2 agricultural land in northern part.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 29					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel extends along the southern fringe of Chadwell St Mary which is part of the Thurrock urban area; as such it contributes to the purpose as it constrains the southward expansion of the built up area. As the topography slopes steeply down to the south, away from the southern edge of Chadwell St Mary to Tilbury Marshes, any development in this parcel is likely to be particularly exposed from the marshes to the south and south east and likely to give the impression of the unrestricted growth of the built up area.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	The western end of the parcel is located between the town of Thurrock/Grays between Little Thurrock/Socketts Heath and the south western side of Chadwell St Mary which are only separated by some 800m, with the intervening land containing a large college and sports centre complex within Green Belt (within parcel 31). As such this part provides a very important contribution to the separation of these adjoining towns. The parcel also forms the northern part of the Green Belt that separates (with land within parcels 32 and 33) the southern edge of Chadwell St Mary and northern edge of Tilbury (separated by 600m at narrowest point). It therefore provides a constraint to the southward expansion of Chadwell St Mary.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	Much of the parcel primarily comprises steep sloping land that defines the edge of the elevated Open Undulating Farmland to the north and southern edge of Chadwell St Mary, and Tilbury Marshes to the south. As such it forms an intrinsic part of the setting/backdrop of the marshes to the south and the elevated setting of Chadwell St Mary. There is evidence of significant encroachment and piecemeal development and the designation assists in protecting this area from further incremental change.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	There is a recognisable perception of openness in the parcel, owing particularly to the sloping landform and relationship to the open marshland landscape of parcels 32 and 33 to the south/south east. Perception of encroachment along south east side of Chadwell St Mary and scattered development along Biggin Lane.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Views variable due to topography. Southern edge of Chadwell St Mary extends up to edge of ridge with steep sloping land in much of the parcel extending from edge of settlement to open marshland below; panoramic views are possible from edge of settlement. Extensive views over marshland (parcels 32 and 33), Tilbury and estuary into north Kent; conversely the area is exposed to views from the marshes and estuary.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined by roads/lanes except along Green Belt boundary along edge of Chadwell St Mary where boundary is poorly defined along unclear features and rear gardens in places. Internal roads provide opportunities for sub-division of parcel.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Close physical/visual relationship to southern edge of Chadwell St Mary, although relationship weakens in southern part. Separated from Tilbury by larger parcel 32.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	The parcel lies in south western edge of LCA H1, East and West Tilbury Open Undulating Farmland, forming the transition between this landscape and the Tilbury Marshes (LCA F2) to the south. Its elevated nature allows panoramic views from the southern edge of Chadwell St Mary. The countryside within the parcel has a varied character due to its relationship to the urban fringe and sloping topography which marks the change between the higher land and marshes. Land use is varied with a small area of arable land on flatter land; areas of over-grazed pasture primarily used for keeping of horses, despoiled land and areas of woodland and scrub, interspersed with occasional farms (often involving horse-related uses) and areas of development along lanes/roads. The Green Belt boundary along the southern edge of Chadwell St Mary is irregular and poorly defined. The parcel is fragmented by these varied uses and road infrastructure and there is evidence of encroachment and urban fringe activities, notably along Biggins Lane, and the adjoining Gateway Academy (in adjoining parcel 32) is a prominent building which adjoins the area.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Open space; area of former quarry/landfill east of Chadwell St Mary; Flood Zone 3 along southern edge; local nature conservation site in south east corner; eastern boundary adjoins West Tilbury Conservation Area.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 30					
GREEN BELT PURPOSES	ASSESSMENT			IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	The western part of this parcel is close to the eastern edge of the Thurrock urban area at Chadwell St Mary; whilst it is separated from the Thurrock urban area by the narrow (around 275m) eastern part of parcel 29 the northern part of this area contains development extending almost to the boundary with parcel 30. The northern part of the parcel therefore makes a contribution to constraining the expansion of the built up area in this direction towards the small settlement of West Tilbury. The rest of the parcel is unrelated to the built up area.			Fundamental	
				Major	
				Moderate	
				Slight/Negligible	
				None	
Purpose 2: To prevent neighbouring towns from merging into one another	The parcel does not lie between towns and therefore makes no contribution to this purpose. It does contribute to the separation of smaller settlements of West Tilbury and East Tilbury from Chadwell St Mary, although the latter is around 1.9km to the east of Chadwell St Mary.			Fundamental	
				Major	
				Moderate	
				Slight/Negligible	
				None	
Purpose 3: To assist in safeguarding the countryside from encroachment	Green Belt designation provides a strong constraint to further encroachment within this parcel, parts of which seem vulnerable to piecemeal encroachment and intensification of existing uses that are evident along parts of the internal lanes.			Fundamental	
				Major	
				Moderate	
				Slight/Negligible	
				None	

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	General sense of openness throughout parcel although there is evidence of some encroachment from urban fringe uses.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Variable across parcel; exposed along southern edge due to significant change in topography from higher land to edge of marshes giving intervisibility across parcels 33 and 34. Some views north into southern part of parcel 25.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Defined mainly by lanes but less well defined along south eastern edge where it follows small watercourse and break of slope on edge of Tilbury Marshes. Parcel could be sub-divided along railway which crosses middle of parcel.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	No clear relationship with towns. Eastern part forms hinterland of East Tilbury village (where Bata factory prominent and incongruous industrial feature within otherwise mainly rural setting) and small cluster of development at Linford. West Tilbury is a sporadic area of small scale settlement along lanes.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	The parcel forms the southern part of LCA H1, East and West Tilbury Open Undulating Farmland, which comprises farmland principally, located immediately above the estuary floodplain, the edge of which is marked by a significant change in level (steep at West Tilbury). A network of lanes runs through the area adjacent to which are small clusters of dwellings (such as West Tilbury and Low Street) and farms. Encroachment from urban fringe uses is evident, such as metal recycling, small workshops, smallholdings with many outbuildings, storage yards, gypsy and traveller development, and horse paddocks; network of electricity transmission lines and pylons, running north/south through central part of parcel. Away from these uses, which are located primarily along the lanes, there is productive open countryside extending up to the edge of East Tilbury, where the Bata factory is a prominent feature and development forms a stark interface with the countryside, and the estuary. West Tilbury church a prominent landmark located on the ridge above the marshes.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	West Tilbury and Low Street Conservation Areas in western part where surrounding landscape (including marshes to the south) contributes to rural setting; two Scheduled Monuments; two local nature conservation sites; small areas of Flood Zone 3 along southern part of parcel adjoining marshes; two quarries/landfill sites south west of East Tilbury. Overall these amount to a small proportion of the parcel. Southern part of parcel contributes to setting of Coalhouse Fort; eastern part to setting of West Tilbury Conservation Area. Mostly Grade 2 agricultural land.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 31		
GREEN BELT PURPOSES	ASSESSMENT	IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	<p>The parcel adjoins, and is effectively part of the large built up area of Thurrock, extending over a narrow strip of undeveloped land (sometimes as little as 60m wide) between the eastern and southern fringes of the southern part of Little Thurrock/Socketts Heath and the A1089. As such it provides a constraint to further development although, in reality, this constraint is provided by the A1089 and other factors such as open space and flood risk (in the southern part).</p> <p>A recent employment allocation on the north west side of Tilbury means that the southern edge of Little Thurrock is joined by existing and proposed development to Tilbury just beyond the southern end of the parcel.</p>	Fundamental
		Major
		Moderate
		Slight/Negligible
		None
Purpose 2: To prevent neighbouring towns from merging into one another	<p>This parcel essentially forms part of the town of Thurrock/Grays. The northern part of the parcel, combined with the southern part of parcel 28, contributes to the separation of the towns of Little Thurrock and Chadwell St Mary where the gap is around 800m wide; this area already includes development of Palmer’s College. The separation between the two towns is less to the north where the gap is only 250m wide. As with parcel 28, the narrow nature means that even small scale development within this part of the parcel could lead to merging of these towns, although the A1089 provides a physical barrier between them.</p> <p>The southern part of the parcel also provides protection to the separation of the ‘slivers’ of land (some of which are little more than highway verges) that lie between Little Thurrock and the western edge of Tilbury; in reality these two areas have already largely coalesced so this part provides only a very small contribution to this purpose in this location.</p>	Fundamental
		Major
		Moderate
		Slight/Negligible
		None
Purpose 3: To assist in safeguarding the countryside from encroachment	<p>The parcel does not retain many intrinsic characteristics of countryside. The southern and central parts provide a ‘soft’ edge to the urban area, which assimilates it in open views from across the marshes beyond. As such, it provides a buffer between the urban area and the open marshes and may be regarded as contributing to this purpose for this reason.</p>	Fundamental
		Major
		Moderate
		Slight/Negligible
		None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Partial perception of openness along fringes of built up area, with intrusion of urban related uses. College, sports club/fitness centre forms substantial developed area in northern part.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Generally contained throughout due to high level of vegetation cover and development along western edge. Some intervisibility between northern part of parcel and parcels 28 and 29. Vegetation largely contains parcel from parcel 32.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined on northern and eastern sides by major roads. Parcel and Green Belt boundary defined along weak features on edge of development along western side. No obvious scope for internal sub-division of parcel.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Clear association with eastern edge of Little Thurrock/Socketts Heath and with adjoining edges of Tilbury and Chadwell St Mary although separated by the A1089.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Central and southern parts of parcel lie within western edge of LCA F2, Tilbury Marshes. Northern part within south western edge of LCA H1, East and West Tilbury Open Undulating Farmland. Parcel is characterised by a mosaic of woodland, scrub and unmanaged land, open space, allotments, a cemetery, a school, and a ribbon of houses on Malvern Road. It is therefore an urban fringe landscape and quite distinct from the countryside of the marshes to the east and Undulating Farmland to the north. Whilst lacking in rural characteristics the southern and central parts provide a 'soft' edge to the urban area, assisting in assimilating it in open views across the marshes beyond. As such, it provides a buffer between the urban area and the open marshes and may be regarded as important for this reason.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	All but higher northern part of parcel within Flood Zone 3. Small local nature conservation site south of A1089 interchange south of college. Areas of open space.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 32					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	<p>The parcel is separated from the south eastern part of the Thurrock urban area at Little Thurrock by the narrow area of land within parcel 31 from which it is separated by the A1089 Docks Approach Road. A recent employment allocation means that the north west edge of Tilbury is joined by existing and proposed development to Tilbury Docks on the southern side of the parcel. Whilst parcel 31 provides the immediate constraint to the expansion of the urban area in this location, parcel 32 comprises a large expanse of open land where development is likely to be perceived as sprawl (as evidenced by the intrusion of the development within the recent employment development to the south).</p>				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	<p>The parcel lies between Tilbury and the south eastern side of Grays/Little Thurrock which is only separated from the parcel by the narrow area of land in the southern part of parcel 31. Significant development could therefore lead to a perception of merging of the two towns and the parcel fulfils a most important function in relation to this purpose in this location. The parcel also plays a very important role in maintaining separation between Tilbury and Chadwell St Mary which is separated by only some 600m at the narrowest eastern part, where separation is already compromised by the Gateway Academy development.</p>				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	<p>The expansive open nature of the marshes means that any development is likely to appear as a clear encroachment into the countryside, as is evidenced by the new employment development adjoining the southern boundary and the Gateway Academy in the north eastern corner; both developments achieve a 'poor fit' within the landscape. There are no well-defined internal boundaries and, due to the open character of the marshes, strategic planting would not be appropriate.</p>				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Open and visually exposed. Gateway Academy and development within new employment allocation creates strong perception of encroachment.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Extensive views to parcel 29 on edge of Chadwell St Mary. Visual relationship with parcel 33 to east partly interrupted by ribbon of development along A126.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined along west, north and east sides by main roads. Southern boundary, contiguous with Green Belt boundary, poorly defined by tall fence and newly establishing planting along edge of new employment development, and rear gardens and poor field boundaries on north east fringes of Tilbury.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Separated from Chadwell St Mary and Grays/Little Thurrock/Socketts Heath by parcels 29 and 31 respectively. Immediate relationship with Tilbury on southern and south western sides which is poorly assimilated in the marshland landscape.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Farmed marshland character within western part of LCA F2, Tilbury Marshes which has no significant internal boundaries leading to wide views and visual exposure to development, academy complex, new employment area, and north east fringes of Tilbury. The area has a rural character but these developments have had a significant effect on the character of the area and there is a clear sense of encroachment into this sensitive exposed landscape. Urban fringe character along edge of Tilbury with poorly contained development, urban fringe uses, and poorly managed land.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	The entire parcel is constrained by Flood Zone 3. Large part of parcel is Grade 2 agricultural land. Local nature conservation site in north west corner.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 33					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	Whilst the parcel is separated from the south eastern part of the Thurrock urban area by parcel 29 on the southern side of Chadwell St Mary, it adjoins the north eastern and eastern parts of Tilbury which forms part of the Thurrock large built up area. It therefore provides a very important function in checking the expansion of Tilbury into this area.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	The western part of the parcel is located between Chadwell St Mary and the northern side of Tilbury. Together with the adjoining part of parcel 29 on the southern edge of Chadwell St Mary, the area provides an important contribution to this purpose.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	The parcel is free of encroachment being open expansive marshland/farmland, although development on the north eastern side of Tilbury does encroach visually upon the area due to the weak boundaries along its edge. Any development within the parcel would be a clear encroachment into open countryside.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Very strong perception of openness with virtually no encroachment by development except by gypsy/traveller development on north west edge.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Expansive views across open farmland with Tilbury power station and related tall infrastructure prominent, with views extending over the estuary into north Kent; views west to Thurrock urban area. Visual association with parcel 29 where the ridge forms a prominent backdrop and feature rising up to the north with church at West Tilbury forming an elevated landmark, and the south western edges of parcels 30 and parcel 34. Views across parcel to Tilbury.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined by roads and lanes except along north eastern edge of Tilbury where edges defined by rear gardens/edges of development, 'blurred' by Tilbury Manor school development. Fort Road forms a clear physical feature that forms a boundary to the eastern part of the parcel.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Separated from Chadwell St Mary by fairly narrow area of land within parcel 29. Clear relationship with fringes of north east Tilbury.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Open farmed marshland with an exposed character falling within western part of LCA F2, Tilbury Marshes, influenced by development along largely open edge on north eastern side of Tilbury. Parts further away from development have a sense of remoteness.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	The entire parcel is constrained by Flood Zone 3. Small area of Grade 2 agricultural land on north western edge.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 34					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel has no relevance to this purpose being remote from large built up areas.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	The parcel has no relevance to this purpose as it is not located between towns.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	The designation provides very important protection to the countryside of the open West and East Tilbury Marshes lying within LCA F2, Tilbury Marshes. Area forms the first significant area of open land alongside the estuary east of the Thurrock urban area and the area is perceived as open countryside, despite intrusion of the adjacent power station (outside Green Belt), related infrastructure, and an extensive area disturbed by landfilling to the east of the power station and Green Belt designation provides important protection of the countryside and its openness.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Strong sense of openness due to open character and absence of development. Power station adjoining western part of parcel, and associated transmission infrastructure, has significant effect on perception of the area.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Generally expansive views to ridge to north and to and beyond estuary to south, but restricted to west by power station beyond parcel boundary.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Clearly defined along northern side by railway. Poorly defined along boundary with power station. North east boundary with parcel 30 less well defined where it follows small watercourse and break of slope on edge of marshes. Southern boundary defined by estuary. No alternative well defined internal boundaries.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	No relationship.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Open landscape within south eastern part of LCA F2, Tilbury Marshes with some significant areas of landfill. The character of the area is adversely affected by the very significant visual encroachment of the power station located beyond the western boundary of the parcel and associated transmission infrastructure. Considerable parts of the parcel have been affected by landfill operations with some works still in progress. Land north of the power station is identified for employment development in the LDF; this will further extend the visual effects of development into this flat open landscape. Area forms part of important undeveloped area that provides a connection between the estuary and undeveloped countryside to the north east and east of the Thurrock urban area.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Areas of parcel not affected by land filling are constrained by Flood Zone 3. Significant area of nature conservation value in southern part. Eastern part contributes to open landscape setting of Coalhouse Fort (Scheduled Monument).	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 35					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel has no relevance to this purpose being remote from large built up areas.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	The parcel has no relevance to this purpose as it is not located between towns.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	Green Belt provides protection from encroachment of development into the estuary hinterland which, whilst part of the open marshland landscape adjoining the Thames, has been affected very significantly by extensive quarrying/landfilling.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Strong perception of openness, forming part of open estuary hinterland. No clear encroachment although extensive quarrying/landfilling operations throughout much of the area which has changed the character of the landscape.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Expansive views across East Tilbury Marshes and estuary. View of Coalhouse Fort in prominent setting on estuary edge. Raised landfill disrupts some views towards estuary but provides elevated views over the landscape and the estuary. This is particularly notable at Thameside Nature Park and related RSPB visitor centre.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined by Princess Margaret Road along west boundary (ribbon development north of Coalhouse Fort falls within parcel); east boundary by estuary. West boundary defined in part by woodland belt. Northern boundary by wooded belt east of East Tilbury and weak feature beyond that. No alternative well defined internal boundaries.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	No relationship. Follows Green Belt boundary along eastern periphery of village of East Tilbury.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Much of this parcel, which comprises East Tilbury Marshes falling mainly within LCA F3, Mucking Marshes, has been subject to mineral extraction and subsequent landfilling/restoration, some of which is ongoing. This has had a marked effect on the natural character of this area flanking the open estuary where expansive open views are a particular characteristic. The southern part of the parcel includes the prominent Coalhouse Fort (Scheduled Monument) and associated immediate surroundings within an open estuary setting. The landscape is more enclosed where it is elevated adjoining the compact settlement of East Tilbury.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Two Scheduled Monuments, including Coalhouse Fort at the southern end where the adjoining landscape forms part of its estuary setting. Abuts part of East Tilbury Conservation Area. SSSI/RAMSAR/SPA along estuary fringe. Most of area within Flood Zone 3. Large area of landfill. Some Grade 2 agricultural land south of East Tilbury.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 36					
GREEN BELT PURPOSES	ASSESSMENT			IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	<p>The eastern end of this parcel lies directly west of the large built up area of London Gateway/Coryton and therefore provides a contribution to this purpose by restricting the westward expansion of this area of development; whilst this interface is restricted by an area of mud flats associated with Mucking Creek, based upon the nature of the existing development, a westward extension of port development along the estuary may be sought. Therefore the parcel is considered to provide a similar constraint as parcels more closely related to the port (such as parcels 09 and 37).</p> <p>The parcel also extends up to southern end of Corringham/Stanford-le-Hope built up area and therefore the designation acts as a constraint to its southward expansion.</p>			Fundamental	
				Major	
				Moderate	
				Slight/Negligible	
				None	
Purpose 2: To prevent neighbouring towns from merging into one another	<p>Parcel has no relevance to this purpose as it is not located between towns.</p> <p>Northern part of parcel lies between edge of Stanford-le-Hope and the small group of properties and church at Mucking. The parcel also lies between Stanford-le-Hope and the village of East Tilbury.</p>			Fundamental	
				Major	
				Moderate	
				Slight/Negligible	
				None	
Purpose 3: To assist in safeguarding the countryside from encroachment	<p>Green Belt provides protection from encroachment of development into the estuary marshes including, at the north eastern end, westward encroachment from the adjoining London Gateway Port.</p>			Fundamental	
				Major	
				Moderate	
				Slight/Negligible	
				None	

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Strong perception of openness, with area largely free of development. Perception of encroachment from quarrying and associated landfilling activities.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Generally expansive views over area, along and across estuary, including from Thameside Nature Park and related RSPB centre. Views to all adjoining parcels. Views east towards London Gateway from more elevated landfilled areas.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined by railway along western and northern boundary, and estuary along eastern boundary. Southern boundary defined by wooded belt east of East Tilbury and weak feature to the east.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Northern edge adjoins southern edge of Stanford-le-Hope where the boundary with the edge of the town is well defined by the railway and associated woodland such that there is no obvious association with the town. Contiguous with northern edge of East Tilbury.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	In character terms this parcel is a northward continuation of the low lying Marshes from parcel 35 falling within LCA F3, Mucking Marshes. It too has been subject to extensive mineral workings and landfilling such that the central part forms a raised, exposed featureless expanse. The northern part includes the similarly open Thurrock Thameside Nature Park with visitor centre; ponds and woodland of the Stanford Warren Nature Reserve lie at Mucking just beyond. The south west corner of the parcel defines the northern edge of East Tilbury where there is an area of open space (Gobions Park) adjoining the edge of the Conservation Area, and small area of farmland which provides the northern context of the village. Whilst the marshland character has been lost due to the extraction/landfilling works throughout much of the area, the parcel is largely free of encroachment by development with extensive views in all directions, including over and along the adjoining parts of the estuary including the docks at London Gateway.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	SSSI/RAMSAR/SPA along estuary fringe (continued from parcel 35). Flood Zone 3 in southern, western and northern parts (where land not raised). Extensive landfill. Area of Grade 2 agricultural land north of East Tilbury. Three local nature conservation sites and Thameside Nature Park.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 37			
GREEN BELT PURPOSES	ASSESSMENT	IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel lies between the north west edge of the large built up area of London Gateway/Coryton and southern edge of Corringham/Stanford-le-Hope and therefore contributes to this purpose by restricting the expansion of these areas of development within an area where there are no other clear boundaries to provide containment. Expansion of the built up areas in either direction would give rise to the risk of development joining up to create one large built up area.	Fundamental	
		Major	
		Moderate	
		Slight/Negligible	
		None	
Purpose 2: To prevent neighbouring towns from merging into one another	The parcel has no relevance to this purpose as it is not located between towns (London Gateway/Coryton is not a 'town').	Fundamental	
		Major	
		Moderate	
		Slight/Negligible	
		None	
Purpose 3: To assist in safeguarding the countryside from encroachment	The countryside within this parcel possesses a predominantly rural character of gently sloping fields, allowing expansive views, extending up from the periphery of the estuary to the urban edge of Corringham/Stanford-le-Hope. The area is almost entirely free of development, although the new port access road which separates the parcel from parcel 37 is a significant encroachment cutting across this part of the countryside. The designation contributes to safeguarding the area from the southward expansion of Corringham/Stanford-le-Hope and north westward expansion of port/industrial development.	Fundamental	
		Major	
		Moderate	
		Slight/Negligible	
		None	

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Strong perception of openness with no inappropriate development, although direct relationship with London Gateway Port separates parcel from estuary beyond.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Broad open views across area, to estuary and beyond especially from more elevated northern part.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Clearly defined along new port access road and A1014. South east boundary with port formed by open edge with development. Visual relationship with parcel 10 interrupted by new port access road and associated earthworks. Disused port access road forms an internal boundary feature in the eastern part of the parcel.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Immediate relationship with Corringham/Stanford-le-Hope on northern edge, although edge of town clearly defined by A1014.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Parcel straddles two LCAs – LCA H3, Fobbing Ridge Open Undulating Farmland which forms the immediate hinterland on the southern side of Corringham/Stanford-le-Hope, and LCA G4, London Gateway Port; this reflects the change in topography and related character across the parcel. Overall the countryside within the parcel possesses a predominantly rural character of gently sloping mainly arable fields, allowing expansive views, extending up from the periphery of the estuary to the urban edge of Corringham/Stanford-le-Hope. The area is almost entirely free of development, although the new port access road which separates the parcel from parcel 37 is a significant encroachment cutting across this part of the countryside. Tall structures and buildings within the flat marsh landscape have a far-reaching visual influence across the area.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Small area of former landfill site. Significant area of local nature conservation value across south eastern/eastern part of parcel broadly correlating with area of Flood Zone 3. Grade 2 agricultural land south of Corringham/Stanford-le-Hope.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 38					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	Restricts westward sprawl of Thurrock urban area towards Rainham; whilst Purfleet already extends towards Rainham the western part of this parcel extends beyond and closer to the edge of the Greater London built up area.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	Prevents westward expansion of Purfleet towards Rainham although a gap of around 800m exists between the edge of the parcel and Rainham.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	Adjoining edge of Purfleet quite well defined by infrastructure and any development beyond these limits would be perceived as a clear encroachment into wide open expanse of Rainham Marshes.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Strong sense of openness. Broad open marshland with wide and expansive views, including across estuary and to urban areas beyond parcel to west and north west. Rainham Marshes Visitor Centre close to boundary with Purfleet. Devoid of inappropriate development.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Expansive and beyond district boundary, including across estuary.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined to north (railway) and south (estuary). South east boundary reasonably well defined along Mar Dyke although area of similar land has been excluded creating poorly defined boundary. No clearly defined feature along borough boundary so parcel has been extended beyond to an obvious drainage channel close to an area of filled land beyond.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	Defines edge of Purfleet and separates 'arm' of employment land north of railway (very evident) from western edge of town (generally well contained by vegetation). No obvious relationship with Rainham evident to north west due to distance and containment provided by significant area of raised landfill between parcel and town.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	South eastern part of LCA F1, Aveley Marshes, consisting of a broad expanse of exposed open marshland (a rare surviving area of medieval reclaimed marshland, now managed for wildlife) with strong association with the estuary beyond the sea wall. Strong, distinctive wild and windswept character with some external influences from infrastructure, employment development on north west edge of Purfleet, and landfill operations beyond to west.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Entirely within Flood Zone 3 and SSSI. Much of area is RSPB Rainham Marshes Reserve.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 39					
GREEN BELT PURPOSES	ASSESSMENT				IMPORTANCE TO GREEN BELT PURPOSE
Purpose 1: To check the unrestricted sprawl of large built up areas	Restricts northward expansion of Thurrock urban area (Purfleet) towards Aveley, although separated from it by A13 and parcel 22.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 2: To prevent neighbouring towns from merging into one another	Contributes, together with parcel 22, to separation of Purfleet from Aveley. Western edge of adjacent built up area of Purfleet already extends slightly closer to Rainham (some 2.7km to the north west) than parcel.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None
Purpose 3: To assist in safeguarding the countryside from encroachment	Designation assists in preventing encroachment into the defined valley and green corridor of Mar Dyke. Parcel forms important part of connective green infrastructure, linking the Mar Dyke catchment to the estuary, which defines northern side of Thurrock built up area.				Fundamental
					Major
					Moderate
					Slight/Negligible
					None

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Generally strong sense of openness due to linear valley feature, which is more open to west, which contrasts with and provides relief from adjoining built up areas. Presence of urban fringe uses, overhead power lines, sports village (north west end), gypsy and traveller site, Thurrock Hotel and Thurrock Football Club in south east corner reduce perception of openness locally.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Variable according to land cover (significant woodland at Watt's Wood on north edge of Purfleet and linear woodland alongside A13) and valley topography. Little to no visual relationship with parcel 22 to north. M25 separates parcel from parcel 21 to east. Development separates parcel from parcel 38 to south west.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Parcel boundaries well defined by major roads. Potential to sub-divide eastern part of parcel along Ship Lane, otherwise no other defensible internal boundaries.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	A3106 separates parcel from Purfleet. Clear perception of relationship to north edge of Purfleet in western end of parcel where development is very evident beyond A3106. Extensive woodland on southern side (combined with woodland on north side of Purfleet) provides valuable visual containment of urban area beyond. Parcel forms significant part of the undeveloped Green Belt land (together with parcel 22) which separates Purfleet from Aveley. Valley landform means that parcel tends to be seen in views from south as distinct from Aveley concealed above and to north (refer parcel 22 for southward views).	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Western end falls within edge of LCA C1, Belhus Farmed River Terrace Gravels; central and eastern parts within LCA B1, Lower Mar Dyke River Valley. The parcel is predominantly a distinctive valley feature of low lying valley pasture in linear fields bounded by variable hedgerows, with extensive woodland on elevated land at Watt's Wood. Variable character with encroachment of various uses (as above) principally in north western and eastern parts. Ribbon of housing along Purfleet Road on north west boundary. An overgrazed and poorly managed area, combined with development of poor visual quality, creates a rather neglected appearance; central part has more intact rural character. Major roads on all sides which are apparent to varying degrees, although A13 generally in cutting and concealed. Mar Dyke, which is not a significant visual feature, runs east-west and creates significant floodplain. Some areas of restored landfill.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Extensive area of Flood Zone 3 within Mar Dyke floodplain. Extensive local nature conservation sites. Watt's Wood is Ancient Woodland. Small area of grade 2 agricultural land on northern fringe of eastern part of valley. Small areas of former quarrying and landfill.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 40						
GREEN BELT PURPOSES		ASSESSMENT			IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	Eastern part of parcel extends close to south western edge of Stanford-le-Hope being only separated from it by A13 and the parallel A1013. Whilst the roads provide a clear boundary the designation does provide constraint to the expansion of the built up area into the landscape beyond and towards the village of Horndon on the Hill.			Fundamental		
				Major		
				Moderate		
				Slight/Negligible		
				None		
Purpose 2: To prevent neighbouring towns from merging into one another	The parcel has little relevance to this purpose. Whilst it lies directly west of Stanford-le-Hope/Corringham it is separated from the north east side of Grays/Stifford Clays by parcels 27 and 41 (around 3km wide). The eastern part provides separation between the south western edge of Stanford-le-Hope and the village of Horndon on the Hill some 800m to the north west, in an area where ribbon development southwards from the village along Pump Street and Horndon Road extends up to the A13.			Fundamental		
				Major		
				Moderate		
				Slight/Negligible		
				None		
Purpose 3: To assist in safeguarding the countryside from encroachment	Designation provides important protection to encroachment, particularly infilling/intensification of development within long linear plots on edge of Horndon-on-the-Hill.			Fundamental		
				Major		
				Moderate		
				Slight/Negligible		
				None		

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Strong perception of openness across area due to elevated and sloping nature of the parcel which lacks significant vegetation cover.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Variable but generally open.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Well defined by roads on all sides. Potential for internal sub division along weaker boundary of farm access road/track.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	No particular relationship to principal settlements although south eastern part extends close to the south western edge of Stanford-le-Hope. Part of northern boundary contiguous with Green Belt boundary along southern edge of Horndon-on-the-Hill.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	The parcel lies within eastern part of LCA H2, Orsett & Horndon-on-the-Hill Open Undulating Farmland, comprising productive farmland with a strong, unified and expansive rural character; the slopes that wrap around the southern and south eastern sides of Horndon-on-the-Hill are visually exposed. The southern and western parts are large scale arable, whilst there is a slightly finer grained character within the eastern part. Existing development is limited to scattered farmsteads and dwellings along the peripheral roads and ribbon of development extending south from Horndon-on-the-Hill (part of which is within the settlement boundary).	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Most of the parcel is Grade 2 agricultural land. Adjoins Conservation Area at Horndon-on-the-Hill. Former quarry south east of Horndon-on-the-Hill, now restored.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 41					
GREEN BELT PURPOSES	ASSESSMENT			IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel has no relevance to this purpose being separated from the Thurrock urban area on the north eastern side of Little Thurrock/Socketts Heath and northern side of Chadwell St Mary by parcels 27 and 26 respectively which are separated from the parcel by major road infrastructure.			Fundamental	
				Major	
				Moderate	
				Slight/Negligible	
				None	
Purpose 2: To prevent neighbouring towns from merging into one another	The parcel has little relevance to this purpose. Whilst it forms part of the countryside (around 3km wide) that separates Stanford-le-Hope/Corringham from the north east side of Grays/Stifford Clays it is separated from these towns by parcels 27 and 40, and major infrastructure on the edge of parcel 27.			Fundamental	
				Major	
				Moderate	
				Slight/Negligible	
				None	
Purpose 3: To assist in safeguarding the countryside from encroachment	There is significant encroachment of residential development along the western and north west sides of Orsett. Designation provides important protection from further encroachment, notably along the edges of the settlement and ribbon development.			Fundamental	
				Major	
				Moderate	
				Slight/Negligible	
				None	

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Despite an area of ribbon development at Baker Street which detracts from the openness of this edge of the parcel, the general perception is of openness enhanced by the elevated and gentle sloping nature of the topography and limited vegetation cover.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Variable across area depending upon elevation and land cover; more open in central and eastern parts where field pattern is larger. Views more contained in parts of village fringe.	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	Defined clearly on all sides by roads, except along eastern edge of village where gardens and small fields form the edge contiguous with the Green Belt boundary.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	No clear relationship to towns. Defines southern edge of Orsett.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	The parcel forms part of LCA H2, Orsett & Horndon-on-the-Hill Open Undulating Farmland which parcel wraps around the west, south and east sides of Orsett. There is significant encroachment of residential development along the western side (Baker Street) and north west side (High Road). Urban fringe uses (recreation land, allotments and horse paddocks) are a notable feature along the edge of the settlement and in the western part of the parcel and this has led to some erosion of character. The school and adjoining recreational uses, and an area of allotments, creates a rural/urban edge to the village. The southern and eastern parts are more productively farmed with larger fields creating a more open homogenous landscape.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
		Urban fringe/semi urban
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Scheduled Monument west of Orsett. North east part of parcel adjoins Orsett Conservation Area. Area of former quarry/landfill south west of Horndon-on-the-Hill and small area of restored quarry south of village adjoining A13. Grade 2 agricultural land throughout parcel.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

THURROCK GREEN BELT ASSESSMENT

Strategic Parcel No. 42			
GREEN BELT PURPOSES	ASSESSMENT	IMPORTANCE TO GREEN BELT PURPOSE	
Purpose 1: To check the unrestricted sprawl of large built up areas	The parcel is separated from the northern edge of the Thurrock urban area (northern edge of Lakeside/West Thurrock) by parcel 21 and major roads and therefore provides a limited contribution to the containment of the Thurrock urban area.	Fundamental	
		Major	
		Moderate	
		Slight/Negligible	
		None	
Purpose 2: To prevent neighbouring towns from merging into one another	Forms approx. half of the width of Green Belt that separates Lakeside/West Thurrock from southern side of South Ockendon. The parcel contributes, in combination with parcel 21 to the south, to the separation of these two towns.	Fundamental	
		Major	
		Moderate	
		Slight/Negligible	
		None	
Purpose 3: To assist in safeguarding the countryside from encroachment	The designation provides protection to this distinctive section of the Mar Dyke valley which is devoid of development.	Fundamental	
		Major	
		Moderate	
		Slight/Negligible	
		None	

THURROCK GREEN BELT ASSESSMENT

RELEVANT PARCEL CHARACTERISTICS		
PERCEPTION OF OPENNESS (How is the area perceived? Is there a sense/perception of openness? Is there evidence of encroachment from 'inappropriate' development?)	Strong perception of openness throughout most of the area which is a discreet valley devoid of development. Woodland provides strong containment with local intrusion by A13 on south western boundary. Includes Major Developed Site in Green Belt on southern side of South Ockendon which is well contained by woodland. Devoid of development except for small number of buildings at Stifford Bridge.	Very apparent
		Recognisable
		Limited
		Negligible/none
NATURE OF VIEWS (including intervisibility with adjoining areas)	Linear views, very contained by valley landform and woodland. Glimpsed views through viaduct at eastern end into south west edge of parcel 17 (Davy Down).	Contained
		Partial
		Open/extensive
NATURE OF PARCEL EDGES (including nature and permanence of boundaries; are there potential alternative recognisable boundaries/edges?)	South western and eastern sides defined clearly by roads and railway line (partly on viaduct). Much of northern side contiguous with Green Belt boundary following edge of development and woodland on southern edge of South Ockendon. Eastern boundary could be aligned along B186 instead of railway.	Well defined
		Partially defined
		Ill-defined
		Open
RELATIONSHIP TO PRINCIPAL SETTLEMENTS (Large built up areas as first purpose and towns as second purpose; relationship to other 'non-principal' settlements)	No obvious relationship to West Thurrock. Forms southern periphery and setting of South Ockendon; woodland forms dense screen and containment such that relationship not evident from most of parcel. Separated from northern edge of Thurrock urban area by parcel 21.	Very evident
		Evident
		Limited
		Not evident
LANDSCAPE CHARACTER (What are the principal land uses and landscape characteristics that are evident?)	Straddles central part of LCA B1, Lower Mar Dyke Valley and edge of LCA C1, Belhus Farmed River Terrace Gravels on south western side of South Ockendon. The parcel is characterised principally by woodland and mainly wet pasture/rough grassland of the Mar Dyke valley and associated, largely wooded valley sides which provide valuable containment of the southern built up edge of South Ockendon and bordering road infrastructure. It provides an attractive, accessible area from Davy Down Riverside Park that has a predominantly natural character and is surprisingly discreet (although subject to significant road noise). Forms key part of green infrastructure separating South Ockendon from Thurrock urban area. The railway viaduct that crosses the eastern part of the parcel is a distinctive feature.	Strong rural
		Principally rural with some limited urban influences
		Rural with significant urban influences
ENVIRONMENTAL CONSTRAINTS (Are there any 'high level' environmental constraints that could limit potential strategic development within the parcel)	Flood Zone 3 along valley floor; extensive local nature conservation sites including two areas of Ancient Woodland; areas of restored former quarry/landfill in north western and south eastern parts.	Substantial constraints over much of area
		Moderate level of constraints
		Few/no constraints

Abbreviations: LCA - Landscape Character Area (based on draft Thurrock Integrated Landscape Character Assessment; LUC, October 2018).