

CSSP1 – SUSTAINABLE HOUSING AND LOCATIONS

Introduction

4.1 In 2003, the Thames Gateway was identified as one of the Growth Areas in the Government's Sustainable Communities Plan. Thurrock is located strategically within the Thames Gateway and has been identified by regional government as a driver for economic and housing growth within this sub-region. The Council will focus on this strategic context for Thurrock in a way that will promote and deliver sustainable communities by creating places where people want to live, work and visit, and which will enable people to meet their aspirations and potential.

4.2 Housing growth will be achieved through the managed regeneration and renewal of previously developed land and if necessary through greenfield release that will be well integrated with existing neighbourhoods in Thurrock. This policy sets out the scale and broad locations of new housing development to meet the East of England Plan requirements for 18,500 new dwellings in Thurrock to be delivered over the period 2001 to 2021, which the Council considers are manageable and desirable to deliver its sustainable regeneration strategy for Thurrock.

4.3 A Plan, Monitor and Manage approach to residential land supply is required to ensure that the positive effects of regeneration are not undermined by potential negative environmental effects. The Council has prepared a Housing Trajectory, which identifies how the rolling five-year land supply relates to the current market outlook and anticipated recovery in the housing market. In addition, a 15-year supply has been identified for the period 2011 (planned adoption year) to 2026. It also shows how the overall housing allocation pans out over the Plan period. The trajectory will be updated and published in the AMR to take account of actual completions, changing market conditions and outlook.

Thurrock Strategies and Plans

4.4 Thurrock's Strategic Housing Land Availability Assessment (SHLAA) contains a full assessment of the availability and suitability of all known potential housing land identified within Thurrock. The SHLAA will be rolled forward and refreshed on an annual basis to inform the Housing Trajectory and be reported through the Annual Monitoring Report (AMR).

4.5 Through the AMR the Council has monitored the land supply in Thurrock and developed a Housing Trajectory for the plan period and beyond. The Housing Trajectory indicates that a total of 4,950 new dwellings were completed between 1st April 2001 and 31st March 2009. It is evident from the AMR that approximately 92% of these dwellings will be delivered on previously developed land in the Thurrock Urban Area over the plan period.

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

1 HOUSING DELIVERY

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

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

2 ALLOCATIONS AND PHASING

- i. To allocate at least 85% of new housing development in the 5-year period 2011-2016 inclusive to Previously Developed Land (PDL) locations in and around the Thurrock Urban Area, at the identified Outlying Settlements and within the Green Belt where appropriate.
- ii. To allocate at least 80% of new housing development in the period 2011-2026 to PDL locations in and around the Thurrock Urban Area, at the identified Outlying Settlements and PDL locations within the Green Belt where appropriate.
- iii. Identify and allocate Broadly Defined Locations for the release of land within the Green Belt in accordance with Policies CSTP 1 and CSSP 4 for the period 2011–2026 to accommodate no more than 20% of new housing development.
- iv. To identify indicative Broadly Defined Locations for the release of sufficient PDL in and around the Thurrock Urban Area and at the identified Outlying Settlements together with PDL and green-field locations within the Green Belt to provide the indicative Strategic Housing Land supply from 2021 to 2026 inclusive in accordance with PPS3.

3 SPATIAL DISTRIBUTION OF PROPOSED HOUSING BROAD LOCATIONS 2009 - 2021

i. Thurrock Urban Area (*Identified Dwelling Capacity as at 1st April 2009*)

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

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

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

Ockendon and Aveley will be a focus for regeneration including provision for a limited number of additional homes on PDL locations under-pinned by enhancement of community infrastructure and services. This includes capacity identified for 210 dwellings on Previously Developed Land in the Green Belt. In addition the Aveley Village Extension, South of Aveley

By-pass site (340 dwellings) is shown on the Proposals Map as a release from the Green Belt as a consequence of a recent planning permission.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

KEY DIAGRAMS/MAPS

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

CSSP2 - SUSTAINABLE EMPLOYMENT GROWTH

Introduction

4.7 The Council will encourage and develop a thriving economy in the Borough by ensuring that there is sufficient land and floorspace to accommodate projected employment growth to facilitate the continuing and emerging needs of business. The policy focus will contribute to three broad outcomes – supporting employment growth, creating the conditions required for sustainable growth in target growth sectors; and ensuring direct benefits to local communities.

4.8 The Council will plan, monitor and manage the supply of employment land to ensure and develop sufficient capacity to accommodate future employment growth and achieve an appropriate balance in supply and demand for employment land.

4.9 The evidence base to the *East of England Plan (2008)* requires the local authorities in the TGSE to provide an enabling context for at least 55,000 net additional jobs, of which 26,000 jobs must be delivered in Thurrock during the period 2001 to 2021. The 2008-2009 recession has effectively made this time horizon obsolete. The Council will however, seek to maintain its employment role by protecting sufficient land to accommodate this growth over the longer time horizon to 2026 and beyond as necessary. The *East of England Plan (Regional Spatial Strategy) Single Issue Review: Thurrock Key Centre for Development and Change Policy (2009)* considers the potential for economic growth across the Thurrock Urban Area with particular focus upon the Lakeside Basin/West Thurrock. The Council considers that the evidence base to support the contention that there is capacity in the Lakeside Basin/West Thurrock to accommodate 120,300m² of Class B1 (Business), Class B2 (General Industrial) and Class B8 (Warehouse and Distribution) floorspace remains valid.

4.10 The adopted Regional Economic Strategy (RES) of 2008 seeks to align with the review of the RSS to 2031. The RES identifies the Thames Gateway South Essex sub region as one of the “Engines of Growth” for the region. Specific reference is made to Thurrock in the RES and in particular with regard to the role and need to enhance economic clusters. There are two economic clusters identified in Thurrock as key economic drivers and future areas of development:

- London Gateway and Tilbury Ports
- Lakeside Basin
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The strategy also highlights the potential for the area to be a niche centre in creative industries and environmental technologies including a possible bio-energy park in Thurrock.

Thurrock Strategies and Plans

4.11 The *Thurrock Economic Development Strategy (2009) (TEDS)*, which was developed by the TTDGC in partnership with the Council. The basis of this strategy is to focus future growth upon the existing core economic sectors and the identified growth sectors. Thurrock’s core economic sectors include the international port and logistic related facilities at Tilbury and the recent approval for a deep-water port at London Gateway and the logistics and retail clusters at the Lakeside Basin / West Thurrock.

The TEDS seeks to reduce dependency upon these sectors by diversifying the economy in a manner that will not impact upon the area’s core sectors negatively or create unnecessary barriers to the continuing development of businesses in these core activities. The growth sectors identified by the TEDS could offer additional sources of new employment and contribute to economic diversification in: business services; recreation and leisure;

environmental technologies; recycling and energy; creative industries; and public sector services. They provide an opportunity to broaden the economic base over the long-term period and provide new sources of employment.

The TEDS sets out five Key Strategic Economic Hubs at Purfleet; Grays; Lakeside / West Thurrock Basin; London Gateway and Tilbury. These Key Strategic Economic Hubs will collectively form the locations for employment growth across the core and growth sectors and will provide the engines of economic development and regeneration in Thurrock. New employment development will be directed to appropriate locations in the Key Strategic Economic Hubs on land identified as Primary and Secondary Industrial and Commercial Employment Land, mixed-use and other job generating land.

CSSP2 -SUSTAINABLE EMPLOYMENT GROWTH

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

Key Strategic Economic Hubs	Core Sectors	Growth Sectors	Flagship Developments	Indicative Job Growth
Purfleet	Storage and warehousing; freight transport	Business services; recreation and leisure; creative industries	- Royal Opera House Production Facility, High House.	2,800
Grays	Retail	Business services; recreation and leisure; public sector services	- Thurrock Learning Campus; - Grays Community Business Centre; - Sustainable Business Centres and Incubators.	1,650
Lakeside Basin / West Thurrock	Retail; logistics and transport; construction	Business services; retail; recreation and leisure	- Sustainable Business Centres and Incubators	7,000 – 9,000 (subject to review of Lakeside in Local Development Documents (LDDs))

Tilbury	Port; logistics and transport; and construction	Business services; environmental technologies; recycling; and energy	- Tilbury Eco-Quarter; - Expansion of Tilbury Riverside Business Centre.	1,600 – 3,800
London Gateway	Port; logistics and transport	Environmental technologies; recycling; and energy	- Training, Innovation and Research Facility; - Business and Distribution Park.	11,000 – 13,000
Other Sites in Borough	Logistics; freight transport; small business units	Business services; small business units; cultural; leisure.	Not applicable	1,700

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

The Lakeside detailed chapter within the Site Specific Allocations and Policies DPD will identify proposals to bring forward the diversification and redevelopment of the Lakeside Basin. This will include the assessment of new sites and the intensification of existing sites to provide increased employment from industry and commercial, mixed-use and retail and leisure sites. Sites will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.

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

KEY DIAGRAMS/MAPS

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

CSSP3 – SUSTAINABLE INFRASTRUCTURE

Introduction

4.14 In order to deliver the regeneration agenda for Thurrock, it is necessary that the essential social and physical infrastructure be put in place. There is a need to provide modern effective social and physical infrastructure and enhance the quality and provision of all public services, including health education, transport and community infrastructure. The Council will ensure that the high levels of development proposed will deliver the right infrastructure in the right place at the right time. Infrastructure funding will be secured from both the public and private sectors and the Council will work with public and voluntary bodies to create a sense of well being and pride in the community.

4.15 The delivery of the regeneration agenda for Thurrock will be a complex process that will require co-ordination amongst the key stakeholders to ensure that infrastructure is delivered alongside and, where appropriate, in advance of new development. Phasing is one of the most important aspects of delivering the quality and form of development in Thurrock. The delivery of required new infrastructure will determine how quickly certain areas can be developed and the ability of providers to deliver necessary infrastructure will need to be taken into account. The viability of public and private services, including public transport, required to support the new housing and jobs will also be dependent on land being released in a phased and logical way.

4.16 The Council is convinced a proactive Plan-led and driven approach is essential to create a “step change” in infrastructure delivery capacity and capability and to match the planned housing and employment growth. This policy is crucial to the Council demonstrating the overall sustainability and deliverability of the Strategic Spatial Development Strategy. It also must be sufficiently robust and flexible to accommodate rapid societal change and fluctuating economic conditions and any uplift in housing/employment sub-regional allocations that may result from the review of the East of England Plan.

4.17 The *Thames Gateway Delivery Plan (2007)* seeks to deliver the growth agenda identified in the Sustainable Communities Plan through key priority cross-Government funding. The Thames Gateway Delivery Plan provides a framework for making use of public investment, local ownership and private sector entrepreneurship for the period 2008 to 2011. Thurrock is identified as one of six priority locations in terms of local community spending allocations. The Thames Gateway Delivery Plan states that TTGDC funding proposals are set out in the Corporate Plan, which was agreed with Ministers.

4.18 The East of England Plan specifies that there has got to be a step change in the provision of transport infrastructure in order to accommodate the additional development in the Gateway. To this end, it includes Thurrock among the ‘Key Centres for Development and Change’. *The East of England Plan Implementation Plan (EEPIP) (2009)* seeks to bring together the East of England Plan and East of England Regional Economic Strategy through one integrated delivery document and is an important component of the Regional Implementation Framework. This document sets out the key sub-regional investment priorities for the South Essex Thames Gateway including Thurrock.

4.19 The TTGDC currently has responsibility for the delivery of the regeneration and growth agenda in partnership with the Council and other agencies and developers. As part of that task its key role is to identify infrastructure requirements through implementation of the Regeneration Framework and Master Planning exercises and assist in the assembly of land and delivering supporting infrastructure from developer contributions from major schemes.

The TTGDC Corporate Plan identifies a number of key priorities in which the TTGDC will act as the lead partner to deliver specific interventions.

Thurrock Plans and Strategies

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

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

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

CSSP3 – SUSTAINABLE INFRASTRUCTURE

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

Key Infrastructure Projects:

Transport and Access	Road	M25 widening to Dual four lanes north of Junction 30.	CSTP 14 CSTP 15 CSTP 16 CSTP 17
		M25 Junction 30/31 Improvements.	
		Lakeside, A13 Improved Accessibility East and West	
		A13 widening sections J30-A126 and A128-A1014.	
		A1014 London Gateway Improvements.	
		Lakeside Expansion and Diversification Transport Package.	
		Bus services infrastructure improvements.	
		South East Rapid Transit extending into Thurrock to Lakeside.	
		Lorry Parks at West Thurrock, Tilbury and London Gateway.	
	Rail	Stations: 12- car platform lengthening.	
		Grays Station Transport Zone and improved interchanges at other stations.	
		New station at West Thurrock.	
		Double Tracking of Grays to Upminster Railway line.	

		Rail-freight terminals at London Gateway and West Thurrock.	
Social Community Infrastructure	Education, Learning and Skills	Thurrock Learning Campus (Grays).	CSTP 12
		An Academy of Transport and Logistics at London Gateway or Grays Learning Campus.	
		Schools Strategy: Primary and Secondary School Rebuild and Relocation Programme. Primary and Secondary schools rebuild and relocation programme at locations across Thurrock incorporating Further Education and other community services at selected locations including: Post 16 Education i. Palmer’s Sixth Form College, Grays. ii. Additional Sixth Form Provision - a sixth form presumption ¹ at Gable Hall School, sixth forms are also being put in place at the Gateway Academy, Ormiston Park and Chafford Hundred.	
		Secondary Education i. new build, refurbishment and expansion of existing mainstream secondary schools. ii. rebuild Belhus Chase School on its existing site as Ormiston Park Academy and safeguard adjoining land for long-term expansion. iii. the priority is to provide additional school places at existing schools in the major regeneration areas and where appropriate to relocate schools to linked facilities identified in the Plan.	
	Primary Education i. new additional primary schools in Purfleet and South Stifford. ii. long-term a further new primary school in Grays. iii. relocate and expand Chafford Hundred Primary School on adjoining land safeguarded for this use. iv. Lakeside (to be addressed in other Local Development Documents). v. new build, refurbishment and expansion of up to 43 existing mainstream primary schools.		
	Health and Well-Being	Grays Community Hospital.	CSTP 11
		Development of new and improved Primary Health Facilities and GP Practice facilities across Thurrock including: Multi-hub Community Centres: enhanced provision will be achieved through development of a network of new multi-hub Centres providing a range of services and facilities for local neighbourhoods, including some Centres located within Schools.	CSTP 11
The “Cornerstone” project at Chadwell St. Mary where a range of public and voluntary sector		CSTP 11	

		services will be provided in addition to health and well-being.		
		Two "Sports and Well-Being Hubs" of co-located leisure and sports facilities at Belhus and North-East of Grays.	CSTP 9	
		New and existing schools will provide access to sports facilities for general and specialist need.	CSTP 9	
	Culture and Leisure	<ul style="list-style-type: none"> i. Royal Opera House Production Facilities at Purfleet. ii. Other cultural and leisure facilities at East Tilbury. iii. Investment in other cultural facilities in Grays town centre including the State Cinema. iv. Flagship leisure and cultural industries to be reviewed as part of other Local Development Documents 	CSTP 10	
		Development of the Greengrid Network linking major residential areas with open space.	CSTP 18	
		Improving links from the river to open areas in the Green Belt.	CSTP 18	
		Improved public access to and along the riverfront.	CSTP 28	
		Provision of new urban open space including strategic scale Community Parks and smaller areas of open space.	CSTP 20	
		Multi-hub Community Centres: provision of new and enhanced library services and community activity venues and facilities with the first project at Purfleet.	CSTP 10	
Emergency Services and Utilities			New police facilities at Purfleet.	CSTP 13
			New ambulance station will be required to meet the needs of the growing population.	
		Longer term relocation of Fire Service station to a new location closer to Junction 30/31.		
		New wastewater pipe serving Purfleet and West Thurrock Area - already planned by Anglian Water Services and due to be built by 2015.		
		Potential upgrades to Tilbury wastewater treatment works to treat and discharge additional wastewater flow generated by development - awaiting confirmation by Anglian Water Services.		
		New power station at Tilbury.		
		Flood Defence Infrastructure		

KEY DIAGRAMS/MAPS

Proposals on Key Diagram

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

CSSP4 - SUSTAINABLE GREEN BELT

Introduction

4.22 The Green Belt has had a profound effect on settlement development pattern within Thurrock and ensured that Thurrock has not coalesced with London. In total, the Green Belt accounts for approximately 60% of the Borough's total land area. The remaining 40% comprises the major settlements and land comprising the proposed London Gateway Port and existing oil refinery at Coryton. Thurrock has a number of Major Developed Sites in the Green Belt. These will be identified in the Proposals Map and Site Specific Allocations and Policies DPD.

4.23 The Borough's development requirements will continue to be directed to previously developed land to promote the regeneration of derelict and under-used land within the identified Regeneration Areas. Planning applications for development within the Green Belt will be assessed against the relevant Core Thematic and Development Management policies and National Planning Policy on Green Belts.

4.24 The policy also sets out the Council's strategic planning approach to sustaining the Green Belt in Thurrock, promoting opportunities to enhance it and the measures the Council will promote to strengthen the local landscape features, help sustain the open character of the Green Belt and secure sustainable boundaries. This includes:

- provide opportunities for access to the open countryside for the urban population
- provide opportunities for outdoor sport and outdoor recreation near urban areas
- retain attractive landscapes, and enhance landscapes, near where people live
- improve damaged and derelict land around towns
- secure nature conservation and biodiversity interest and
- retain land in agricultural, forestry and related uses

4.25 PPG2 sets out the Government's policy on the purpose of Green Belt and appropriate development within it. As defined by PPG2, there are five purposes for the Green Belt, all of which are particularly relevant to Thurrock given the proximity of the Borough to London's urban area and the spatial pattern of Thurrock's settlements and their relationship to the countryside. The five purposes of the Green Belt are:

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

4.26 The *East of England Plan (2008)* sets out the broad extent of the Green Belt in the East of England. *Policy SS7* states that the broad extent of Green Belts still remains appropriate within the region and should be maintained. It is also stated that where Green Belt boundaries are reviewed, the aim should be to release sufficient land to avoid further review before 2031 and that Development Plan Documents should test whether this scale of growth after 2021 will be achievable in the local circumstances and, if not, release the maximum area commensurate with sustainable development. *Policy SS8* addresses the urban fringe. The policy requires the enhancement, effective management and appropriate use of land in the urban fringe with consideration for enhancement of character and appearance and its recreational and/or biodiversity value.

4.27 The Adopted RSS policy for Thurrock confirms that a formal Statutory Green Belt Review is not required for Thurrock at this stage. However, the on-going RSS Review 2011-2031 will consider whether such a formal Statutory Green Belt Review should be a requirement post 2011. The Council will monitor the position and put forward its proposals for the Thurrock Green Belt to 2031 in the subsequent Review of this DPD that will commence once the Review RSS 2011-2031 is adopted or successor plan.

Thurrock Plans and Strategies

4.28 Transforming and Revitalising Thurrock: A Framework for Regeneration and Sustainable Growth (2005) sets out the TTGDC's priorities and agenda for positive change in Thurrock. Policy 3 relates to the establishment of green space to facilitate growth. In reference to the Green Belt, this policy states that valuable areas of green space will continue to be protected.

4.29 The Council has tested the following policy against the Exceptional Circumstances test as set out in PPG2.

CSSP4 - Sustainable Green Belt

1. Balancing competing demands on the Thurrock Green Belt

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

The Council will:

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

All without prejudice to and pending:

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

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

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

i. Opportunities for Leisure and Sport in the Green Belt

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

ii. Opportunities for Economic Development

Broad Location: Tilbury Marshes

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

areas. The final site boundaries will be included in the Adopted Sites Specific Allocations and Policies DPD and identified on the Proposals Map.

iii. Opportunities for improving for Educational provision

i. Belhus School Site

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

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

The Council will support the relocation of a school currently located within the Green Belt at the North Grays Broad Location as complementary development to the proposed new Sports Hub and the relocation of a college to Grays Learning Campus town centre site. The final site boundaries will be included in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map. The vacated sites will be available for housing development (See 3.1.i below)

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

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

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

3. Housing Land Supply to 2021

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

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

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

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

4. Enhancing the Green Belt

i. Sustainable Boundaries

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

ii. Public access, open space and biodiversity

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

iii. Sustainable Design and Construction

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

5. Green Belt Alterations to Proposals Map

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

KEY DIAGRAMS/MAPS

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

CSSP 5 – SUSTAINABLE GREENGRID

Introduction

4.30 The Thurrock Greengrid Strategy is a key priority for the Council, Local Strategic Partnership and other partners. Its principle puts the natural environment at the centre of land use management and development. This enables multifunctional land use of both public and private space and is supported by a physical network of green links for people and wildlife. In land use terms, the key elements of the Greengrid are:

- Open space, such as parks and recreational grounds;
- Biodiversity, including grasslands, reedbeds, hedgerow, and woodlands; and
- Green Infrastructure, such as private gardens, street trees, road verges, green roofs, public Right of Way and greenways, cemeteries and churchyards and productive lands.

4.31 It also closely interlinks with other policy areas such as social and cultural and supports the implementation of the Local Development Framework. Some of the benefits of the delivery of the Greengrid Strategy are:

- environmental - protecting biodiversity integrity, water and air quality, and sustaining hydrological and geological functions;
- economic - safeguarding property values, promoting business opportunities and increasing investment confidence;
- social / community - creating safe, well-used, attractive spaces for people to gather, celebrate and express ideas for better community cohesion;
- health and well-being - better access to play and recreational facilities for physical health and relaxation opportunities for mental well-being;
- educational - awareness-raising, skills development and training opportunities;
- cultural - protecting, managing and enhancing key cultural and heritage assets; and
- climate change - adaptation and mitigation through renewal energy technologies, carbon reduction and natural systems attenuation.

4.32 The Thames Chase Community Forest has been identified as an asset of regional significance for the retention, enhancement and provision of Green Infrastructure for its value as an area of landscape, ecological and recreational importance. Natural England's *Green Infrastructure Guidance* (2009) confirms the value of Green Infrastructure and sets out how this can be promoted through development plans, which should link into Sustainable Communities Strategies, Local Area Agreements and partnership working.

4.33 'Greening the Gateway' published in 2004, set out the Government's vision for the Thames Gateway as a world class model of sustainable development. It calls for the landscape to be regarded as 'functional Green Infrastructure' and suggests that the Thames Gateway should promote a high quality, functional green space network for use by local people. The NPPF recognises the importance of green infrastructure, the principles of which are incorporated in the Green Grid. The Council will plan positively for the creation, protection, conservation, enhancement and management of networks of biodiversity, heritage assets and green infrastructure as appropriate to their significance, and will identify opportunities to incorporate adaptation measures that will address risks associated with climate change. The Parklands Projects are large-scale projects announced by Government in 2008 to deliver large areas of the South Essex Greengrid. Two of these projects are in Thurrock, including Wildspace, which is a project focused around the Rainham RSPB Reserve, Purfleet and the Thameside Nature Park, Mucking. The Council will actively participate in effective joint working arrangements with neighbouring local authorities in the case of those sites of importance that cross administrative boundaries. In addition a substantial part of Thurrock lies within the Greater Thames Marshes Nature Improvement

Area. Nature Improvement Areas aim to achieve significant and demonstrable enhancements of the ecological network over large areas by such actions as increasing the size and number of, and connectively between, wildlife sites. The proposals encompass consideration of the historic dimension of the landscape among the shared objectives for such areas and the Greengrid generally. The Council will take account of any ecological network components and locations for priority action identified in project plans for the designated area.

Thurrock Plans and Strategies

4.34 The Greengrid Strategy for Thurrock 2006-2011 is supported by the *Thurrock Open Space Strategy 2006-2011*, the *Thurrock Biodiversity Study 2006-2011* and the Green Infrastructure Plan for Thurrock 2006-2011. The Greengrid Strategy recognises that improved green access links between green assets is key to maximising the benefits derived from green assets for residents, workers and visitors to the Borough. It also details the appropriate green assets to be delivered to address deficiencies and meet the needs of the growing population. There is a need to enhance existing provision to ensure that it meets the standards set out in the Council's *Community Needs and Open Spaces Study (2005)*.

4.35 The Council's *Community Needs and Open Spaces Study (2005)* assesses open space including parks and gardens; amenity green spaces; children's play space; outdoor sports facilities; and allotments and community gardens. The report sets out current provision levels, and confirms the deficit throughout the Borough. It identifies a need to enhance existing open space provision to ensure that it meets the standards for quality, quantity and accessibility as set out in the *Open Spaces Strategy 2006-2011*. Based on the best available evidence and understanding of community needs the Council will designate open spaces through the forthcoming Thurrock Local Plan. However the Council welcomes the opportunity afforded to local communities to designate additional Local Green Spaces through neighbourhood plans. Should any such spaces be designated the Council will respect the wishes of the community that these areas be protected.

CSSP5 – Sustainable Greengrid

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

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

viii. Stanford-le-hope/ Corringham/ Horndon/ Langdon Hills

Across the borough, considerations will include:

- Semi-natural green space
- Multifunctional greenspace
- Promotion and safeguarding of biodiversity and geodiversity
- Urban and rural trees and woodlands
- Historic Environment and Heritage assets
- Ecosystem services opportunities
- Strategic links and bridging points
- Flood Risk and water management
- Mitigation of and adaptation to effects of climate change through the use of natural systems and green infrastructure assets
- Strategic views
- Broad landscape management areas

3. Develop and protect Local Scale Assets

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

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

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

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

5. Promote productive land and natural system opportunities

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

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

Key diagrams and Maps

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

OSDP1 – PROMOTING SUSTAINABLE GROWTH AND REGENERATION IN THURROCK

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

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

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

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

- (i) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- (ii) Specific policies in that Framework indicate that development should be restricted. The presumption in favour of sustainable development does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered, planned or determined.

CSTP1 - STRATEGIC HOUSING PROVISION

Introduction

5.1 A growing population and smaller household sizes are creating demand for new homes in Thurrock. Access to good quality housing is vital for the creation of sustainable, mixed communities and is key to the economic prospects of Thurrock, as the Borough's ability to attract and retain its workforce will be determined in part by the quality and affordability of its housing stock.

5.2 The Council seeks to maximise the use of redundant and underused land in the Borough by increasing potential residential capacity, whilst maintaining a commitment to delivering high quality and well designed housing and liveable and inclusive neighbourhoods.

5.3 *PPS3* places a statutory requirement upon local authorities to plan, monitor and manage the supply of housing land in their areas. A key aspect of this requirement is to set in place, through planning policy, the mechanism for identifying broad locations that will enable continuing delivery of housing for at least 15 years from the date of adoption. Thurrock is required by the East of England Plan (2008) to make provision for at least 18,500 new dwellings between 2001 and 2021.

Thurrock Plans and Strategies

5.4 The emerging Thurrock Housing Strategy is being developed to address all aspects of housing and housing need across all sectors, and will set out detailed delivery plans for each strand of the strategy covering the following policy areas (paragraphs 5.5 to 5.10):-

5.5 Decent Homes and regeneration - an Estate/Neighbourhood approach to estate regeneration will be developed linked to the Council's Neighbourhood Renewal Strategy and supported by the LDF policy. The Council will investigate all potential models for securing investment and regeneration including the potential for a local housing company.

5.6 New Homes - the Council will encourage development to meet our patterns of housing need, and our ambitious targets for new supply, with an aim of making Thurrock a place where people choose to make their home and stay.

5.7 Private rented sector - the Council will work to secure a thriving, well controlled, private rented market, putting in place a Landlord Accreditation Scheme open to any landlord in Thurrock.

5.8 Young People - the Council recognises our current gap in specialist provision for young people, including the need to assess the potential for a foyer scheme and specialist provision for homeless 16/17 year olds. The Council also recognises the need to develop a response to a potential future need for student accommodation in specific areas.

5.9 Older People - the Council will develop our provision for older people, ensuring we have the accommodation we need for the future. This will involve addressing the current over supply of sheltered housing and meeting the need for extra care provision.

5.10 Vulnerable Groups - the Council will ensure we have the right type and supply of homes to meet those who have a wide range of special needs.

Housing Provision

5.11 A proportion of this housing is already accounted for by recent housing completions and extant planning permissions. Thurrock has delivered 4,950 new dwellings between 2001 and 2009 at an average rate of 587 dwellings per year. In April 2009, there were 2,036 dwellings with outstanding planning permission. Thurrock is therefore required to make provision for a minimum

of 13,550 new dwellings between 2009 and 2021. The *Thurrock Strategic Housing Land Availability Assessment (2010)* (SHLAA) identifies an adequate supply of deliverable housing sites for the five-year period from 2011 to 2016 and the longer-term periods of 2011 - 2021 and 2011 - 2026. This has been rolled forward to apply to the Plan period up to 2026. A summary breakdown of the housing land supply position is set out in the table below, based on completions as at 31st March 2009 and a 5 year supply from April 1st 2010. This analysis is provided for information purposes only to illustrate the position at these base dates. Table 4 are figures based on RSS housing allocation, actual completion counts and site capacity assessments in the SHLAA, rounded as appropriate.

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

(a) Plan period - 20 year housing land allocation April 1st 2001 to March 31st 2021	
East of England Plan Allocation	18500
Dwelling Completions April 1st 2001- March 31st 2009	4950
Residual allocation to be identified	13550
Comprised of:-	
Sites with Planning Permission as at April 1st 2009	2036
Sites without Planning Permission as at April 1st 2009 drawn from the SHLAA and pool of identified sites	11514
Total	13550
Comprised of:-	
Previously Developed Land	12480
Greenfield sites (Green Belt)	1070
Contingency: the SHLAA pool identifies alternative or additional housing sites that can be brought forward into this time period if required.	
(b) 5-year requirement from April 1st 2010 to March 31st 2015 (all figures approx)	
Estimated dwelling completions April 1st 2009 - March 31st 2010	140 (approx)
Managed Delivery 5-Year Supply requirement derived from Housing Trajectory: April 1st 2010 - March 31st 2015	4150
Comprised of:-	
Previously Developed Land	3555
Greenfield sites (Green Belt)	595
Contingency: the SHLAA pool identifies alternative or additional housing sites that can be brought forward into this time period if required. The position will be reviewed on a regular basis and the Housing Trajectory and resultant 5-year housing land supply revised accordingly	
(c) INDICATIVE 15-year allocation from Adoption: this is based on a standard allocation of 950 dwellings per annum for years post 2021 and assumes Adoption during 2011.	
Provisional Allocation 2021 -2025: 4 years @ 950 dwellings per annum	3800
Residual Allocation April 1st 2009 - March 31st 2021 [Table (a) refers] that has to be rolled up under the current RSS and counted into the 15 year supply from 2011, the anticipated year of Adoption.	13550
Sub-Total to 2025	17350
Add additional year 2025 -2026	950
Total indicative 15 year supply from 2011.	18300
Total acceptable land supply identified in SHLAA pool	19300
Contingency	1000

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

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

Housing Density Approach

5.14 The Council seeks to maximise the use of redundant and underused land in the Borough and increase potential residential capacity whilst maintaining a commitment to delivering high quality and well designed housing and liveable and inclusive neighbourhoods. The Council considers it essential that the density of new residential development is an output of a design-led process that takes account of local context and distinctiveness, site constraints and public transport accessibility. The role of the policy seeks to enable high-density development in the areas of good accessibility and access to services and an enabling mechanism which supports the Council's regeneration vision for some of the most deprived neighbourhoods in the Borough.

5.15 The South Essex Strategic Housing Market Assessment (2008) (SHMA) provided a residential density assessment of the sub-region and concluded that a density of at least 60 dwellings per hectare would be appropriate in urban locations with high public transport accessibility and good access to services. The Council welcomes this approach and considers it entirely appropriate in Thurrock. In respect to suburban locations, a density range of 30 to 40 dwellings per hectare was suggested. It is considered that in the urban context of Thurrock a density range of 30 to 75 dwellings per hectare would be more appropriate in such locations. The Council will produce a Design and Sustainability SPD that will set out the design principles that will guide density levels in the Borough and provide a character assessment of each area to provide area specific density guidance.

Housing Size and Type

5.16 It is apparent from the national statistics and evidence sourced from the SHMA that there would be growth in most age groups over the next twenty years with the age group over 60 experiencing the greatest growth. The impact of this population growth is a projected 47% increase in single person households. This compares to a projected 19% growth in all households. The SHMA expects a high proportion of the growth in single person households to result from more single persons aged 55 or over. The growth in this age group and the high proportion of single person households within it, gives rise to the need for provision of bungalows and specialist and extra care housing for older persons.

5.17 The SHMA indicates that there is not, however, a direct relationship between household size and housing size in the market sector. In particular it is noted that the size of dwellings relates more to age and wealth than it does to the sizes of households. As such, across Thames Gateway South Essex an estimated 75% of all homes were considered to be under-occupied in 2001. On this basis, the SHMA considered that it was inappropriate to provide specific dwelling size targets for market housing through the LDF and that the market housing sector in the sub-region was effective at matching the size of dwellings to market demand at a local level. By contrast the SHMA sets out the range of affordable housing dwelling sizes required in the sub-region. It was noted that across the sub-region there is a need for family accommodation. However, the situation

in Thurrock is different from the sub-region in that the affordable housing demand is primarily for one and two-bed properties.

Inclusive Residential Developments

5.18 The national Lifetime Homes standard allows for new dwellings to be adapted as residents' circumstances change over time, and increases flexibility in the housing stock. The Government is proposing that all housing meets the standard by 2013. Given the changing demographic structure in Thurrock, the SHMA recommends that the Lifetime Homes standard be implemented during the interim period to 2013.

5.19 National statistics indicate that in Thurrock, 4% of the population are claiming a disability living allowance, which provides care and mobility assistance. Approximately 75% of those people that claim disability living allowance, which amounts to 3% of the total Thurrock population, have been doing so for over five years. The Council will therefore require residential development proposals to meet the highest standards of accessibility and inclusion with 3% of new residential dwellings built to full wheelchair standards as set out in the Housing Corporation's '*Wheelchair Housing Design Guide*'. The Design and Sustainability SPD will provide further guidance on inclusive design matters.

CSTP1 - STRATEGIC HOUSING PROVISION

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

1. Housing Growth 2009 to 2026

- i. For the period 1 April 2009 to 31 March 2021, an additional 13,550 dwellings are required to meet this policy aim.
- ii. For the 5 year period 1 April 2021 to 31 March 2026, the Council has made an indicative provision for 4750 dwellings.
- iii. The SHLAA and future reviews will identify deliverable sites for 5yrs and developable sites within 10yrs and 15yrs period that will underpin the AMR and Housing Trajectory.
- iv. Housing Sites will be allocated as part of the Site Specific Allocations and Policies Development Plan Document.
- v. The Council uses a Managed Delivery Approach to the calculation and maintenance of a continuing deliverable 5-year housing land supply. This approach is based on a 'plan, monitor, manage' regime using the key tools of the Annual Monitoring Report and the SHLAA to monitor and review the Housing Trajectory. Through this process the Council will track the progress in housing delivery and the continuing maintenance of a deliverable 5-year housing land supply in accordance with the current PPS3 or its statutory successor.
- vi. The Council and partners will actively seek to increase the supply of deliverable housing sites where it appears that the five-year housing supply will not meet the required dwelling provision.

2. Housing Density Approach

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

3. DWELLING MIX

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

4. LIFETIME HOMES AND ACCESSIBLE HOUSING

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

Key Diagram and Maps

Broad locations are shown on the Key Diagram.

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

CSTP2 - THE PROVISION OF AFFORDABLE HOUSING

Introduction

5.20 The delivery of Affordable Housing to meet the current and future needs of Thurrock is an essential component of creating sustainable communities. The Council seeks to deliver a wide choice of high-quality homes to address the needs of local people and to create sustainable, inclusive and mixed communities.

5.21 *PPS3* sets out the definition of Affordable Housing and highlights the need for delivery of high quality housing for people who are unable to access or afford market housing. *PPS3* also indicates that it is important that Development Plan Documents set out sufficient guidance on the Council's approach to seeking developer contributions.

Thurrock Plans and Strategies

5.22 The Thurrock Housing Strategy (2004), Thurrock Housing Need Survey (2004) and SHMA (2008) have established what the people of Thurrock need in terms of the type, affordability and tenure of dwellings.

5.23 The SHMA (2008) provided an independent assessment of housing need across the South Essex sub-region. The SHMA indicated that across the South Essex sub-region, 54% of anticipated housing delivery levels should be affordable to meet the housing need. The SHMA recognised that this level is not deliverable and suggested that subject to specific viability testing by each local authority, a 35% affordable housing target across the sub-region would be an appropriate threshold. The SMHA recommended that subject to specific need identified by each local authority, a policy of an 80:20 split of Affordable Housing between social rented and intermediate provision should be developed. However, to further sustainable communities within Thurrock a minimum split of 70:30 split of affordable housing between social rented and intermediate provision, should be the starting point for negotiation.

5.24 The Council has commissioned an Economic Viability Assessment (EVA) that assesses the delivery of Affordable Housing in Thurrock. The EVA includes the analysis of a representative sample of housing site typologies using the Homes and Communities Agency (HCA) approved model. The outcome of this study confirms that in broad terms green-field sites are capable of delivering Affordable Housing at a 35% level in most market conditions and within the range of assumptions input into the model. Brownfield (Previously Developed Land PDL) sites are necessarily more challenging but the Council's and Development Corporation's track record since 2001 shows that Affordable Housing can be delivered on these sites when the market conditions allow and the necessary support and intervention is provided. Therefore, where appropriate the Council will assess deliverability issues when considering particular residential development proposals in the light of all relevant economic and market factors operative at the time. This approach will apply in relation to particular brownfield sites which have substantive constraints and barriers to development. The Council will be ready to negotiate with developers on such identified sites on the basis of an open-book economic viability assessment for the particular site in question. The Development Corporation is frequently directly instrumental in bringing forward the largest brownfield sites, assembling various land-holdings and establishing partnerships with developers e.g. Purfleet PRIDe.

CSTP2 - THE PROVISION OF AFFORDABLE HOUSING

1. In order to address the current and future need for Affordable Housing in Thurrock, the Council will seek the minimum provision of 35% of the total number of residential units built

to be provided as Affordable Housing. The Council's policy is that provision should be maintained in perpetuity as Affordable Housing as far as legally possible.

2. The Council will seek Affordable Housing to meet local needs on qualifying sites subject to:

- i. its suitability for on-site provision;
- ii. the economics of providing affordable housing;
- iii. the extent to which the provision of affordable housing would prejudice other planning objectives to be met from the development of the site; and
- iv. the mix of units necessary to meet local needs and achieve a successful sustainable socially inclusive development.

3. The Council recognises that the majority of Thurrock's identified housing land supply is on Previously Developed Land often subject to a variety of physical constraints. The capacity of a site to deliver a level of Affordable Housing that can be supported financially will be determined by individual site 'open book' economic viability analysis where deemed appropriate. This analysis will take into consideration existing use values, as well as other site-specific factors.

4. In some areas of Thurrock, the local need for Affordable Housing may be less than 35%. In this case the Council will require a financial contribution to off-site Affordable Housing provision at the equivalent rate to meet priority needs elsewhere within Thurrock.

5. In order to meet the overall target, the Council will seek to achieve, where viable, 35% Affordable Housing on all new housing developments capable of accommodating 10 or more dwellings or sites of 0.5 ha or more irrespective of the number of dwellings. Sites below threshold will make an equivalent financial contribution towards off-site provision.

6. The Affordable Housing provision should seek to achieve a target of 70% social rented accommodation with the balance being provided as intermediate housing. In determining the amount and mix of Affordable Housing to be delivered, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination will be taken into account.

7. Where appropriate for specific sites, criteria setting out variations in the form the contribution should take (including tenure mix) will be provided in the Site Specific Allocations and Policies DPD.

8. The following Affordable Housing dwelling size mix will generally be sought where affordable housing is provided:

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

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

9. The above proportions relating to social rented housing, intermediate housing and dwelling size may be varied where justified and with agreement with the Council; the Council will take account of the latest available evidence from the SHMA (or its equivalent successor).

10. The Council will require developments to integrate Affordable Housing and market housing, with a consistent standard of quality design and public spaces, to create mixed and sustainable communities.

Key Diagram and Maps

Not Applicable

CSTP7 - NETWORK OF CENTRES

Introduction

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

Lakeside Single Issue Review

5.55 The East of England Plan (May 2008) called for a Single Issue Review of Policy ETG2 *Thurrock Key Centre for Development and Change*, with the purpose of preparing a robust strategic planning framework to guide the regeneration and redevelopment of the Lakeside Basin.

5.56 The Single Issue Review of Policy ETG2 commenced in autumn 2008. In October 2009, the Secretary of State published Proposed Modifications to Policy ETG2 and identifies the northern part of the Lakeside Basin as a regional centre under Policy E5 of the East of England Plan. Retail expansion is limited to 50,000 sqm of net comparison floorspace by 2019 and no expansion can be approved until Local Development Documents satisfy a series of pre-conditions set out in the policy.

Thurrock Strategies and Plans

5.57 Evidence on retail and town centre uses is within the Thurrock Retail Study (September 2007) and the Lakeside Basin Single Issue Review Agreed Final Report (March 2009). In combination, these documents provide robust evidence on the need and location for additional retail and town centre floorspace within the Borough.

5.58 It is expected that Thurrock Thames Gateway Development Corporation (TTGDC) will jointly inform the development and management of Thurrock's network of centres through its masterplans and other strategies.

5.59 Within Grays town centre and existing local and neighbourhood centres, good access to day to-day facilities and services is necessary to ensure that the local community is in close proximity to those services used regularly. Day-to-day facilities and services include: primary schools, health centres, convenience shops, branch libraries and local offices and service providers.

5.60 Policy ETG2 of the East of England Plan provides detailed guidance regarding the pre-conditions for Lakeside to attain regional centre status. The Council remains supportive of these pre-conditions and they will be addressed in the Local Development Documents.

CSTP7 - NETWORK OF CENTRES

1. New Lakeside Regional Centre: Consistent with emerging Policy ETG2, the Council supports the transformation of the northern part of the Lakeside Basin into a new regional centre. This will be achieved in policy through a detailed chapter and inset plan within the Site Specific Allocations and Policies DPD and the Lakeside Implementation and Delivery SPD. The Site Specific Allocations and Policies DPD will also include the Regional Town Centre boundary which will be identified on the Proposals Map. Expansion at the new Lakeside regional centre will include the following:

- i. Up to 50,000 sqm of net comparison floorspace (by 2019);
- ii. At least 4,000 sqm of net convenience floorspace;

- iii. Up to 3,000 new dwellings; subject to review and the Site Specific Allocations and Policies DPD.
- iv. Employment and other services floorspace to broaden the employment base;
- v. Commercial leisure floorspace, including food and drink uses, consistent with the function of a regional centre.

2. Grays Town Centre: the Council supports the regeneration of Grays town centre. It will become the focus for cultural, administrative and educational functions, whilst providing retail development that is complementary to the Lakeside Basin. Development should be of an appropriate scale and should be well integrated with the existing centre. Development in Grays town centre will include the following:

- i. Up to 5,500-6,500 sqm of net comparison floorspace by 2026;
- ii. Up to 4,000-5,000 sqm of net bulky durable floorspace by 2026;
- iii. Between 1,500-2,000 sqm of net convenience floorspace by 2026;
- iv. Other cultural, administrative and education developments consistent with the spatial vision for Grays.

3. Existing Local Centres: Corringham, Stanford-le-Hope, South Ockendon, Tilbury, Aveley, Socketts Heath are designated as local centres. The Council encourages the following development for local centres:

- i. Renewal, upgrading or remodelling of existing floorspace;
- ii. Additional small scale retail floorspace space in suitable locations that will strengthen the centres' retail offer;
- iii. Investigation into the potential of a new supermarket on an appropriate site in Stanford-le-Hope to reduce convenience expenditure leakage from the east of the Borough.

4. New Centres: A new local centre is designated at Purfleet. Two new neighbourhood centres are designated at West Thurrock and South Stifford and will be developed in conjunction with major residential development. The Council encourages the following development for these new local centres:

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

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

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

Key Diagrams and Maps

Key Diagram - existing and new centres.

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

Existing centres are shown on the Proposals Map.

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

CSTP8 - VITALITY AND VIABILITY OF EXISTING CENTRES

5.61 Alongside the transformation of Lakeside into a regional centre and the creation of the new Purfleet Centre, the improvement of the vitality and viability of Grays town centre, the local centres and neighbourhood centres is fundamental to the achievement of sustainable development. Therefore, development of an appropriate scale will be directed to these centres, and out-of-centre proposals for main town centre uses will be resisted if suitable sites are available within, or failing that, adjacent to these centres.

5.62 These include an indicative area for the future town centre boundary of the Lakeside regional centre which will be set out in the Site Specific Allocations and Policies DPD consistent with Policy CSTP7 and on the Proposals Map; also boundaries for Grays town centre, the existing local centres, broad locations for new local centres and the locations of existing neighbourhood centres (larger and smaller).

CSTP8 - VITALITY AND VIABILITY OF EXISTING CENTRES

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

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

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

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

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

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

Key Diagram and Maps

Key Diagram.

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

the Proposals Map.

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

CSTP9 - WELLBEING: LEISURE AND SPORTS

Introduction

5.63 Leisure and sport are of prime importance to improving and maintaining the quality of life in the Borough by encouraging an active and healthy community. Thurrock Council is committed to meeting the leisure and sports needs of the community and this policy aims to address identified deficiencies and maintain and improve existing provision. Leisure and sport facilities have an important role in improving the wellbeing of the community. This includes ensuring the physical and mental health of individuals, preventing disease and reducing the health inequalities that exist across the Borough.

5.64 It is important that leisure and sports provision links well to communities in the Borough, providing facilities that are accessible to all through walking, cycling and public transport and which people are confident to use. These forms of provision often form part of the Borough's green and historic infrastructure and links between those infrastructures and sports and other leisure facilities are of great value and should be benefitted from as far as possible.

5.65 Several agencies have produced guidance related to Leisure and Sports, including the *Sport England Strategy 2008-2011*, which confirms that local authorities and partners can use sport to deliver stronger, healthier and more cohesive communities. The NHS promotes physical exercise and activity in order to cut the risk of serious illness.

Thurrock Plans and Strategies

5.66 *A Framework for Regeneration and Sustainable Growth, Transforming and Revitalising Thurrock* (TTGDC, 2005) includes strategic goals aiming for increasing opportunities for entertainment, leisure and culture in the Borough. Thurrock's *Sustainable Community Strategy 2009 (SCS)* aims at promoting healthy lifestyles and reducing the health inequalities that exist between different parts of the community.

5.67 The Core Strategy has also been informed by the *Sports and Active Recreation Strategy for Thurrock* (Thurrock Council, TTGDC and Sport England, 2009) which considers how existing sports facilities can be enhanced, as well as the creation of new sport and leisure facilities. This strategy will be used to direct future resources and ensure Thurrock has up to date, accessible and inviting sports facilities to support both the existing population and the predicted growth. The Council's *Thurrock Outdoor Sports Strategy* assesses and audits playing pitch provision within the Borough.

5.68 The Council's *Community Needs and Open Spaces Study (2005)* assessed the quality, quality and accessibility of open space across the Borough. The study showed that there were deficiencies in the provision across Thurrock. Some areas having little pedestrian access to parks, for example, while play spaces for children are often considered to be of poor quality; natural greenspace is unevenly distributed across the Borough, and changing room facilities for sport fail to provide adequately for female participation. There is clear need to address the weaknesses illustrated in the study, as well as accommodate the needs associated with the substantial growth planned over the lifetime of the plan. *A Play Strategy for Thurrock: The Thurrock Play Partnership 2007-2017* reflects access, quality and types of spaces in which children and young people play. The strategy identifies gaps in the provision of play spaces and actions to address the gaps and opportunities for funding.

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

CSTP9 - WELL-BEING: LEISURE AND SPORTS

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

1. New and Existing Facilities

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

2. Key Sites

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

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

3. Developer Contributions

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

Key Diagrams and Maps

Key Diagram

Map 3: Location of Greengrid

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

CSTP10 - COMMUNITY FACILITIES

Introduction

5.70 Community facilities contribute towards meeting the varied needs of local people, including providing opportunities to engage in learning, develop skills and talents, and to interact with other members of the community. It is important that sufficient community facilities, including libraries, museums, village halls, places of worship and other public halls, community centres, organised attractions and festivals are in place to support the community, including the substantial additional growth planned for Thurrock during the lifetime of the plan.

5.71 This policy aims to ensure the delivery of community facilities within the Borough, through action by the Council and its partners, in order to address identified needs and to maintain existing provision.

Thurrock Plans and Strategies

5.72 Thurrock Council's Refreshed Cultural Strategy (2006) highlights the importance of delivering community facilities. It sets out the Council's vision to maintain and enhance cultural facilities in the Borough. The Council has commissioned an *Infrastructure Implementation and Prioritisation Programme (2010)* to assess the infrastructure requirements for the Borough, which is required to consider the needs associated with the substantial growth planned. A *Faith Infrastructure Study* has been undertaken to identify the infrastructure requirements of faith groups and their future need for new premises. The study identifies an estimated need for four new sites on or adjacent to major housing developments identified by applying the Three Dragons standards; and 38 new or shared premises identified through direct consultation with faith groups

5.73 Studies produced by the Thurrock Thames Gateway Development Corporation include the *Preferred Option Spatial Plan* (TTGDC, 2006) and *A Framework for Regeneration and Sustainable Growth: Transforming and Revitalising Thurrock* (TTGDC, 2005). Both these studies acknowledge the importance of culture, heritage and leisure to the quality of life of the people of Thurrock.

CSTP10 - COMMUNITY FACILITIES

1. Existing Facilities

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

2. New or Improved Facilities

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

3. Key Projects

- I. The Council will work with relevant partners to deliver the following projects:
 - i. Multi-functional Hub Community Centres at centres such as Chadwell St Mary and Purfleet.
 - ii. The Royal Opera House Production Park, High House Farm, Purfleet.
 - iii. National Skills Academy for Creative and Cultural Skills (Purfleet).
 - iv. The modernisation of libraries and community centres.
 - v. Facilities for performing and visual arts and museums.

- vi. Tourism, Festivals and Attractions to support Regeneration areas and town centres and other Thurrock assets including Coalhouse Fort, Tilbury Fort, Thames riverfront and the RSPB Nature Reserve.
- vii. Community facilities identified for Lakeside and set out in the relevant Development Plan Documents.
- viii. A strategic approach to the provision of new and enhanced places of worship within the Borough, in response to planned population growth and identified need. The identification of appropriate sites will be linked to regeneration areas and other broad locations, co-located with other facilities.

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

4. Funding and Developer Contributions

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

Key Diagrams and Maps

Key Diagram

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

CSTP11 - HEALTH PROVISION

Introduction

5.74 According to *Thurrock Joint Strategic Needs Assessments (2008)*, the health of the population has been improving steadily. However, despite this general improvement, the gap in the main causes of death between those in advantaged and disadvantaged groups has widened. Those in disadvantaged groups are more likely to die earlier and to be in poorer health than the rest of the population. This is linked to social and demographic circumstances such as educational attainment, occupation, income, housing type and where people live. A range of policies within the Core Strategy provide measures to help tackle health inequality in Thurrock by ensuring good accessibility to services and facilities, including open and green spaces, community spaces and infrastructure and sport facilities.

5.75 This policy aims to highlight the planned delivery of health services that will benefit the existing and future local community of Thurrock. The longer-term vision for health care provision is to introduce a sustained realignment of the whole health and social care system. Far more services will be delivered safely and effectively in settings closer to home, and services will be built around the needs of individuals and not service providers.

Thurrock Plans and Strategies

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

NHS South West Essex Vision

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

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

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

This vision will be supported by four goals:

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

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

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

Figure 2: Hierarchy of Health Care Provision



(Source: NHS South West Essex, 2009)

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

CSTP11 - HEALTH PROVISION

1. Health Care Provision

The Council will work with partners to deliver:

- I. A healthy, strong and vibrant sustainable community by ensuring the delivery of health care infrastructure within Thurrock through a tiered model for health care provision.

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

2. Tier 3 - A Community Hospital - Offering High level Intermediate Services

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

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

- i. The Council supports the development of Tier 2 health care infrastructure in Thurrock, with each facility providing a range of specialist health services for a population of approximately 30,000 people. They are anticipated to be delivered at the following locations:
 - i. **Purfleet** - Over the next ten years the population of Purfleet is expected to increase due to proposed housing developments. An increase in health care services will be provided to meet increasing needs in Purfleet as the area is developed. The level of these facilities and timing of construction will depend on the phasing of the proposed development.
 - ii. **Grays Town Centre** - New GP-led health care facilities at the Equitable Access Centre. This service will be available in 2010 and will lead to a requirement for four additional Whole Time Equivalent (WTE) GP's in 2010, and one further WTE GP by 2014.
 - iii. **Tilbury** - Proposed new modern health care facilities to address the deficit in provision in Tilbury following a strategic review and public engagement during 2009. It is anticipated that this will lead to a requirement for three additional WTE GP's by 2012.
 - iv. The Council will work with health partners to plan for additional facilities in Thurrock Urban area if need is identified from any future assessments.

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

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

	Current figures	Deficit	Planned developments
GP's	36 GP practices housed within 34 GP centres and 7 Health Centres (79 GPs, which is equal to 71.6 whole time equivalent (wte) GPs)	Thurrock is recognised as being under-doctored by c. 20 wte GPs when compared to the England average.	Grays Equitable access centre = 5wte Potential Tilbury development = 3 wte Potential West Thurrock/Purfleet = 4 wte Succession planning scheme - funding for new partners and grants to support

			practice mergers - 4wte
Dentist	21 dental practices (Approx. 60 dentists) 193,992 units of dental activity 9,847 units of orthodontic activity	PCT target: 66% of the population with access to NHS dentistry. (Thurrock currently at 55%)	143,000 units of dental activity including dental access centre to be incorporated in new Equitable Access Centre (Grays) Increased orthodontic activity

5. Partnership Working

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

6. Adult Social Care

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

7. Private Sector Provision

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

8. Developer Contributions

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

Key Diagrams and Maps

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

CSTP12 - EDUCATION AND LEARNING

Introduction

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

Thurrock Strategies and Plans

5.81 Thurrock's *Sustainable Community Strategy (2009)* highlights a number of objectives related to education, including providing better access to learning opportunities for skills and personal development. The Core Strategy highlights the spatial implications for providing better education and learning opportunities in Thurrock and for realising opportunities to co-locate and integrate with other services.

5.82 Thurrock has a strategic vision for educational transformation; it is embodied in the *Children and Young People's Plan*. This plan overarches all other strategies and plans for education and learning. Thurrock Council's *School Strategy 2020 Vision* and plans for education emphasise the importance of integration of services to deliver the *Every Child Matters* agenda; integration through partnerships, collaboration, federations, and clusters is a central part of the vision for delivering education and learning. Therefore appropriately sized and located sites and high quality communications and transport infrastructure are essential for access and delivery.

5.83 Thurrock Council's vision for education commits to developing a co-ordinated and collaborative approach to delivering the 14-19 curriculum entitlement. In accordance with the Education and Skills Act 2008 Thurrock Council has arrangements in place to promote co-operation between the local authority, relevant partners such as the Learning Skills Council (LSC) or successors, and 14-19 providers, as part of the Children's Trust. The 14-19 Strategic Partnership, as a sub-set of the Children's Trust is the key body for this work. Thurrock Council, South Essex College, TTGDC, the Higher Education Funding Council for England, Anglia Ruskin University, University of East Anglia, University of Essex and regional/local providers are leading implementation of co-located higher education in Thurrock at the Thurrock Learning Campus. The Core Strategy supports the vision and highlights the development of the proposed Thurrock Learning Campus in Grays town centre and other higher educational facilities such as the linked Royal Opera House and National Skills Academy.

5.84 Thurrock Council is committed to developing its secondary education, training and community provision for young people and their families through the national programmes for *Academies* and *Building Schools for the Future (BSF)*. These programmes and developers' obligations will substantially fund the enlargement, replacement and/or refurbishment of all secondary schools both mainstream and special.

5.85 Thurrock's long-term aims for primary education are to raise and accelerate progress in attainment, raise aspirations, secure all through primary provision in all schools and provide for growth but also redress any marked imbalances between supply and demand. Primary schools will be renovated and a few rebuilt: this will be substantially funded by the national

Primary Capital Programme (PCP) and developers' obligations. Additional primary schools will be necessary where there are large housing developments. The PCP includes both mainstream and special schools.

5.86 The Thurrock Thames Gateway Development Corporation's (TTGDC) *Regeneration Framework: Transforming and Revitalising Thurrock* encourages participation and attainment in lifelong learning and skills development by co-ordinating the input of partners to improve the pattern and take up of local education. This vision has been carried forward into the TTGDC *Spatial Plan*, its masterplanning exercises, particularly in Grays Town Centre, and the Core Strategy.

5.87 It is the Council's objective and priority to maximise the benefit of investment in buildings, grounds and Information and Communications Technologies (ICT), to achieve educational transformation. These are the three principal themes of transformation, with educational attainment our priority, to drive forward:

- **Education vision** - focus on vision and defining the needs of the future and not just address today's problems.
- **ICT integration** - challenge how the teaching and learning opportunities from ICT affect the design of facilities and the delivery of curriculum.
- **Design** - explore design opportunities for educational settings, for example learning spaces and security, and designs which are inspiring and memorable - places where students want to come and enjoy every day.

An essential part of achieving transformation is the relationship between these themes.

CSTP12 - EDUCATION AND LEARNING

1. General Approach

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

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

2. Post 16 Education

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

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

3. Secondary Education

To meet the educational, training and community needs of young people and their families for the period of this plan, the Council is committed to replace and improve mainstream secondary school provision and will work with partners to identify and/or confirm sites of an appropriate size and location for schools as set out in the *School Strategy 2020*

Vision including:

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

4. Primary Education

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

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

5. Special Education

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

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

6. Developer Contributions

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

Key Diagrams and Maps

Key diagram

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

CSTP13 - EMERGENCY SERVICES AND UTILITIES

Introduction

5.88 Adequate infrastructure such as emergency services and public utilities (police, ambulance, fire services, water, gas, electricity and sewerage) are essential for creating sustainable development of land for housing. Transport, open space, and health infrastructure are critical, but these have been covered in other policies in the plan. The Council will work with partners such as utility providers, the Local Strategic Partnership, the Police, the Community Safety group, and the Community and Voluntary sectors to ensure the provision of these facilities.

5.89 Future development in Thurrock will also put pressure on infrastructure. Without appropriate investment, further development will be neither sustainable nor acceptable. The infrastructure requirements of new development will need to be established, and the need for any infrastructure should be planned before development takes place. In many cases, this might be provided by developers in the form of contributions. This policy aims to ensure that key services are located in sustainable locations to promote service delivery for existing and future communities.

Thurrock Plans and Strategies

5.90 The *Thurrock Water Cycle Study* (comprising Scoping Study, 2009; Outline Study, 2010; and Detailed Study, forthcoming) assesses the effect of the growth proposed for Thurrock in this Plan, under the terms of the RSS, on water cycle infrastructure and the water environment within the Thurrock study area. The study determines where additional investment is required in order to (i) supply the new infrastructure required to support the housing growth, and (ii) to protect the water environment. The Detailed Study will define in more detail the infrastructure requirements to support development in the Borough, and will enable Thurrock Council and its partners to determine when phased delivery of waste water infrastructure will be required, in parallel with the development of new housing, to safeguard the water quality of European Sites (Ramsar Sites, Special Protections Areas and Special Areas of Conservation) against increased volumes of waste water. The *Thurrock Infrastructure Prioritisation and Implementation Programme* (2010) assesses Thurrock's infrastructure needs, including emergency services, health infrastructure and other community facilities and utilities, in light of the growth proposed in the Borough during the lifetime of the plan.

5.91 *The Sustainable Community Strategy* (2009) aims to ensure that Thurrock's Third Sector will be thriving and providing high quality services according to identified needs. Clearly the inclusion of this policy aims to ensure that health, police, fire and statutory undertaker's services and facilities are appropriately located to maximise service delivery for the existing and future Thurrock community.

CSTP13 - EMERGENCY SERVICES AND UTILITIES

1. The Council will work with partners to ensure the adequate provision of emergency services and utilities to meet existing and future needs. The Council will ensure that:
 - i. Proposals for development will not be permitted unless the Council is satisfied that any consequential loss or impact on utility infrastructure or emergency services is fully mitigated.
 - ii. The Council will aim to facilitate co-location of services especially within community hubs where opportunities arise.
 - iii. The Council will ensure that services are easily accessible to minimise response times for the local community within Thurrock.

- iv. The Council and partners will work with the Essex Local Resilience Forum in order to ensure that emergency services are able to reach all members of the community within Thurrock.
- v. The Council will work with partners to ensure that facilities and services are located and designed to be resilient to flood risk and other emergencies to ensure continuity of service in times of flood.
- vi. Proposals for development will not be permitted unless the Council is satisfied that mechanisms to ensure the co-ordinated and timely delivery of utility infrastructure has been put in place.
- vii. Proposals for development must provide for the phased delivery of any necessary new infrastructure linked to the phasing of development, particularly water supply and waste water treatment.

2. Key Schemes

I. **Emergency Services**

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

II. **Utilities**

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

III. **Funding and Developer Contributions**

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

Key Diagrams and Maps

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

CSTP14 - TRANSPORT IN THE THURROCK URBAN AREA: PURFLEET TO TILBURY

Introduction

5.98 The Thurrock Urban Area (Key Centre for Development and Change) is the main focus for growth for new housing, employment and associated development extending from Purfleet, West Thurrock/ Lakeside, Grays, Chadwell St Mary to Tilbury. Focusing growth in these areas will improve accessibility, as it will enable people and services to be located closer together, including through the delivery of community infrastructure such as the Learning Campus at Grays. It also risks generating high levels of additional traffic in a constrained and highly populated urban area.

5.99 In order to achieve the delivery of growth in the Thurrock Urban Area, the policy will enable improvement in accessibility and achieve modal shift to improve the quality of life for residents.

5.100 Combined with parking controls, the improvement of sustainable transport modes can tackle congestion in urban areas by means of modal shift and improve economic productivity. The policy highlights the benefits of modal shift for reducing emissions, and the health benefits of active transport.

Thurrock Plans and Strategies

5.101 *The Thurrock Transport Strategy 2008 - 2021* recognised the necessity of improving sustainable transport modes, combined with good management of car parking, in order to deliver the planned growth sustainably. It plans to improve accessibility and prioritise road safety interventions so as to help tackle the high levels of deprivation in parts of the Thurrock Urban Area, and to promote a modal shift. The *Sustainable Communities Strategy (Thurrock LSP 2009)* priority sets out that roads, public transport networks and housing will be enhanced so that local people have better access to employment opportunities, other amenities and affordable housing.

5.102 The forecast traffic increases will result in considerable congestion (*Infrastructure Deficit Study 2004 - 2021*) and associated air pollution, and will therefore require strong interventions to make the growth deliverable and sustainable. Local policies are required to address challenges identified in the *Thurrock Transport Strategy Evidence Base 2008*, such as increasing the low levels of walking and cycling, making the most of the good levels of accessibility to local services, improving access to hospital and further education, building on modal shift achieved through travel planning, meeting the forecast demand for public transport, enabling access to and use of the Greengrid and helping to deliver the National Cycle Network Route 13, and managing the increased risk of walking and cycling accidents as a result of modal shift.

CSTP14 - TRANSPORT IN THE THURROCK URBAN AREA

1. The Council will work with partners to deliver at least a 10% reduction in car traffic from forecast 2026 levels. To achieve this the Council and partners will:
 - i. Phase the delivery of a network of walking and cycling core routes, with priority in growth areas. These will be supported by widespread provision of good quality cycle parking facilities. The core routes will improve access to education, healthcare, transport interchanges, employment, sports facilities, the riverside, Grays town centre, and Lakeside Regional Shopping Centre. They will also form an integral and substantial part of the Greengrid. In fulfilling this role the core routes will also provide sustainable

access from the urban doorstep to both strategic and local green space. Wherever possible the design and route selection will assist to deliver biodiversity enhancement and habitat corridors.

- ii. Implement widespread 20mph zones in residential areas in the Thurrock Urban Area. Priority will be in areas of deprivation, especially health deprivation, in order to create neighbourhoods that are safer for pedestrians and cyclists as well as residents.
- iii. Deliver the National Cycle Network Route 13 by 2026.
- iv. Improve public transport infrastructure in the Thurrock Urban Area through the phased delivery of the South Essex Rapid Transit (SERT) and other inter-urban public transport and bus priority, allowing fast and reliable services to the new Community Hospital and Learning Campus at Grays, Lakeside Regional Shopping Centre, and employment opportunities.
- v. Ensure new development promotes high levels of accessibility by sustainable transport modes and local services are conveniently located to reduce the need to travel by car.
- vi. Employ Smarter Choices measures to change travel behaviour to achieve a reduction in forecast traffic and help to deliver better air quality and a better environment for job creation. Priority areas for Smarter Choices programmes include Grays and Lakeside.
- vii. Identify priority areas such as Grays town centre and Lakeside Basin, for network efficiency improvement measures to address congestion and air quality issues. Other Air Quality Management Areas as well as growth/regeneration areas will undergo transport network improvements, including where improved access is required.
- viii. Road space will be reorganised to improve the public realm and give further priority to sustainable modes at transport interchanges, with priority at Grays rail station.
- ix. The maximum and minimum residential car parking standards and the maximum non-residential car parking standards will be reduced where accessibility is high. This would principally be in areas within the vicinity of transport interchanges, inter-urban public transport routes, and town centres.

2. New Lakeside Regional Centre

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

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

Key Diagrams and Maps

Key Diagram

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

CSTP15 - TRANSPORT IN GREATER THURROCK

Introduction

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

Thurrock Plans and Strategies

5.104 The *Thurrock Transport Strategy 2008 - 2021* plans to focus accessibility improvements in Greater Thurrock on helping to deliver the Greengrid strategy and on supporting Demand Responsive Transport, especially to link up with good public transport services. *The Sustainable Communities Strategy* (Thurrock LSP 2009) aims to improve access to sustainable modes of transport, promote healthy lifestyles, and improve the natural environment, as well as overall try to enable existing as well as new communities to benefit from development.

5.105 A number of transport challenges were identified in the *Thurrock Transport Strategy Evidence Base* (2008), such as building on recent improvements to public transport accessibility and the availability of Demand Responsive Transport, improving accessibility to further education and hospitals by public transport, ensuring the most is made of a Rights of Way network that is easy to use, delivering accessibility to London Gateway and the Thurrock Urban Area, and implementing the School Travel Plans.

5.106 The *Greengrid Strategy 2006-2011* recognises that improved green access links which enable movement of people and wildlife between countryside and strategic openspace to doorstep spaces, is key to maximising the benefits of all green spaces. *The Greengrid Strategy for Thurrock 2006-2011* is supported by the *Thurrock Open Space Strategy 2006-2011*, the *Thurrock Biodiversity Study 2006-2011* and the *Green Infrastructure Plan for Thurrock 2006-2011*.

CSTP15 - TRANSPORT IN GREATER THURROCK

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

- i. Promote and support the use of passenger services that respond to demand particularly in areas with poor accessibility.
- ii. Integrate local passenger transport services with the inter-urban public transport routes such as SERT.
- iii. Prioritise Rights of Way/Bridleway improvements, such as the Mardyke Valley route, that contribute to the development of the Greengrid.
- iv. Develop local walking and cycle routes that link to the Thurrock urban area and that link the National Cycle Network Route 13 to employment. Access to London Gateway will be a priority. These local routes will also form an integral part of the Greengrid strategic and local green links. Wherever possible the design and route selection will assist to deliver biodiversity enhancement and habitat corridors.
- v. Support more sustainable and healthy travel patterns through school and workplace travel plans, particularly in South Ockendon and in accessing London Gateway. The latter

should include improved public transport interchange at Stanford-le-Hope railway station and with SERT, to connect with local bus services to London Gateway.

- vi. Growth or regeneration areas will also undergo transport network improvements where new accesses are required, particularly for sustainable transport modes.
- vii. Ensure new development, especially London Gateway, promotes high levels of accessibility by sustainable transport modes and local services are conveniently located to reduce the need to travel by car.

Key Diagrams and Maps

Key Diagram

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

CSTP16 - NATIONAL AND REGIONAL TRANSPORT NETWORKS

Introduction

5.107 Although most of the growth in Thurrock will be in the Thurrock Urban Area, as well as at the London Gateway development, considerable growth will take place just outside the Borough as part of the wider Thames Gateway growth and regeneration. Thurrock is also an area of port-related activity and industry generating considerable and growing numbers of HGVs, which require access to destinations well beyond Thurrock. All this means that travel demand for both HGVs and people along key corridors is considerable and is forecast to grow.

5.108 Supporting economic growth by ensuring sustainable, high quality and reliable access to key employment locations and the ports is critical. This will be achieved by enabling more inter-urban movements to be made by public transport, thereby improving accessibility, as well as achieving modal shift and a consequent reduction in emissions.

5.109 The NPPF indicates that the transport system needs to be balanced in favour of sustainable transport modes.

Thurrock Plans and Strategies

5.110 The *Thurrock Transport Strategy 2008 - 2021* plans to achieve a modal shift onto a high quality inter-urban public transport network, with high quality bus routes where rail does not exist. Where modal shift is not sufficient to ease congestion on those routes important for the Thurrock economy, it plans to ease congestion by improving highway capacity and to complement this with a high priority being given to tackling incidents, such as accidents, that cause sporadic congestion.

5.111 According to the *Thurrock Transport Strategy Evidence Base (2008)* and the *Infrastructure Deficit Study 2004 - 2021*, the situation in Thurrock creates many challenges that need addressing including providing transport choices for the high levels of in and out-commuting, continuing the recent increase in bus and train use to facilitate the forecast demand for public transport, improving accessibility to non-local services such as hospital and further education, overcoming the remoteness of London Gateway from the urban area, and addressing congestion and capacity issues adversely affecting key pieces of infrastructure (with knock-on impacts for local roads), such as parts of the A13, M25 and also some rail stations.

CSTP16 - NATIONAL AND REGIONAL TRANSPORT NETWORKS

1. The Council will work with partners to deliver improvements to national and regional transport networks to ensure growth does not result in routes being above capacity. Public transport improvements will be prioritised in order to achieve a modal shift. To achieve this the Council and partners will:
 - i. Develop a high quality network of inter-urban public transport routes offering a minimum of a half hourly frequency during the day, linking the Thurrock Urban Area with other Regional Transport Nodes and London.
 - ii. Improve capacity by lengthening platforms at key railway stations.
 - iii. Provide a route linking Thurrock Urban Area to Basildon through SERT by 2016 followed by additional routes to other Regional Transport Nodes.
 - iv. Improve passenger connections that make use of the River Thames, such as linking Tilbury and Gravesend.
 - v. Improve capacity and connections between modes of transport at key transport interchanges such as rail stations. Priority will be given to:

- i. Improvements of inter-urban public transport routes and connections, and especially access to Strategic Employment Sites.
- ii. Improvements at Grays, Stanford-le-Hope, Chafford Hundred/ Lakeside, Tilbury, and Purfleet, and a new rail station at West Thurrock.
- vi. Target key economically important routes for accident reduction interventions.
- vii. Support the delivery of additional highway capacity, including through the use of technology and information, but only where modal shift will be insufficient to address congestion. Opportunities will be taken to improve public transport as part of any enhancements. Priority will be given to routes that provide access, especially for freight, to Strategic Employment Sites, the ports at London Gateway, Tilbury and Purfleet, and regeneration areas. This will include:
 - i. M25 between junctions 27 and 30
 - ii. M25 junction 30
 - iii. A13 from A128 to A1014
 - iv. A13 and A1089 junction improvement
 - v. A1014 from A13 to London Gateway

2. Thurrock Council will, with the Highways Agency and relevant stakeholders where appropriate, identify cost effective interim measures to deliver sustainable and efficient national and regional transportation infrastructure within Thurrock.

Key Diagrams and Maps

Key Diagram

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

CSTP18 - GREEN INFRASTRUCTURE

Introduction

5.115 The *Thurrock Green Infrastructure Plan* is a key delivery document for the Sustainable Community Strategy. Its principle puts natural environment features and processes at the centre of land use management and development of both private and public land. Green Infrastructure assets include both large and small scale, natural and developed land, such as rivers and flood plains, road and railway corridors, civic spaces, private gardens, street trees, green roofs, cemeteries and churchyards, productive land, vacant and derelict land.

5.116 Thurrock's approach is to ensure the provision of a multi-functional landscape and maximise connections between assets. It will deliver a network of green assets and green links to serve and connect the urban and rural areas and their communities, enhance local landscape character and promote a sense of place for Thurrock. A key element of the Green Infrastructure approach is the use of green assets for multiple functions. Green Infrastructure has a wider approach than open space and aims to influence private land holdings as well as public land.

Green Infrastructure provides a number of 'ecosystem services':

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

Thurrock Plans and Strategies

5.117 The *Greengrid Strategy 2006-2011* recognises that improved green access links between green assets is key to maximising the benefits derived from green assets for residents, workers and visitors to the Borough.

5.118 The *Green Infrastructure Plan for Thurrock 2006-2011*, sits within the *Thurrock Greengrid Strategy 2006-2011* along with the *Thurrock Open Spaces Strategy 2006-2011* and the *Thurrock Biodiversity Study 2006-2011*. It identifies green assets as having the potential to perform multiple functions and details the appropriate Green Infrastructure to be delivered to address deficiencies and meet the needs of the growing population. There is a need to enhance existing provision to ensure that it meets the standards set out in the Council's *Community Spaces and Open Spaces Study (2005)*. It also identifies many examples of Green Infrastructure assets in addition to potential sites for creation or enhancement of green infrastructure assets including:

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

5.119 A Landscape Strategy for Thurrock 2002-2017 confirms the Council's commitment to conserving and enhancing the landscape character of the Borough, and sets out specific

features to be preserved and enhanced. Within this there are opportunities to improve the quality of the urban fringe through the provision of new woodland planting, hedgerow planting and other habitat improvements. This may also come through allowing appropriate uses in the countryside, such as informal recreation and access, which is further addressed in the Well-Being: Leisure and Sports policy.

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

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

CSTP18 - GREEN INFRASTRUCTURE

1. Green Infrastructure Network

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

2. A net gain and New Development

- i. The Council will require a net gain in Green Infrastructure. This will contribute to addressing the existing and developing deficiencies, ensuring connectivity and relieving pressure on designated biodiversity sites such as SSSI's.
- ii. Alongside the requirements for biodiversity set out in Policy CSTP19, development must contribute to the delivery of Green Infrastructure, including the acquisition, planning, design and ongoing management consistent with the emerging Greengrid SPD. A key element of this will be connectivity and the integrity of the network; sites should not be considered in isolation.
- iii. Opportunities to increase Green Infrastructure will be pursued in new developments through the incorporation of features such as green roofs, green walls and other habitat/wildlife creation and also innovative technology.
- iv. Green Infrastructure assets will be identified, enhanced and safeguarded through:
 - i. Not permitting development that compromises the integrity of green and historic assets and that of the overall Green Infrastructure network;
 - ii. Using developer contributions to facilitate improvements to the quality, use and provision of multi-functional green assets and green linkages; and
 - iii. Investment from external funding sources.

3. Deficits

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

4. Programmes

- i. The Council will work with partners to develop and implement Green Infrastructure through an area-based Greengrid Improvement Zones at a local level as necessary in order to deliver the green infrastructure in accordance with the overarching objectives of the Greengrid Strategy.
- ii. The Council will lead in Green Infrastructure management through developing best practice biodiversity enhancement throughout both urban-amenity and infrastructure land.

This will be coordinated by programmes of education and community engagement and will support the development of environmental skills training in the region.

- iii. Allocations for new Green Infrastructure for Lakeside will be identified in other relevant Development Plan Documents.
- iv. The Council will identify projects to enhance the network further by improving the quality of existing provision and create new facilities to address existing deficiencies and serve the increasing population and to improve links between sites.

Key Diagram and Maps

Map 3: Location of Greengrid

Map 5: Location of Strategic Biodiversity Sites

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

CSTP19 - BIODIVERSITY

Introduction

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

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

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

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

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

5.124 The *Biodiversity: The UK Action Plan* published in 1994, sets out broad strategies for biodiversity conservation in the UK for the next 20 years. A UK Biodiversity Steering Group was set up, and its report published in 1995 gave more detailed action plans for species and habitats of highest priority for conservation action. The report also promoted Local Biodiversity Action Plans as a means of implementing the national plan. Currently Geodiversity Action Plans are being developed by local 'geo' groups in Eastern England as part of the East of England Geodiversity Partnership. Sites within Thurrock will be key elements in the plans.

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

landscape scale. The first step is to develop clear visions with action plans setting out how the areas of biodiversity significance can be improved.

Thurrock Plans and Strategies

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

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

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

CSTP19 - BIODIVERSITY

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

1. The Biodiversity Network

The Council will create a robust network of ecological sites centring on the designated sites, i.e. SSSIs, SPAs, Ramsar, Local Nature Reserves and Local Wildlife Sites. These sites will be safeguarded and enhanced to mitigate the effects of past habitat loss and fragmentation, development and climate change.

2. Positive Biodiversity Management

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

3. Key Sites

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

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

4. Climate Change and Habitat Loss

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

5. Biodiversity and Geodiversity Action Plans

- i. The Council is committed to delivering the actions set out within the Thurrock, Essex and UK Biodiversity Action Plans.
- ii. The Council will promote small-scale biodiversity interventions such as green roofs.

- iii. The Council supports the production and implementation of the Geodiversity Action Plans being developed by local 'geo' groups in Eastern England as part of the East of England Geodiversity Partnership.

Key Diagrams and Maps

Key Diagram.

Map 5: Location of Strategic Biodiversity Sites.

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

CSTP20 - OPEN SPACE

Introduction

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

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

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

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

Thurrock Plans and Strategies

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

CSTP20 - OPEN SPACE

- I. The Council will seek to ensure that a diverse range of accessible public open spaces, including natural and equipped play and recreational spaces is provided and maintained to meet the needs of the local community.
- II. New provision will be encouraged particularly to address areas of deficiency as identified in the Open Space Strategy. Areas identified include:
 - i. Purfleet;
 - ii. West Thurrock/Lakeside Basin;
 - iii. Chafford Hundred;
 - iv. South Chafford;
 - v. Grays;
 - vi. Parts of South Ockendon and Aveley;
 - vii. North Stifford;
 - viii. Parts of Chadwell St Mary;
 - ix. Parts of Tilbury;
 - x. Parts of Stanford-le-Hope; and
 - xi. Horndon-on-the-Hill.

- III. Proposals for new development must ensure the adequate provision of a range of accessible, high quality open space, including natural and semi-natural green space. Consideration must be given to the open space standards for open space provision within new developments set out in the Layout and Standards SPD and Appendix 5.
- IV. Wherever possible, open spaces should be identified, planned, designed and managed as areas that can perform multiple functions. Functions to be considered in the planning, design and management of open spaces include:
 - i. strategic functions (buffering and linkages);
 - ii. biodiversity;
 - iii. climate change mitigation and adaptation;
 - iv. historic interest;
 - v. urban quality;
 - vi. health and well-being;
 - vii. sustainable transport and movement;
 - viii. productivity of land (food production, allotments);
 - ix. community use (places for congregating and events) and
 - x. visual amenity.
- V. The Council will work towards the achievement of Green Flag status for Thurrock's public parks.

Funding and Developer Contributions

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

Key Diagram and Maps

Map 3: Location of Greengrid

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

CSTP22 - THURROCK DESIGN

Introduction

Good design is crucial to achieving Thurrock's environmental, economic and social objectives, including enhancing the environment and improving the quality of life and the prospects of those who live in the Borough.

The Council wants to promote an understanding of good design in Thurrock that extends beyond the quality of the architecture of individual buildings and encompasses the effect of development on the environment, character and quality of Thurrock as a whole. All development has the potential to contribute to the objectives of the Borough and should be designed to do so, integrating into and enhancing the Thurrock Greengrid, contributing to efforts to adapt to and mitigate climate change, contributing to the local economy and the quality of life of residents and delivering sustainable development throughout the Borough.

Thurrock Plans and Strategies

5.136 *Thurrock Thames Gateway Development Corporation's (TTGDC) Spatial Plan (2007)* reiterates the Council's commitment to promoting the success of Thurrock through development of high quality, which reinforces local community identities. The *Thames Gateway South Essex Partnership's Delivering the Future (2003)* stresses the role of high quality design in the regeneration of the region.

5.137 Thurrock Council has adopted the *Essex Design Guide* (Essex County Council, 1997) as Supplementary Planning Guidance to inform the design of housing and covers such aspects as layout, landscaping, access, garaging and parking, services, building design and materials. Although some parts of this document have been superseded by subsequent policy documents, it provides a solid basis for design.

5.138 This policy is informed by Thurrock Council's *Urban Character Study (2005)*, which assesses the features of each settlement. *Volume 2 (Design Exercises)* includes design case studies undertaken to inform the capacity estimates including four 'design exemplar' sites within Thurrock. The Council is preparing a Sustainability Checklist. Under the Sustainability Checklist, development over specific thresholds will be required to demonstrate social, environmental and economic elements have been addressed to the satisfaction of the Council.

CSTP22 - THURROCK DESIGN

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

- i. Development proposals must demonstrate high quality design founded on a thorough understanding of, and positive response to, the local context.
- ii. The Council will promote a robust design process with the use of skilled designers so that proposals achieve the best balance of physical, social, economic and environmental outcomes.
- iii. In particular, the Council requires developers to demonstrate that their proposals are designed to respect the distinct positive characteristics of areas within Thurrock, whether urban or rural, and create a sense of place within their schemes.
- iv. Development must provide a high standard of inclusive design so that it is accessible to all users.
- v. Development must be safe and secure in its design and contribute to community safety.
- vi. The Council will encourage distinctive new designs of high architectural quality in appropriate locations.

- vii. Development must embrace the use of high quality design including sustainable, renewable resources of energy and low-emissions technology, and enhance Green Infrastructure.
- viii. The Council will require that developments address the particular sensitivities and capacity of the places within which they occur, including how adverse impacts are mitigated.

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

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

Key Diagram and Maps

Not Applicable

CSTP23 - THURROCK CHARACTER AND DISTINCTIVENESS

Introduction

5.139 The character of a place or area is derived from the recognisable and consistent patterns of natural, historic and built elements within it, which make it different or distinct from another place or area. Thurrock recognises that protecting and promoting the best elements of the Borough's character and strengthening its sense of place provides benefits for community cohesion, the quality of life, and economic growth.

5.140 Thurrock is broadly characterised into areas of coastal marshes, the Thames terrace, rolling hills and rural villages in the north and larger residential and industrial areas in the south and east. Thurrock's landscape includes large scale landmarks and fragmented but highly valued areas of historic interest, biodiversity and amenity value. The resulting character is of surprising contrast and juxtaposition of local and micro-character areas.

5.141 Thurrock's proximity to London and its position as a transport gateway is reflected in its historical land-use features, as well as the existing pressures created by its busy road and rail network. The transport and energy infrastructures have resulted in the physical and visual subdivision of the Borough and significant decline in amenity and tranquillity values. Waste management and mineral working combined with incremental change in urban and rural areas has degraded the quality and cohesion of the Borough's character.

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

Thurrock Plans and Strategies

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

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

CSTP23 - THURROCK CHARACTER AND DISTINCTIVENESS

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

1. The Council identifies the following key areas where character is a key issue:
 - i. Regeneration Areas
 - ii. Lakeside Basin
 - iii. Strategic Employment Hubs
 - iv. High volume transport networks
 - v. Urban Fringe
 - vi. Town/Village centres
 - vii. Historically Sensitive Areas
 - viii. Strategic Natural and Semi- Natural Spaces

- ix. Strategic Multifunctional Green Space
 - x. Rural landscapes
 - xi. Green Belt
 - xii. Wooded Hills
 - xiii. Residential Precincts comprising distinctly spacious residential areas and the intensively developed Homesteads ward
 - xiv. Small scale sites where development may contribute to cumulative degradation.
2. The Council requires the retention and enhancement of significant natural, historic and built features which contribute to the character of the Borough as defined by their value, quality, cultural association and meaning or their relationship to the setting and local context.
 3. The Council requires the retention and enhancement of strategic and local views, which contribute to a distinctive sense of place. Where development will affect these views, their sensitivity and capacity for change must be adequately assessed and the effect of the development on them appropriately tested.

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

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

Key Diagrams and Maps

Map 4: Location of Landscape Character Areas

Residential Precincts are identified on the Interim Adopted Proposals Map.

CSTP24 - HERITAGE ASSETS AND THE HISTORIC ENVIRONMENT

Introduction

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

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

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

Thurrock Plans and Strategies

5.147 Thurrock contains a number of important historic assets including:

- 7 Conservation Areas;
- 241 entries in the List of Buildings of Special Architectural or Historic Interest;
- 16 Scheduled Ancient Monuments;
- 1 listing on the Register of Parks and Gardens of Special Interest;
- 23 Ancient woodlands; and
- 1095 Archaeological records on the Historic Environment Record.

5.148 Between 2007 and 2009, the Council adopted *Character Appraisals and Management Proposals* for each of the seven Conservation Areas in the Borough. The Character Appraisals evaluate the Conservation Areas' special interest and significance, and the Management Proposals set out how the areas will be preserved and enhanced. The Council will review

Character Appraisals at least every five years to ensure that they are fit for their purpose of preserving and enhancing the Borough's heritage assets.

5.149 The Council aims to review the *Thurrock Heritage at Risk Register* annually, to identify the Borough's Listed Buildings in need of repair and/or maintenance. The register informs bids for grant funding, and work with developers, when relevant planning applications come forward. The Council will also prepare a local list of heritage assets. In 2009, the Council also commissioned a *Historic Environment Characterisation Project* of Thurrock which highlights the sensitivity and importance of the Council's historic environment.

CSTP24 - HERITAGE ASSETS AND THE HISTORIC ENVIRONMENT

1. Protecting and Enhancing Heritage Assets

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

2. Proposed Development

- i. All development proposals will be required to consider and appraise development options and demonstrate that the final proposal is the most appropriate for the heritage asset and its setting, in accordance with:
- The objectives in part 1 above;
 - The requirements of PMD 4 Historic Environment;
 - Conservation Area Character Appraisals and Management Proposals as appropriate; and
 - Relevant national and regional guidance.

3. Priorities for Heritage Regeneration and Enhancement

- i. The Council will work collaboratively with owners and partners to encourage the appropriate regeneration and use of priority heritage assets to secure their long-term future. The Council will identify priority heritage assets from:
- i. English Heritage's national Heritage at Risk Register;
 - ii. The *Thurrock Heritage at Risk Register*, which will be reviewed annually;
 - iii. The Conservation Area Management Proposals, which will be reviewed at least every five years, and
 - iv. A local list of heritage assets once produced.
 - v. The Historic Environment Record
- ii. Of priority heritage assets already identified, the Council will:
- i. Ensure that the setting of Tilbury Fort, including views of it from the river, are appropriately protected and enhanced, and that encroachment on the open land around it is not permitted.
 - ii. Ensure that the setting of Coalhouse Fort is appropriately protected from development and that its fabric is conserved.
 - iii. Resist development that undermines an understanding of the role the river Thames has played in the historic development of Thurrock.
 - iv. Promote public access between Tilbury Fort and Coalhouse Fort through riverside links.
 - v. Ensure that any new development close to, or within, Bata Village or the Bata Factory complex is well designed and contributes positively to their settings.
 - vi. Ensure that Thurrock's historic landscapes, and the contribution made to them by ancient woodland, hedgerows and trees, are appropriately considered in all development proposals.

Key Diagrams and Maps

Map 4: Location of Landscape Character Areas

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

CSTP25 - ADDRESSING CLIMATE CHANGE

Introduction

5.150 Whilst climate change has been identified as one of the most important challenges we face as a global community, it may also have severe repercussions on a local level in Thurrock. Rises in sea level from partial melting of large ice masses could lead to widespread flooding. Climate change could also lead to higher local temperatures, stronger winds, significant changes in rainfall, and increases in coastal and soil erosion, all of which will have impacts on Thurrock's economy, environment and population. Without substantial reductions in greenhouse gas emissions worldwide, local and global climates may continue to change. Planning for adaptation to the impacts of climate change and reducing vulnerability to these impacts is equally as important as climate change mitigation measures. Adaptation involves adjustments to natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.¹

5.151 As referenced in Policy CSTP22- Thurrock Design, new developments in Thurrock provide an opportunity to promote new techniques in design and renewable energy. To achieve this, the Council will:

- Secure the use of sustainable construction techniques;
- Develop guidance on sustainable construction and design for the construction of any new facilities;
- Enable increase of sustainable construction, design and renewable energy in new housing and industrial development;
- Reduce waste and carbon emissions; encourage better use of water and energy; and reduce environmental impact and increase efficiency of construction industry;
- Reduce our impact and increase our preparedness for climate change;
- Develop an action plan to improve energy efficiency in existing communities, and
- Promote and support climate change adaptation measures through the use of green infrastructure.

5.152 This policy covers the overarching issues for mitigation and adaptation of climate change in order to meet National and Local Area Agreement targets on reducing carbon dioxide emissions and adapting to withstand and minimise the impacts of climate change.

5.153 The *Climate Change Act (2008)* sets challenging but achievable targets for net UK carbon emissions, to reduce emissions to at least 80% lower than the 1990 baseline by 2050, with a reduction of at least 26% by 2020. The NPPF indicates that Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure.

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

Thurrock Plans and Strategies

5.155 The *Sustainable Community Strategy (Thurrock LSP, 2009)* advocates for more homes and businesses with reduced carbon emissions and for Thurrock to be better prepared for the impact of climate change. This is reiterated by *A Sustainable Framework for Thurrock* (Thurrock Council, 2007), which promotes the highest standards of sustainable construction and the Code for Sustainable Homes. In June 2007, the Council signed up to

the Nottingham Declaration on Climate Change, committing to various actions including reducing CO₂; developing plans with partners to address the causes and impacts of climate change; assessing risks; and monitoring progress. These will be further expanded in the *Thurrock Climate Change Strategy*, which is anticipated to be adopted by 2011. This will set out how the Council will lead by example by managing its own properties and providing services to residents, linking to priorities in the LAA and the Council's Corporate Plan.

5.156 *The Thurrock Climate Change Evidence Base* sets out the issues and opportunities surrounding climate change at a local level. This analysis found that Thurrock is particularly vulnerable to water resource deficiencies, sea level changes, fluvial flooding and is also likely to be at risk from subsidence. This confirms that new development must be designed to cope with a changing climate, to protect those who utilise development and to protect investment. Retrofitting existing development and infrastructure to adapt to climate change will also be essential for minimising the impacts of climate change on society and the economy. Based on the evidence, the following have been identified as priorities for Thurrock to consider in relation to strategic climate change action:

- Reducing CO₂ and N₂O emissions from the industrial and commercial sector, particularly from gas and electricity consumption;
- Reducing CO₂ and N₂O emissions from road transport, particularly from diesel freight vehicles and the workplace commuter;
- Reducing methane emissions from the waste sector, particularly from landfill;
- Increasing renewable and low carbon energy generation;
- Ensuring that new development incorporates energy and water efficiency into design;
- Ensuring new build developments incorporate climate change 'resistant' features to minimise vulnerability;
- Ensuring that new vulnerable development is not at risk of flooding; and
- Reducing flood risk at existing development.

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

CSTP25 - ADDRESSING CLIMATE CHANGE

1. Adaptation

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

2. Mitigation

- i. The Council will require new and existing development and associated activities to adhere to local, regional and national targets for reducing carbon emissions.
- ii. The Council will seek the achievement and maintenance of the following minimum reductions in CO₂ emissions compared to emissions in 2005:-

Sector	By 2015	By 2020
Domestic: CO ₂ per household	4.0%	5.8%
Road Transport: CO ₂ per AADT*	6.0%	6.5%

Business: CO2 per job	9.0%	11.3%
*Annual Average Daily Traffic		
3. The Council will employ innovative methods of reducing and mitigating emissions, including the introduction of a Carbon Offset Fund.		
Key Diagrams and Maps		
Not Applicable		

CSTP26 - RENEWABLE OR LOW-CARBON ENERGY GENERATION

Introduction

5.157 Renewable energy covers those energy flows that occur naturally and repeatedly in the environment. Low-carbon technologies are those that can help reduce carbon emissions. It also includes energy for heating and cooling as well as generating electricity.

5.158 Thurrock is performing relatively well in terms of renewable energy with 52.6 MW of installed capacity. Thurrock currently contains 54% of the county's and 11% of the region's renewable energy generating capacity (2008). The majority of renewable energy in Thurrock (76%) is derived from utilising landfill gas, with the remaining 24% provided by a biomass facility at Tilbury Power Station. Power stations in Thurrock currently generate over 1,800 MW of energy for homes around Britain, but they are also the largest point source emitters of CO₂. Encouraging the conversion of existing power stations or new renewable energy or low-carbon development should work to reduce CO₂ emissions from these point sources and also from industrial, commercial and domestic energy consumption.

5.159 Thurrock presents unique opportunities for encouraging additional standalone, large-scale renewable or low-carbon energy generation projects. For example, Tilbury Green Power has consent for a site in the Port of Tilbury for a 60MW facility using a mix of imported biomass and household waste. If this facility were to come forward, Thurrock's renewable energy generation would more than double. In addition small-scale energy generation technology can be promoted as ancillary to other uses such as residential, commercial and community.

Thurrock Plans and Strategies

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

CSTP 26- RENEWABLE OR LOW-CARBON ENERGY GENERATION

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

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

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

Key Diagrams and Maps

Not applicable.

CSTP27 - MANAGEMENT AND REDUCTION OF FLOOD RISK

Introduction

5.161 A large proportion of Thurrock's urban areas are located within Flood Zone 3, translating to approximately 11,000 properties currently at risk of flooding. The changing climate, combined with increased development pressures, will continue to make flood risk a key consideration for the Borough into the future.

5.162 In relation to flood risk the primary aim of the NPPF is to ensure that flood risk is taken into account at all stages in the planning process in order to avoid inappropriate development in areas at risk of flooding, and wherever possible, to direct development towards areas at least risk of flooding. This is achieved through the application of the Sequential Test.

5.163 An updated Strategic Flood Risk Assessment (SFRA) was completed in September 2009 and assesses all forms of flooding relevant to the Borough. This confirms that the majority of Thurrock Urban Area is classified as Flood Zone 3a, the high risk flood zone, with some areas of Flood Zone 3b, the functional floodplain, associated with the main rivers (River Mardyke and Stanford Brook) and the Flood Storage Area designated under the Reservoirs Act 1975 in the marshes immediately to the north of Tilbury.

5.164 The tidal floodplain associated with the River Thames is considered to be defended from tidal flooding to the 1 in 1000 year standard including climate change. The SFRA therefore concludes that the greatest flood risk posed to the Borough would result from the residual risk associated with a failure of those defences during an extreme tidal event. This residual risk has also been assessed in the Thurrock SFRA and includes the identification and classification of areas of flood hazard and also the times to inundation in the event of a breach of the defences.

5.165 The SFRA will be periodically reviewed and updated when necessary to keep pace with policy changes and new climate change guidance.

5.166 Core Strategy policies CSSP1 to CSSP5 identify the 5 Broad Areas for Regeneration within the Borough, these have all been subject to the Sequential Test. Future site allocations will be subject to a more detailed Sequential Test in accordance with the NPPF.

5.167 Due to the location of the main settlements in Thurrock and the nature of flood risk in the Borough, it has not been possible to locate all new development in areas of least flood risk. The NPPF therefore requires the application of the Exception Test which will ensure that proposed development will deliver sustainability benefits to the whole community, makes effective use of land and can be achieved safely without increasing flood risk elsewhere, and where possible, reduces flood risk overall.

5.168 In achieving the final part of the Exception Test at a strategic level, it will be essential to employ effective floodplain management through working with partner organizations, such as the Environment Agency and the Emergency Services, to deliver strategic flood management plans and programmes, and in the production of a comprehensive Emergency Plan for the Borough.

5.169 Of particular importance to Thurrock will be the Thames Estuary 2100 (TE2100) Plan, produced by the Environment Agency to provide a flood risk management plan for London and the Thames Estuary into the next century. The plan is due to be submitted to Defra in the first quarter of 2010 and will recommend what flood risk management actions will need to be

introduced and when over the next century. It is designed to be adaptable to a changing climate, even if climate change accelerates beyond current predictions.

5.170 The TE2100 Plan has divided Thurrock into four Policy Management Units (PMUs) covering Shellhaven and Fobbing Marshes; East Tilbury and Mucking Marshes; Purfleet, Grays and Tilbury; Rainham Marshes and the Mardyke.

5.171 In the east of the Borough the TE2100 Plan highlights that defences should be maintained to their current level into the future, although this would result in an increase in flood risk over time as sea-levels rise due to the impacts of climate change. Opportunities in these areas to manage the floodplain through effective land-use and emergency planning, as well as making space for water must therefore be sought.

5.172 To the west of the Borough the TE2100 Plan highlights that more action should be taken to keep up with the impacts of climate change. This would most likely be achieved through a combination of floodplain management techniques as described above, and also maintaining, and where possible improving, flood defences (subject to funding and approval).

5.173 The continued reliance on flood defences has implications for the biodiversity of the Borough due to the exacerbated threat of coastal squeeze. A range of flood risk management options should therefore be employed across the Borough to mitigate for this and opportunities to make space for water and recreate those habitats threatened or lost through coastal squeeze should be sought.

5.174 The South Essex Catchment Flood Management Plan identifies that, other than the residual flood risk associated with tidal sources, surface water flooding is also an issue for the Thurrock area. It is usually associated with heavy rainfall over a short period of time, particularly when the ground is already saturated or when flow channels become blocked or tide-locked.

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

CSTP27 - MANAGEMENT AND REDUCTION OF FLOOD RISK

- i. The Council will ensure that flood risk management is implemented and supported through effective land use planning. The Sequential, and where necessary Exception Test, as set out in the NPPF and associated Planning Practice Guidance will be employed when allocating sites for development and an Emergency Plan for the Borough will be completed.
- ii. The Council will also continue to work collaboratively with the Environment Agency by supporting the area based policy approach adopted in the Thames Estuary 2100 Project. In particular the Council will seek to safeguard existing flood defences and new areas for flood defences, water storage and drainage areas, as well as seeking secondary defences for key assets.
- iii. The Council will support the work of the Environment Agency in the Environmental Enhancement Project for the Mucking Flats and Marshes to ensure the delivery of appropriate flood mitigation and environmental enhancement measures.
- iv. The Council will work with the Environment Agency and other main stakeholders to ensure that fluvial and surface water flood risk is managed within Thurrock. This will include supporting the policies identified in the South Essex Catchment Flood Management Plan, such as identifying and safeguarding areas of land for existing and future areas of water storage in Policy Units 9, 10, 11 & 12 and in formulating System Asset Management Plans (SAMP) and the Integrated Urban Drainage Plans for Stanford-le-Hope, Tilbury and Purfleet. A Surface Water Management Plan will also be carried out to assist in the

- identification and mapping of areas susceptible to surface water flooding as recommended by Defra and the Pitt Review. Development proposals that will affect these locations will be expected to contribute towards infrastructure improvements, including where appropriate green infrastructure, in these locations to enable the development to proceed.
- v. The Council will ensure that, where necessary, new development throughout the Borough contains space for water including naturalisation and environmental enhancement.
 - vi. Developers will be required to incorporate sustainable drainage systems as a priority and to contribute towards flood risk management infrastructure where appropriate.
 - vii. Planning applications received for sites within Flood Zone 3 will be treated in accordance with the NPPF, this policy and Policy PMD15.

Key Diagrams and Maps

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

Implementation Mechanisms

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

Infrastructure Delivery

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

PMD1 - MINIMISING POLLUTION AND IMPACTS ON AMENITY, HEALTH, SAFETY AND THE NATURAL ENVIRONMENT

Introduction

6.5 The main sources of pollution in Thurrock are emissions from road transport and industrial processes. Although in recent decades, cleaner fuels and the implementation of pollution control policies have led to some reductions, pollution attributed to motor vehicles remains, with heavy goods vehicles (HGVs) being the main contributors. Thurrock has fifteen Air Quality Management Areas (AQMAs) mainly in the west of the Borough, in close proximity to major transport routes, such as the M25 and A13.

6.6. Owing to Thurrock's industrial and extensive quarrying and land-filling past, the area has a legacy of contaminated land. Consequently it also has land where stability may be an issue. Some of this land lies within the urban area where development needs to take place to avoid intrusion into the Green Belt.

6.7 The Borough also has a history of incompatible land uses, with housing having been developed next to heavy industries. This has resulted in a poor living environment. The Council's aspiration is to break from previous trends and to minimise pollution, enhance local amenity and provide safe and healthy environments for the community. The Council does not wish legitimate business activities to have to be curtailed because of the introduction of sensitive uses in locations where their presence would be likely to lead to restrictions over business activity having to be imposed in order to avoid unacceptable nuisance to those sensitive uses, unless that is part of the planned change of an area.

6.8 The Council will be guided by the NPPF, EC Directive 2000/60/EC and Environmental Agency Acts to assess the implications of development, and will seek compliance with, and contribution to, EU limit values and national objectives for pollutants taking into the presence of AQMAs.

6.9 In implementing this policy the Council will liaise closely with the Environment Agency and other relevant pollution control bodies.

Thurrock Plans and Strategies

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

PMD1 - MINIMISING POLLUTION AND IMPACTS ON AMENITY, HEALTH, SAFETY AND THE NATURAL ENVIRONMENT

1. Development will not be permitted where it would cause or is likely to cause unacceptable effects on:
 - i. the amenities of the area;
 - ii. the amenity, health or safety of others;
 - iii. the amenity, health or safety of future occupiers of the site; or
 - iv. the natural environment.
2. Particular consideration will be given to the location of sensitive land uses, especially housing, schools and health facilities, and nationally, regionally and locally designated biodiversity sites, and areas of recreational and amenity value which are relatively undisturbed by noise and valued for this reason.
3. The Council will require assessments to accompany planning applications where it has reasonable grounds to believe that a development may suffer from, or cause:
 - i. Air pollution;
 - ii. Noise pollution;

- iii. Contaminated land/soil;
- iv. Odour;
- v. Light pollution and shadow flicker;
- vi. Water pollution;
- vii. Invasion of privacy;
- viii. Visual intrusion;
- ix. Loss of light;
- x. Ground instability;
- xi. Vibration

- 4. Where the assessment confirms such potential harm, planning permission will only be granted if satisfactory solutions can be achieved through design, or suitable mitigation measures can be put in place through conditions or a planning obligation. Where an assessment is not forthcoming the Council may refuse permission on a precautionary basis.
- 5. The Council will seek compliance with, and contribution to, EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality in local areas arising from individual sites.
- 6. In the interests of supporting legitimate business activity pursuant to policy CSSP2 the Council will resist the introduction of sensitive uses in locations where their presence would be likely to lead to unreasonable restrictions over business activity having to be imposed in order to avoid unacceptable nuisance to those sensitive uses. Exceptionally the Council may accept co-location of sensitive uses with business uses where the sensitive uses are part of approved proposals for the redevelopment of a wider area from business use to a predominantly residential use.

Key Diagrams and Maps

Not Applicable

PMD2 - DESIGN AND LAYOUT

Introduction

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

Thurrock Plans and Strategies

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

PMD2 - DESIGN AND LAYOUT

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

All development proposals must satisfy the following criteria:

- i. **Character** - Development must contribute positively to the character of the area in which it is proposed, and to surrounding areas that may be affected by it. It should seek to contribute positively to local views, townscape, heritage assets and natural features, and contribute to the creation of a positive sense of place.
- ii. **Continuity** - Development proposals must promote continuity of street frontages and provide active ground floor frontages as far as reasonably possible.
- iii. **Public Realm** - New development should contribute to improvements in the public realm by contributing sensitive planting, street furniture, appropriate lighting and public art where appropriate. The quality of the design and detailing of all development, including interfacing elements such as facades, steps and walls should be robust, engaging and contribute positively to the public realm.
- iv. **Public and Private Amenity space** - Development proposals must provide adequate public and private amenity space in accordance with Thurrock's relevant adopted standards, particularly in areas with identified deficiencies. It should be attractive, safe, uncluttered, readily accessible and should promote play.
- v. **Accessibility** - Development proposals must allow easy and safe access for all members of the community. Development must also integrate land uses and all modes of transport but pedestrians and cyclists must be given priority over traffic in scheme design.

- vi. **Permeability and Legibility** - Development should promote connections between places that people wish to use, including public transport links, community facilities and the Greengrid. Development should be designed to help people find their way and must be legible for all members of the community, providing recognisable routes using landmarks and signage where appropriate.
- vii. **Safety and Security** - Development proposals must create safe and secure environments and reduce the scope for crime and fear of crime. Where appropriate, proposals should adopt the principles of *Designing Out Crime* set out in the Police Service's publication '*Secured by Design*'.
- viii. **Landscape** - Features contributing to the natural landscape in the Borough, such as woods, hedges, specimen trees, unimproved grassland, ponds and marshes, will be protected and where appropriate enhanced to maintain their landscape and wildlife value. Provision and enhancement of landscape features will also be required to contribute to multiple uses and/or eco-system services, including amenity, recreation, flood alleviation and Sustainable Urban Drainage Systems.
- ix. **Diversity** - Development proposals must promote variety and choice through a mix of mutually compatible developments and uses.
- x. **Utilities** - Development proposals must accommodate public services and utilities without compromising design and layout. This includes providing suitable access to maintenance, waste and emergency service vehicles.
- xi. **Energy and Resource use** - Development should be designed to minimise energy and resource use. This includes integrating sustainable construction techniques, siting and orientation of buildings to maximise energy and water efficiency.
- xii. **Layout** - The layout of all development should optimise the assets of the site, while conforming to the appropriate standards for layout, design and access set out in the Layout and Standards SPD.

2. In the interests of encouraging good design the Council will require residential developers to carry out robust assessments of their proposals using the *Building for Life 12* questions, where the questions are relevant to the development being proposed, and submit such assessments in support of planning applications. The Council will use these questions as the basis for discussions with intending developers both before and after submission of planning applications. The objective will be to arrive at a mutually agreed assessment of proposals prior to a decision being made where there are no 'red' outcomes and where the only 'amber' outcomes are those where the characteristics of the site and its circumstances are such as to make 'green' outcomes unachievable.

3. The Council will encourage pre-application discussions and design review of development proposals by the Commission for Architecture and the Built Environment (CABE) and/or other relevant bodies, and in relation to proposals having a wider impact, will wish to see that developers have worked closely with local communities to arrive at proposals that take account of their views.

4. Where the Council has produced a design brief for a site or sites, developers will be obliged to meet its detailed requirements.

Key Diagrams and Maps

Not Applicable

PMD5 - OPEN SPACES, OUTDOOR SPORTS AND RECREATIONAL FACILITIES

Introduction

6.21 Open spaces, outdoor sports and recreational facilities contribute to national objectives to promote social inclusion and community cohesion, mental and physical health and wellbeing, and regeneration. They also often contribute to biodiversity, nature conservation and other multi-functional uses in the Borough. The existing facilities in Thurrock are important assets which serve the communities in which they are located; their importance relates not only to their function but also to their amenity value, contribution to local character and distinctiveness and to Thurrock's Greengrid.

6.22 The provision of high quality, well managed and accessible open spaces, outdoor sports and recreational facilities is central, therefore, to Thurrock's aim of improving the sense of place in the Borough and enabling the community to benefit from sport and leisure activities. These facilities will help address local deficiencies and needs. In addition, developer contributions will also be expected to address Borough wide Greengrid requirements (Policies CSTP18 and PMD16).

Thurrock Plans and Strategies

6.23 The NPPF states that planning policies for open space, sports and recreational facilities should be based on robust and up-to-date need assessments. Thurrock Council undertook quantitative and qualitative assessments of existing local provision and deficiencies in open space in the *Community Needs and Open Spaces Study* (2005). The findings inform local policy and strategy development, and enable the determination of locally derived standards of provision. The study has informed the *Thurrock Open Spaces Strategy 2006-2011* and the related *Play Strategy for Thurrock: The Thurrock Play Partnership 2007-2017*.

6.24 Thurrock's *Refreshed Cultural Strategy* (2006) also recognises that sports events, facilities and development, clubs, health and wellbeing initiatives, physical activity, parks and open spaces, children's play, playgrounds and play activities all contribute towards the cultural life of Thurrock and are important elements in enriching the quality of life of residents and improving the economic prospects of the area.

6.25 The *Sports and Active Recreation Strategy for Thurrock* (Thurrock Council, TTGDC and Sport England, 2010) amplifies previous work, such as the *Thurrock Open Space Strategy 2006-2011*, with the objective of ensuring that the Borough has a sports and active recreation facility infrastructure which meet the needs of existing and future residents and visitors.

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

PMD5 - OPEN SPACES, OUTDOOR SPORTS AND RECREATIONAL FACILITIES

EXISTING FACILITIES

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

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

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

2. The Council may also allow:

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

NEW DEVELOPMENT

3. Proposed development must ensure that:

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

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

STANDARDS

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

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

1. Children's Play Space:

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

2. Outdoor Sport Facilities (including playing pitches, courts and greens):

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

3. Allotments:

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

4. Exemptions:

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

Key Diagrams and Maps

Map 3: Location of Greengrid

PMD6 - DEVELOPMENT IN THE GREEN BELT

Introduction

6.27 Approximately 60% of the total land within Thurrock is designated as Metropolitan Green Belt. The Council considers it important to provide robust strategic and management of development policies to ensure the delivery of high quality development throughout the Borough.

6.28 A problem frequently associated with the urban fringe in the Green Belt is the growing demand for horse-keeping facilities. Horse riding as an activity requires significant areas of open land and there is a demand for a variety of facilities for this use, ranging from commercial riding schools to domestic stables. In land use terms, the main difference between private and commercial stabling is that the level of activity and size and number of buildings generated by commercial establishments tends to be much greater and makes the siting of such developments particularly sensitive. Traffic generation and car parking requirements associated with such uses also need to be the subject of careful consideration.

6.29 Planning applications for stud farms and livery stables are often accompanied by the request for a dwelling for security reasons. It is a principle of Green Belt policy guidance that development should not be permitted, which will generate additional employment resulting in the demand for new dwellings.

6.30 With regard to stables, the standard of one horse per 0.6 ha of grazing land is required in order that the land is not over-grazed and thus remains self-sufficient in terms of food supply. It is the standard recommended by the British Horse Society. Over-grazing causes visual and ecological harm to the landscape, and the importation of feedstocks permits an over intense use of land and a greater presence of stable buildings. Application of the standard will ensure that the number of stables present on a site is ancillary to the use of the land for grazing.

6.31 There are a number of localities within the Green Belt, comprising well defined frontages of tightly knit development identified by the Council as Established Residential Frontages, where there can be some relaxation of normal Green Belt Policy without harm to the objectives of the Green Belt.

6.32 Although generally open in character the Green Belt contains various buildings which should only be developed or redeveloped in ways consistent with the objectives of Green Belt policy. This policy sets out clear guidance on the types of development that will be permitted within Thurrock's Green Belt and the reasonable limitations that will apply to those developments.

Thurrock Plans and Strategies

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

PMD6 - DEVELOPMENT IN THE GREEN BELT

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

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

1. Extensions

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

2. Replacement Buildings

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

3. Established Residential Frontages

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

4. Re-Use and Adaptation of Buildings

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

5. Equestrian Facilities

- i. The Council will expect stables to be located in existing buildings wherever possible. New buildings will only be permitted where there are no suitable existing buildings.
- ii. Stables will only be permitted where they are requisite to the use of the land for grazing. The Council will only permit one stable per 0.6 hectares (1.5 acres)¹ of grazing land and the stable must be on, or immediately adjacent to, the grazing land.
- iii. Stud farms, riding schools and other large-scale commercial equestrian facilities will only be permitted in the Green Belt where they use existing buildings.
- iv. Permission will not be given for additional housing in association with stables.

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

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

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

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

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

7. Agricultural and Forestry dwellings

i. Permanent agricultural dwellings

New permanent dwellings will be allowed on well-established agricultural units to support existing agricultural activities providing all of the following are met:-

- i. there is a clearly established existing functional need for one or more workers to be readily available at most times on the unit.
- ii. the need relates to a full time worker, or one who is primarily employed in agriculture and does not relate to a part-time requirement.
- iii. the unit and activity concerned:- have been established for at least three years; have been profitable for at least one of them; are currently financially sound; and have a clear prospect of remaining so.
- iv. the functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the worker(s) concerned.
- v. the proposed dwelling is of a size commensurate with the established functional requirement.
- vi. the proposed dwelling would be sited so as to meet the identified functional need, and be well-related to existing farm buildings or other dwellings, and;
- vii. the relevant requirements of the Council's policies for management of development are met.

In relation to (i) above such need will be considered to exist if workers are needed to be on hand day and night in case animals or agricultural processes require essential care at short notice, or to deal quickly with emergencies that could otherwise cause serious loss of crops or products and pose a substantial threat to the financial soundness of the unit.

The protection of livestock from theft or injury by intruders may contribute on animal welfare grounds to the need for a new dwelling but will not by itself be considered sufficient to justify

one. Requirements arising from food processing, as opposed to agriculture, will not be considered justification for a new dwelling.

If any dwelling(s) or building(s) suitable for conversion to dwellings have recently been sold separately from the farmland concerned this will be considered as evidence of a lack of agricultural need.

In relation to (v) above dwellings that are unusually large in relation to the agricultural needs of the unit, or unusually expensive to construct in relation to the income the unit can sustain in the long term will not be permitted. The relevant consideration will be the requirements of the enterprise rather than those of the owner or occupier. The planning permission for a dwelling will be made subject to a condition removing 'permitted development' rights for enlargement in order to ensure that a dwelling once built does not exceed a size commensurate with the established functional requirement.

ii. Temporary agricultural dwellings

If a new dwelling is essential to support a new farming activity, whether on a newly created agricultural unit or an established one, the Council will only permit this to be provided by way of a caravan or other temporary removable accommodation.

Temporary accommodation will only be permitted if all of the following are met:-

- i. there is a functional need for the dwelling which could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the worker(s) concerned;
- ii. there is clear evidence of a firm intention and ability to develop the enterprise and it has been planned on a sound financial basis;
- iii. the relevant requirements of the Council's policies for the management of development are met.

Such accommodation will only be permitted to be present on the agricultural unit for a maximum of four years, unless by this time permission has been granted for a permanent agricultural dwelling and that dwelling is the subject of sustained construction activity. In such case the Council will grant further time limited permissions for the temporary accommodation until the permanent dwelling is habitable or the Council considers the dwelling is no longer the subject of sustained construction activity.

iii. Forestry dwellings

The Council does not envisage that requirements for forestry worker accommodation will arise, but should they do so this policy will equally apply.

iv. Occupancy restrictions

In order to ensure that any permitted agricultural dwelling is kept available for meeting the need for such accommodation for so long as it exists planning permission for such accommodation will be subject to an appropriate occupancy condition limiting occupation to a person solely or mainly working, or last working, in the locality in agriculture or forestry, or a widow or widower of such a person, and to any resident dependents. The Council will not agree to the removal of such conditions unless it has been satisfactorily demonstrated that there is no longer any need on the particular holding and in the area for a dwelling for someone solely, mainly or last working in agriculture. Those seeking removal will be expected to show that for the period of two years preceding the planning application for removal of the condition, sustained and appropriately targeted efforts to sell or rent the premises on terms reflecting the encumbrance of the agricultural occupancy condition have been made with no success. The Council will not consider this requirement to have been met unless the property has been marketed for the duration of this period at a discount of at least 35% against open market price. The Council will not agree to the removal of occupancy conditions from temporary accommodation.

8. Definitions and Limitations

In considering whether a proposal complies with the above:

- i. account will only be taken of lawful existing buildings,
- ii. for the purposes of paragraph 1 and 2 'original building' means in relation to a building existing on 1st July 1948, as existing on that date, and in relation to a building built on or after 1st July 1948, as so built. Any building which is itself a replacement building will not be considered to be an original building for the purposes of this policy and the acceptability or otherwise of any proposals for further extension or replacement will be judged by reference to the 'original building' which preceded it. If the exact size of this

previous building is unknown the redevelopment of a replacement dwelling will be limited to a like for like replacement,

- iii. for the purposes of paragraph 6 a 'previously developed site' is one which is, or was, occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure, but excludes the site of agricultural or forestry buildings, land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures, and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Key Diagrams and Maps

Established Residential Frontages are identified on the Interim Adopted Proposals Map.

PMD7 - BIODIVERSITY, GEOLOGICAL CONSERVATION AND DEVELOPMENT

Introduction

6.34 The NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the natural environment, moving from a net loss of bio-diversity to achieving net gains for nature. It further states that the planning system should contribute to and enhance the natural environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Thurrock Council is committed to this vision and will protect and enhance all of its designated biodiversity sites, such as Ramsar sites, Sites of Special Scientific Interest (SSSIs), Local Wildlife Sites and Local Nature Reserves in accordance with the requirements of the Natural Environment and Rural Communities Act (2006) and the NPPF. The protection and management of the internationally designated (Ramsar) site within Thurrock is achieved by a combination of the provisions in the Habitat Regulations and Section 28 of the Wildlife and Countryside Act 1981 as amended by the Countryside and Rights of Way Act 2000.

6.35 With respect to SSSIs, the NPPF indicates that where a proposed development on land within or outside a SSSI is likely to have an adverse effect on an SSSI, planning permission should not normally be permitted. Where an adverse effect on the site's notified special interest features is likely, an exception should only be made where the benefits of the development, at the site, clearly outweigh both the adverse impacts that it is likely to have on those features and any broader impacts on the national network of SSSIs.

6.36 Designated biodiversity sites are an important constituent of Thurrock's green assets, and contribute to the Borough's Greengrid. Within the Borough, there are a significant number of these sites that contains species of principal importance, e.g. UKBAP or Red Data Book species. In addition to designated biodiversity sites, there are a number of brownfield sites which include biodiversity value and species of principal importance. The biodiversity value within these sites also contributes to the green assets of the Borough and requires protection from the impacts of development. Thurrock Council is committed to conserving and enhancing biodiversity and geodiversity on non-designated sites and also the habitat of species of principal importance.

6.37 Thurrock Council intends to conserve and enhance its green assets, through appropriate design and management, and will seek to ensure the integrity of the biodiversity network within the Borough. Designated Biodiversity Sites within the Borough will be included in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map.

Thurrock Plans and Strategies

6.38 The Council's *Thurrock Biodiversity Action Plan 2007-2012*, Thurrock Biodiversity Study 2006-2011 aims to identify and conserve priority species and habitats in Thurrock.

PMD7 - BIODIVERSITY, GEOLOGICAL CONSERVATION AND DEVELOPMENT

1. Development proposals will be required to demonstrate that any significant biodiversity habitat or geological interest of recognised local value is retained and enhanced on-site. Where it can be demonstrated that this is not possible, and there is no suitable alternative site available for the development, developers will be required to show that their proposals would mitigate any loss of biodiversity or geological interest. In circumstances where it can be demonstrated that neither retention on site nor mitigation is possible, developers will be required to provide appropriate compensation for any significant loss of

biodiversity or geological interest, such that there is no overall net loss of biodiversity habitat or features of geological conservation interest in Thurrock. The Council will seek to achieve net gains in biodiversity where such gains would be possible, with particular reference to the desirability of re-creating priority habitats and the recovery of priority species.

2. The Council will not permit development that would result in the loss, or partial loss, of a locally designated biodiversity or geological site, except in exceptional circumstances where it can be demonstrated that there is no alternative, subject to the sequential approach outlined in (1) above.

3. To enable the Council to determine an application which would result in a loss of biodiversity or geological value, the developer will be required to submit a detailed justification setting out:

- i. why the loss is considered to be unavoidable
- ii. an assessment of what species and habitat would be lost or adversely affected as a result of development (including an ecological survey where appropriate)
- iii. how the loss or adverse effect is proposed to be mitigated on-site through habitat restoration or creation; and/or compensated for through the acquisition and management of a suitable site within the area, or a financial contribution towards the purchase and management of such a site or management of an existing site to bring it up to a necessary standard.

4. Thurrock Council will require development proposals to incorporate biodiversity or geological features into the design as far as possible. These may include green roofs, brown roofs and the creation of green corridors for wildlife.

5. Where it is necessary to secure the biodiversity or geological interest of a development site, the Council will seek the provision and implementation of a Biodiversity or Geological Management Plan through planning obligations. The Council will evaluate development proposals and biodiversity management plans or geological management plans against recognised best practice.

Key Diagrams and Map

Map 5: Location of Strategic Biodiversity Sites

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

PMD8 - PARKING STANDARDS

Introduction

6.39 The availability and design of car parking are integral to a number of challenges in Thurrock, including the need to promote alternatives to private car use (modal shift), make the best use of land given the high levels of growth being planned and the constraints of the Green Belt, and tackle high levels of vehicle crime. These challenges are particularly pressing in the Thurrock Urban Area. The Core Strategy policy *CSTP14: Transport in the Thurrock Urban Area* clearly states the importance of a policy approach to car parking and the need to link availability with levels of accessibility in order to support efforts to achieve a modal shift. The NPPF advises that when setting local parking standards local planning authorities should take into account accessibility, the type, mix and use of development, the availability of and opportunities for public transport, local car ownership levels, and the overall need to reduce the use of high-emission vehicles.

6.40 A challenge that has become increasingly evident in Thurrock is the need to address the issues in residential areas of degraded street scenes and impeded access for service and passenger transport vehicles that can happen where limited car parking availability has not discouraged car ownership and has instead displaced vehicle parking onto surrounding roads². Indeed, with only 1 in 5 households in Thurrock having no car or van, and an average of 1.2 cars or vans per household³, it is apparent that to avoid such displacement new development will need to provide sufficient residential car parking. Research⁴ has shown that, according to house buyers, attempts to restrict parking in order to curb car ownership had little or no impact on the number of cars a household would acquire.

6.41 The policy will ensure a level of good quality and safe parking that is sufficient for the accessibility needs of development in Thurrock, taking into account the levels of accessibility by sustainable transport modes, the need to promote modal shift and the need to provide adequate access for service and public transport vehicles.

Thurrock Plans and Strategies

6.42 The *Thurrock Transport Strategy 2008 - 2021* recognises the need to manage the availability of car parking, especially non-residential, in order to promote modal shift and tackle congestion. In particular the strategy proposes applying maximum parking standards for new commercial development and that in the Thurrock Urban Area the Council may apply tighter restrictions. The *Sustainable Communities Strategy (Thurrock LSP 2009)* priority sets out that roads, public transport networks and housing will be enhanced so that local people have better access to employment opportunities, other amenities and affordable housing.

PMD8 - PARKING STANDARDS

All development will be required to comply with the car parking standards set out in the Layout and Standards SPD. For residential developments the standards comprise of ranges within maximum and minimum levels of provision dependant on defined circumstances. For non-residential uses maximum standards apply.

1. In those parts of Thurrock which have good levels of car parking enforcement available, coupled with high levels of accessibility, reduced standards for residential and non-residential car parking will be applied.
2. Additionally, in other parts of the Thurrock Urban Area where the Council considers the potential substantial modal shift is clearly demonstrated by the Transport Assessment/Statement and Travel Plans, the reduced maximum standard for non-residential car parking and reduced minimum standards for residential car parking will be applied. Where the reduced standards are applied, the Council will require developer

contributions to support the development of controlled parking zones, the enforcement of parking restrictions and car-free living, and other measures to reduce inappropriate on-street parking.

3. The Council will require developers to use the relevant residential carparking standard in conjunction with suitable physical design to reduce the risk of inappropriate on-street parking, thereby avoiding a street scene dominated by cars while maintaining access for service and emergency vehicles.
4. Development will be required to facilitate more equitable access and sustainable transport modes through the provision of at least the minimum levels of parking, as specified in the *Thurrock Parking Standards Guidance*,
 - i. for:Cycles
 - ii. Powered two-wheelers
 - iii. Disabled car users
 - iv. Electric and other low emission vehicles
5. Subject to the above framework, vehicle parking provision will only be permitted where it is safe and of a high design quality, including where it is either:
 - i. Overlooked from within dwellings
 - ii. Managed and monitored from commercial premises
 - iii. Openly visible from the public highway, or
 - iii. Planned on-street provision

Refer to policy PMD11 on Freight Movement for the Council's policy approach to HGV parking provision.

Key Diagrams and Maps

Not Applicable

PMD9 - ROAD NETWORK HIERARCHY

Introduction

6.43 The inclusion of this policy is needed to ensure that access requirements are appropriately considered when determining planning applications. In addition, policy *CSTP17: Strategic Freight Movement and Access to Ports* identifies the need for freight traffic to keep to the most suitable routes in order to reduce adverse impacts on amenity, the environment, sustainable transport modes, and the integrity of the highway itself.

6.44 Relevant local issues focus around congestion on the Strategic Road Network, particularly the A13, and on key local roads such as A1306 and the potential for this to worsen with the growth that needs to be accommodated in Thurrock. In addition, many of the roads in Thurrock, especially in rural areas, are minor and unclassified and generally unsuitable for large vehicles or heavy traffic flows.

6.45 This policy ensures that proposals for development affecting the highway will be considered in relation to the road network hierarchy and the function of each level of that hierarchy. The aim is to enhance the street scene and to mitigate adverse impacts on the transport system, which includes impacts on capacity, safety, air quality, and noise.

Thurrock Plans and Strategies

6.46 The *Thurrock Transport Strategy 2008 - 2021* aims to deliver network efficiency and traffic network management improvements before increasing capacity. With regard to HGVs, the strategy recognises the need for delivering goods, but that this needs to be reconciled with social and environmental concerns and other distribution issues. The *Sustainable Communities Strategy (Thurrock LSP 2009)* priority sets out that roads, public transport networks and housing will be enhanced so that local people have better access to employment opportunities, other amenities and affordable housing.

Definitions of the Road Network Hierarchy

Level 1 routes (Corridors of Movement) comprise:

- *Strategic Non-Trunk Roads. These serve to facilitate traffic movement between major centres within the region. This category would include any roads of regional significance as described in the East of England Plan or future Government advice on the road network.*
- *Rural/Urban Distributors. These allow traffic to move freely and safely between local centres and from local centres to the major road network, within some local centres these distributors may be defined as streets.*

Level 2 routes (Urban and Rural Roads/Streets) comprise roads that serve as main connections between substantial rural populations and the minor road network and act as through roads to distribute traffic to residential areas within urban conurbations.

Level 3 routes (Local Roads and Streets) comprise:

- *Access Roads/Streets. These provide secondary links to villages and large towns forming minor distributors and access to individual properties.*
- *Residential Estate Roads/Streets. The layout and design of estate roads is covered in the Layout and Standards SPD*

PMD9 - ROAD NETWORK HIERARCHY

1. Routes of all levels

The Council will only permit the development of new accesses or increased use of existing accesses where:

- i. There is no possibility of safe access taken from an existing or proposed lower category road
- ii. The design of the development minimises the number of accesses required.
- iii. The development makes a positive contribution to road safety or road safety is not prejudiced.
- iv. The development preserves or enhances the quality of the street scene.
- v. The development avoids causing congestion as measured by link and junction capacities.
- vi. Measures are taken to mitigate all adverse air quality impacts in or adjacent to Air Quality Management Areas.
- vii. The development will minimise adverse impacts on the quality of life of local residents, such as noise, air pollution, and the general street environment.
- viii. The development will make a positive contribution to accessibility by sustainable transport.

These criteria apply to routes of all levels (1, 2 and 3). The following principles also apply to particular levels:

2. Level 1 Routes - Corridors of Movement.

- i. There is a presumption against new accesses or the increased use of an existing direct access onto a Corridor of Movement. Development served by side roads connecting to a Corridor of Movement will only be permitted where it can be demonstrated that the Corridor of Movement will not be adversely affected in terms of highway safety and traffic capacity.
- ii. Development will not be permitted where it impacts adversely on capacity and safety.
- iii. Where the Corridor of Movement comprises an Inter-urban Public Transport Route or provides access to one or more of the Borough's ports, new accesses must not have an adverse impact on the free flow of traffic.
- iv. Exceptions will be made only for developments of overriding national importance, strategic sites allocated in this Local Development Plan, and strategic public transport facilities.

3. Level 2 Routes - Rural Roads only

- i. The establishment of new accesses or increased use of existing direct accesses will not normally be accepted for Rural Level 2, except where the access is for small-scale uses permissible in the Green Belt which do not adversely affect road safety or limit capacity.
- ii. The Council will require that the provision of accesses is consistent with the Layout and Standards SPD. In all cases any access that is proposed should meet current design standards.
- iii. Exceptions to this policy will be made for the working of minerals to recognise that minerals can only be worked where they occur. In such cases, road improvements may be sought from developers.

Key Diagrams and Map

Map 2: Road Network Hierarchy

PMD10 - TRANSPORT ASSESSMENTS AND TRAVEL PLANS

Introduction

6.47 A local management of development policy is required to support Core Strategy transport policies (especially *CSTP14 Transport in the Thurrock Urban Area*) and ensure new development plays its role in implementing travel planning measures and the intensive application of Smarter Choices required by CSTP14.

6.48 The intensive application of Smarter Choices has been found to reduce car use by up to around 10%⁵. This is the scale of reduction required to make the growth in Thurrock, especially the urban area, deliverable and sustainable⁶.

6.49 The purpose of the policy is to encourage safe, healthy and sustainable travel options. By reducing car travel, Travel Plans/ Assessments can improve health and wellbeing, free up car parking space, and make a positive contribution to mitigating adverse impacts on the transport system, the environment and amenity. Taking into account any proposed mitigation including provision of sustainable transport modes and safe and suitable access, the Council will resist development where the residual cumulative impacts would be severe. Depending on the circumstances, this may include development proposals that would have a significant adverse effect on the free flow and safe movements of vehicular and non-vehicular traffic and/or fail to limit the use of motor vehicles and promote adequate alternative modes of transport.

Thurrock Plans and Strategies

6.50 *The Thurrock Transport Strategy 2008 - 2021* has clear policies on the need for modal shift, especially in the Thurrock Urban Area, to reduce congestion through Smarter Choices such as school and workplace travel plans.

PMD10 - TRANSPORT ASSESSMENTS AND TRAVEL PLANS

Transport Assessments, Transport Statements, and Travel Plans must accompany planning applications in accordance with the Department for Transport guidance in *Guidance on Transport Assessments* (March 2007).

- i. Travel Plans must be consistent with Council policies. They will normally be secured through planning obligations, although planning conditions might suffice where this will clearly be the best option because the outcomes and measures required are simple and very clear, such as where the travel plan is for an existing use.
- ii. All developments that fall below the thresholds for individual Travel Plans will be expected to support the Council's Smarter Choices programme or Area Wide Travel Plans.
- iii. Where schools add capacity through development or new schools are proposed, they will be required to develop a School Travel Plan or revise their existing Travel Plan.
- iv. Proposals for residential developments of 25 units or more should be accompanied by a 'Safe Routes to School' assessment.
- v. Development will only be permitted where the Travel Plans, Transport Assessments or Transport Statements are agreed by the Council and there is adequate provision for existing or planned transport infrastructure and other proposed measures.

Proposed mitigation measures will either be implemented in their entirety by or on behalf of the developer or will be implemented as part of a wider pooling of resources. Developers will be required to make provision for the objectives of

the agreed Travel Plans to be monitored. Agreed Travel Plans will include targets, coupled with penalties if outcomes are not being met. Where adequate affordable mitigation is not secured or achievable and the residual cumulative impacts of development proposals are likely to be severe, such developments will be resisted.

Key Diagrams and Maps

Not Applicable

PMD12 - SUSTAINABLE BUILDINGS

Introduction

6.55 Employment and housing growth and its associated development can have serious implications for climate change. Thurrock has a designated growth of at least 18,500 new homes and up to a further 4750 dwellings to meet provision to 2026 and beyond and an indicative figure of 26,000 new jobs over the plan period which is likely to increase emissions from domestic, industrial, commercial and transport sectors. Currently, over 70% of all CO2 emissions in Thurrock arise from gas and electricity consumption, which is where stringent standards can ensure that growth in total energy consumption within the Borough is minimised, whilst still allowing for economic and housing growth.

6.56 The East of England is the driest region in England and water resource availability is limited. Average household per capita water consumption in Thurrock 2006-2007 was 155 litres a day, 5% higher than the national average of 148 litres. As such, water is likely to become a scarce resource as a result of significant growth pressures coupled with climate change.

6.57 This policy will provide an opportunity to promote new techniques in design and renewable energy in residential and non-residential buildings. To achieve this in Thurrock, the Council will ensure that developments will be made sustainable by securing the use of sustainable construction techniques. This will help to reduce waste and carbon emissions; encourage better use of water and energy; and reduce environmental impact and increase efficiency of construction industry.

6.58 The Code for Sustainable Homes is an environmental assessment method for rating and certifying the performance of new homes against a range of design categories including energy performance. Although devised as a voluntary rating system to foster a step change in sustainable building practice for new homes the intent was that the code would signal the future direction of Building Regulations in relation to carbon emissions ultimately leading to the goal that all new homes would be 'Zero Carbon' by 2016. However the definition of 'Zero Carbon' which is separately emerging for the purposes of national regulation is diverging from that defined by level 6 of the Code. The Council considers that requiring residential development to comply with level 4 of the Code in tandem with other policy requirements set out in this DPD and the future national requirement for homes to be 'Zero Carbon' by 2016 is the most appropriate means to ensure that homes in Thurrock are built to a satisfactory standard against a range of sustainability considerations.

6.59 The Building Research Establishment Environmental Assessment Method (BREEAM) is the environmental assessment tool adopted and currently used by many local authorities and Government agencies, to ensure overall environmental performance of non-residential developments are achieved and carbon emissions are reduced. In 2008 the Building Research Establishment (BRE) introduced mandatory minimum requirements for energy and water consumption and a new 'Outstanding' classification as part of BREEAM. To achieve this rating, an overall score of 85% must be achieved.

Thurrock Plans and Strategies

6.60 The *Thurrock Climate Change Evidence Base* shows that industrial and commercial emissions in Thurrock are particularly high - double national levels and 166% higher than regional levels. Industrial and commercial gas and electricity consumption accounts for 33% and 21% of total CO2 emissions in Thurrock respectively.

6.61 The Council requires new development to achieve high sustainability standards to move non-residential developments towards zero-carbon development. In order to give developers adequate time to prepare to meet the eventual requirements for zero carbon development, the Council seeks to promote improved standards on a phased basis over a realistic time period. This approach will move Thurrock and developers closer to achieving the Government's ambition that all new non-domestic buildings are zero carbon from 2019, as announced in the 2008 Budget.

PMD12 - SUSTAINABLE BUILDINGS

In determining planning applications for new development, the following criteria must be met:

1. Residential

Proposals for new or conversion to residential development must achieve a "Code for Sustainable Homes" level 4 rating, except in respect of any of the Code's requirements that have been officially superseded by mandatory national standards.

In meeting the above requirement the Council will require the following credits to be achieved as a minimum in the respective design categories:

- i. External Water Consumption: 1 credit
- ii. Management of surface water run-off from developments: 2 credits
- iii. Ecology: 4 credits

2. Non-residential (including Expansions or Extensions) over 1000m2

Proposals for non-residential development must achieve, as a minimum, the following BREEAM standards (or equivalent), where appropriate:

- BREEAM Very Good up to 2016;
- BREEAM Excellent from 2016;
- BREEAM Outstanding from 2019 (in addition to national standards for zero carbon).

These requirements may be relaxed where the developer is able to prove that these requirements will be economically unviable, rendering development of the site undeliverable.

3. Proposals for development will be required to submit an Energy and Water Statement in support of planning applications. The statements will be expected to show how the proposed development would:

- i. Minimise water consumption;
- ii. Minimise energy consumption;
- iii. Maximise water efficiency and water recycling
- iv. Maximise the use of recycled materials and sustainably sourced materials; and
- v. Minimise waste and maximise recycling during construction and after completion.

Further details of these requirements will be set out in the forthcoming Design and Standards DPD.

Key Diagrams and Maps

Not Applicable

PMD13 - DECENTRALISED, RENEWABLE AND LOW-CARBON ENERGY GENERATION

Introduction

6.62 Decentralised energy is a broad term used to denote a diverse range of technologies, including micro-renewables, which can locally serve an individual building, development or wider community and includes heating and cooling energy. Decentralised energy is supplied from local, renewable and/or low-carbon sources (i.e. on-site and near-site, but not remote off-site) and is usually of a relatively small scale.⁷

6.63 The Council seeks to increase the proportion of renewable and low-carbon energy generation within the Borough to reduce the consumption of fossil fuels and the carbon footprint. New development presents the best opportunity to secure decentralised, renewable or low-carbon energy sources such as on-site renewable energy generation technologies and district energy networks which are more cost effective to fit at the construction stage. District energy networks are defined as networks of district heating, district cooling, and other district energy supply systems such as electricity or biogas supply systems. District energy networks are supplied from local, renewable and/or low-carbon sources.

6.64 The Council supports the provision of on-site renewable and low-carbon energy generation in new developments and will seek to secure its provision. The policy aims to ensure that developers of both residential and non-residential developments incorporate on-site renewable energy technologies and low-carbon energy technologies to provide a proportion of the developments energy requirements to reduce subsequent carbon emissions.

6.65 It is not always advisable to refer to specific technologies, as energy technologies are evolving rapidly, but for the purpose of this policy renewable and low-carbon energy may include wind generation, photovoltaic cells, passive solar heating systems, waste heat distribution systems, biomass and ground source heat pumps.

6.66 The *East of England Plan (2008)* Policy ENG1 stipulates that planning authorities must maximise opportunities, particularly in major growth locations and Key Centres for Development and Change, for developments to set new yardsticks of performance in the use of energy from on-site renewable and/or decentralised renewable or low carbon energy sources and that, as a minimum, 10% of the energy consumed in new development should come from such sources.

Thurrock Plans and Strategies

6.67 Thurrock's Annual Monitoring Reports confirm that decentralised renewable energy installations to date have been rare, with none in 2006/07. There is scope to increase this proportion substantially. The Thurrock Energy Study (2010) has enabled the Council to identify priority locations where there is the potential for district energy networks, which could deliver higher proportions of renewable or low-carbon energy.

PMD13 - DECENTRALISED, RENEWABLE AND LOW-CARBON ENERGY GENERATION

1. New development of 5 or more residential dwellings, or 1,000 sq metres or more of non-residential floorspace, must secure, as a minimum, the following proportions of their predicted energy from decentralised and renewable or low-carbon sources, unless it can be demonstrated to the Council's satisfaction, by way of a full viability assessment, that this is not feasible or viable:

- 10% from 2010;

- 15% from 2015; and
- 20% from 2020.

2. Priority Locations

Within the Priority Locations, the Council will:

- Require all opportunities for establishing district energy networks to be taken up, where they would provide higher proportions of renewable or low carbon energy to be delivered than in (1) above.
- Require other developments considered suitable for connection to existing or feasible district energy networks to be designed to enable connection to such networks.

Where developers consider their proposals unable to feasibly or viably deliver, or connect to, district energy networks this will need to be demonstrated by way of technical appraisal and open book economic viability assessment. The Council will not permit developments that would prejudice the provision of such networks.

3. Identification of Priority Locations

- The priority locations are those which meet any, or any combination, of the following conditions:
 - residential developments of 100 dwellings or more;
 - residential developments on sites larger than 2 ha;
 - non-residential developments with a total floorspace exceeding 10,000 sq metres.
 - Smaller sites in close proximity to an existing or proposed district energy network are considered priority locations if they meet any of the following conditions:
 - sites smaller than 20 dwellings within 50 metres of an existing or proposed district energy network,
 - 20-30 dwellings within 100 metres of an existing or proposed district energy network,
 - 31-40 dwellings within 150 metres of an existing or proposed district energy network,
 - Sites larger than 40 dwellings within 200 metres of an existing or proposed district energy network
 - All commercial and other non-domestic developments within 200 metres of an existing or proposed district energy network.
 - Priority Locations will be included in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map. Sites which are not identified as Priority Locations at adoption of the Site Specific Allocations and Policies DPD, but which are demonstrated subsequently to meet the conditions to provide district energy networks, will be subject to the requirements of this policy.
4. The Developer Contributions SPD and/or CIL Charging Schedule will set out requirements for development to contribute to securing decentralised energy systems.

Key Diagram and Maps

Priority Locations identified by the Council will be included in the Adopted Site Specific Allocations and Policies DPD and identified on the Proposals Map.

PMD14 - CARBON NEUTRAL DEVELOPMENT

Introduction

6.68 Increases in population and housing stock from growth is likely to increase emissions from the domestic and transport sectors, whilst job growth of 26,000 is likely to increase carbon dioxide emissions from the transport, industrial and commercial sectors. To ensure that growth in carbon dioxide emissions from new development is minimised, the Council wishes to see development become carbon neutral.

6.69 Carbon neutral development means that any increased carbon dioxide emissions from all new development including extensions are balanced by savings in carbon dioxide elsewhere, by making payments into a Carbon Offset Fund. Any growth in CO₂ emissions will therefore be required to be offset through a one-off payment to the Thurrock Carbon Offset Fund.

6.70 Developers are required to support planning applications with an Energy and Water Statement, as set out in PMD12 Sustainable Buildings. The Council will use this statement to calculate the required Thurrock Carbon Offset Fund contribution. A one-off contribution will be required for each tonne of CO₂e², by means of an obligation under section 106 of the Town and Country Planning Act 1990. The details of this obligation will be set out in the forthcoming Developer Contributions SPD. The Thurrock Carbon Offset Fund will be managed and monitored by Thurrock Council, and the Council will identify and manage the carbon reduction measures the Fund will look to address, in accordance with the *Thurrock Climate Change Strategy* and the associated actions arising from the implementation of this strategy. The Thurrock Carbon Offset Fund will be subject to appropriate governance requirements and will be properly audited.

Thurrock Plans and Strategies

6.71 The *Thurrock Climate Change Evidence Base* (2008) shows that Thurrock has the highest per capita CO₂ emissions of the comparable Unitary Authorities and also shows that CO₂ emissions in Thurrock are 46% higher than national levels and 58% higher than regional levels, based on Defra's emissions of CO₂ for local authority areas, 2005 data. Thurrock Council is preparing a *Thurrock Energy Study* which will be completed by summer 2010. The study will enable the Council to identify priority areas for increased levels of renewable energy and decentralised energy networks and to develop a local tariff for the Carbon Offset Fund.

PMD14 - CARBON NEUTRAL DEVELOPMENT

The Council will require developers to demonstrate that all viable energy efficiency measures and renewable or low-carbon technology opportunities have been utilised to minimise emissions, in accordance with PMD12 and PMD 13. Thereafter:

- i. Any development (whether new build, conversion or renovation) that would lead to a net increase in carbon dioxide emissions, over and above existing emissions for the development site, will be required to make contributions to the Thurrock Carbon Offset Fund.

The net greenhouse gas emissions from the new development will be measured as tonnes per year. Financial contributions to the Thurrock Carbon Offset Fund will be based on the methodology set out in the forthcoming Developer Contributions SPD and the Design and Sustainability SPD.

Key Diagram and Maps

Not Applicable

PMD15 - FLOOD RISK ASSESSMENT

Introduction

6.72 Due to its proximity to the River Thames, the management of flood risk in Thurrock should be considered at all stages of the planning process in accordance with the NPPF and Planning Practice Guidance. Through the Strategic Flood Risk Assessment and Sequential Test, Thurrock Council have considered flood risk in relation to strategic planning and policy.

6.73 The Sequential test for individual development sites will be addressed on a strategic scale during the production of the Site Specific Allocations and Policies DPD. When planning permission is sought for individual developments on sites allocated in development plans that have been informed by the Thurrock SFRA and sequentially tested on that basis, developers need not reapply the Sequential Test, but must apply the sequential approach when locating development within the site. All other individual development sites will also be expected to pass the Sequential Test, with relevant evidence being provided to the Council by the developer.

6.74 Following the application of the Sequential Test, Planning Practice Guidance may indicate the need for the Exception Test to be applied. It is likely given the extensive area of Flood Zones 2 and 3 in Thurrock, that the Exception Test will be required for a significant number of applications.

6.75 In light of the above, and in accordance with the NPPF, developers are therefore required to submit a site-specific Flood Risk Assessment (FRA) with all planning applications if:

- The development site lies within Flood Zones 2 and 3, as illustrated by the Environment Agency's Flood Zone maps;
- The development site is 1 hectare or greater in area and in Flood Zone 1;
- The development site is in an area of Flood Zone 1 where there are known critical drainage problems.

6.76 Site-specific FRAs are required to identify and assess the risks of all forms of flooding to and from the development and demonstrate how these flood risks will be managed so that the development remains safe throughout its lifetime taking climate change into account. Those proposing developments should take the advice from the emergency services when producing an evacuation plan for the development as part of the flood risk assessment. The objectives of a site-specific FRA, as set out in Planning Practice Guidance, are to establish the following:

- Whether a proposed development is likely to be affected by current or future flooding from any source;
- Whether it will increase flood risk on-site or elsewhere;
- Whether the measures proposed to deal with these effects and risks are appropriate;
- If necessary provide the evidence to the LPA so that the Sequential Test can be applied; and
- Whether the development will be safe and pass part (c) of the Exception Test if this is appropriate.

6.77 It should be noted that where a site-specific FRA demonstrates that the proposed development would result in an increase in flood risk to others, development will not be permitted.

6.78 Further advice on producing Flood Risk Assessments is provided in Planning Practice Guidance and also by the Environment Agency in their Flood Risk Standing Advice to Applicants and Agents available by following the links on their website at: www.environment-agency.gov.uk.

6.79 In addition to the above requirement for a Flood Risk Assessment, developers should also note that under Sections 109 and 210 of the Water Resources Act 1991, the prior written consent of the Environment Agency will be required for any proposed works or structures, in, under, over or within 9 metres of the top of the bank of a designated Main River or tidal defence, or within 9 metres of the toe of a designated flood defence.

6.80 Erection of flow control structures or any culverting of a watercourse will also require the prior written approval of the Environment Agency under the terms of Section 23 of the Land Drainage Act 1991. Culverting is normally resisted on nature conservation and other grounds and consent for such works will not normally be granted except for access crossings.

PMD15 - FLOOD RISK ASSESSMENT

1. Applications relating to sites not covered by the Thurrock Sequential Test will be required to be supported by a site-specific Sequential Test to demonstrate compliance with the NPPF, and associated Planning Practice Guidance. To reflect the nature of Thurrock's defended floodplain, particular reference should be made to the hazard rating for each site where covered by the Thurrock Strategic Flood Risk Assessment.
2. Only those applications classified under the 'minor development' or 'changes of use' categories will be exempt from both the Sequential and Exception Tests, and 'water compatible' development will be exempt from the Exception Test. All developments will still be expected to meet the requirements for Flood Risk Assessments.
3. Development proposals subject to the Exception Test in Thurrock must show that the following criteria have been met (in addition to FRA requirements outlined in the NPPF and associated Planning Practice Guidance):
 - I. In addressing that part of the Exception Test requiring demonstration that the development provides wider sustainability benefits to the community that outweigh flood risk, reference should be made to the main assessment criteria outlined in the Thurrock Sustainability Appraisal and any opportunities to reduce the overall flood risk posed to the community, including schemes to make space for water;
 - II. The FRA must demonstrate that the development will be 'safe', without increasing flood risk elsewhere, and where possible will reduce flood risk overall. For Thurrock, this will mean addressing the following points in particular:
 - i. Flood hazard must be fully considered and reference should be made in the site-specific FRA to the SFRA, or site-specific modelling. This should be used to inform a sequential approach to planning within the site;
 - ii. Where it is deemed acceptable to reduce flood storage as a result of development, level for level compensation storage must be provided to ensure that there is no increased flood risk elsewhere;
 - iii. Where appropriate, an emergency plan for the development must be submitted that is consistent with the emergency plan for the area. This will include evidence that 'more vulnerable' development can achieve safe access/egress to a communal refuge point or unaffected area accessible to the emergency services. In highly exceptional cases where access/egress to a place of safe refuge cannot be achieved, these will be considered on their individual merits;
 - iv. Where appropriate, flood avoidance, flood resistance and flood resilience measures must be incorporated into the design of any development;
 - v. Evidence that surface water management schemes, and other flood defence measures that are required on-site in order to allow a development to take place will be adequately maintained for the lifetime of that development by the site owner;
 - vi. Evidence that the proposed development will not interfere with the potential for future maintenance or improvements to flood defences.

4. Developers may be required to provide Developer Contributions towards the improvement of Emergency Planning services and flood defence measures within Thurrock as part of flood management mitigation.

5. Developments will be expected to incorporate Sustainable Drainage Systems (SUDS) to reduce the risk of surface water flooding, both to the site in question and to the surrounding area. Where the potential for surface water flooding has been identified, site specific Flood Risk Assessments should ensure that suitable SUDS techniques are incorporated as part of the redevelopment.

Key Diagrams and Maps

Not Applicable

PMD16 - DEVELOPER CONTRIBUTIONS

Introduction

6.81 Thurrock Council needs to be able to assess and understand the implications of the planned growth on the Borough's infrastructure and services. In particular, there is a need to ensure that each local community has easy access to a full range of services. To create and maintain sustainable living conditions and high quality lifestyles for existing and future communities, it is essential that growth is properly accommodated within the Borough and that such growth can assist in creating a better environment for Thurrock. Growth can make a positive addition to an area, for example, providing new homes and jobs. It can also have an impact on the local community, placing additional pressures on local infrastructure and facilities such as local schools, road network, open spaces and other essential services.

6.82 Where new development is acceptable in principle, but the proposal would give rise to negative impacts that could not be controlled by the imposition of planning conditions, developer contributions can help to reduce or mitigate its impact on the locality by requiring a developer to either deliver or contribute to services/facilities by way of either physical works or financial contributions. There are various ways that this may be provided, whether on-site, off-site or through financial contributions in lieu. Some of the infrastructure proposals within the Core Strategy will be implemented by developer contributions. The Council is researching feasible approaches to inform the forthcoming Developer Contributions SPD.

6.83 This policy aims to set out the Thurrock's approach to the delivery of developer contributions. This policy will be supported by a Developer Contributions SPD that will provide greater clarity on the scope and scale of the developer contributions that may be anticipated within Thurrock.

6.84 The statutory provisions for planning obligations are found at Section 106 of the Town and Country Planning Act 1990 and the Community Infrastructure Levy Regulations 2010 (as amended). The NPPF confirms that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations, and that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. The levy regulations indicate that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- i. necessary to make the development acceptable in planning terms;
- ii. directly related to the development, and;
- iii. fairly and reasonably related in scale and kind to the development.

6.85 The Government is currently proposing to revise the way that developer contributions are collected. The Community Infrastructure Levy (CIL) would enable local authorities to levy a standard charge on new development to support infrastructure delivery. Thurrock Council will amend its developer contributions regime, as and when new legislation, guidance and regulations are issued.

Thurrock Plans and Strategies

6.86 Most development proposals in Thurrock will have essential infrastructure requirements, in one form or another, whether it is transport improvements or the provision of community or leisure facilities. The Council's *Infrastructure Prioritisation and Implementation Programme* identifies where deficits in facilities and infrastructure provision currently exist within the Borough and advises on the quantity and distribution of the new infrastructure that will be needed to serve any additional growth in the number of dwellings. The delivery and implementation of some of these facilities will be achieved through developer contributions from new development. The Council is currently producing a Developer Contributions SPD and CIL Charging Schedule which will inform the application of this policy.

PMD16 - DEVELOPER CONTRIBUTIONS

1. Where needs would arise as a result of development, the Council will seek to secure planning obligations under Section 106 of the Town and Country Planning Act 1990 and in accordance with the NPPF and any other relevant guidance.
 2. Through such obligations, the Council will seek to ensure that development proposals:
 - i. Where appropriate contribute to the delivery of strategic infrastructure to enable the cumulative impact of development to be managed.
 - ii. Meet the reasonable cost of new infrastructure made necessary by the proposal.
 - iii. Mitigate or compensate for the loss of any significant amenity or resource.
 - iv. Provide for the ongoing maintenance of facilities provided as a result of the development.
- The wide range of matters that may be covered by obligations include:

Housing	Affordable Housing (including intermediate and key worker housing)
	Mobility Housing
	Lifetime Homes
	Special Needs Housing
Education and Training	Early Years and Childcare
	Primary Schools
	Secondary Schools
	Sixth Form Provision
	Higher Educational Provision
	School Transport
	Adult Learning
	Safer Routes to School
	Vocational training in employment
	Employment of local residents
Transport Infrastructure	Provision of Technical Work
	Network management
	Sustainable Public and Community Transport
	Accessibility and Travel planning
	Pedestrian Infrastructure including Public Rights of Way
	Cycling Infrastructure
	Road Infrastructure
	Parking Infrastructure / enforcement
	Transport Information and Marketing Scheme and Residential Season Ticket Provision
Maintenance Payments for new and existing infrastructure	
Community, Cultural and Social Infrastructure	Library Services
	Community Centres (including Places of Worship)
	Youth Facilities
	Emergency Services - Police Service, Essex Fire and Rescue, Health Care, Ambulance Services
	Public Art
	Recreational and Leisure Facilities including Open Space, Play Equipment and Pitches
Built Environment	Street Scene Improvements
	Preservation and enhancement of the Historic Environment
	Safety and designing out crime
	Sustainable Design and Layout

Environment/ Climate Change	Renewable Energy Additions
	Biodiversity and Landscaping
	Green Infrastructure
	Greengrid
	Carbon Offset Fund
	Flood defense infrastructure
	District Energy Networks
Other Utilities and Communications	Including water and waste water

3. To ensure the robust, sustainable and effective delivery of infrastructure within Thurrock, the Council will seek, where appropriate, different types of contributions from new development. These will be set out in the forthcoming Developer Contributions SPD. The range of contributions that will be utilised in Thurrock include:

- i. **Standard Charges** - to ensure certainty and clarity in the delivery of developer contributions, a formulaic approach with a standard charge will be utilised where appropriate.
- ii. **Maintenance Payments** - where appropriate maintenance contributions will be sought, usually in the form of a one-off payment.
- iii. **Forward or Support Funding** - Specific elements of the development package may be required to be in place at an early stage in the build programme.
- iv. **Pooling of Contributions** - Pooling of contributions will be an appropriate way of collecting together funding from a number of developments in an area to facilitate the provision of infrastructure needed to meet the cumulative impact of development where a single development would not fairly be able to meet the associated costs. Cross boundary impacts with other Local Planning Authorities will require joint agreement between authorities. Effective and productive joint working with neighbouring authorities will be promoted.

Key Diagrams and Maps

Not Applicable